

**MARINE TRANSPORTATION
SYSTEM RECOVERY PLAN
(MTSRP)**



Sector New Orleans

and

MSU Baton Rouge

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

MTSRP TABLE OF CONTENTS

SECTION 1: INTRODUCTION

A. PURPOSE	1
B. SCOPE.....	2
C. OVERARCHING GOALS AND OBJECTIVES.....	2
D. ORGANIZATION.....	3
E. LEGAL CONSIDERATIONS.....	8
F. FUNDING CONSIDERATIONS	9
G. USCG GOVERNING RESPONSIBILITIES	9
H. MEMORANDUM OF UNDERSTANDING/MEMORANDUM OF AGREEMENT	9
I. OUTSIDE SUPPORT	10
J. PLANNING ASSUMPTIONS	22
K. KEY TERMS AND DEFINITIONS.....	23
TAB A: LOCAL MTS FACT SHEET.....	27
TAB B: MTS RECOVERY-RELATED MOU/MOAs	28

SECTION 2: PLANNING AND PREPAREDNESS

A. PURPOSE	29
B. NORMAL PORT OPERATIONS.....	29
C. STAKEHOLDER COORDINATION	33
D. PRE-ESTABLISHED MTSRU.....	33
E. MTSRU RESPONSIBILITIES.....	34
F. TRAINING	34
G. ICP/IMT LOCATIONS AND EQUIPMENT	35
H. TYPE 1 AND TYPE 2 EVENT CONSIDERATIONS.....	36
TAB C: LIST OF ORGANIZATIONS TO PROVIDE SME ASSISTANCE.....	38
TAB D: NORMAL PORT OPERATIONS	41

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

SECTION 3: MTS RECOVERY MANAGEMENT

A. PURPOSE	57
B. PROCESS	57
Recovery Task 1: Establish the MTSRU.....	57
Recovery Task 2: Obtaining Situational Awareness	61
Recovery Task 3: Determine Impact to the MTS and Develop COAs	65
Recovery Task 4: MTS Status Reporting.....	66
Recovery Task 5: Demobilize the MTSRU.....	72
Recovery Task 6: Additional Tasking.....	72
TAB E: MTS REPORTING TEMPLATE	73
TAB F: MTSRU SOP	80
TAB G: INFRASTRUCTURE ASSESSMENT CHECKLISTS	90
TAB H: MTSRU DEMOBILIZATION REPORT TEMPLATE	92
TAB I: MTSRU NOTIFICATION PROCESS GUIDE.....	94
SECTION 4: MTSRP MAINTENANCE	
A. PURPOSE	98
B. MTSRP VALIDATION	98
C. MTSRP UPDATES	98
APPENDIX	
A. CART BASELINE EXPORT JOB AID	100
B. MTS RECOVERY EEI FORM (CG-11410)	104
C. MTS RECOVERY FACILITY STATUS FORM (CG-11410A)	106
D. LIST OF ESSENTIAL ELEMENTS OF INFORMATION (EEI)	108

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

FIGURES

Figure 1: Sector New Orleans COTP Zone	4
Figure 3.1: Example of ICS Organization including MTSRU	60
Figure 3.2: Example Extract from Unit Leader Checklist	60
Figure 3.3: Example MTSRU Space Organization	61
Figure 3.4: Port Status Information	69

TABLES

Table 1: Sector New Orleans EEI	6
Table 2: Federal Agencies	10
Table 3: State Agencies	15
Table 4: Regional and Local	18
Table 5: Industry Partners	20
Table 6: Sector New Orleans Certified MTSL3 Lead	38
Table 7: Port Coordination Team Federal Representation	38
Table 8: Port Coordination Team State Representation	40
Table 9: Port Coordination Team Industry Representation	41
Table 10: Top Ports by Tonnage	43
Table 11: Ferry Locations	47
Table 12: Key Waterways	47
Table 13: Bridges Crossing Key Waterways	48
Table 14: Anchorages	51
Table 15: Locks	53
Table 16: Aids to Navigation	55
Table 17: USCG and Port Partners dispatched resources	64
Table 18: Incident Action Plan Development Meeting Cycle	68
Table 19: Alternative Reporting Template	72
Table 20: Port Incident/Area Summary Guidance	74
Table 21: MTS Impact Guidance	75
Table 22: MTS Recovery Actions Guidance	76
Table 23: Vessels in Queue Guidance	77
Table 24: Waterway Management Actions Guidance	78
Table 25: Future Plans Guidance	79
Table 26: Intermodal and Supply Chain Impact	80

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

[This page intentionally left blank]

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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) Southeast Louisiana 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)
- (z) Sector New Orleans Severe Weather Plan, SECNOLAINST 3006.1 (series)
- (aa) Sector New Orleans Mississippi River and Tributaries Waterways Action Plan (in Concurrent Clearance)
- (bb) New Orleans Area Maritime Security Plan
- (cc) MSU Baton Rouge Waterways Action Plan

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

[This page intentionally left blank]

SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for Sector New Orleans COTP Zone supports recovery and restoration of the MTS. Responsibilities extend to incident and non-incident areas, requiring engagement with port partners and 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 will 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. High Water
 - f. Low Water

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

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- 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. 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 an MTS disruption.
2. **Objectives** – The objectives for MTS Recovery include but are not limited to:
 - a. Establish a MTSRU within the Planning Section of the Incident Command System (ICS) structure. Refer to Section 2.D.1 and 2.F. of this plan for MTSRU Staffing/Training.
 - b. Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

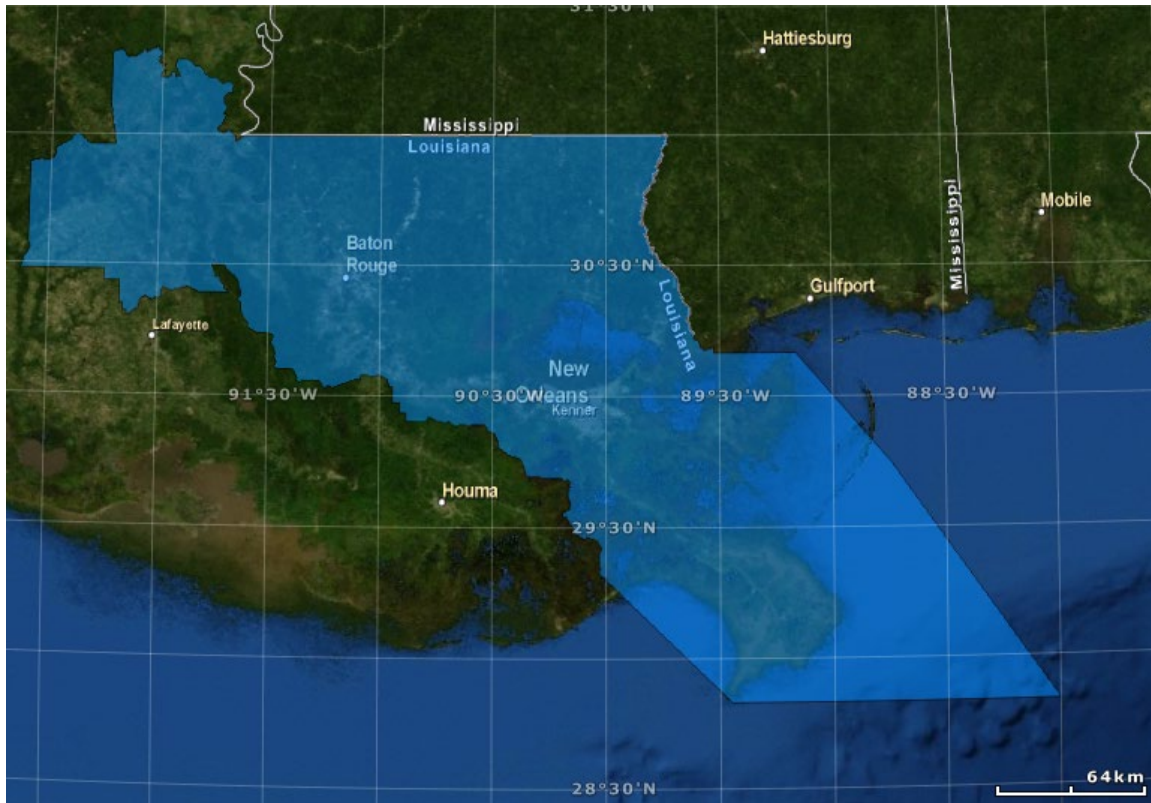
- c. Prioritize MTS Recovery operations by identifying Essential Aids to Navigation System (ATON), infrastructure, and waterways prior to an event.
- d. Identify and prioritize cargo streams, maritime Critical Infrastructure/Key Resources (CI/KR), and methods to aid in their recovery. A prioritized list of infrastructure, cargo, and vessels can be found in Section 3.B.3.b.
- e. Review and maintain the Essential Elements of Information (EEI) to support recovery planning and operations.
- f. Track and report on the status of MTS infrastructure recovery using Common Assessment and Reporting Tool (CART) and EEIs.

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** – The geographical boundaries of the New Orleans Captain of the Port (COTP) Zone are described in 33 CFR Part 3.40-15. Regulatory enforcement within the COTP zone is divided between Sector New Orleans and Marine Safety Unit (MSU) Baton Rouge. MSU Baton Rouge Commanding Officer serves under the delegated authority of the Sector New Orleans COTP. The Sector New Orleans Area of Responsibility (AOR) includes MM167 of the Lower Mississippi River (LMR) south to the inlet of Southwest Pass; east of the western boundary of Tangipahoa Parish; southeast of the southern boundary of Ascension Parish. MSU Baton Rouge’s AOR range from MM167 to MM 303 of the LMR; west of the western boundary of Tangipahoa Parish; northwest of the southern boundary of Ascension Parish.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Figure 1: Sector New Orleans COTP Zone



2. **COTP Zone Overview** –

The COTP has jurisdiction over and responsibility for maritime security and port safety for all federally regulated ports, facilities, terminals, anchorages, fleeting areas and related activities located in the parishes of Plaquemines, St. Bernard, Orleans, Jefferson, St. Charles, St. John the Baptist, St. James, Ascension, Iberville, West Baton Rouge, East Baton Rouge, Livingston, Tangipahoa, St. Tammany, Washington, St. Helena, East Feliciana, West Feliciana, Pointe Coupe, St. Landry, Evangeline and Avoyelles.

Commercial waterways located in the Sector New Orleans COTP AOR include Southwest Pass from the inlet to the Head of Passes; the LMR from Head of Passes (MM00) to MM303 Above Head of Passes (AHP); Gulf Intracoastal Waterway (GIWW) MM20 West of the Harvey Locks to MM 44.2 East of the Harvey Locks; Inner Harbor Navigation Canal, Harvey Canal and Bayou Barataria; Morgan City Port Allen Alternate Route from MM30 to the intersection of the LMR; Lake Borgne, Lake Pontchartrain, Lake Maurepas and Barataria Bay.

Ports located in the Sector New Orleans COTP Zone include five Deep Draft Ports of Plaquemines, St. Bernard, New Orleans, South Louisiana and Greater Baton Rouge.

a. Local MTS Facts: Facts on the local MTS are in TAB A and TAB D.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

b. Uniqueness of the COTP Zone:

- i. The New Orleans Port Area is a linear port region expanding the first 303 river miles of the LMR.
- ii. Facilities located in the New Orleans Port Area are segregated from the river and their dock with little exceptions by an earthen levee and a two-lane state highway.
- iii. The Port of South Louisiana, the second busiest port by tonnage in the western hemisphere, is in the Sector New Orleans COTP Zone.
- iv. Two universities are located on the bank of the LMR in the Port of Greater Baton Rouge.
- v. The Port of New Orleans owns a railroad and four vehicular bridges that cross the Inner Harbor Navigation Canal.
- vi. Two of the country's three busiest waterways, the Mississippi River and the Gulf Intracoastal Waterway intersect in Sector New Orleans COTP Zone.
- vii. Four Pilot Associations, Associated Branch Pilots, Crescent River Port Pilots, New Orleans-Baton Rouge Steamship Pilots and The Associated Federal Pilots and Docking Masters of Louisiana operate on the LMR.
- viii. On average over 6000 deep draft vessels transit the LMR annually.
- ix. Over 950 vessels both shallow and deep water are located on the LMR on any given day.

c. Immediate Impacts:

- i. Hurricane/Tropical Storm/Severe Weather – Sector New Orleans AOR is subject to hurricanes, tropical storms, and severe weather that can cause major damage from storm surge, high winds, and heavy rainfall. In preparation for a potential severe weather impact, COTP outlines specific port preparation requirements and recommendations 96 hours prior to the anticipated arrival of gale force winds at Southwest Pass. Additional information can be found in Sector New Orleans Severe Weather Plan, SECNOLAINST 3006.1 (series).
- ii. Oil Discharge/Hazardous Substance Release – The volume of transfer facilities and vessels transiting on the LMR and GIWW greatly increases the possibility of an accidental release of an oily product or chemicals into the waterway; periodically shutting it down for responder and environmental safety. Several factors such as location, volume of the release, river stage and speed of current are considered when determining the timeframe of the closure.
- iii. High Water Event – High water in Sector New Orleans AOR is defined as the Carrollton Gauge (MM 102.8) reaching 8 feet on the rise and continues until the gauge reads 9 feet and falling. Additional information can be found in reference (aa).
- iv. High water in MSU Baton Rouge AOR is defined as Baton Rouge River Gauge (MM 228.4) reaching 25 feet on the rise and continues until the gauge reads 28 feet and falling. High water on the Morgan City-Port Allen Alternate Route as

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

defined by the USACE Bayou Sorrel Lock Landside Gauge, reaching 5.5 feet on the rise and continues until the gauge reads 5.5 feet and falling. Additional information can be found in reference (cc).

- v. Low Water Event - Low water conditions are defined as 2.5 feet and below on the Carrollton Gauge. Additional information can be found in reference (aa).
- vi. Low water in MSU Baton Rouge on the LMR is defined as 16 feet and below on the Baton Rouge River Gauge. Additional information can be found in reference (cc).

d. Maritime Critical Infrastructure Covered by Essential Elements of Information (EEI):

- i. There are 37 distinct EEI categories available in CART to report on the status of MTS Recovery in an affected port area. Of the 37 EEI categories, there are 25 EEI categories in the COTP New Orleans Zone that will normally require Coast Guard and stakeholders to conduct post-incident assessments to determine the operational status, recovery strategies, and resources necessary for recovery for every event type.

Table 1: Sector New Orleans EEI

EEI ID	EEI Name	Definition	Total Baseline
1	Aids to Navigation	Short Range Aids to Navigation: buoys, beacons, lights, lighthouses, ranges, sound signals (horns, bells, gongs, and whistles) and radar-reflecting devices. These assist mariners in safely navigating a waterway by marking navigable channels and hazards.	93
2	Anchorage	Designated areas within a port or just outside of a port area where ships can safely anchor waiting for a berth or for departure orders.	39
3	Barge Fleeting Areas	Barge Fleeting Areas. Total number of major barge fleeting areas in the incident area.	56
4	Break-Bulk Facility	Facility that transfers dry cargoes without mark of count from the holds of vessels.	5
5	Bridges	Bridges over navigable waterways. These include both rail and highway bridges.	57
6	Bulk Facility	Facility that transfers dry cargoes without mark of count from the holds of vessels.	21
7	Chemical Facility	Waterfront facilities that handle cargoes are subject to Title 46, Code of Federal Regulations, Subchapter O that transfers liquid or gaseous chemical products.	19
8	Container Facilities	Waterfront facilities that load and/or unload cargo containers from/to vessels.	3

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 1: Sector New Orleans EEI (Continued)

EEI ID	EEI Type	Definition	Total Baseline
9	Deep Draft Channel	Refer to navigational channels with a depth of 14 feet or greater.	16
10	Electric Power Sites	Electric Power Site, which is an electricity generating site (e.g. nuclear, hydro, coal, oil, LNG, solar, and land-based wind) as well as critical electric transmission nodes.	3
11	Gaming	Vessels that are permanently moored or temporarily moored in a designated location whose primary business is gambling.	3
12	LNG/LPG Facility	Waterfront facilities that handle cargoes subject to Title 46, Code of Federal Regulations, Subchapters D; that are liquefied flammable gasses.	1
13	Locks	Devices for raising and lowering vessels between stretches of water of different levels on rivers, canals, and other waterways.	12
14	Maritime Support Sites	Maritime infrastructure of interest does not clearly identify with the other EEI categories.	8
15	Monitoring Systems	National Distress Monitoring System (NDMS) and real-time monitoring systems such as weather buoys, tide and current gauges, P.O.R.T.S. System, Vessel Traffic System (VTS), Automatic Identification System (AIS), etc.	20
16	Non-Deep Draft Channel	Refer to navigational channels that have a project depth of 12 feet or less.	16
17	Offshore Platforms	A platform permanently or temporarily attached to the seabed used for exploring, developing, or producing resources.	2
18	Oil Refinery	Waterfront facility that processes crude oil into different petroleum distillates. Facility usually receives crude oil from vessels and distributes refined petroleum products like diesel fuel, home heating oil, gasoline, heavy fuel oil(s) by ship, barge and pipeline.	9
19	Pass/Ferry Terminals	Waterfront facilities that embark and disembark passengers from and to high-capacity passenger vessels and ferries (vessels certified to carry passengers that are regulated by 46 Code of Federal Regulations, Subchapter H).	7

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 1: Sector New Orleans EEI (Continued)

EEI ID	EEI Type	Definition	Total Baseline
20	Passenger and Ferries	Vessels certified to carry passengers that are regulated by 46 Code of Federal Regulations, Subchapter H.	7
21	Petroleum Facility	Waterfront facilities that handle cargoes subject to Title 46, Code of Federal Regulations, Subchapters D; that transfers crude oil or other refined petroleum products like diesel fuel, home heating oil, gasoline, heavy fuel oil(s).	22
22	Ports	National Ports List	6
23	Shipyards	Waterfront facilities that build or repair commercial or military vessels. Facilities that build or repair recreational boats are considered “boatyards” and are not included in this EEI.	4
24	Small Transfer Facilities	Small Transfer Facilities are subject to 33 Code of Federal Regulations Part 154 but are smaller in scope than a larger petroleum storage terminal. The facilities do not distribute products in bulk throughout the port but engage in the transfer of liquid cargoes to/from vessels.	58
25	USCG Unit	HURCON USCG Unit. Used to Report Unit HURCON Status.	9

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

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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 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. Currently there are no MOU/MOAs between Sector New Orleans and the various supporting agencies for MTS recovery.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- 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 Louisiana Governor’s Office of Homeland Security and Emergency Management (GOHSEP).

The tables below provide a list of public and private entities that may have MTS Recovery support capabilities.

1. **Federal**

Table 2: Federal Agencies

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."
	<p>International Trade Administration (ITA)</p> <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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 2: Federal Agencies (Continue)

Agency	Functions
<p>Department of Commerce (DOC) “Continued”</p>	<p>National Oceanic and Atmospheric Administration (NOAA) Provides the following products and information to support MTS Recovery activities.</p> <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.
<p>Department of Defense (DOD)</p>	<p>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.</p>
	<p>U.S. Army Corps of Engineers (USACE)</p> <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 to \$100,000 to initiate wreck removal and channel clearing operations.
	<p>U.S. Navy Supervisor of Salvage and Diving (SupSalv)</p> <ul style="list-style-type: none"> • 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 2: Federal Agencies (Continue)

Agency	Functions
Department of Defense (DOD) “Continued”	<p>National Geospatial Intelligence Agency</p> <ul style="list-style-type: none"> Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.
Department of Energy (DOE)	<p>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).</p>
Department of Homeland Security (DHS)	<p>Customs and Border Protection (CBP)</p> <ul style="list-style-type: none"> 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>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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 2: Federal Agencies (Continue)

Agency	Functions
Department of Homeland Security (DHS) “Continued”	Office of Infrastructure Protection <ul style="list-style-type: none"> • Provides information and assistance concerning the recovery and restoration of transportation critical infrastructure. • Protective Security Advisors can provide information on regional industrial impacts due to loss of the marine transportation system.
	Office of Cyber Security & Communications <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 to protect the public, the economy, and government services.
Department of Transportation (DOT)	USDOT National Response Program (NRP) <ul style="list-style-type: none"> • Responsible for coordinating the Department’s preparedness, response, and recovery activities in all-hazard incidents and supporting 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.
	Federal Aviation Administration (FAA) <ul style="list-style-type: none"> • 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 2: Federal Agencies (Continue)

Agency	Functions
Department of Transportation (DOT) “Continued”	Federal Motor Carrier Safety Administration (FMCSA) <ul style="list-style-type: none"> FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is to improve 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 transportation disruption.
	Federal Railroad Administration (FRA) <ul style="list-style-type: none"> 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 transportation policy. FRA can also assist with transportation issues under ESF-1.
	National Transportation Safety Board (NTSB) <ul style="list-style-type: none"> 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 because 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.
	Pipeline and Hazardous Materials Administration (PHMSA) <ul style="list-style-type: none"> PHMSA's main mission is to protect the people and the environment from the inherent risk associations with the transportation of hazardous materials, whether it is by pipeline or other modes of transport.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 2: Federal Agencies (Continue)

Agency	Functions
Environmental Protection Agency (EPA)	<ul style="list-style-type: none"> Controls and abates pollution in 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)	<ul style="list-style-type: none"> In accordance with the NRF International Coordination Support Annex, coordinates international offers of transportation-related assistance and support.

2. State

Table 3: State Agencies

Agency	Functions
Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP)	<p>GOHSEP is the agency responsible for homeland security and emergency preparedness in the State. Works with local, State, Tribal and Federal authorities; private-sector partners; and private nonprofits (PNPs) to prepare for, prevent, respond to, recover from and mitigate against current and future emergencies and disasters. Coordinates and provides logistical support during disaster emergencies, including communications, air, ground, and water transportation support, equipment and supplies, facilities, fuel and food.</p> <p>GOHSEP Region 1</p> <ul style="list-style-type: none"> GOHSEP Regional 1 Director coordinates activities to prepare for, prevent where possible, respond to, recover from and mitigate manmade or natural disaster events with the Sheriff Office and Office of Emergency Preparedness of the Parishes of Orleans, Saint Bernard, Plaquemines and Jefferson.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 3: State Agencies (Continue)

Agency	Functions
Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) "Continued"	GOHSEP Region 2 <ul style="list-style-type: none"> GOHSEP Regional 2 Director coordinates activities to prepare for, prevent where possible, respond to, recover from and mitigate manmade or natural disaster events with the Sheriff Office and Office of Emergency Preparedness of the Parishes of East Baton Rouge, West Baton Rouge, Livingston, Ascension, Iberville, Pointe Coupee, East Feliciana and West Feliciana.
	GOHSEP Region 3 <ul style="list-style-type: none"> GOHSEP Regional 3 Director coordinates activities to prepare for, prevent where possible, respond to, recover from and mitigate manmade or natural disaster events with the Sheriff Office and Office of Emergency Preparedness of the Parishes of Lafourche, St. John, St. Charles, St. James, Assumption and Terrebonne.
Louisiana State Police (LASP)	<ul style="list-style-type: none"> Statutorily mandated, statewide law enforcement agency. LSP Air Support Unit enhances statewide public safety by providing air support to all local, state, and federal law enforcement agencies upon request.
Louisiana Department of Wildlife and Fisheries (LDWF)	<ul style="list-style-type: none"> State agency responsible for management of the state's renewable natural resources including all wildlife and all aquatic life. LDWF Enforcement Division is nationally accredited in the Boat Operations and Training (BOAT) program administered by the National Association of Safe Boating Law Administrators.
Louisiana State Military Department/ National Guard (CST)	<ul style="list-style-type: none"> Federally funded Louisiana National Guard unit established under Presidential Directive 39. This full-time unit is comprised of active-duty Army and Air Force personnel. The CST organization is designed to augment local and regional terrorism response capabilities in events known or suspected to involve WMDs. WMD events are incidents involving hostile use of chemical, biological, or radiological agents.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 3: State Agencies (Continue)

Agency	Functions
Southeast Louisiana Flood Protection Authority (SELFPA)	<p>Southeast Louisiana Flood Protection Authority-East</p> <ul style="list-style-type: none"> • Responsible for maintaining nearly 40 miles of levees and many floodgates along the River in East Jefferson, Orleans, and St. Bernard Parishes. • Ensures physical, operational and financial integrity of the regional flood risk management system. Work with appropriate local, regional, state and federal agencies and officials to plan, design, construct, operate and maintain projects that will reduce the probability and consequences of flooding.
	<p>Southeast Louisiana Flood Protection Authority-West</p> <ul style="list-style-type: none"> • Provides flood protection for the most populated areas on the west bank of the Mississippi River in Jefferson and Orleans Parishes by building, operating and maintaining flood control systems. • Jurisdiction covers approximately 47 miles of hurricane flood protection levees, floodwalls and floodgates and approximately 33 miles of Mississippi River levees and floodwalls.
The Louisiana Oil Spill Coordinator (LOSCO)	<p>The Louisiana Oil Spill Coordinator Office (LOSCO), in consultation with the Louisiana Department of Environmental Quality (LDEQ), is authorized to administer the Louisiana Oil Spill Prevention and Response Act and direct all state discharge response and cleanup operations resulting from unauthorized or threatened discharges of oil, affecting or potentially affecting the land, coastal waters, or any other waters of Louisiana.</p>
Louisiana Department of Environmental Quality (LDEQ)	<p>The primary state agency in regard to environmental policies and regulations. The LDEQ responds to all reported unauthorized discharges, emissions, or other releases to the water, air, and soil with the intent of providing protection of these natural resources to maintain a healthy environment for the citizens of the State.</p>

3. Regional and Local

Table 4: Regional/Local Agencies

Agency	Functions
New Orleans Port Area Deep Water Ports	<p>Plaquemines Port Harbor & Terminal District (PPHTD)</p> <ul style="list-style-type: none"> • Plaquemines Port is located on the first 100 miles of the Mississippi River including Southwest Pass, the only deep-water pass to the Mississippi River System. The port’s boundaries are coextensive with the political boundaries of Plaquemines Parish. • Plaquemines Port provides security services including port firefighting, search and rescue, general policing and enforcement of harbor rules and regulations. • The Port offers a fleet that includes a mobile incident command center, several vessels with firefighting and search and rescue capabilities, as well as a jointly owned helicopter with the sheriff’s department.
	<p>St. Bernard Port, Harbor & Terminal District</p> <ul style="list-style-type: none"> • The St. Bernard Port is comprised of four main terminals provides ready access to interstate I-510, I-10 and I-610 all within 10 miles. The Terminals also have access to all six of the nation’s class 1 railroads and are served by Norfolk Southern Railroad. • The Port of St Bernard the Maritime Security Operation Center (MSOC) is equipped with the most sophisticated surveillance and monitoring technology available today.
	<p>The Port of New Orleans (PONO)</p> <ul style="list-style-type: none"> • The Port of New Orleans is a public entity that serves as the maritime authority and landlord to over 60 maritime and industrial tenants. PONO operational district extending over 23 miles of navigable waterways that span three parishes, both banks of the LMR, the Inner Harbor Navigation Canal (IHNC), and the GIWW. • PONO Harbor Police Department provides proactive law enforcement services, patrols, anti-terrorism efforts and investigative services in a professional, courteous and community-oriented manner.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 4: Regional/Local Agencies

Agency	Functions
New Orleans Port Area Deep Water Ports “Continued”	Port of South Louisiana (SOLA Port) <ul style="list-style-type: none"> • The Port of South Louisiana is responsible for overall maritime commerce on the Mississippi River in the LMR from miles 114.9 to 168.5 (above head of passes) and the Louisiana parishes of St. Charles, St. John the Baptist and St. James. • SOLA Port MSOC is the dispatcher for the Pontchartrain Levee Board Police. • The Port of South Louisiana has a 24-hour/7 day-a-week emergency response division, with an array of firefighting and safety equipment.
	The Port of Greater Baton Rouge <ul style="list-style-type: none"> • Northernmost deep-water port on the LMR. The port is also linked to the GIWW via the Port Allen Lock and the Port Allen Route, which joins the GIWW near Morgan City, La. • Is adjacent to U.S. Interstates 10, 12 and 110 and LA Hwy 1; allows easy access to U.S. Highway 61, U.S. Interstate 49 and U.S. Interstate 55.
Parish Offices of Emergency Preparedness (OEP)	<ul style="list-style-type: none"> • Each parish in Louisiana has an OEP headed by an Emergency Manager that is appointed by the parish president. These Emergency Managers are responsible of preparing for and responding to man-made or natural disasters incidents. The parish OEP directors coordinate with the State of Louisiana via GOHSEP regional manager.
Law Enforcement Agencies	<ul style="list-style-type: none"> • There are 25 parish and city law enforcement agencies with jurisdictional authority surrounding or adjacent to key waterways located in the New Orleans COTP zone. They provide operational support with maritime assets and assessment support for critical infrastructure.

4. Industry

Table 5: Industry Partners

Agency	Functions
Pilot Associations	<p>Associated Branch Pilots Associated Branch Pilots supplies River Pilots between the Gulf of Mexico and Pilot town, Louisiana.</p>
	<p>Crescent River Port Pilots The Crescent River Port Pilots Association supplies River Pilots between Pilot town and New Orleans.</p>
	<p>The New Orleans Baton Rouge Steamship Pilots Association (NOBRA)</p> <ul style="list-style-type: none"> • NOBRA Pilots supplies River Pilots from New Orleans to Baton Rouge.
	<p>Associated Federal Pilots</p> <ul style="list-style-type: none"> • The Associated Federal Pilots deal strictly with US Flagged vessels and operate from Southwest Pass to Baton Rouge, the longest transit of the 4 pilot associations in the river.
Committees, Advisory Bodies, and Stakeholders	<p>Port Coordination Team (PCT)</p> <ul style="list-style-type: none"> • A functional team comprised of industry members from Sector New Orleans waterways management, federal, state and industry representatives. • Following a disaster the PCT convenes to facilitate communications between industry and Sector and contributes to the MTSRU’s development of MTS recovery recommendations. • The PCT assumes the role and functions of the MTSRU during minor or reoccurring events.
	<p>New Orleans Area Maritime Security Committee (AMSC)</p> <ul style="list-style-type: none"> • Serves as a link for communicating threats and changes in MARSEC levels and disseminating appropriate security information to port stakeholders. The AMSC assists the COTP in communicating to the maritime community port security measures, threats, and directives.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 5: Industry Partners (Continue)

Agency	Functions
Committees, Advisory Bodies, and Stakeholders “Continued”	Southeast Louisiana Area Committee (AC) <ul style="list-style-type: none"> • A spill preparedness and planning body made up of federal, state, and local agency, industry, and nongovernmental organization representation. • Work with state and local officials to plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersant use, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife • Plan for a safe, appropriate, and timely response to all reports of oil or hazardous substance spills.
	American Waterways Operators (AWO) <ul style="list-style-type: none"> • National trade association representing the owners and operators of tugboats, towboats, and barges serving the waterborne commerce of the U.S. Its mission is to promote long-term economic soundness of the industry, and to enhance the industry’s ability to provide safe, efficient, and environmentally responsible transportation, through advocacy, public information, and the establishment of safety standards.
	Gulf Intracoastal Canal Association <ul style="list-style-type: none"> • Association established to protect, maintain, and ensure the efficient operation of the GIWW, which runs from Brownsville, TX to St. Marks, FL. GICA serves as “The Voice of the Barge Industry,” serving as a liaison between the Coast Guard, USACE, and GIWW stakeholders on matters impacting waterway traffic.
	Greater New Orleans Barge Fleeting Association (GNOBFA) <ul style="list-style-type: none"> • A non-profit association of companies engaged in the operation of barge fleets and towboats in the New Orleans to Baton Rouge corridor. The purpose of GNOBFA is to promote a closer professional relationship between members, to disseminate information pertaining to fleeting and the river industry, to support member companies when consistent with the interests of the organization, and to improve relations with communities, regulating government bodies, and other professional organizations.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 5: Industry Partners (Continue)

Agency	Functions
Committees, Advisory Bodies, and Stakeholders “Continued”	Louisiana Maritime Association (LAMA) <ul style="list-style-type: none"> • An association comprised of companies that own and operate ships that carry cargo to and from ports within the Sector New Orleans Zone. • Liaisons with federal, state and local agencies related to the maritime community. • Keeps members informed on status of river and draft conditions.

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. Except for 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, Sector New Orleans COTP will implement their Continuity of Operations Plan and will relocate operations as directed by that plan.
8. An 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

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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 agencies 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 is 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

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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 responders and 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 leading and primary coordinating agency for ESF-1 (Transportation) with the support of 10 partner agencies.
17. **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 non-governmental organizations to identify threats, determine vulnerabilities, and identify required resources to prevent, respond to, and recover from major incidents.
18. **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.
19. **Resilience** – The capability of an asset, system, or network to maintain its function during or following a terrorist attack, natural disaster, or other incident.
20. **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.
21. **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 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.
22. **Restoration** – The level or degree to which recovery efforts can return the MTS to pre-incident capacity. Measurement is based upon industry potential movement of cargoes.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

23. **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.
24. **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
25. **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.
26. **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.
27. **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).

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

TAB A: LOCAL MARINE TRANSPORTATION SYSTEM FACT SHEET

The MTS in the Sector New Orleans COTP Zone consists of waterways, ports, and intermodal landside connections that allow the various modes of transportation to move people and goods on the water. The local MTS includes the following:

2 - Major Waterways/ 8 Key Waterways Total	6 - Deepwater Ports
92 - ATONs (AAC-1)	3 - Domestic and Foreign Flagged Cruise Ship Terminals
39 – Deepwater Anchorages	18 - Oil Refineries
55 - MTSA Regulated Barge Fleeting Areas	158 - Bulk Liquid Facilities
61 - Bridges crossing key waterways/ 56 total in zone	10 – Grain Elevators
5 - Ferry Routes	5 – Moored Casino Vessels
14 - Locks	

Important Facts

- Four of the thirteen ranking ports for total trade by cargo volume in the U.S. are in the Sector New Orleans COTP Zone.¹
- The Port of South Louisiana (SOLA) is the one of the busiest ports by tonnage in the western hemisphere.²
- SOLA Port’s seven grain elevators handle over 50% of all U.S. grain exports annually.³
- On average, there are more than 54,611 barge movements and 3,502 deep-draft vessel calls within SOLA Port’s jurisdiction annually.⁴
- New Orleans is the only seaport in the United States served by six Class I railroads. By car volume, NOPB is the nation’s fourth-largest rail gateway.⁵
- The Port of New Orleans is ranked as the No. 6 in the United States for multi-day cruise ship embarkations, hosting over 1.4 million passengers annually.⁶



¹ <https://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048>

² <http://portsl.com/facts-at-a-glance/>

³ <http://portsl.com/facts-at-a-glance/>

⁴ <http://portsl.com/facts-at-a-glance/>

⁵ <https://www.portnola.com/business/cargo/rail>

⁶ <https://www.portnola.com/cruise>

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

TAB B: MTS RECOVERY-RELATED MOU/MOAs

There are currently no MOU/MOA's between Sector New Orleans and the various supporting agencies for MTS recovery.

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 include 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 Sector New Orleans COTP Zone 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 resulting product will assist 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. Describe normal port operations, the average day in the Ports
2. Identify key infrastructure,
3. Clarify stakeholders' roles, responsibilities and coordination,
4. Pre-establish MTSRU membership,
5. Identify incident response facility locations,
6. Conduct training and exercises, and
7. Determine the decision points for transitioning from a Type 3 incident to a Type 1 or Type 2 incident as defined in reference (y).

Bottom Line: Preparation Equals Performance

- 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.

Tab D, located in Section A of the plan, describes in general the "normal operations" of the MTS in the New Orleans Port Zone. Another way to say it is "what's normal or what's happening" in the New Orleans Port Zone on an average day. To understand the normal operations of the MTS it is important to consider three distinct elements: Infrastructure, Operations, and Linkages.

1. **Infrastructure** – Ports are complex entities, involving facilities and structures supporting transportation by several modes: water, rail, road, or even air. Consequently, ports are a

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

vital part of the nationwide MTS, which includes not only ports, but also inland and coastal waterways, and inter-modal connectors.

2. **Operations** – Those activities that must be done for the safe, secure, and efficient movement of cargo and people. This may include vessel movement, loading and offloading, and transport mode transition. It may also include port maintenance such as dredging, waterway clearance, and Aids to Navigation.
3. **Linkages** – These are downstream impacts that go beyond the local area when an MTS disruption occurs. Cargo and commodity distribution disruptions that could impact other regions of the United States or its territories and can be described as the port’s ‘Regional Linkages.’ Both a receiving port (reliant) and a providing port (supplier) will be affected by a disruption but in different ways. Downstream or cascading impacts can be described in operations and or capabilities, e.g. container transshipment and bunkering operations. Linkages for the five ports located in New Orleans Port Zone are addressed in Tab D.
4. **General Priorities and Critical Infrastructure** – Within Tab D are the major economic elements, operations and physical characteristics of the New Orleans Port Area. It is not intended to replace the EEI database or provide details of all trade activities and is intended to provide MTS Recovery officials with a broad understanding of the pre-incident normal state and the general priorities for recovering port operations. Refer to the EEI database in CART and Appendix D for a complete list of EEIs.

a. Short- and Long-Term Disruption:

There are several possible natural or man-made events or circumstances that could interfere with commerce on a short-term or long-term basis. Potentially significant disruptions to river traffic could be caused by events or incidents identified in Section 1(A) of this plan. Temporary, short-term disruption of Aids to Navigation (buoys and lights) could also have impacts on navigation. Regional and international major cargos and major cargo streams that may be affected during a short or long-term disruption are outlined in TAB D Table 26 of this plan.

b. Major Operations within Sector New Orleans COTP Zone:

i. Key facilities

Harvest Midstream- Belle Chasse, LA.
Petroleum Storage and Transportation Hub
Intermodal operations are by Pipeline and Barge/ship

Valero Refining – Meraux, LA.
Refines 135,000 BPR of crude oil
Intermodal operations are by Pipeline and Barge/ship

Chalmette Refining – Chalmette, LA.
Refine 190,000 BPD of crude oil
Intermodal operations are by Truck, Pipeline and Barge/ship

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Valero Refinery - St. Charles is located St. Bernard Parish southeast of New Orleans.

Refines 340,000 BPD of crude oil.

Intermodal operations are by Pipeline and Barge/ship

Shell - Motiva –Norco, LA.

Refines: Crude: 250,000 BPD

Gasoline: 170,000 BPD

Jet-A aviation fuel: 44,000 BPD

Ultra-Low Sulfur Diesel: 95,000 BPD

Anode grade coke: 1,000 tons produced daily

Exxon Refinery - Baton Rouge, LA

Refines 502,500 Barrels of crude oil per day

Intermodal operations are by pipeline and ship/barge

Alon Krotz Springs Refinery - Krotz Springs, LA

Refines 83,000 Barrels of crude oil per day

Intermodal Operations by barge, pipeline

Placid Refinery - Port Allen, LA

Refines 75,000 Barrels of crude oil per day

Intermodal Operations by barge/ship, pipeline

CF Industries - Donaldsonville, LA

North America's largest producer of nitrogen, producing 14,000tons of nitrogen per day or five million tons annually.

Ports America-New Orleans, LA

Container Terminal

Intermodal operations by vessel, rail, and truck.

New Orleans Terminal-New Orleans

Container Terminal

Intermodal operations by vessel, rail, and truck.

ii. Cruise Ship Terminals:

Julia Street Cruise Terminal

Located on the Mississippi River at the Port of New Orleans, LA

Terminal for Carnival Cruise Line.

Erato Street Cruise Terminal Located on the Mississippi River at the Port of New Orleans, LA.

Terminal for Norwegian Cruise Line and Royal Caribbean International

Orange Street Wharf (Mardi Gras World Pier)

Located on the Mississippi River at the Port of New Orleans, LA

Terminal for the Creole Queen, Louis Armstrong, and New Orleans Paddle Wheel

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

iii. Vessel Traffic Services (VTS):

The Vessel Traffic Service Center is located at Sector New Orleans building. VTS LMR is a component of the Waterway Division of USCG Sector New Orleans. VTS LMR manages vessel traffic on one of the most hazardous waterways in the United States due to the complexity of the marine traffic and the powerful currents of the Mississippi River. Its area of responsibility spans from twenty miles above the Port of Baton Rouge (Mile 255 above the Head of the Passes) to twelve miles offshore of Southwest Pass Light in the Gulf of Mexico. Within this VTS service area the VTS monitors the Eighty-One Mile Point Regulated Navigation Area (Mile 187.9 to Mile 167 Ahead of Passes) and the New Orleans Harbor Sector (Mile 106 to Mile 88).

iv. Vessel Piloting Services:

The Pilot Associations provide skilled, licensed professional mariners to assist and enhance safe, efficient navigation of ocean-going, deep draft vessels. Four Pilot Association operate in Sector New Orleans COTP Zone:

- Bar Pilots Association
- Crescent River Pilots Association
- New Orleans and Baton Rouge Steamship Pilots Association (NOBRA)
- Associated Federal Pilot

c. Physical Characteristic:

i. Key waterways:

The LMR and the GIWW are critical links in the movement of national commerce. The LMR is the gateway to the Western River system, connecting waterways spanning 26 mid-western states to the Gulf of Mexico. Southwest Pass, which connects the LMR to the Gulf of Mexico, is the only way in and out of the largest bulk port in the Western Hemisphere for Ocean going deep draft vessels. Approximately 64 miles of the GIWW linking Texas to Florida is in the Sector New Orleans COTP. Table 12 located in Tab D list Key Waterways in Sector New Orleans COTP Zone.

ii. Essential Aids to Navigation:

There are 94 Essential Aids to Navigation that have been prioritized for immediate post-damage or post-impact assessments if required. Tab D Table 16 includes detailed information on the Essential Aids to Navigation.

iii. Anchorages:

33 CFR § 110.195 – “Mississippi River below Baton Rouge, LA, including South and Southwest Passes” list 36 designated anchorages on the LMR MM 1.1 to MM 226 in Sector New Orleans COTP Zone. Anchorage location and dimensions are listed in Tab D Table 14.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

iv. Pipelines:

Forty-four hazardous liquid pipelines cross beneath the LMR in the Sector New Orleans COTP Zone. An official map of major oil and gas pipelines in Louisiana may be found at:

https://www.nola.com/environment/2017/02/louisiana_oil_gas_pipelines_ba.html

Contact information for hazardous liquid and/or gas transmission pipeline operators within the Sector New Orleans COTP Zone may be found at:

<https://www.npms.phmsa.dot.gov/FindWhosOperating.aspx>

C. STAKEHOLDER COORDINATION:

1. **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.
2. **MTS Recovery Workgroup**
 - a. Sector New Orleans COTP established a Port Coordination Team to gather and maintain up-to-date information with respect to MTS Recovery planning, coordination, and best practices, including the development and maintenance of the MTSRP.
 - b. The Port Coordination Team will develop, maintain, exercise and validate MTS information during port level normal operations identified in Tabs E and F. The workgroup shall identify and prioritize critical industries, facilities, and infrastructure with its AOR. In addition, the workgroup shall identify possible port recovery solutions and contingencies that support business continuity planning. The workgroup shall at a minimum meet on an annual basis to maintain the accuracy of this information.
 - c. Membership in the Port Coordination Team includes representatives from port stakeholders listed in Tab C, of this plan. Required information for each member includes:
 - i. Local stakeholder agency
 - ii. POC Name
 - iii. Business Telephone number
 - iv. Business e-mail address

D. PRE-ESTABLISHED MTSRU:

1. **MTSRU Staffing** – The MTSRU shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts. The MTSRU may consist of representatives from:

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- USCG MTSRU Leader level 3 (MTSL3) trained personnel
- USCG members with facilities subject matter experts (SMEs)
- USCG member with waterways management SMEs
- USCG member with Port State Control SMEs
- U.S. Customs & Border Protection
- U.S. Maritime Administration
- U.S. Army Corps of Engineers
- National Oceanic and Atmospheric Administration
- Local Governor's Office of Emergency Services
- Ports Administration
- Marine Exchanges
- Pilot Services
- Private Stakeholders

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. Additional members of the MTSRU will come from port stakeholders as incidents require. Port stakeholders, who are jurisdictionally or organizationally responsible for assisting with port recovery, may be identified through the Area Maritime Security Committee and the MTS Recovery Workgroup. Tab C, of this plan, lists organizations and potential member contact information.
3. 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.
4. Section 2.F. (training) outlines the recommended training levels for MTSRU personnel.

E. MTSRU RESPONSIBILITIES (see reference (u)): MTSRU core responsibilities are:

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 with 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.

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-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
- e. Command Staff, Situation Unit Leaders, Emergency Preparedness Liaison Officer will be familiar with this Plan.

2. Non-CG MTSRU Members

- a. Members will be familiar with this Plan.
- b. Members are encouraged to participate in unit led MTSL3 training.

G. ICP/IMT LOCATIONS AND EQUIPMENT:

1. **MTSRU Workspace** – 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. A secondary location is the CG Sector offices. See Section 3.B.1.d for greater detail.
2. **MTSRU “Go kits” Equipment:** Sector New Orleans COTP will establish a “go kit” with the following equipment to support a response to an all threats, all hazard events. 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.

- Non-Standard Laptops: Already issued to MTSL/Deputy MTSL/Security Specialist (Port/Recovery).
- External Hard Drive: Loaded with the following minimum files/documents:
 - The Sector/MSU Baseline EEs in Excel Format (exported from CART)
 - COMDTINST M16000.28(series)
 - AREA Guidance for MTS Recovery
 - CART User Guide (Current version)
 - Electronic Executive Summary for use in non-CART accessible environment
 - Vessel Scoring and Prioritization Tool (Optional)
 - ICS Forms (ICS 213RR; ICS 214; ICS 233)

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- Stock GIS Imagery or Satellite Imagery/Electronic Charts specific to the MTS within AOR (Optional)
- CART Executive Summary Templates (Word Document)
- Post Incident Assessment Forms
- Additional Checklists as determined by the MTSRU Leader
- Electronic copy of unit MTSR Plan
- Cell phone with access to a conference call line
- Remote access to the CGONE Network
- Portable Printers
- Wi-Fi Hotspot/Mobile Internet connection: Minimum capability should enable wireless access for up to 5 wireless-capable laptops for access to CART and can be used for CAC-RAS into the CGDN for additional services such as GIS and CG E-mail.
- Projector: Portable projector for display purposes. Enhances ability to adequately display MTS Status, Satellite Photos, etc. along with SITU Status Boards.
- Extension Cords/Surge Protectors
- Copies of Plans, charts, maps, policy, procedures and protocols (electronic and paper)
- ICS forms catalog digital and hard copy
- Easel pads/markers
- In/Out Trays
- Paper/Pens/Masking, Duct, and Painter's Tape/Paper Clips/Staplers/Folders/Markers/Accordion Folder/Notebooks
- Incident Management Handbooks (IMH) (2014 or current edition)
- Empty Binders
- Reference Binder: Contains hard copies of all reference documents/procedures/policies
- General office supplies to support anticipated unit members.

H. 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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 require 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. 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 with the State EOC ESF-1 desk. Local knowledge of port infrastructure and operations is critical at the local level of the incident management/response. To support success of the recovery effort the Sector MTSRU shall 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

TAB C: LIST OF ORGANIZATIONS TO PROVIDE SME ASSISTANCE TO THE MSTRU

The Watch Quarter Station Bill directs COTP's to maintained to ensure a minimum of two Marine Transportation System Unit Leaders (MTSL3) certified members in their command. Sector New Orleans Port Recovery Specialist and two Port Security Specialists are Certified MTSL3 leaders designated in Sector New Orleans WQSB.

Table 6: Sector New Orleans/MSU Baton Rouge Certified MTSL3 Leaders

Agency Name	Branch	POC	Telephone Number	E-mail
Sector New Orleans	Planning	Mr. Roy Ford (PSS)	(504) 912-3901	roy.j.ford@uscg.mil
		Dr. Don Clayton (Port/Recovery)	(812) 987-2285	donald.w.clayton2@uscg.mil
		Mr. Tim Duffy (PSS)	(504) 722-4254	timothy.o.duffy@uscg.mil
MSU Baton Rouge	Planning	Mr. Chris Hicks (PSS)	(225) 298-5400	james.c.hicks2@uscg.mil

Sector New Orleans COTP may leverage the PCT to assist in the management of MTS recovery and restoration. The PCT assumes the role and functions of the MTSRU during minor or reoccurring events.

Table 7: Port Coordination Team Federal Representation

Agency Name	Branch	POC	Telephone Number	E-mail
US Coast Guard	District 8 Bridges	Douglas Blakemore	(504) 671-2127	douglas.a.blakemore@uscg.mil d08-dg-d8dpball@uscg.mil
National Oceanic and Atmospheric Administration (NOAA)	National Weather Service (NWS)	Jeffrey Grascchel (LMR)	(504) 641-4343	jeffrey.grascchel@noaa.gov
		Frank Rivette (New Orleans)	(504) 522-7330	frank.rivette@noaa.gov
		Tim Erickson (Baton Rouge)	(504) 522-7330	tim.erickson@noaa.gov
		Tim Osborne	(337) 254-5933	tim.osborn@noaa.gov
Department of Transportation	Maritime Administration (MARAD)	James Murphy	(504) 589-2000	james.murphy@dot.gov

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 7: Port Coordination Team Federal Representation (Continued)

Agency Name	Branch	POC	Telephone Number	E-mail
Customs and Border Protection	Assistant Port Director	Mark Choina	(504) 670-2287	mark.s.choina@cbp.dhs.gov
		Troy Simon	(504) 670-2214	troy.a.simon@cbp.dhs.gov
	Watch Commander	Michael Carmouche	(504) 670-2215	michael.a.carmouche@cbp.dhs.gov
United States Army Corps of Engineers (USACE)	Emergency Operation Center	Mike Stack	(314) 809-7036	michael.f.park@usace.army.mil
	Operations	Michael Parks	(504) 862-2302	michael.f.park@usace.army.mil
	Emergency Management	Mike Krehely	(504) 862-1102	michael.a.krehely@usace.army.mil
		Heath Jones	(504) 862-1102	heath.e.jones@usace.army.mil
	Old River Locks	Russel Beauvais	(225) 202-3851	russell.a.beauvais@usace.army.mil
	USACE	Jane Brown	(504) 862-1842	jane.l.brown@usace.army.mil
	LMR OPS Manager	Michelle Kornick	(504) 862-1842	michelle.s.kornick@usace.army.mil
	LMR OPS Assistant Manager	Heather Jennings	(504) 862-1253	heather.l.jennings@usace.army.mil
	SE OPS Waterways	Jane Brown	(504) 862-2050	jane.l.brown@usace.army.mil

Table 7: Port Coordination Team Federal Representation (Continued)

Agency Name	Branch	POC	Telephone Number	E-mail
United States Army Corps of Engineers (USACE) “Continued”	GIWW & Locks	Robert Morgan	(504) 862-2320	robert.w.morgan@usace.army.mil
		Robert Swayze	(504) 862-2060	robert.l.swayze@usace.army.mil
	Asst. Ops Manager - Old River & Morganza	Kayla Leblanc	(504) 492-2169	kayla.l.leblanc@usace.army.mil

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 8: Port Coordination Team State Representation

Agency Name	Branch	POC	Telephone Number	E-mail
Southeast Louisiana Flood Protection Authority	East	Steven Spencer	(504) 782-8641	sspencer@slfpae.com
		Robert Turner	(504) 884-0543	rturner@slfpae.com
	West	Jesse Noel	(504) 371-6847	jnoel@slfpaw.org
		Jon Monzon	(504) 340-0318	jmonzon@slfpaw.org

Table 9: Port Coordination Team Industry Representation

Agency Name	Branch	POC	Telephone Number	E-mail
Pilot Associations	BAR Pilots	Michael Miller	(225) 382-3750	michael.miller@barpilot.com
	Crescent Pilots	Michael Bopp	(504) 392-5017	embopp@hotmail.com
		Mark Nelson	(504) 392-8001	mnelson@crescentpilots.com
		Nathan Ankersen	(504)392-8001	nankersen@screscentpilots.com
	NOBRA Pilots			
		Toby Wattigney	(504)219-2611	wattigneylmir@nobrapilots.com
Federal Pilots	Hank Webster	(504) 456-0787	president@federalpilots.com	
New Orleans Port Area Deep Water Ports	Plaquemines Port	Donald Durr	(504) 912-3837	ddurr@pphtd.com
	Port of St. Bernard	Eric Acosta	(504) 342-6289	msocstbplaq@aol.com
	Port of New Orleans	Cathy Dunn	(504) 813-5629	dunnc@portno.com
	Port of South Louisiana	Lester Millet	(985) 536-8300	lmillet@portsl.com
Advisory Bodies, and Stakeholders	Gulf Industrial Canal Association (GICA)	Paul Dittman	(901) 490-3312	pditman@gicaonline.com
		Cherrie Felder	(985) 674-3600	cdfelder@channelship.com

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 9: Port Coordination Team Industry Representation (Continued)

Agency Name	Branch	POC	Telephone Number	E-mail
Advisory Bodies, and Stakeholders “Continued”	Louisiana Maritime Association	Ron Branch	(504) 899-5535	ron.branch@louisianamaritime.org
		Sean Duffy	(504) 833-4190	sean.duffy@bigrivercoalition.org
	American Waterways Operators	Mark Wright	(985) 674-3600	mwright@americanwaterways.com
	NOLA Board of Trades	Brett Bourgeois	(504) 525-3271	brett@nobot.org
	GNOBFA	Karl Gonzales	(504) 915-3180	karl.gonzales@plimsoll.com

TAB D: EXAMPLE NORMAL PORT OPERATIONS

- A. **PORTS:** The New Orleans Port Area is made up of five linear deep draft ports, the Port of Plaquemines, St. Bernard Port and Harbor District, Port of New Orleans, Port of South Louisiana and Port of Greater Baton Rouge, spanning the first 303 miles of the LMR. Combined these five ports make up largest port system by volume of trade in the United States and third largest in the world.

Table: 10: Top Ports by Total Tonnage

Ports Typically Ranked within the Top 15 Compared Nationwide
Port of South Louisiana
Port of New Orleans
Port of Greater Baton Rouge
Plaquemines Port

U.S. Department of Transportation, Bureau of Transportation Statistics, 2022 Port Performance Freight Statistics Program: Supply-Chain Feature (Washington, DC: 2022). <https://doi.org/10.21949/15244172022>

1. Plaquemines Port Harbor & Terminal District (MM 00 AHP – MM 81.5 AHP) :

Plaquemines Port located at the mouth of the Mississippi River providing water access to 33 states. Plaquemines Port is consistently ranked among the top ports in the country. Inbound commodities consist of Coke, carbon black feed stock, crude, fuel oil, IC 4, gasoline, heating oil, naphtha, natural gas, cobalt, petroleum products, and phosphate. Coal, grain-corn, soybean and wheat make up most of the outbound cargo. Two refineries, two bulk coal storage facilities, an 85-tank bulk liquid storage terminal and several oilfield support facilities are in the port. Fourteen major anchorages are in the Plaquemines Port Harbor & Terminal District.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

The two largest coal terminals in the United States, International Marine Terminal and United Bulk Terminal are in Plaquemines Port.

- a. International Marine Terminal capable and transferring coal to and from ocean going vessels, gulf barges and river tows has a 750,000 sq ft open ground storage capacity.
- b. United Bulk Terminals has an annual throughput capacity of more than 25 million tons. It is a full-service terminal for cargo transfer, ground storage, blending, sizing, crushing and sampling of coal and coke. The terminal provides discharge of ocean vessels, landside storage and river barges, and direct transfer for bulk commodities from barge to ships.

Plaquemines Port is a prime location for support of oil & gas operations in the Gulf of Mexico, featuring an extensive petroleum infrastructure, a large pipeline network, storage facilities, both deep and shallow draft wharfage and fleets of oilfield supply vessels. It is the closest energy port to the eastern Gulf of Mexico.⁷

2. **St. Bernard Port, Harbor & Terminal District (MM 81.5 AHP - MM 91.5 AHP):**

St. Bernard Port, Harbor & Terminal District is comprised of four (4) main terminals capable of shipping and receiving bulk raw material around the world. Inbound cargo such as lumber, metallic ores and minerals, ferro alloys, petroleum coke, zinc concentrates, fertilizers and steel offloaded at the port is shipped by barge, rail or trucks to Pittsburgh, Indianapolis, Saint Paul, Chicago, St. Louis, Memphis, Little Rock, Houston, Birmingham, Georgia, Kentucky, Florida, Oklahoma and all points in between. Two petroleum refineries and a sugar refinery are in the port.

The Port handles 95% of all barites imported from China, which is the key ingredient in drilling fluid mud needed for oil well drilling operations. Fertilizers from South America are transferred to barges and shipped to the nation's heartland. Ferrous Alloys from Central America and South Africa are off-loaded and barged to foundries where they are made into steel for automobile manufacturing. Steel from Korea is off-loaded and shipped to Pittsburgh and Chicago⁸.

Rail service provided by Norfolk Southern with an open switch to five other Class I railroads.

Domino's Sugar Chalmette Refinery is the largest cane sugar refinery in the western hemisphere, producing 19% of the Nations cane sugar.⁹

Valero Meraux Refinery has total throughput capacity of 135,000 barrels per day. The refinery is connected by pipeline to the Louisiana Offshore Oil Port (LOOP)¹⁰

⁷ <http://www.portofplaquemines.com/about-us>

⁸ <https://www.stbernardport.com/our-facilities>

⁹ <https://www.dominosugar.com/chalmette-refinery-history>

¹⁰ <https://www.valero.com/en-us/Pages/Meraux.aspx>

3. The Port of New Orleans (MM 91 AHP - MM 114 AHP):

The Port of New Orleans (NOLA) is a diverse container, bulk, breakbulk, temperature-sensitive cargo and cruise port. Port NOLA is the only deepwater container port in Louisiana. Coffee, plastics, apparel, food products and consumer merchandise via container. Breakbulk cargo includes steel, non-ferrous metals, rubber, wood and paper. Plastic resins, frozen poultry, paper and pulp are lead exports for the port. In addition, the Port of New Orleans is a bustling embarkation port for cruise passengers.

Carnival Glory and **Dream** are homeported at the Port of New Orleans. Royal Caribbean and Norwegian Cruise Lines offer seasonal sailings from the port. The port handled more than 1 million cruise passenger movements five years in a row. New Orleans is the sixth largest cruise port in the United States.

New Orleans Public Belt (NOPB) a Class III switching railroad owned and operated by the Port of New Orleans connects the port to six Class I railroads.

4. Port of South Louisiana (MM 114.9 AHP – MM 168.5 AHP):

The Port of South Louisiana is the largest tonnage port in the western hemisphere. Seven grain elevators, multiple mid-stream operations, more than 40 liquid and dry bulk terminals, and Globalplex Intermodal Terminal comprise the public and private marine facilities within the port district. Inbound commodities include crude oil, ores, phosphate rock, chemicals, fertilizers, petrochemicals, steel products, coal, lignite and coke. Outbound commodities include soybean, maize, animal feed, wheat, petrochemicals, coal, lignite, coke, chemicals, fertilizers, crude oil, milo.

The Port of South Louisiana ships and receives cargo from more than 90 nations throughout the world. Jamaica, Brazil, Russia, Peru and China are in the top five import countries. China, Mexico, Japan, Netherlands, and Colombia are the top five commodity destinations. The Port of South Louisiana handles nearly 60% of the exports leaving Louisiana, and about 15% of all total US exports. Grain elevators within the port handle over 50% of all U.S. grain exports annually.

The Port is serviced by three trunk-line railroads, including Canadian National and Kansas City Southern on the east bank of the Mississippi River, and the Union Pacific rail system on the west bank of the river.

5. Port of Greater Baton Rouge (MM 168.5 AHP - MM 253 AHP):

The Port of Greater Baton Rouge offers a full range of maritime services and facilities, from a deep-water complex on the Mississippi River that can accommodate ocean-going vessels to an Inland Rivers Marine Terminal on the Gulf Intracoastal Waterway. The

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

GIWW connects neighboring states from Florida to South Texas, and the Mississippi River links 31 U.S. states and two Canadian provinces.

Port facilities offer intermodal access between docks, rail, and highways. Liquid Bulk products handled at the Port of Greater Baton Rouge comprise of molasses, high fructose corn syrup, fuel oil and specialty chemicals that include caustics, acids, and glycol-based products. Sugar, flour, coal, coke, bauxites, barites, logs, lumber, plywood and finished steel products including coils, rail and pipe are examples of the multitude of bulk products shipped and stored by the port. Break bulk, coffee, polymers and cement are produced, packaged and shipped from the port.

The Port of Greater Baton Rouge is served by three Class 1 railroads: Union Pacific Railroad, Illinois Central/Canadian National Railway and the Kansas City Southern Railroad.

Louis Dreyfus Corporation operating the grain elevators on the port, serves Louisiana's agricultural industry, the facility handles about 25% of Louisiana's corn, soybeans, wheat, and other grains per year.

Horizon Milling operating on the Port of Greater Baton Rouge's mill grinds approximately 360 tons of wheat each day, 20% of that coming from Louisiana. The flour is shipped to international and domestic markets including bakeries and restaurants in the Baton Rouge region.

- B. **Utility Plant (Waterside):** There are two nuclear power facilities located in the Sector New Orleans COTP Zone. The facilities draw intake from the Mississippi River. The two facilities are:
- i. Waterford 3 Power Plant located in Killona, Louisiana
 - ii. River Bend Power Plant located in St. Francisville, Louisiana

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans



Waterford 3

C. **Ferry Systems:** There are four ferry routes that operate within the Sector New Orleans COTP Zone. The table below lists the ferry routes and their location on the left descending bank:

Table 11: Ferry Locations

Name	Mile Marker	Usage
Scarsdale/ Belle Chasse	75.5 LBD	Pedestrian Vehicle
Chalmette / Lower Algiers	88.6 LBD	Pedestrian Vehicle
Canal Street / Algiers	94.8 LDB	Pedestrian
Plaquemines-Sunshine	206.5 LDB	Pedestrian Vehicle

D. **Key Waterways:** There are several waterways and tributaries in Sector New Orleans COTP Zone, vital to the movement of national commerce. The table below lists critical waterways in Sector New Orleans COTP Zone:

Table 12: Key Waterway

Waterway	Location	Depth	Intersection	Vessel Traffic
Lower Mississippi River (LMR)	MM 00 AHP – MM 303 AHP	50'		Ocean Going/ Tug/Tow

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Southwest Pass	MM 20 BHP – MM 00 AHP	50'	MM 00 LMR	Ocean Going
----------------	--------------------------	-----	-----------	-------------

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 12: Key Waterway (Continued)

Waterway	Location	Depth	Intersection	Vessel Traffic
Baptiste Collette	MM 11.3 AHP – GOM	14'	MM 11.3 LMR LDB	Tug/Tow
Gulf Intracoastal Waterway (GIWW)	MM 20 WHL – MM 44.2 EHL	12'	MM 99 LMR RDB	Tug/Tow
Harvey Canal	MM 0 EHL – MM6 EHL	12'	MM 99 LMR RDB	Tug/Tow
Algiers Canal	MM6 EHL – MM 88.1 AHP	12'	MM 88.1 LMR RDB	Tug/Tow
Inner Harbor Navigation Canal (IHC)	MM 6 WHL – Lake Ponchartrain	30'	MM 92.1 LMR RDB	Tug/Tow
Port Allen Route	MM 30 - MM 228.4 AHP	12'	MM 228.4 LMR RDB	Tug/Tow

E. Bridges

Table 13: Bridges Crossing Key Waterways

Waterway	Name	Lat/Long	Mile Marker	Vertical Clearance	Type of Bridge	Usage
Mississippi River	Crescent City Bridge	29.938860 - 90.057888	95.7–95.8	170' (minus) Carrollton Gauge	Fixed	Vehicle
	Huey P. Long Bridge	29.9440 -90.1688	106.1	149' (minus) Carrollton Gauge	Fixed	Vehicle/ RR
	Hale Boggs Bridge	29.942101 - 90.374238	121.6	158.4'(minus) Reserve Gauge	Fixed	Vehicle
	Gramercy Bridge	30.045860 - 90.672365	145.9	164.9'(minus) Reserve Gauge	Fixed	Vehicle

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 13: Bridges Crossing Key Waterways (Continued)

Waterway	Name	Lat/Long	Mile Marker	Vertical Clearance	Type of Bridge	Usage
Mississippi River	Sunshine Bridge	30.098117 -90.911484	167.4	171'(minus) Donaldsonville Gauge	Fixed	Vehicle
	BR Hwy Bridge Interstate 10	30.439618 -91.196580	229.3	174'(minus) Port Allen Gauge	Fixed	Vehicle
	BR US 190 Bridge	30.507051 -91.197143	233.9	111'(minus) Port Allen Gauge	Fixed	Vehicle/ RR
GIWW	Wagner Bridge Lafitte	29.761979 -90.099858	11.9	75'	Fixed	Vehicle
Algiers Canal	Judge Perez Bridge	29.871889 -90.008902	3.8	40'	Vertical	Vehicle
	Belle Chasse RR Bridge	29.872160 -90.008762	3.7	5'	Vertical	RR
Harvey Canal	Harvey Canal RR Bridge	29.908021 -90.083435	0.20	9'	Horizontal	RR
	4 th St. Bridge	29.907803 -90.083190	0.24	7'	Horizontal	Vehicle
	West Bank Expressway Bridge	29.898554 - 90.079521	0.80	106'	Fixed	Vehicle
	Lapalco Blvd Bascule Bridge	29.871193 -90.069836	2.80	49'	Vertical	Vehicle

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 13: Bridges Crossing Key Waterways (Continued)

Waterway	Name	Lat/Long	Mile Marker	Vertical Clearance	Type of Bridge	Usage
Inner Harbor Navigation Canal	St. Claude Ave. Bridge	29.963908 -90.027476	0.50	Unlimited	Horizontal	Vehicle
	Claiborne Ave. Bridge	29.969062 -90.025696	0.90	158'	Vertical	Vehicle
	Florida Ave Hwy/RR Bridge	29.980767 -90.022010	1.70	156'	Vertical	Vehicle/ RR
	L&N RR Bridge	30.004500 -90.025833	2.90	Unlimited	Horizontal	RR
	I-10 Bridge	30.004975 -90.025905	3.0	115'	Fixed	Vehicle
	Danzinger Bridge	30.008333 -90.027000	3.10	50'	Vertical	Vehicle
	Seabrook RR Bridge	30.031333 -90.034500	4.60	Unlimited	Vertical	RR
	Seabrook Bridge	30.031667 -90.035000	4.60	Unlimited	Vertical	Vehicle

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

E. Anchorages

Table 14: Anchorages

Anchorage	Mile Marker	Lat/Long	Bank
Pilottown Anchorage	1.5 to 6.7	29.169249 -89.267890	RDB
Venice Lower Anchorage	8.0 to 9.6	29.273618 -89.337919	LDB
Venice Upper Anchorage	10.0 to 11.2	29.273618 -89.337919	LDB
Boothville Anchorage	13.0 to 18.5	29.307859 -89.366988	RDB
Ostrica Anchorage	23.0 to 24.4	29.344886 -89.500429	RDB
Port Sulphur Anchorage	37.5 to 39.7	29.466980 -89.661830	LDB
Point Michel Anchorage	40.8 to 42.2	29.505105 -90.785901	LDB
Manolia Anchorage	45.5 to 47.6	29.537749 -89.762397	RDB
Point Celeste Anchorage	49.8 to 52.0	29.578886 -89.813748	RDB
Davant Anchorage	52.8 to 53.9	29.606377 -89.852751	LDB
Alliance Anchorage	63.8 to 65.8	29.699446 -89.982982	RDB
Wills Point Anchorage	66.5 to 67.6	29.738404 -89.996900	LDB
Cedar Grove Anchorage	69.56 to 70.9	29.772160 -90.027257	RDB
Belle Chasse Anchorage	73.1 to 75.2	29.819702 -90.005465	RDB
Lower 12 Mile Point Anchorage	78.6 to 80.8	29.884226 -89.957165	RDB

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 14: Anchorages (Continued)

Anchorage	Mile Marker	Lat/Long	Bank
Lower 9 Mile Point Anchorage	82.7 to 85.0	29.882021 -89.907714	RDB
New Orleans Emergency Anchorage	89.6 to 90.1	29.927873 -89.988328	RDB
New Orleans General Anchorage	90.1 to 90.9	29.931825 -89.995389	RDB
Quarantine Anchorage	90.9 to 91.6	29.938487 -90.006536	RDB
Lower Kenner Bend Anchorage	113.3 to 114.3	29.966172 -90.253007	RDB
Kenner Bend Anchorage	114.7 to 115.6	29.964053 -90.274345	RDB
Ama Anchorage	115.5 to 117.3	29.960171 -90.285949	LDB
Bonnet Carre Anchorage	127.3 to 128.8	29.999448 -90.444577	LDB
La Place Anchorage	134.7 to 135.4	30.054457 -90.504348	LDB
Reserve Anchorage	137.0 to 137.5	30.044294 -90.541725	RDB
Lower Grandview Reach Anchorage	146.4 to 146.7	30.045159 -90.680968	LDB
Middle Grandview Reach Anchorage	146.8 to 147.2	30.041916 -90.686625	LDB
Upper Grandview Reach Anchorage	147.5 to 148.8	30.035667 -90.696131	LDB
Belmonte Anchorage	152.9 to 154.0	30.005801 -90.785910	LDB
Sunshine Anchorage	165.0 to 167.0	30.065850 -90.893879	LDB

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 14: Anchorages (Continued)

Anchorage	Mile Marker	Lat/Long	Bank
White Castle Anchorage	190.4 to 191.1	30.197817 -91.105733	RDB
Plaquemines Point Anchorage	203.9 to 204.4	30.280101 -91.164505	RDB
Baton Rouge General Anchorage	225.8 to 227.3	30.391862 -91.211334	RDB
Lower Baton Rouge – Meal Anchorage	228.5 to 229.0	30.430204 -91.201694	LDB
Middle Baton Rouge Anchorage	229.6 to 229.8	30.444372 -91.200483	LDB
Upper Baton Rouge Anchorage	230.6 to 231.0	30.457887 -91.201336	LDB

F. Locks

Table 15: Locks

Lock	Lat/Long	Mile Marker	Waterway	Length x Width	Office Phone
Ostrica Lock	29.36667 -89.52917	25.2	LMR/Bayou Tortillon	250' x 40'	(985) 657-9701
Empire Lock	29.388745 -89.596747	29.5	LMR/Doullut Canal	200' x 40'	(504) 657 7309

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 15: Locks (Continued)

Lock	Lat/Long	Mile Marker	Waterway	Length x Width	Office Phone
Algiers Lock	29.914965 -89.972263	88.0	LMR/Algiers Canal	760' x 75'	(504) 394-7221
Inner Harbor Navigation Canal	29.965004 - 90.027121	92.6	LMR/ Inner Harbor Navigation Canal	640' x 75'	(504) 945-2157
Harvey Lock	29.909167 - 90.083760	98.3	LMR/Harvey Canal	425' x 75'	(504) 366-4683
Port Allen Lock	30.430935 - 91.208286	228.5	LMR/GIWW	1202' x 75'	(225) 343-3752
Bayou Sorrel	30.133254 - 91.323164	38 (GIWW)	Atchafalaya River / Bayou Sorrel	797' x 56'	(225) 659-7773

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

G. ATON

Table 16: ATONs

Name	Primary Light List Number
Southwest Pass Entrance Range Front Light	12685
Southwest Pass Entrance Range Rear Light	12690
Southwest Pass Entrance East Range Front Light	12700
Southwest Pass Entrance East Range Rear Light	12710
Southwest Pass Entrance West Range Front Light	12715
Southwest Pass Entrance West Range Rear Light	12720
Southwest Pass Leading Light	12725
Southwest Pass East Jetty End Light 4	12730
Southwest Pass B Range Front Light	12745
Southwest Pass B Range Front Passing Light	12750
Southwest Pass B Range Rear Light	12755
Southwest Pass B East Range Front Light	12760
Southwest Pass B East Range Rear Light	12765
Southwest Pass B West Range Front Light	12770
Southwest Pass B West Range Rear Light	12775
Southwest Pass Light 5	12780
Southwest Pass Light 11	12810
Southwest Pass Light 14	12820
Southwest Pass Light 11	12810
Southwest Pass Light 14	12820

Name	Primary Light List Number
Southwest Pass Light 17	12830
Southwest Pass Light 18	12835
Southwest Pass Light 22	12880
Southwest Pass Light 24	12890
Southwest Pass Light 27	12905
Southwest Pass Head Range Front Light	12910
Southwest Pass Head Range Front Light Passing Light	12915
Southwest Pass Head Range Rear Light	12920
Southwest Pass Head East Range Rear Light	12930
Southwest Pass Head West Range Front Light	12935
Southwest Pass Head West Range Rear Light	12940
Head Of Passes Junction Light	12945
Cubits Gap Range Front Light	12950
Cubits Gap Range Rear Light	12955
Pilottown A Range Front Light	12960
Pilottown A Range Rear Light	12965
Pilottown A East Range Front Light	12970
Pilottown A East Range Rear Light	12975
Pilottown A East Range Front Light	12970
Pilottown A East Range Rear Light	12975

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 16: ATONs (Continued)

Name	Primary Light List Number
Pilottown A West Range Front Light	12980
Pilottown A West Range Rear Light	12985
Pilottown Wingdam Light 2	13000
Pilottown A West Range Front Light	12980
Spences Light 6A	13040
Wilder Flats Light 8	13055
Algiers Alternate Route Junction Light A	13715
Inner Harbor Navigation Canal Light 1	13835
Inner Harbor Navigation Canal Light 2	13840
Algiers Point Light 95	13860
Gretna Harbor Traffic Control Light 97	13880
Fairview A Range Front Light	14140
Fairview A Range Rear Light	14145
Davis Crevasse Range Front Light	14190
Davis Crevasse Range Rear Light	14195
Lower Belmont Crossing Lower Side Range Front Light	14640
Lower Belmont Crossing Lower Side Range Rear Light	14645

Name	Primary Light List Number
Lower Belmont Crossing Range Front Light	14650
Lower Belmont Crossing Range Rear Light	14655
Lower Belmont Crossing Upper Side Range Front Light	14660
Lower Belmont Crossing Upper Side Range Rear Light	14665
College Point Light 156	14675
Lagan Leading Light	14685
Pumpkin Bezette J Range Front Light	14935
Pumpkin Bezette J Range Rear Light	14940
Smoke Bend Range Front Light	14955
Smoke Bend Range Rear Light	14960
Philadelphia Point C Range Front Light	14985
Philadelphia Point C Range Rear Light	14990
Alhambra Range Front D Light	15025
Alhambra Range Rear D Light	15030
White Castle Range Front Light	15045
White Castle Range Rear Light	15050
White Alder Memorial Light 195A	15065

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 16: ATONs (Continued)

Name	Primary Light List Number
Bayou Goula E Range Front Light	15075
Virginia Range Front Light	15090
Virginia Range Rear Light	15095
Granada Range F Lower Front Light	15125
Granada Range F Lower Rear Light	15130
Granada Range F Front Light	15135
Granada Range F Rear Light	15140
Granada Range F Upper Front Light	15145
Granada Range F Upper Rear Light	15150
St Louis Plantation Range Rear Light	15175

Name	Primary Light List Number
Reliance Light 211	15185
Medora G Range Rear Light	15205
Old Hermitage Range Front Light	15210
Old Hermitage Range Rear Light	15215
Longwood Plantation Light 216B	15235
Richard Powell Range Front Light	15245
Richard Powell Range Rear Light	15250
New Hope Light 221A	15260
Red Eye H Range Front Light	15280

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. Objectives – 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 on the status of 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. Sector New Orleans COTP 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 Sector New Orleans COTP will follow this process:

- Establishing the MTSRU,
- Obtaining situational awareness,
- Determining the impacts on the MTS and developing courses of action,
- Communicating the status of the MTS and recovery activities, and
- Demobilizing the MTSRU and transition into long-term restoration.

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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

These assumptions include:

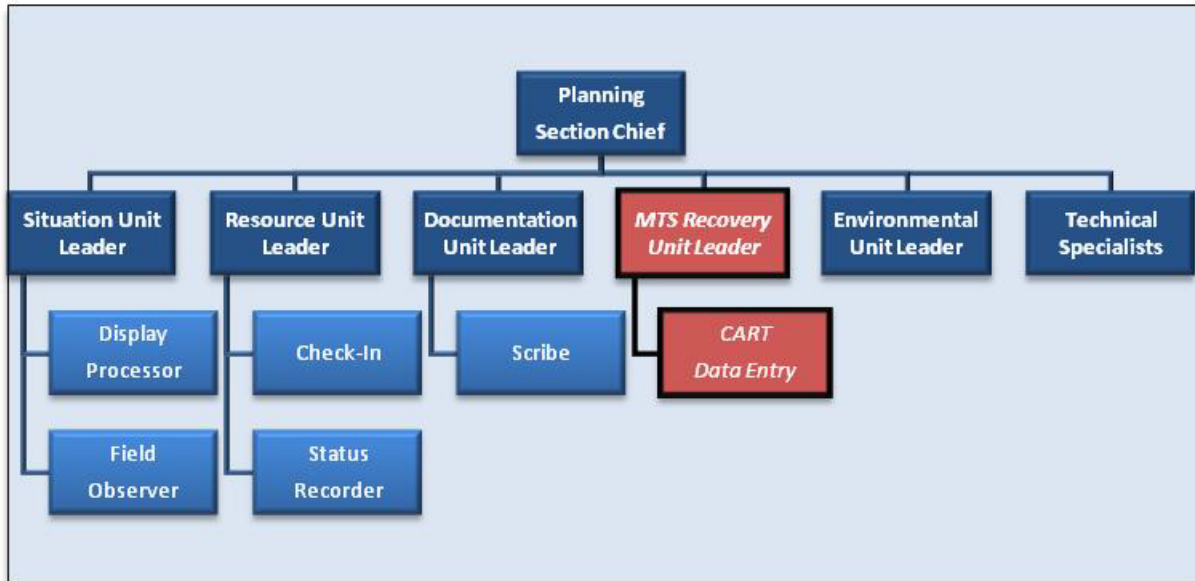
- i. A written process exists to notify all members of the MTSRU that activation is required.
- ii. Members have received appropriate training and have awareness of the priorities, procedures, and protocols of the plan.
- iii. Members have pre-determined roles and responsibilities with the MTRSU.

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

- i. Direction to activate all or parts of the MTSRU,
 - ii. Estimate the duration of activation days,
 - iii. Location of Incident Command Post and MTSRU,
 - iv. Expectation for the MTSRU to be functional (stood up and operational),
 - v. Expectation for stakeholder notification,
 - vi. Brief description of the disruption with copy of ICS-201 if possible,
 - vii. Incident Commander (IC) current objectives of the basic MTSRU Objectives, if established, and
 - viii. Expectation to attend the planning meeting at *[location/time]*.
- b. The MTSRU will be established under the Planning Section as shown in Figure 3.1. 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Figure 3.1 Example of ICS Organization including MTSRU



- c. There are fundamental considerations that are essential to the MTSRU establishment process. Figure 3.2 is an extract from the Incident Management Handbook of the basic activities the MTSRU Leader shall consider when activating MTSRU. This checklist and an expanded checklist of MTSRU Activities are included as Tab F of this Plan.

Figure 3.2 Example Extract from Unit Leader Checklist

Unit Leader Task	Unit Leader Activity	Description	Complete ✓
MTSL-1	Initial Assignment	Meet with PSC or IC (if no PSC) and receive initial briefing on MTSRU objectives. Identify the Operations Section units that may have been activated and determine sources of information for MTS Status. Identify location of the Situation Unit Leader (SITL) and review the initial Common Operating Picture (COP)	<input type="checkbox"/>
MTSL-2	Initial Brief	Review ICS-201 or existing Incident Action Plan (IAP) to determine size and complexity of incident. Visit Sector Command Center (SCC) or SITL for complete assessment of incident area and impact. Identify other agencies/groups that may have to be incorporated into the MTSRU.	<input type="checkbox"/>
MTSL-3	Notify MTSRU	Access the appropriate WQSB for the MTSRU Staffing. Ensure the assigned representatives are contacted and notified of the initial meeting time and location. Initiate ICS-214 Activity Log.	<input type="checkbox"/>

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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 space required to establish a functional MTSRU will vary from incident to incident and will depend on the number of personnel assigned and anticipated participation of industry stakeholders. The space should be adequate to accommodate the MTSRU for a minimum of at least 15 days and can expand if necessary. Some primary considerations for space include:

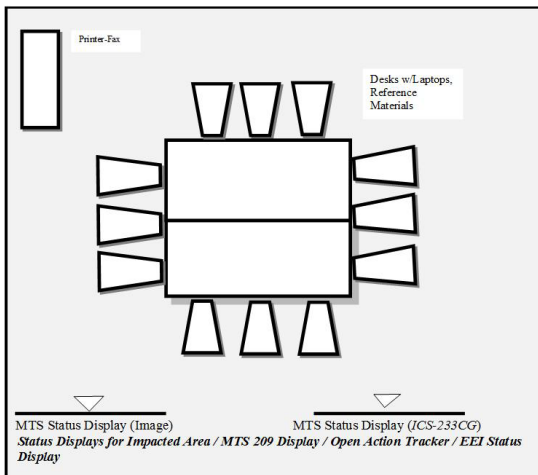
- Space for a minimum of two (2) tables (30" x 48") and at least 4 chairs
- Space for small table for printer/Fax
- Access to electrical outlets
- Adequate lighting
- Telephone Line (3 phones)
- Private Space for Industry Discussions
- Proximity to Situation Unit
- Internet Access/Access to the CGDN (if not available use portable Hot Spot for wireless)

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

- Primary: Sector New Orleans 200 Hendee Street, New Orleans, Louisiana 70114, Training room C.
- Secondary: Will be determined by the nature of the event.

Figure 3.3 is an example of a standard MTSRU footprint within the Incident/Unified Command.

Figure 3.3 Example MTSRU Space Organization



Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- e. MTSRUs can function only when appropriately supported with resources and materials to ensure sustained operations for a minimum of 48 hours before resupply is required. Standard MTSRU Go-Kits or ICS MTSRU Kits are in storage room on the first floor.
- f. The MTSRU is comprised of key USCG members, port stakeholders, State and local Emergency Response managers, and other critical maritime response and recovery representation as determined in the pre-event planning environment. Sector New Orleans COTP will activate its USCG Personnel using the process and protocols outlined below:
 - i. USCG Personnel Notification:

USCG Sector New Orleans utilizes the Alert Warning System (AWS) for immediate notification to IMT membership that an incident has occurred that requires activation of the IMT including the MTS Recovery Unit. The USCG Sector New Orleans Command Center (SCC) is the primary communications manager for activation of the IMT. The SCC will notify Command Staff members of the IMT activation via AWS and include specific details in the messaging including the scenario and key milestones for meeting and establishing the IMT.
 - ii. Port Stakeholder/State-Local Government/Other Government Agency:

Alert Warning System (AWS) notification process (could be combined with CG Personnel Notification). USCG Sector New Orleans utilizes the AWS notification process for the activation of the PCT in Sector New Orleans COTP Zone. The USCG SCC is the primary communication node for sending out the Alerts to the PCT. The pre-developed message includes the standing toll-free number assigned to the PCT and access codes to dial into the teleconference. This number is not to be released to the public, so it is not included in this plan. The alternate communication manager for activation of the PCT will be the Waterway Management at Sector New Orleans who maintains the membership roster and details for the PCT. Refer to Tab C Tables 7 through 9 for PCT members and contact information.

2. Recovery Task 2 - Obtaining Situational Awareness

MTSRU personnel will obtain overall situational awareness of the MTS, the impacted area, and any area that could be potentially impacted. This will require outreach to different Sections or Units within the Incident/Unified Command as well as industry. All MTSRU 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 Sector New Orleans 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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

Recommend to Operations Section the critical infrastructure and waterways to conduct Port Assessments to identify potential MTS impacts. Tab D, of Section A, provides an example of an infrastructure assessment checklist.

- c. Identify potential resources that may be deployed along with their application.

The nature and location of the incident will determine which USCG Sector New Orleans resource is dispatched through the Operations Section: i.e. pollution responders, facility inspectors, vessel inspectors, cutters, Boat Stations, ATON boats, Air Station. These assets can provide information on the status of the MTS post event. Additionally, deployed Port Partner (police, fire, harbor patrol, port authority, pilot association, USACE) resources may be used to conduct windshield surveys, channel surveys with side-scan sonar, aerial surveys, and facility status surveys.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

In conjunction with MTSRU Recovery Plan, the following assets can be dispatched to survey the ports and waterways for post event:

Table 17: USCG and Port Partners dispatched resources

Port Survey			
Team	Focus/Task	Area/Location	Report to:
USCG Assets			
Air Station	PWCS/MER	AOR/Impacted Area	SCC
USCG ANT 1	ATON- Day Boards/Lights	LMR	WWM/SCC
USCG ANT 2	ATON- Buoys	LMR	WWM/SCC
USCG ANT 3	ATON- All	LMR	WWM/SCC
USCG ANT 4	MCI/KR Windshield Survey	LMR	SCC
Sector IMT 01	Oil/Hazmat/Wrecks	LMR	IMD/NRC
Sector IMT 02	Oil/Hazmat/Wrecks	LMR	IMD/NRC
Sector IMT 03	Oil/Hazmat/Wrecks	LMR	IMD/NRC
Sector IMT 04	Oil/Hazmat/Wrecks	LMR	IMD/NRC
Sector INSP 01	MTSA/ISPS/Facility Status	Zone 1	FAC/SCC
Sector INSP 02	MTSA/ISPS/Facility Status	Zone 2	FAC/SCC
Sector INSP 03	MTSA/ISPS/Facility Status	Zone 3	FAC/SCC
Sector INSP 04	MTSA/ISPS/Facility Status	Zone 4	FAC/SCC
Port Partners			
USACE Nav. Team	Federal Navigation Channels	Impacted Areas	IC/UC
Federal Pilots	River Surveys	All Zones	IC/UC
Associated Branch Pilots	River Surveys	Area Zones	IC/UC
Crescent River Port Pilots	River Surveys	Area Zones	IC/UC
New Orleans Baton Rouge Steamship Pilots	River Surveys	Area Zones	IC/UC
Port of Plaquemines	Port Surveys	Port Area	IC/UC
St. Bernard Port	Port Surveys	Port Area	IC/UC
Port of New Orleans	Port Surveys	Port Area	IC/UC
Port of Greater Baton Rouge	Port Surveys	Port Area	IC/UC

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- d. Conduct outreach to port partners and maritime stakeholders to determine the status of the MTS, including commercial vessel traffic. The COTP will leverage the maritime expertise of the PCT to support MTS Recovery planning for the development of operational priorities and course of action (COA). PCT has its established protocols to this plan that includes notification, telephonic or physical meeting criteria, pre-developed scripts for facilitation and briefing, and a basic list of EEIs. At a minimum, the Port Coordination Teams will:
- i. Provide Operational Briefs for their agency.
 - ii. Identify key areas of concern.
 - iii. Identify or comment on the incident affects the MTS.
 - iv. Identify key vessel movement, anchorage, or other requirements for both inbound and outbound vessel traffic.
 - v. Identify priorities based on pre-developed priority lists for the Captain of the Port Sector New Orleans Zone.
 - vi. Identify minimum meeting schedule required for the incident; and
 - vii. Provide recommended COAs or resources available to support MTS Recovery.

Example checklist:

✓	Convene information sharing meetings with port partners and stakeholders as appropriate (<i>see Information Update Meeting Agenda in Tab I</i>)
✓	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

- e. 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 in Homeland Security Information Network (HSIN) with any amplifying information.
- f. CART is updated twice each day or as soon as significant changes occur for the duration of the incident. At a minimum, EEI Status information will be near real-time with updates being made when status information is received within the IMT. The MTS Report Summaries in CART are critical to the overall description of the MTS Recovery actions, key MTS Recovery issues affecting the local/regional/national interests, and Future Plans. The Report Summaries will be updated at a minimum within the guidelines and Battle Rhythm provided by District.
- g. HSIN is a vital link to stakeholders who are not part of the IMT or members of the Port Coordination Team. The MTS Branch is responsible for the maintenance and

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

update of critical MTS Recovery-specific information in HSIN including Port Status, MSIBs, update on MARSEC or Port Conditions to coincide with Port Status.

- h. 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 damage. 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 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 action (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. Section 2.B identifies planning priorities which need to be considered when developing COAs. 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.
 - i. Cargo Priorities. To 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:

- National response supplies
- National recovery supplies
- National Defense Materials
- Other national priority cargo
- Local response supplies
- Local recovery supplies
- Local fuels and energy cargo
- Local consumption food
- Other local priority cargo
- All other cargo



Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- ii. 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 and information within Section 2.B.
- iii. Vessel movement. When developing vessel movement priorities, the MTSRU will consider 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, security, availability of labor).
 - Sector New Orleans COTP will consult with the PCT during short- and long-term disruption as defined in Section 2(A)4(a) for the prioritization of waterway openings and vessel movements.
 - Sector New Orleans Vessel Traffic Service Center (VTS) personnel with the assistance of pilot advisors determining vessel priority during conditions of normal vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.
- 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 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. This includes the Homeland Security Information Network (HSIN), if utilized for response communications. Sector New Orleans COTP 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 with 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:

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- i. Description(s) of the MTS in the impacted area,
- ii. Recovery Actions by the IC/UC,
- iii. Summary description of the impact of the incident on the MTS,
- iv. Summary of condition and impact to each of the EEs appropriate for the incident,
- v. Vessels in the queue,
- vi. Future plans to facilitate MTS Recovery and resumption of commerce, and
- vii. Intermodal impacts and considerations.

The data integrity standards in the CART User Guide will be strictly followed. Tab E provides job aid to assist in the development of the MTS Executive Summary. MTSL will provide MTS status specific information during all phases of the planning cycle. The following table provides recommended information elements to insert during critical stages of Incident Action Plan development.

Table 18: Incident Action Plan Development Meeting Cycle

Meeting	Information Required
IC / UC Objective Development	Provide Core MTS Recovery Objectives for consideration. <ul style="list-style-type: none"> • Rapid and comprehensive assessment of the MTS Infrastructure. • Open Communication with stakeholders via <i>[inserts port level team name, i.e. Port Coordination Team, Port Advisory Group]</i>. • Identification of critical local and regional cargo needs. • Use of all communication nodes including social media to accurately report the status of the MTS and recovery plans.
Command & General Staff Meeting / Briefing	Brief on objectives for MTS Recovery or provide a status update of current recovery operations. Include a reminder on key priorities.
Preparing for Tactics Meeting	Provide initial assessment results and potential COA. These may include: <ul style="list-style-type: none"> • Waterway and ATON Status. • Vessel Management Scheme. • Stakeholder concerns and means of input. • Critical economic considerations.
Tactics Meeting	SME for MTS Recovery operations. Monitor discussion and ensure accuracy of recommendations including traffic management, vessel queue management, ATON issues, or recommended/required COTP actions.
Preparing for the Planning Meeting	Finalize plan for recovery operations during the next operational period. Ensure final outreach and

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Operations Briefing	assessment via stakeholders for updated waterway and infrastructure status. Entire MTSRU staff should attend if possible. Provide any clarification to field Divisions/Groups/Branches regarding planned recovery ops.
Monitor Ongoing Operations	Receive, monitor, and assess field-generated information to measure progress toward operational goals and overall incident objectives. Adjust as necessary during the next Command/General Staff meeting.

- b. External Communications: MTS Stakeholders do not have access to CART for real-time status reporting. MTSRU will leverage the external outreach capabilities of 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 HSIN include:
- Port Status Information (See Example in Figure 3.4 below),
 - Operational Restrictions, and
 - Critical Cargo Management Information.




Port Status Information			
Port Status Information			
JACKSONVILLE Port Status Information			
Port	Status	Comments	Last Changed
PORT CANAVERAL	 OPEN	Port Condition V	12/05/2016
PORT OF FERNANDINA	 OPEN	Port Condition V	12/05/2016
PORT OF JACKSONVILLE	 OPEN	Port Condition V	12/05/2016

Figure 3.4: Port Status Information

- i. Port Status: Sector New Orleans COTP will use HSIN to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by Waterways Management Division. The MTSRU will monitor this closely when expected changes occur and require adjustment in HSIN.
- ii. Operational Restrictions: As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners; and other documents describing operational restrictions of the MTS will also be posted in HSIN. Sector New Orleans COTP will ensure that appropriate operationally restricting information will be uploaded to HSIN.
- iii. 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 and alternative procedures. This site will be provided to stakeholders via CBP.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- iv. Business Resumption Messaging: If there is official Business Resumption Messaging originating from the U.S. Coast Guard senior leadership, ensure widest dissemination via HSIN or other information outlets.
 - v. Currency and Accuracy: HSIN will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.
- c. Reporting Standards: Sector New Orleans COTP 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 the best practice for MTS Status Reporting:
- i. 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 Sector New Orleans COTP will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.
 - ii. 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 of individual EEIs as well as the aggregate impact on the EEI categories themselves along with potential local, regional, or national level impacts.
 - iii. 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 through national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact on the MTS.
 - iv. Report Summaries: MTSL has the responsibility of reviewing the Report Summary entries prior to entering CART. The Report Summaries should be reviewed for:
 - Format
 - Accuracy
 - Spelling
 - Currency
 - Alignment with any other Public Messaging/HSIN or other internal-external MTS Status reporting source.

See the guidance in Tab E to this section for detailed guidance and recommended templates for the Report Summaries.

- d. Alternative Reporting Process: In the event Sector New Orleans COTP 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 3 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- i. Sector New Orleans COTP 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 C on EEIs.
- ii. Guidelines for reporting in the template will adhere to the Sector New Orleans COTP Reporting Standards previously described.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 19: 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 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 transitioned 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).

Tab H provides a sample demobilization report.

6. Recovery Task 6 – Additional Tasking

Any additional tasking for the MTS Recovery Unit will be provided via Incident Commander, Unified Command, or the Planning or Operations Section Chiefs.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

TAB E: MTS REPORTING TEMPLATE

1. The purpose of CART is to ensure accuracy and consistency among CG units of port status and recovery operations reporting. To ensure consistency with other CG units, Sector New Orleans will align its reporting with the templates noted below. Electronic versions of this template will be maintained by the Sector New Orleans in accessible Public Folders as well as maintained on a portable hard drive/laptop stored in the MTSRU Go-Kits.

Appropriate review and archiving of these reports will be the responsibility of the MTSRU Leader and in coordination with the DOCL.

Table 20: Port Incident/Area Summary Guidance

Summary Topic	Category	Description
<p>Port Incident/Area Summary</p> <p>Provide an overall description of the AOR and/or port area. This description should include an executive level description of the key port activities and, if available, basic economic impact information from publicly available sources (i.e. Economic Impact Reports, etc.). This information may be found in Section 1000 of the Area Maritime Security Plan or in the Area Contingency Plan.</p>	<p>Waterways and Navigation</p>	<p>Describe impacts to waterways or specific ATON EEIs.</p>

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 21: MTS Impact Guidance

Summary Topic	Category	Description
MTS Impact Provide an overview of the most critical impacts to MTS. List the names of the ports and port status (OPEN/OPEN WITH RESTRICTIONS/CLOSED). Give the reason and estimated date of repair. For ease of reading, group the impacts under the broad EEI Categories.	Waterways and Navigation	Describe impacts to waterways or specific ATON EEIs.
	Port Area – Critical Infrastructure	Describe impacts to critical infrastructure in the impacted area.
	Port Area – Vessels	Describe impact to vessels that operate within the impacted area including High-Capacity Passenger Vessels, Ferries, and the Small Passenger/Commercial Fishing Vessel Fleets.
	Monitoring Systems	Describe impacts to port monitoring systems including any integrated camera systems, Rescue 21, waterway monitoring stations, VHF Towers, VTS systems.

The Port of *[insert name]* is OPEN.

The Port of *[insert name]* is OPEN WITH RESTRICTIONS. A significant amount of storm debris has accumulated in the vicinity of the Trout River Cut in between Buoys R64 and R66. The debris includes several small boats rafted together, vegetation, various size containers/drums. The Port is open to normal deep draft traffic to all facilities N and E of this area. All inbound and outbound traffic W and S of this area has been restricted. Corps of Engineers and City Solid Waste Management Division estimates the debris field to be cleared by 22 May 2017. Due to damaged critical range lights, the COTP has directed daylight transits only until repairs are completed. The estimated time for repair to the range lights is 24 May 2017.

The Port of *[insert name]* is CLOSED until surveys of the channel have been completed. Corps of Engineers estimates that surveys will be completed by 21 May 2017.

WATERWAY & NAVIGATION: The following ATON have been reported damaged/missing River Bar Cut Front Range; Training Wall Front Range Light; SJR Lighted Buoy 69.

PORT AREA – CRITICAL INFRASTRUCTURE: No critical infrastructure impacted. All Fully Available.

PORT AREA – VESSELS: The River Ferry allided with the Main St. Bridge during transit to a safe haven. Officer in Charge, Marine Inspection (OCMI) and Vessel Operator conducting structural assessment. No operations authorized until OCMI makes final determination. Additional information found in MISLE Case # 1234567.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 22: MTS Recovery Actions Guidance

Summary Topic	Category	Description
MTSR Actions Taken Provide a description of the activities the IMT has taken to initiate or continue MTS Recovery Actions	Establishment of MTSRU	Describe MTSRU activation and stakeholder involvement.
	Assistance/Support	Any support via District or other units.
	Assessments	Status of impact assessments/damage assessments. Note in a % completion format addressing EEI Categories.
	Established objectives, goals, or milestones set by the Incident/Unified Command.	Describe in broad terms the overall MTS Recovery objectives/goals/milestones. Refer to a posted IAP if available.
	Outreach meetings and/or meeting schedule for stakeholder participation.	Describe any activities, taken or planned, to ensure stakeholder participation in key MTS Recovery decisions.
	Cyber	Note any activities to determine if cyber was a causal factor in the MTS disruption, types of disruptions, and any actions taken to initiate cyber recovery.

Enter Date/Time Group:

The MTSRU has been established in [location] and currently staffed by USCG personnel. The Port Coordination Team (PCT) has been activated via the Alert Warning System and in accordance with standing notification protocols. The first PCT teleconference is scheduled for ***[date/time]***. No additional support is determined to be necessary. MTSL will continue to assess personnel needs and requests via Logistics and CG-213RR.

Port Infrastructure Assessment Teams have been deployed in the northern and southern portions of the port area. Priority is assigned to energy and Caribbean Cargo terminals for assessment with secondary priorities assigned to Ro-Ro and bulk aggregate terminals.

The Incident Command has established the following objectives/goals/milestones:

- Complete full port infrastructure assessments, taking safety into consideration, within 24 hours of event.
- Review and determine any vessel queue that may require IC evaluation and prioritization.
- Identify additional resources required to complete corrective actions to navigational channel(s) and aids to navigation.

PCT has been activated and participating in all Recovery Planning discussions.

No Cyber disruption or issues.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 23: Vessels in Queue Guidance

Summary Topic	Category	Description
Vessels in Queue Report on vessel queues in Coastal or River ports because of the disruption event. Information should include description of the disruption including waterways, ATON, locks, or obstructions.	Estimated number of vessels in the queue with detailed descriptions (name, official number, type, cargo, destination, number of barges if a towing vessel).	List vessels that are in the immediate recovery area (at a local anchorage, facility or loitering just outside the port) and waiting for permission to enter or depart the affected area. If there is a departure queue established, describe the necessity for a departure queue and its impact on arrival scheduling.
	Cause of the queue.	Describe the factors causing the queue, i.e. port closure due to channel assessments, obstruction; need to verify appropriate MARSEC attainment.
	Estimated time to have the issue resolved.	Describe using specific DD/MM/YY dates the estimated date to resolve the causal factors for disruption.
	Estimate the amount of time necessary to eliminate the vessel queue after basic functionality has been restored and the IC has authorized initiation of vessel and cargo ops.	Note the anticipated DD/MM/YY that the vessel management protocols will return to normal scheduling.

Insert Date/Time Group:

- Estimated Number of Vessels in the Queue: 24
 - e. M/V Carnival Glory, 1234567, Cruise, City Dock 29
 - f. M/V Bow Sun, 9876543, Tank, Gasoline, Shell
 - g. T/V Ms Sarah, 4567891, 2 Barges, Containers, Pier 7

- Cause of the Queue: The Port of ***[insert name]*** remains closed due to impacts from Hurricane SMITH, assessment of the channel and associated ATON pends.

- Date to resolve queue: It is estimated that the assessment will be completed by ***[insert DD/MM/YY]***. The Navigational Assessment Branch will review all data and make appropriate recommendations to the IC/UC.

- Time to Resolve the Vessel Queue: After the IC/UC determines the channel and ATON are in sufficient state to initiate operations, it is estimated that it will take 36 hours to reduce the vessel queue to a normal state and return all scheduling and arrivals back to the appropriate stakeholder groups.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 24: Waterway Management Actions Guidance

Summary Topic	Category	Description
Waterway Management Actions Document any operational controls or restrictions on waterways or vessels. Describe where appropriate Safety or Security Zones or other pertinent restrictions are located. If available, direct via hyperlink or other means to the posted location of restrictions.	Daytime/Nighttime Operating Restrictions	Describe any operational restrictions impacting a 24-hour vessel movement cycle.
	Draft Restrictions	Describe any restriction on operating in port areas based on obstructions or other restrictions preventing vessels from entering or departing the port area.
	Ice related restrictions	Note in detail any specific ice restrictions including size of available waterways, channel portions open for traffic, need for assistance vessels, etc.
	Tow Restrictions	Note any requirement for towing vessel assistance and required size/bollard pull/horsepower restrictions.
	Speed Restrictions	Note any speed restricted areas within the port, reason, and anticipated date of corrective actions.

Insert Date/Time-Group:

The Port of *[insert name]* is OPEN WITH RESTRICTIONS. The restrictions currently include daylight operations only due to noted damage to key Priority range lights at the port entrance and high-risk areas within the port as determined by the Harbor Safety Committee.

There are draft restrictions on vessels greater than 20' draft noted in the vicinity *of [insert port location]* due to identification of submerged objects in the navigable channel. MSIB *[insert number]* has been issued and currently posted on the unit HSIN site. The PCT has been notified along with the Marine Exchange, who are socializing this restriction.

[Note any ice-related restrictions here]

Vessels transiting in the port between Buoys *[x]* and *[x]* will require tug assistance due to the missing range light and day boards. Note MSIB number and location.

Vessels are restricted to no more than 10kts in the vicinity of *[insert name]* channel and Buoy *[x]* due to removal of submerged objects from the navigable waterway.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 25: Future Plans Guidance

Summary Topic	Category	Description
Future Plans Describe the anticipated activities for the next operational cycle or plans to address critical local/regional/national level imperatives.	Waterways and Navigation	Describe future plans for waterway and navigational assessment or corrective actions. Note any key dates or milestones in DD/MM/YY format.
	Port Area – Critical Infrastructure	Describe any future plans for critical infrastructure within the port including repairs, assessments, or key milestones/dates in DD/MM/YY format.
	Port Area – Vessels	Describe future plans for vessels that operate within the impacted area including High-Capacity Passenger Vessels, Ferries, and the Small Passenger/Commercial Fishing Vessel Fleets.
	Offshore Energy	Note key Offshore Energy plans and major impacts/requirements.
	Monitoring Systems	Describe future plans for port monitoring systems including any integrated camera systems, Rescue 21 (R21), waterway monitoring stations, VHF Towers, VTS systems.
	Cyber Infrastructure	Note any future plans to address cyber infrastructure impacts.

Enter Date/Time-Group:

Future Plans:

- Waterways and Navigation: Continue Assessment operations of all navigable channels and ATON. Develop a prioritized corrective list of all ATON for the Navigational Branch in Operations based on assessment reports. Coordinate navigable channel issues with USACE.
- Critical Infrastructure: Coordinate with State Dept of Transportation to complete assessment of all key bridges with MTS nexus as noted in CART and coordinate with State Police to complete assessment of major highways with port nexus. Coordinate with Rail for intermodal impacts and corrective actions and key repair milestones.
- Offshore Energy: Note any offshore energy future plans.
- Monitoring Systems: R21 remains inoperable in the southern portion of the AOR until repairs can be made to the *[name R21 tower/note]*. Port Entrance cameras remain inoperable until repairs can be completed on DD/MM/YY.
- Cyber Infrastructure: Note any future plans to address cyber impacts and note critical dates.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table 26: Intermodal and Supply Chain Impact

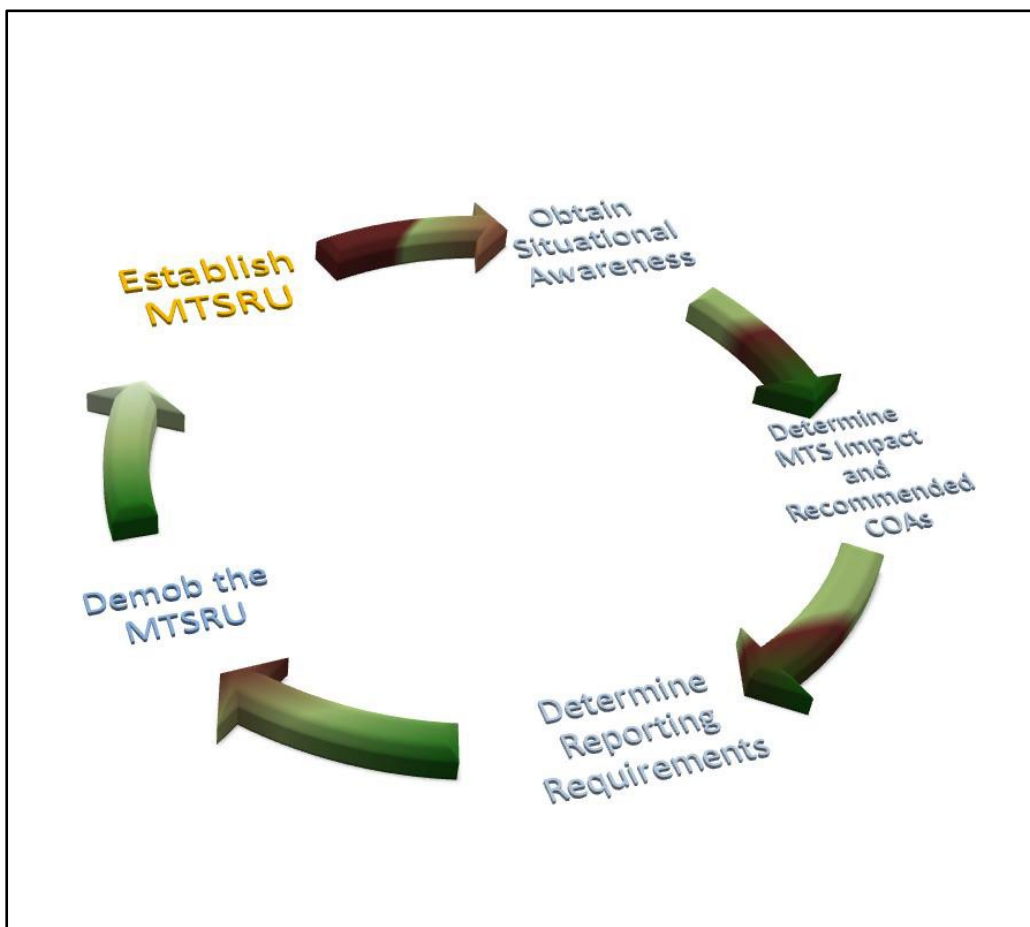
Summary Topic	Category	Description
<p>Intermodal and Supply Chain Impact</p> <p>Describe the impacts, if available, to the intermodal connections at the port between waterway/rail/highway, critical cargoes or commodities impacted, and information on how this may interrupt the local, regional, or national supply chain. This impact may be seasonal by nature so ensure this detail is included in the impact descriptions.</p>	Intermodal Impact	Describe future plans for waterway and navigational assessment or corrective actions. Note any key dates or milestones in DD/MM/YY format.
	Supply Chain Impact	Describe any future plans for critical infrastructure within the port including repairs, assessments, or key milestones/dates in DD/MM/YY format.

Enter Date/Time-Group:

- Intermodal Impact: The linkage between the cargo handling at the terminal *[name terminal or terminals or Port Authority]* has been interrupted due to *[describe limiting factor or factors]*. Describe the impact in terms of delay, percentage of thru-put, or other descriptive factors other than financial description
- Supply Chain Impact: The movement of *[describe critical cargoes or key supply chain]* through the port of [insert name] has been interrupted. Alternate pathways have been discussed with the PCT and in coordination with the Port of *[name]*. Potential delays for the delivery of *[cargo]* and *[cargoes]* to the East Central United States will continue until repairs to the railway links are completed on *[DD/MM/YY]*. Upon completion it is anticipated that an x % increase in deliveries will continue daily until normal inventory deliveries are resumed.

TAB F: MTSRU SOP

USCG Sector New Orleans
Marine Transportation System Recovery Unit (MTSRU)
Standard Operating Procedure



Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Table of Contents

Section	Contents	Page
	Table of Contents	82
	Executive Summary	83
	References	83
	Common Terms	83
Stage 1	Establishing the MTSRU	84
Stage 2	Situational Awareness	85
Stage 3	Determining MTS Impact and Recommended COAs	86
Stage 4	Determine Reporting Requirements	87
Stage 5	Demobilization	88
Annex 1	The MTS Recovery Planning “P”	90

USCG Sector New Orleans Marine Transportation System Recovery Unit (MTSRU) Standard Operating Procedure

Executive Summary

MTSRU is part of the Planning Section of the ICS established for every incident that significantly disrupts MTS in Sector New Orleans and in accordance with the activation policies outlined in the Sector New Orleans MTS Recovery Plan. The MTSRU is primarily staffed by USCG personnel and augmented by local maritime industry experts.

MTSRU is primarily responsible for identifying the impacts to the MTS from a disruption incident utilizing all expertise available to assess the scope and degree of impact, developing recommended courses of action to the IC/UC for both recovery and resume commerce, and identifying essential functions that will require long-term restoration efforts. This Standard Operating Procedure (SOP) is based on the cycle of a MTSRU and provides guidance to USCG members assigned to the MTSRU including detailed procedures for:

1. Establishing the MTSRU
2. Gaining situational awareness of the impact
3. Determining the impact on the MTS and recommending COAs to the IC/UC
4. Determining reporting requirements
5. Demobilizing the MTSRU

Some stages of this process will likely be performed simultaneously so it is important to assign the tasks as appropriate when establishing the MTSRU under Stage 1. Any annexes mentioned in the required actions are in reference (c) of this Standard Operating Procedure (SOP). If conflicts arise between this SOP and CG doctrine outlined in COMDTINST and LANTAREA SOP or PACAREA Instruction, the latter will take precedence.

References: Copies of these reference materials are included in the **MTSRU Go-Kit** in the Manual labeled REFERENCE MATERIALS and are also located on the **MTSRU Go-Kit** Hard Drives.

- A. Commandant Instruction 16000.28 Recovery of the Marine Transportation System for the Resumption of Commerce
- B. LANTAREA SOP or PACAREA Marine Transportation System Recovery Guidance
- C. USCG COMDTPUBP3120.17A U. S. USCG Incident Management Handbook
- D. CART User Guide
- E. USCG MTSL Job Aid

Common Terms: This section defines certain terms/acronyms which might be unique to MTSRU; it is designed to explain terms which personnel may encounter while assigned to MTSRU.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Term	Description
ArcGIS Explorer/EGIS	GIS Program/Software used to interface with CART and display multiple layers of data to show MTS impact and create presentations for JIC and the IC/UC.
CART	Common Assessment and Reporting Tool. Database available at https://cgcart.uscg.mil and used to track MTS status, recovery, and fulfills MTS reporting requirements.
Essential Elements of Information (EEIs)	Templates designed to facilitate collecting and disseminating consistent information of 35 key MTS functions and services regarding the status of the MTS following a significant disruption in Incident Areas and specified Non-Incident Areas. Reporting and maintenance of this information will reside within CART.
MTSRU	MTS Recovery Unit. Unit of the Planning Section staffed by members of the USCG, State, and Industry stakeholders when necessary to identify MTS impacts and facilitate long-term planning to restore the MTS to pre-incident status.
MTSL	MTSRU Leader. MTSL will track and report on the status of the MTS, its recovery or alternative courses of action.
Recovery	Emergency measures, operations, and actions that facilitate the resumption of commerce and re-establish basic functionality of the MTS. (typically 03-30 days in duration)
Restoration	Actions taken to restore the MTS to pre-incident capacity. Restoration is principally structural measures but may include other courses of action such as regulatory measures.
Resumption of Commerce	Facilitating the movement of vessels, commodities, and passengers following a disruption to the MTS.
Significant disruption of the MTS	Major interruption or delay to a normally functioning MTS for a period possibly exceeding 3 days.
SITL	Situation Unit Leader.
SITU	Situation Unit. Unit of the Planning Section responsible for collecting, processing and organizing incident information.

Stage 1: Establishing the Marine Transportation System Recovery Unit

The MTSL will notify the members assigned on Sector New Orleans WQSB to the MTSRU of activation and the location of the MTSRU. The initial meeting ***MUST*** be attended by all members if operationally available so that critical information can be passed. This information will include:

- Initial Incident Brief (ICS-201) (copy)
- Specific MTSRU assignments
- Location of MTSRU (if remote)
- Work Schedule/Battle Rhythm

1.1 The following are general initial activities to be considered and implemented by the **MTSL** upon activation of the MTSRU by the PSC:

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Task	LEADER Activity	Description	Complete ✓
MTSL-1	Initial Assignment	Meet with Planning Section Chief (PSC) or Incident Commander (IC) (if no PSC) and receive initial briefing on MTSRU objectives. Identify the Operations Section units that may have been activated and determine sources of information for MTS Status.	<input type="checkbox"/>
MTSL-2	Initial Brief	Review ICS-201 or existing IAP to determine size and complexity of incident. Visit Sector Command Center (SCC) or Situation Unit for complete assessment of incident area and impact. Identify other agencies/groups that may have to be incorporated into the MTSRU.	<input type="checkbox"/>
MTSL-3	Notify MTSRU	Access the appropriate WQSB for the MTSRU Staffing. Ensure the assigned representatives are contacted and notified of the initial meeting time and location. Initiate ICS-214 Activity Log.	<input type="checkbox"/>
MTSL-4	MTSRU Workspace Assessment	Determine space requirements for MTSRU and possibility for expanding to include industry/other government agency stakeholders. <i>See Space Requirements in Section 3.B.1.d to this Plan.</i> Ensure there is adequate space for private discussions with industry.	<input type="checkbox"/>
MTSL-5	Assign Tasks to MTSRU	Ensure personnel are appropriately assigned tasks and understand expectations. At a minimum, a CART Specialist , Operations/Assessment Team Liaison , and Situation Unit Liaison should be assigned immediately.	<input type="checkbox"/>
MTSL-6	Consider additional resources necessary to support MTSRU	Identify potential need to request resources via ICS-213RR-CG , including MTSRSC (via District IMT), GIS Specialist, or additional personnel to support MTSRU from within or outside of Sector.	<input type="checkbox"/>
MTSL-7	Conduct Initial Outreach to MTS Recovery stakeholders (scenario dependent)	Coordinate with Operations Section and Liaison Officer to initiate formal outreach efforts to industry stakeholders via teleconference, meetings, or other means. Goal is to solicit a standard set of information and post-incident reporting/info gathering requirements to assist in prioritizing recovery activities.	<input type="checkbox"/>
MTSL-8	Establish impact area and initial list of EEIS.	Review input from MTSRU team (see MTSRU-6) and SITL to provide PSC with the initial list of the EEIs impacted by the event and extent of impact area. If available provide an initial status report of all EEIs.	<input type="checkbox"/>

Stage 2: Obtain Situational Awareness

The second stage of the MTSRU cycle is to obtain Situational Awareness. As the MTSL is coordinating activities with the PSC and attending initial meetings, it is critical that the MTSRU act immediately and independently to provide the initial snapshot of the status of the MTS and impacted/potential impacted areas. This activity will require outreach efforts with different Sections or Units within the Incident Command as well as industry.

The following are general activities for **MTSRU** personnel to accomplish during the first operational period.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Task	MEMBER Activity	Description	Complete ✓
MTSRU-1	MTSRU Set-Up and Organization	Upon receiving directions to establish and set-up the MTSRU the team should refer to the guidance and recommendations in section 3.B.1.d to this Plan for required space, materials, and recommended setup/displays	<input type="checkbox"/>
MTSRU-2	Meet with SITL	The MTSRU Rep assigned as the Situation Unit Liaison should conduct an initial meeting with SITL prior to the Initial Unified Command Meeting. Identify critical reporting times, display information required, and the assigned Battle Rhythm. Ensure this information is disseminated within the MTSRU.	<input type="checkbox"/>
MTSRU-3	Meet with Operations /Assessment Teams	The MTSRU Rep assigned as the Operations/Assessment Team Liaison should conduct an initial meeting with his/her counterpart in Operations to outline an information sharing process, identify location of forms/displays to assist in identifying impacted area(s). Some recommended forms for display can be found in the MTSRU Go-Kit.	<input type="checkbox"/>
MTSRU-4	Create Contact List for EEIs impacted.	Based on the impact area and EEIs affected, create a comprehensive list of Names/Telephone /E-mail Addresses/ Fax # for facility and vessel operators. A Baseline Contact List should be available in the Sector MTS Recovery Plan.	<input type="checkbox"/>
MTSRU-5	Solicit Industry Feedback	Depending on the stage of the incident, the MTSRU will be expected to provide detailed information to the PSC and IC/UC on the status of the EEIs, critical needs within the local/regional area, and what additional resources may be required to facilitate a rapid recovery. Access the Industry Feedback Form and utilize the most efficient means to distribute to industry: posting the form to HSIN, use of e-mail, fax, and consider providing blank copies to Port Assessment Teams to deliver/distribute during their post-incident activities.	<input type="checkbox"/>
MTSRU-6	Developing Initial List of Impacted EEIs	If received, start to develop and provide MTSL (see MTSL-8) with the initial list of impacted EEIs, status, and any information on possible dates of repair/correction based on the information received.	<input type="checkbox"/>

Stage 3: Determine MTS Impact and Recommend COAs

The third stage of the MTSRU cycle is to determine the impacts to the MTS and recommended COAs. These actions will be taken after the initial Situational Awareness stage is completed and the MTSL has determined there is sufficient information to provide the PSC and UC/IC with a valid status of the MTS, current impacts, possible secondary impacts, and recommended COAs. This stage requires the MTSL and all members of the MTSRU to ensure that all operational assessments (field assessment team info) and information received from stakeholders are accounted for, reviewed, and considered while developing the MTS Impact Report and identifying possible COAs.

The following are general activities for the **MTSRU** personnel to accomplish during the first operational period after completion of MTSRU Tasks 1-6 and all critical EEI Information is received.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Task	Unit Member Activity	Description	Complete ✓
MTSRU-7	Create Event in CART	Using the guidance provided in the CART User Manual and Job-Aid, create an event in CART.	<input type="checkbox"/>
MTSRU-8	Enter all EEI Status information into CART	The CART Specialist assigned should coordinate with MTSL to determine which EEIs are expected to be included within the incident. The CART Specialist will create the Event in CART consistent with the CART User Manual and enter all EEIs affected, the status, and additional information required.	<input type="checkbox"/>
MTSRU-9	Identify vessels currently in port and all arrival information for at least the next 48 hours.	Coordinate with Port Assessment Teams to develop a comprehensive list of vessel movements for at least a 48-hour period. If possible, utilize the Vessel Prioritization Tool and develop a DRAFT prioritized list of vessels to present to the PSC/IC/UC. This may not be required depending on whether this event resulted in a port closure longer than 24 hours.	<input type="checkbox"/>
MTSRU-10	Coordinate with Operations on identifying need for and development of any control measures applied within the port.	Identify potential courses of action that will assist in recovery efforts or support resumption of vessel/cargo movements. This may require collaboration with Operations Section and other external partners such as CBP, Bar Pilots, Towing Vessel Operators, USACE, and possibly DoD. Some possible COAs include special traffic management plans, draft restrictions, Safety/Security Zones, or temporary reduction in federal oversight/regulations.	<input type="checkbox"/>
MTSRU-11	Develop recommended prioritization of MTS Recovery Operations within the port based on the assessment information received from the OSC.	Based on the scoring because of utilizing the Vessel Prioritization Tool and the collaboration/outreach efforts noted above, develop a prioritized list of MTS Recovery operations and possible activities necessary to recommend goals for the next Operational Period. Completion of this list of action items will be necessary for the Tactics Meeting .	<input type="checkbox"/>
MTSRU-12	Pause: Review all EEI Categories for Quality Control.	Ensure all areas of emphasis within the port network have been appropriately assessed and are assigned a mission via - ICS204s (ATON/Bridges/Facilities/Waterways/Monitoring Systems)	<input type="checkbox"/>
MTSRU-13	Develop EEI and COA Work List for next shift.	Identify issues that will require additional work by the on-going MTSRU personnel. Provide out-brief and ensure all critical times/deliverables are discussed.	<input type="checkbox"/>

Stage 4: MTS Reporting Requirements

The fourth stage of the MTSRU cycle is to maintain the reporting requirements established during Stage 2 of the MTSRU cycle. CART **will** be the main reporting tool for the status of the MTS to all stakeholders unless otherwise directed. The MTS-209 Executive Summary can be provided for external stakeholders. MTSL will assign at least one representative of the MTSRU to the **CART Specialist** position. This position requires familiarity with CART, the Sector New Orleans EEIs, and how to navigate CART to ensure all applicable MTS Sections are appropriately addressed and populated in accordance with the existing Data Integrity Standards in the CART User Manual. See CART Job-Aid for more information on basic CART procedures. There are also critical periods during the Planning Cycle that information must be available to the PSC and UC/IC so that vital prioritization and operational decisions can be made. These periods include the initial IC/UC meeting, the period prior to the Tactics Meeting, during the Planning Meeting, and during the IAP Prep & Approval period.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

The following are general activities for **MTSRU** personnel to accomplish during the first operational period and updated as necessary. This stage may be completed concurrently with stages 2-3 as external reporting requirements may not wait until all required information on the EEIs and status are received.

Task	Unit Member Activity	Description	Complete ✓
MTSRU-14	Maintain Battle Rhythm and critical reporting times for the IC/UC.	The CART Specialist(s) assigned to the MTSRU must ensure that the MTS status in CART is updated as required at the critical times previously determined, both to the IC/UC as well as to senior CG Stakeholders. The former may require specific reports (i.e. MTS-209) while the latter will rely solely on the information entered CART.	<input type="checkbox"/>
MTSRU-15	Create Open Action Tracking List	The MTSRU may receive and is expected to reply to Requests for Information (RFI) during operational periods from within the UC/IC as well as RFIs originating from outside of the organization. The CART Specialist as well as the SITL Liaison should also be aware of these requests and route them as appropriate to MTSL as well as documenting the status when completed. Utilize form ICS 233-CG for RFI Status Reporting.	<input type="checkbox"/>
MTSRU-16	Update CART EEI Status and Information	Real Time Updates. As information is obtained on the status of EEIs, ensure the information is entered into CART as soon as practical.	<input type="checkbox"/>
MTSRU-17	Prepare MTS Recovery Status Information/Slide/Table for Situation Brief	The MTS-209 automatically generated in CART will act as the main reporting tool for external CG stakeholders. Within the IC/UC it may be necessary to create or update a daily MTS Status Slide/Table/Display for use during the Command Staff and General Briefing	<input type="checkbox"/>
MTSRU-18	Review of Joint Information Center Public Statements for MTS Accuracy	If established, a Joint Information Center may issue frequent public statements or publish incident information for the public, including MTS Status Information. Review any releases for MTS Accuracy. <u>Ensure that ONLY information allowed to be released as per the CART policy is released outside the MTSRU.</u>	<input type="checkbox"/>

Stage 5: Demobilization of the MTSRU

The fifth and final stage of the MTSRU cycle is to determine when the MTS has been recovered to the levels stated in the original incident objectives, to develop a phased demobilization strategy, and to prepare a Demobilization Report to the UC/IC outlining any remaining activities that require long-term management or support. These long-term actions will be taken after all MTS Recovery Objectives are sufficiently met.

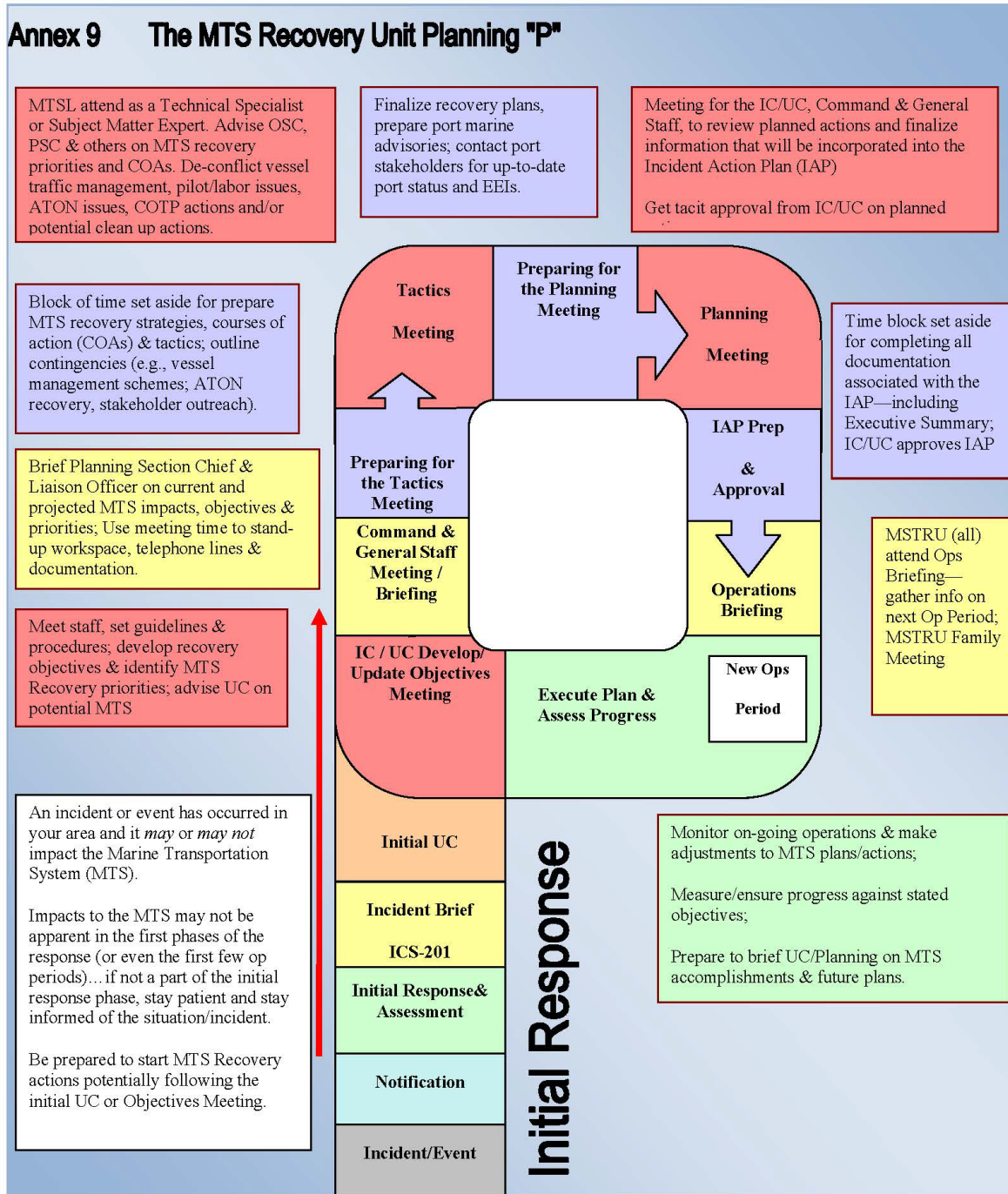
The following are general activities for the **MTSRU** personnel to accomplish when the objectives of restoring the MTS to pre-incident status or as near as possible have been achieved.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Task	Unit Member Activity	Description	Complete ✓
MTSRU-19	Prepare MTS Status Report for PSC at 15-30-45-60 Day Intervals	A report should be generated at 15-day cycles or sooner if the recovery is stood down. This report will be provided to the PSC and identifies the status of all EEIs, remaining actions necessary to bring all EEIs to a Fully Available Status (if possible, in the short term) and include a list of long-term restoration issues that will extend beyond Incident Management period.	<input type="checkbox"/>
MTSRU-20	Receive Demobilization Plan from PSC or Demobilization Unit Leader.	Review the plan, including critical dates/times to ensure it is consistent with the remaining objectives for the MTSRU. If there is a conflict immediately notify the MTSL/PSC.	<input type="checkbox"/>
MTSRU-21	Brief MTSRU on Demobilization Plan	Brief the entire MTSRU on the Demobilization Plan, if possible, to ensure all questions/areas of emphasis are asked and answered. Assign tasking as appropriate to each member. If necessary, assign 1 member as the MTSRU Unit Demobilization Liaison to the PSC/SITL.	<input type="checkbox"/>
MTSRU-22	Supervise Demobilization of MTSRU	Ensure all electronic equipment is accounted for and returned as appropriate to the responsible groups/individuals.	<input type="checkbox"/>
MTSRU-23	Supervise organization and transfer of all forms and documentation to the Documentation Unit.	The MTSRU will contain numerous documents that will be required to be maintained. Ensure all RFIs, MTS-209s, Status Reports, and ICS 214 Logs are archived and delivered to the Documentation Unit Leader.	<input type="checkbox"/>
MTSRU-24	Meet with MTSRU for Lesson Learned	Provide each MTSRU member with an opportunity to provide any feedback or lessons learned during the MTSRU activation period. Lessons learned can be broken down consistent with stages of the MTSRU Cycle or any other way the MTSL determines. Ensure this information is provided to the Contingency Planning/Force Readiness Division for inclusion in MTSRP updates.	<input type="checkbox"/>
MTSRU-25	Complete Check-out	Ensure all members complete the MTSRU Check-Out Sheet (ICS-221 or locally developed from specific to MTSRU).	<input type="checkbox"/>
MTSRU-26	Awards / Recognition	Maintain a list of all personnel (name/unit/dates/position) assigned to the MTSRU and ensure appropriate recognition for services performed.	<input type="checkbox"/>

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

ANNEX 1



Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

TAB G: INFRASTRUCTURE CHECKLIST(s)

Date:	Marina/Harbor:	Time:
Reporting Person(s):		
Agency:	Contact Information:	

Critical Infrastructure Element	Description of Damage Observed	Location/ Identifier	Comment
Port Area – MTS Essential Infrastructure			
Bridges/Overpasses			
Roads			
Railways			
Petroleum Pipelines			
Wharfs			
Buildings			
Cargo Handling Equip.			
Facility Security Fencing			
Electrical Power			
Data/Communications			
Water/Sewer Pipes			
Notes:			

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

TAB H: MTSRU DEMOBILIZATION REPORT TEMPLATE

<p><i>["Event Name"]</i> Marine Transportation System (MTS) Recovery Demobilization Report For <i>[SECTOR/MSU NAME]</i></p>
<p>From: Sector New Orleans To: LANT Area Via: CCGD8 MTS Waterways Management</p>
<p>Ref: (a) <i>[Area Policy]</i> (b) <i>[District Policy]</i> (c) <i>[Sector/MSU Name] INST [Enter]</i> Marine Transportation System Recovery Plan</p>
<p>1. In accordance with reference (a), this Demobilization Report captures the status of the MTS, including outstanding issues post <<i>Event Name</i>>. This report contains the following:</p> <ul style="list-style-type: none">a. By category, the status of Essential Elements of Information (EIs) that remains in a condition of other than fully available.b. List of recommended legal, regulatory, or policy initiatives that address outstanding MTS infrastructure issues.c. List of stakeholders concerns regarding infrastructure restoration.
<p>2. <u>EEI Status Information</u>: The following is a complete list of relevant EEs and their status:</p> <ul style="list-style-type: none">a. Waterways and Navigation Systems<ul style="list-style-type: none">i. Aids to Navigation:ii. Deep Draft Channels:iii. Non-Deep Draft Channels:iv. Locks:b. Waterway Incidents<ul style="list-style-type: none">i. Vessel Salvage/Wrecks:ii. Oil Pollution Incidents:iii. HAZMAT Incidents:c. Port Area – MTS Infrastructure<ul style="list-style-type: none">i. Bridges:ii. Bulk Liquid Facilities:iii. Container Facilities:iv. Non-Container Facilities:v. Shipyards:vi. Passenger Ferry Terminals:d. Port Area – Vessels<ul style="list-style-type: none">i. Commercial Fishing:ii. Passenger and Ferries:iii. Barges:e. Monitoring Systems<ul style="list-style-type: none">i. Radar:ii. Communications:

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- iii. Cameras:
 - iv. Automated Identification System:
 - v. Vessel Traffic Service:
 - vi. Cyber / Information Systems
3. Policy Recommendations: The following is a list of recommended legal, regulatory, or policy initiatives that address the outstanding MTS infrastructure
- a. Type 2 or higher event MTS Recovery Unit (MTRSU) Staffing (example):
 - b.
4. Stakeholder Concerns: The following is a list of stakeholder concerns regarding infrastructure restoration.
- a. Regulatory Agency communications (example):
 - b.
5. USCG Best Practices and Lessons Learned: The following is a list of observed best practices and lessons learned for MTRSR of the [Sector/MSU] area of responsibility.
- a. Best Practices:
 - i. *(example)*
 - b. Lessons Learned:
 - i. *(example)*

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

TAB I: MTSRU NOTIFICATION PROCESS GUIDE

[Location for process guides for notification of Active Duty and/or civilian membership of the MTSRU. Include any Alert Warning System (AWS) QRC; Decision Flow-Charts; etc.]

Policy/Program Information
<p>[Enter MTSRU Team Name] Alert is the process by which the Sector Command Center (SCC) alerts the members of [Enter MTSRU Team Name] that the MTSRU has been activated in response to a port disruption incident or an incident that could affect normal port operations. These incidents could range from major infrastructure damage incidents to a MARSEC increase in another port. The MTSRU serves as the Captain of the Port’s subject matter expertise for all segments of port operations and provides advice and status updates of critical infrastructure and key operations within the MTS.</p> <p>REFERENCES:</p> <ul style="list-style-type: none"> (a) Area Maritime Security Plan for <i>[Name or other reference]</i> (b) USCG <i>[Insert Unit Name]</i> Marine Transportation System Recovery Plan (Series)

KEY DATA: Establish Situational Awareness	
<p>Person Activating the [MTSRU Team Name]:</p>	<p>Phone Numbers: 1. Enter <u>Phone Numbers or Standing Teleconference Line Info as appropriate</u></p>
<p>Reason for Activation: Describe incident</p>	
<p>What action is being taken? Describe any initial actions of USCG, OGAs, or Industry.</p>	

GATHER OTHER SIGNIFICANT INFO: If reported into the CC...	ANSWER
How long will port operations be interrupted?	
Is the security of the port or port facilities at risk because of the incident?	
Have any other agencies been notified?	
Has the immediate threat been mitigated?	
What are the short-term effects of the incident on facility, vessel, and MTS operations?	

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

NOTIFICATIONS: Improve/Strengthen Agency Partnerships	TIME
Prepare Incident Brief for Moderator (Prevention/Planning Dept Heads)	
Utilize the <i>[Pre-Developed AWS Scenario Created for this QRC.]</i> Follow the guidance in Alert Warning System (AWS) Alert Quick Response Card (QRC) for <i>[MTSRU Team Name]</i> Activation. Coordinate initial text verbiage * with Prevention/Planning Dept Heads. Provide a minimum of 30 minutes from Text Alert to Teleconference.	
Track responses to AWS. If no response within 30 minutes notifies Prevention/Planning Dept Heads. Move on to secondary means of communication via personal telephone notification.	
Brief CDO, COTP and Prevention/Planning Dept Heads when 100% notification has been achieved.	
Dial into Conf Room established for Team Notification.	

* **<Recommended text for Scenario>** There is basic text already in the AWS Scenarios for the Port Coordination Team activation. There may be need to add additional text such as an official time for a teleconference, etc. The following is basic text to consider:

“The *[MTSRU Team Name]* has been activated. It is requested that you dial into the *[MTSRU Team Name]* teleconference number and passcode located on your quick reference guide at (Insert Time). Please be prepared to provide a briefing to the *[MTSRU Team Name]* on your assigned missions. Contact the *[location/phone number]* with any urgent questions. Thank you.”

The script below will be used for the **Activation** teleconference:

The Conference Call Script below is provided **as a tool to assist** in facilitating a port-wide teleconference to discuss the status of the MTS, concerns & recommendations from industry and other federal-state-local stakeholders and provide an overview of current and future operations.

“Good (*morning/afternoon/evening*). My name is (*name*) USCG *[Enter Sector/MSU Name]*. The *[MTSRU Team Name]* has been activated in response to *[identify the name of the incident]*. I will serve as the facilitator for this conference call. This meeting (*is/is not*) recorded and will not contain any classified information.

The USCG has initiated this conference call to brief you on the *[describe incident]*, assess the current status of the MTS, the need to establish any cargo and vessel priorities, the decisions and actions that the (*Incident Command or Unified Command*) have been made to support industry’s efforts to effect port recovery efforts and to solicit input for future decisions and operational planning.

The purpose of the brief is to facilitate the communication of the status of the MTS to large segments of industry in a concise and uniform way and to solicit feedback and recommendations to achieve our common objectives.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

At the end of this **Status Report Brief**, participants will be provided with an e-mail address and HSIN website to forward their issues or concerns for consideration in future decision-making as well as providing the time for the next [*MTSRU Team Name*] conference call. The [*MTSRU Team Name*] Conference Calls will continue every (12/24 hours) until the (*Incident Command /Unified Command*) determines they are no longer necessary.

Before we begin, I ask if all participants observe the following rules:

- Please use the **MUTE** feature on your phone to minimize background noise.
- Please hold all comments and questions to the portion of the meeting where we open the floor to agency/organization/port affiliation comments.
- Please identify yourself and your organization/company when speaking.
- Please do not talk to others as they are offering comments or questions.
- Only members of the [*Team Name*] will provide information during this teleconference.

A brief summary of the agenda for this Conference Call is as follows:

- a. *Provide a brief summary of the incident and its impact on the MTS.*
- b. *Provide a brief summary of previous calls and any issues that need to be addressed during this call.*
- c. *Respond to questions for clarification from Conference Call participants.*
- d. *Request each participant provide/share any information of critical importance regarding the recovery of the MTS.*

“Representing the USCG is: (*name/rank/position*)

Representing U. S. Customs & Border Protection (if included) is: (*name/rank/position*)

As I run down the list of invited participants, please indicate that you are on the line (*facilitator reads the list of participants.*). Have we missed anyone?

I will now turn the conference over to (*name/position*) who will provide an assessment of the incident.”

Assessment should include:

- Area affected
- Status of port approaches [*Refer to Pilots; Towing Vessel Operator for additional or verification information if USCG does not have full awareness of status*]
- Status of Channel (*includes ATON Status*) [*Refer to USACE and NOAA if necessary*]
- Status of Waterway Closures (*List by name and reason for closure*)
- Status of port facilities and infrastructure [*Refer to port and industry stakeholders for validation or verification of information*]
- Status of downstream transportation systems (*roads/highways/rails/secondary waterways*)
- Current priorities and location of the Incident/Unified Command
- Resources en route and/or requested or ordered

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

If previous conference calls external to this group have been held provide a summary of that call, the attendees of that call if different, and any actions or decisions that may have been taken that has impact on the status of the MTS.

“I will now go down the list of participants so that you may state your status as Fully Operational or Limited Operations, ask questions about the situation, share information of critical or strategic importance regarding the recovery of the MTS, and brief the group on any actions you may currently be taking within your company or organization”.

By name ask each participant to provide their report and any recommendations for action.

“I will now open the floor for any other discussion, recommendations, or questions.”

Address the issues presented by the participants.

“Thank you all for the participation. The next conference call is scheduled for (*Date/Time*) and the number. Please refer to the HSIN web page for any updates.”

-END-

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 Enclosure 2 identify best practices and areas of needed improvement.

B. MTSRP VALIDATION:

1. Annual MTSRP Validation

- a. Sector New Orleans COTP 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. Sector New Orleans COTP 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. Sector New Orleans COTP 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. Sector New Orleans COTP 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:

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

- i. After Action Reports and recommendations from MTS/Port Recovery exercises,
 - ii. Lessons learned from local stakeholder exercises,
 - iii. Lessons learned from past disaster recovery events (e.g. severe weather events, oil spill incidents, mass rescue operations),
 - iv. 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
 - v. Policy updates.
 - vi. Sector New Orleans COTP will ensure that the five-year review plan is forwarded to the cognizant District Commander Plan Review Authority for review.
 - vii. 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.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

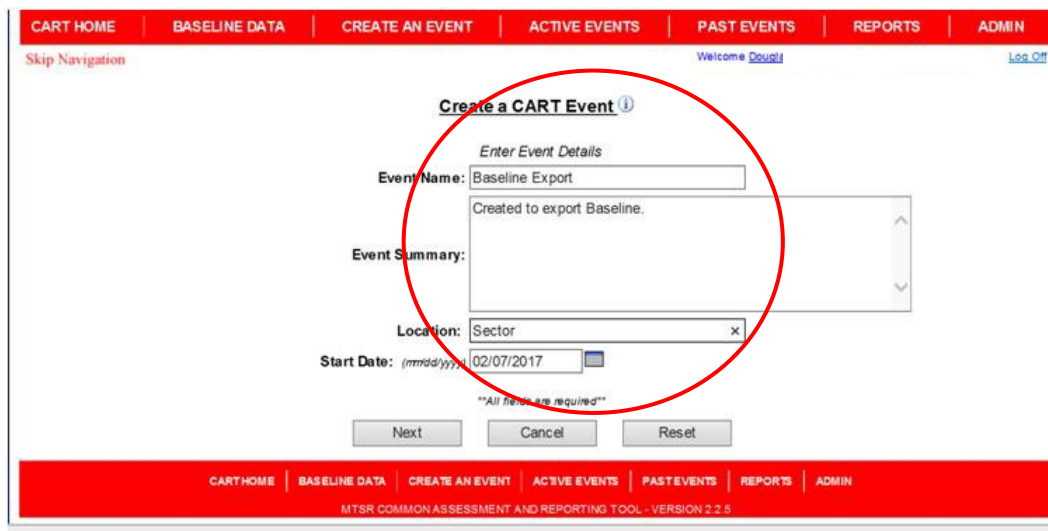
APPENDIX A: CART BASELINE EXPORT JOB AID

PURPOSE: To export the Baseline of EEIs from CART and maintain as an Excel file to facilitate annual validation, data review, and report EEI Status when CART is unavailable.

Step 1: Log into CART and Create an Event.



Step 2: Enter basic required information to create the Event. Ensure the name of the Event contains either “Baseline” or “Exercise”



Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Step 3: Use the Pull-Down Menu to select the appropriate Unit.

MTSR **CART**
Marine Transportation System Recovery Common Assessment and Reporting Tool

CART HOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PAST EVENTS | REPORTS | ADMIN

Welcome Douglas Campbell | User Manual | Log Off

Skip Navigation

Create a CART Event ⓘ

Assign EEI Instances to Event: **EXPORT BASELINE**

Filter by Sector: Select One | Filter by COP: Select One | Filter by MSU: Select One | Filter by EEI Type: Select One

Review Event | Cancel | Previous

CART HOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PAST EVENTS | REPORTS | ADMIN

MTSR COMMON ASSESSMENT AND REPORTING TOOL - VERSION 2.2.5

Step 4: Click the <View All> prompt at the bottom. This will ensure all EEIs are displayed. Click the <Select All> check box and all the unit's Baseline EEIs will be loaded into the Event. If only one portion is entered, select those individually.

Create a CART Event ⓘ

Assign EEI Instances to Event: **EXPORT BASELINE**

Filter by Sector: Jacksonville | Filter by COP: Select One | Filter by MSU: Select One | Filter by EEI Type: Select One

Instance Name	EEI Type	Select EEI
St Marys Entrance Range Front Light (CRITICAL ATON) LLNR 6525	Aidsto Navigation	<input checked="" type="checkbox"/>
St Marys Entrance Range Rear Light (CRITICAL ATON) LLNR 6530	Aidsto Navigation	<input checked="" type="checkbox"/>
Cumberland Sound Upper Range A Front Light LLNR 6690	Aidsto Navigation	<input checked="" type="checkbox"/>
Cumberland Sound Upper Range A Rear Light LLNR 6695	Aidsto Navigation	<input checked="" type="checkbox"/>
Cumberland Sound Lower Range A Range Front Light LLNR 6735	Aidsto Navigation	<input checked="" type="checkbox"/>
Cumberland Sound Lower Range A Range Rear Light LLNR 6740	Aidsto Navigation	<input checked="" type="checkbox"/>
St Marys Entrance Lighted Buoy 1 LLNR 6515	Aidsto Navigation	<input checked="" type="checkbox"/>
St Marys Entrance Lighted Buoy 18 LLNR 6630	Aidsto Navigation	<input checked="" type="checkbox"/>
St Marys Entrance Lighted Buoy 19 LLNR 6635	Aidsto Navigation	<input checked="" type="checkbox"/>
St Marys Entrance Lighted Buoy 20 LLNR 6650	Aidsto Navigation	<input checked="" type="checkbox"/>

1 2 3 4 5 6 7 8 9 10 ... View All

Review Event | Cancel | Previous

CART HOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PAST EVENTS | REPORTS | ADMIN

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Step 5: Complete the remaining steps to review and create the Event in CART. After the event is created select the Status Tab.

Event Summary: Export Baseline

EEI Group	EEI Type	Baseline	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Monitoring Systems	Monitoring Systems	24	24 (100%)	0 (0%)	0 (0%)		Edit
Port Area - Critical Infrastructure	Facilities	30	30 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	18	18 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	11	11 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	25	25 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	11	11 (100%)	0 (0%)	0 (0%)		Edit
Port Area - Vessels	Commercial Fishing	131 (Vessels)	131 (100%)	N/A	0 (0%)		Edit
	Passenger and Ferries	11	11 (100%)	0 (0%)	0 (0%)		Edit
	Small Passenger	135 (Vessels)	135 (100%)	N/A	0 (0%)		Edit
Waterways and Navigation Systems	Aids to Navigation	126	126 (100%)	0 (0%)	0 (0%)		Edit
	Deep Draft Channel	42	42 (100%)	0 (0%)	0 (0%)		Edit
	Locks	1	1 (100%)	0 (0%)	0 (0%)		Edit
	Non-Deep Draft Chan.	13	13 (100%)	0 (0%)	0 (0%)		Edit

[CARTHOME](#) | [BASELINE DATA](#) | [CREATE AN EVENT](#) | [ACTIVE EVENTS](#) | [PASTE EVENTS](#) | [REPORTS](#) | [ADMIN](#)
 MTSR COMMON ASSESSMENT AND REPORTING TOOL - VERSION 2.2.5

Step 6: Again, select the <View All> option at the bottom to display all the Baseline EEIs.

EEI Instance Status [Add an EEI Instance](#)

Filter by District: Select One | Filter by Sector: Select One | Filter by COIP: Select One | Filter by MSU: Select One | Filter by EEI Type: Select One

EEI Type	Instance Name	Status	Condition	Sector	Status Date	Edit Condition	Remove EEI
Aidsto Navigation	Amelia Island Light LLNR 565	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 1 LLNR 7050	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 2 (CRITICAL ATON) LLNR 7045 / 37925	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 4 (CRITICAL ATON) LLNR 7060 / 37940	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 6 (CRITICAL ATON) LLNR 7070 / 37950	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 8 (CRITICAL ATON) LLNR 7080 / 37960	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Blount Island Channel Range Front Light LLNR 7400	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Blount Island Channel Range Rear Light LLNR 7405	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Brills Cut Range Front Light LLNR 7475	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Brills Cut Range Rear Light LLNR 7480	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove

1 2 3 4 5 6 7 8 9 10 ... [View All](#)

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

Step 7: Select the <Export to Excel> option at the bottom right of the EEI List.

The screenshot displays the 'EEI Instance Status' application interface. At the top, there are five filter sections: 'Filter by District', 'Filter by Sector', 'Filter by COTP', 'Filter by MSU', and 'Filter by EEI Type'. Each filter has a 'Select One' dropdown menu. Below the filters is a table listing various navigation aids. The table columns include 'District', 'Sector', 'COTP', 'MSU', 'EEI Type', 'Status', 'Date', and 'Action'. The 'Action' column contains 'Edit' and 'Remove' links. At the bottom right of the table, there is a red circle around a 'Remove' link, and below it, a blue 'Export to Excel' link is visible. At the very bottom of the interface, there is a red navigation bar with links for 'CART HOME', 'BASELINE DATA', 'CREATE AN EVENT', 'ACTIVE EVENTS', 'PASTE EVENTS', 'REPORTS', and 'ADMIN'.

Filter by District	Filter by Sector	Filter by COTP	Filter by MSU	Filter by EEI Type				
Select One	Select One	Select One	Select One	Select One				
Aidsto Navigation	Sherman Cut Range Front Light LLNR 7235	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	Sherman Cut Range Rear Light LLNR 7240	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	SJR Chaseville Turn LB 71 (CRITICAL ATON) LLNR 7590	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	SJR Drummond Creek Cut Lighted Buoy 59 (CRITICAL ATON) LLNR 7500	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	SJR Drummond Creek Lighted Buoy 58 (CRITICAL ATON) LLNR 7505	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	SJR Entrance Lighted Buoy 3 (CRITICAL ATON) LLNR 7125	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	SJR Entrance Lighted Buoy 4 (CRITICAL ATON) LLNR 7130	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	SJR Lighted Bell Buoy 6 (CRITICAL ATON) LLNR 7140	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		
Aidsto Navigation	SJR Lighted Buoy 5 (CRITICAL ATON) LLNR 7135	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove		

[Export to Excel](#)

CART HOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PASTE EVENTS | REPORTS | ADMIN

Step 8: When prompted Open and/or save the Excel File to a location on your network. At this point you will be able to manage the available information in the Baseline and use it to prepare and submit status reports if necessary.

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard		OMB No.1625-0127 Expires: 04/30/2021
MARINE TRANSPORTATION SYSTEM RECOVERY ESSENTIAL ELEMENTS OF INFORMATION		
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

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

SECTION IV: CRITICALITY OF CARGO TO RECOVERY			
11. Does facility transfer cargoes critical* to port recovery? Yes <input type="checkbox"/> No <input type="checkbox"/> (If yes, list critical cargoes below)			
<i>*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.</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"/>
Provide any additional information pertinent to the cargo criticality			
Privacy Act Statement			
<p>Authority: 33 U.S.C. §1225, 46 U.S.C. §70103, and 50 U.S.C. §191 authorize the collection of this information.</p> <p>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.</p> <p>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.</p> <p>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.</p>			
<p>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.</p>			

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

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

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard		OMB No. 1625-0127 Expires: 04/30/2021
MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS		
<p>U.S. Coast Guard _____ is gathering critical facility status information for the port of _____ following _____.</p> <p>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.</p> <p>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.</p>		
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).		
<i>(continue on page 2)</i>		
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).		
<i>(continue on page 2)</i>		
SECTION II: FACILITY CONTACT INFORMATION		
5. Facility Point of Contact _____	6. Telephone _____	7. Fax _____
8. Email _____		9. Date _____

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

MARINE TRANSPORTATION SYSTEM RECOVERY - FACILITY STATUS	
Name of Event:	Facility Name:
SECTION 1. FACILITY INFORMATION (Cont.)	
Privacy Act Statement	
<p>Authority: 33 U.S.C. §1225, 46 U.S.C. §70103, and 50 U.S.C. §191 authorize the collection of this information.</p> <p>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.</p> <p>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-sorn.</p> <p>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.</p>	
<p>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.</p>	

Sector New Orleans
Marine Transportation System (MTS) Recovery Plans

APPENDIX D: LIST OF ESSENTIAL ELEMENTS OF INFORMATION (EEI)

Sector New Orleans List of Essential Elements of Information along with the definition of each EEI is listed in Section D (2) (d) Table 1.

MARINE TRANSPORTATION SYSTEM RECOVERY PLAN
EXERCISE GUIDANCE

1. **Discussion** – Exercises will be aligned and compliant with the DHS Homeland Security Exercise and Evaluation Program (HSEEP). MTSRP may be tested as a standalone exercise or as part of other contingency exercises disrupting the MTS. Possible examples are listed in Section 1.A of enclosure 1.

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:
 - i. Activate the MTSRU,
 - ii. Implement and conduct coordinated interagency command and control operations in accordance with National Incident Management System (NIMS),
 - iii. Communicate effectively with various Federal, State, Local, Tribal and Territorial agencies, as well as industry stakeholders across all affected modes of transportation,
 - iv. Facilitate sharing, correlating and disseminating MTS Recovery Information among stakeholders, and
 - v. 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 provides a national baseline for exercise performance while ensuring flexible planning, design, and exercise execution that meet unit needs.
 - a. Frequency. The MTSRP shall be exercised at least twice in a four-year period with one operation based and one discussion-based exercise. No more than two years may pass between exercises.
 - b. 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.
 - c. 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 of enclosure 1 identifies multiple categories of MTS disruption that can be used as the initial incident. Combining multiple contingencies within one exercise is encouraged if 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.

- d. **Goals and Objectives.** The MTS Recovery exercise shall meet all the overarching goals and objectives in Section 1.C of Enclosure 1. Physically establishing an MTSRU is not required in a discussion-based exercise.
 - e. **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.
 - f. **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 –** Sector New Orleans COTP 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 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.
 - i. 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 of this enclosure.
 - b. Guidelines and Criteria. The MTSRP Approving Authority may consider authorizing exercise equivalency credit if the following minimum circumstances exist:

- i. The MTSRP was implemented in response to a real-world event involving a disruption to the MTS.
 - ii. Appropriate members of the MTSRU and port stakeholders were involved in the response to the actual event.
 - iii. The event was consistent with MTS Recovery program standards for testing the MTSRP.
 - iv. The effectiveness of the MTSRP elements or strategies implemented was evaluated and was relevant to the plan.
 - v. The response or recovery was adequately documented in CART.
- c. Documentation. A memo requesting credit must provide the following information and data:
- i. The type of event causing disruption (see Section 1.A of enclosure 1 for example).
 - ii. Date, time, and location of the event.
 - iii. Description of the event.
 - iv. The objective met in the event.
 - v. Lessons learned from the event.
 - vi. A statement verifying that the After-Action Report and lessons learned were completed and submitted in the Coast Guard CPS.
 - vii. The sections of the plan that require improvement.
 - viii. 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 this enclosure.

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
U.S. Coast Guard
(*Requesting Unit*)

Requesting Unit Address

Staff Symbol:
Phone:
Fax:
Email:

3010

Date of Request

MEMORANDUM

From: *Requesting COTP*
Requesting Unit

Reply to *Title/Name of Contact*
Attn of: *Contact Phone*

To: CG (___) AREA (___)
Thru: CCGD_(d___)

Subj: REQUEST FOR MTS RECOVERY REAL WORLD EVENT CREDIT

Ref: (a) **NVIC XX-18**

1. The (*Name of COTP*) requests MTS Recovery exercise credit for the period of (*dates*). The (*Name of MTSRP*) was implemented in response to (*List type of actual real world event name*).
2. This (*event*) (*Provide a description of the event*). The (*Name of COTP*) certifies that the MTSRU was established and all MTS Recovery objectives were met.
3. The following lessons learned were gathered during the evaluation of this (*event*): (*List Lessons Learned*).
4. (*Unit Name*) has entered an After-Action Report and lessons learned into the Coast Guard's Contingency Preparedness System.
5. Pertinent updates to the MTSRP, including best practices, will be completed within 90 days following receipt of credit approval by Commander, (*Atlantic/Pacific*) Area. (*Title/Name of Person*) is responsible for updating the MTSRP.

Encl: (1) CART Executive Summaries (MTS-209s)

