Port Recovery & Resiliency
The Coast Guard’s Marine Transportation System Recovery Program

Presentation for the Propeller Club of Los Angeles - Long Beach
September 25, 2015
Presentation Topics

- Marine Transportation System Overview
- USCG MTS Recovery Program Principles
- MTS Recovery Planning
- MTS Response Operations
- MTS Recovery Operations
- Port Resiliency
THE MARINE TRANSPORTATION SYSTEM
Nationally:

- 25,000 miles of navigable channels
- Over 3,700 marine terminals
- Numerous recreational marinas
- Over 174,000 miles of rail connecting all 48 contiguous States, as well as Canada and Mexico
- Over 45,000 miles of interstate highway, supported by over 115,000 miles of other roadways
- Over 1,400 designated inter-modal connections
- Contributes over $649 billion annually to the U.S. GDP
Local MTS Infrastructure

LA-LB COTP Zone:
- 3 commercial ports
- 2 military harbors
- 127 aids-to-navigation
- 60 marine terminals
  - 15 bulk liquid facilities
  - 15 container facilities
  - 30 general cargo facilities
- 27 offshore oil platforms
- 59 miles of track
- 4 bridges

- 2 cruise terminals
- 8 ferry terminals
- 10 passenger ferries
- 95 recreational marinas
- 105 yacht clubs
- 200,000 personal watercraft
- 1,010 commercial fishing vessels
• Approximately $450 billion in annual trade
• About 1.3 million jobs in California
MTS Threats

Natural Disasters
- Earthquakes
- Tsunamis
- Tornadoes
- Storms/Heavy Weather
- Fog
- Flooding

Human Influenced
- Marine Casualties
- Labor Shortages
- Oil/Hazmat Spills
- Fires
- Power Outages
- Civil Unrest
- Cyber Intrusion
- Terrorism
### Measurements or Reports of Tsunami Activity

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**Tsunami Hazard Zone**

*In case of earthquake, go to high ground or inland*

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**Map of the Port of Los Angeles and Long Beach**

- Port of Los Angeles
- Port of Long Beach
- Old Navy Yard
- Pier J
- Breakwater
- Angels Gate
- Queens Gate

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**Image of boats in a stormy sea**
Thousands of Occupy Wall Street protesters blocked access to several major West Coast ports Monday in synchronized demonstrations that slowed business but fell short of what some protesters hoped would be a complete shutdown of coastal shipping.

The protests stretched from San Diego to Anchorage, brought work to a standstill in Oakland and Longview, Wash., and led to the closure of a major marine terminal in Portland, Ore. Demonstrators caused smaller disruptions in Seattle and in Long Beach, where a driving rain and threats of arrest put a damper on an early morning picket line.

Southern California protesters made a much smaller dent with their demonstration in Long Beach, where about 300 protesters gathered at 5 a.m. outside the SSA terminal.

For about 30 minutes, protesters blocked a roadway to an SSA pier, snarling traffic until police wielding batons ushered them into a nearby park.
Southern California Catastrophic Earthquake Response Plan


- A magnitude 7.8 catastrophic earthquake in Southern California causes:
  - 1,800 deaths
  - 53,000 injuries
  - 300,000 buildings significantly damaged
  - 1,600 fires
  - 542,000 individuals requiring mass care and shelter
  - 2.5 million individuals shelter-in-place and need basic resource support
  - 4,500 rescues
  - $213 billion in damages
MTS Recovery Program Timeline

• 2002 – Maritime Transportations Security Act
• 2004 – HSPD-13 called for development of a National Strategy for Maritime Security
• 2005 – Lessons learned from Hurricane Katrina
• 2006 – Maritime Infrastructure Recovery Plan
• 2006 – MTS Recovery incorporated into Incident Command System as a unit of the Planning Section
• 2007 – Coast Guard Strategy for Maritime Safety, Security, and Stewardship
• 2008 – Coast Guard Instruction on MTS Recovery
USCG’s Primary Roles

• The USCG’s three primary roles include maritime safety, security, and stewardship.
• To execute these roles, the USCG developed a comprehensive Maritime Transportation System Recovery (MTSR) program to facilitate recovery of the Maritime Transportation System (MTS) and resumption of commerce.
USCG MTSR Program basics:

- National-level coordination of effort through the FEMA National Response Coordination Center.
- Captain of the Port (COTP) positions possess broad authorities within their areas of responsibility for the enforcement of port safety, security, and marine environmental protection regulations. COTPs may control waterway navigation and port operations subsequent to an emergency or disaster.
Safety and Security
Related Authorities

Captain of the Port: 33 CFR 1.01-30

Enforce port safety and security and environmental protection, including protection and security of vessels, harbors, and waterfront facilities; anchorages; security zones; safety zones; regulated navigation areas; deepwater ports; water pollution; and ports and waterways safety.
• The MTS is an integral part of the nation’s overall transportation and energy system.

• Transportation disruptions often have large scale impacts, and require a unity of effort across a broad spectrum of stakeholders to resolve.

• MTS planning and recovery operations must balance safety and security.

• Plan and conduct MTS recovery efforts concurrently with urgent response operations, including security activities, Search and Rescue, and pollution response.
(continued)

- Plan and conduct MTS Recovery operations through a unity of effort among stakeholders.
- Restore public confidence in the safety and security of the MTS.
- A firm understanding of routine cargo flows and MTS activities is a prerequisite for sound decision making when planning and conducting MTS recovery operations.
- Business leaders can and will divert cargo and make other business continuity decisions that will normally involve proprietary information.
USCG MTS Recovery Tasks

(1) Facilitate system stabilization and short-term recovery during the response phase of incident management (notionally less than 90 days),

(2) Assist in the transition from short-term recovery to long-term recovery efforts performed by others, and

(3) Support long-term recovery through steady-state activities, and maintain domestic maritime commerce and global supply chain security
COTP Responsibilities

- Develop and maintain local MTS recovery procedures
- Designate a MTS Recovery Program Manager to prepare for and coordinate MTS Recovery functions.
- Establish Martine Transportation System Recovery Units (MTSRUs) within the Unified Command Planning section.
- Populate and maintain baseline and incident specific EEI data.
- Develop, maintain, and exercise MTS recovery plans.
The MTSRU has the job of informing decision makers and other stakeholders at all levels on maritime transportation following disruption.

They work to support recovery efforts and ensure recovery is a critical element of planning at all levels.

MTSRU members also identify communication mechanisms and informational requirements to facilitate the recovery of waterway traffic flow.
MTS Recovery Unit Tasks

The Marine Transportation System Recovery Unit:

- tracks and reports the status of the MTS,
- develops a clear understanding of critical recovery pathways,
- develops courses of action to support marine transportation system recovery,
- provides an avenue of input to the response organization for stakeholders, and
- identifies and documents long-term restoration issues for the incident command
• **Coast Guard Personnel**: USCG Sector LA-LB members are assigned additional emergency management and response duties for All Hazard events. The initial Coast Guard representatives in the MTSRU will be Waterways Management Division staff.

• **Port Partner Personnel**: Key port stakeholders, identified through the Area Maritime Security Committee and its MTS Recovery Sub-committee, who are jurisdictionally or organizationally responsible for assisting with port recovery.
Local MTSRU Partners

- Port of Long Beach
- Port of Los Angeles
- U.S. Coast Guard
- U.S. Customs & Border Protection
- U.S. DOT Maritime Administration
- U.S. Army Corps of Engineers
- California Office of Emergency Services
- Los Angeles Port Pilots
- Jacobsen Port Pilot Service
- Southern California Marine Exchange
Local MTSRU Partners

- Pacific Harbor Line Railroad
- International Longshore & Warehouse Union
- Container Terminal Representatives
- Oil Terminal Representatives
- California State Lands Commission
- California Department of Transportation
- LA Port Police
- Long Beach Police
- LA Department of Water & Power
- Southern California Edison
Essential Elements of Information

- **Waterways & Navigation**
  - Aids to Navigation
  - Deep Draft Channels
  - Non-Deep Draft Channels
  - Locks
  - Vessel Salvage/Wrecks
  - Oil Pollution Incidents
  - Hazmat Incidents

- **Offshore Energy**
  - Offshore Platforms
  - Offshore Production
  - Offshore Renewable Energy Installations

- **Monitoring Systems**
  - Traffic Monitoring and Reporting
  - Weather Buoys

- **Critical Infrastructure**
  - Bridges
  - Bulk Liquid Facilities
  - Containerized Cargo
  - Non-Containerized Cargo
  - Shipyards
  - High Capacity Passenger Vessels and Ferry Terminals

- **Vessels**
  - Commercial Fishing Vessels
  - High Capacity Passenger Vessels and Ferries
  - Small Passenger Vessels
  - Gaming Vessels
  - Barges
MTS RESPONSE OPERATIONS
Expected MTS Response & Recovery Process

a. Event occurs
b. Initial Notifications Made/Emergency Management Facilities Stood Up
c. Emergency Response Plans Enacted/Damage Assessment Teams Dispatched
d. Port Unified Command/MTSRU Established
e. Information Collected from Various Stakeholders
f. Essential Elements of Information Analyzed
g. Additional MTSRU Support Requested
h. Recovery Strategies Developed & Communicated to Port Stakeholders
i. Recovery Plan Implemented and Evaluated
j. MTSRU Elements Demobilized
Develop Common Operating Picture

- Type of Event
- Location (where, when)
- Size: extent of damage
- Affected infrastructure (direct impact)
- Infrastructure’s current status
- Expected duration of impact
- What types of conveyances/cargoes have been restricted
- What is the extent of the restriction
- What are the potential secondary consequences (indirect impact)

First responder and infrastructure owner “windshield surveys”
Concurrent Implementation of Response Plans

- National Response Framework
  - ESF # 1 Transportation
  - ESF # 3 Public Works & Engineering
  - ESF # 9 Search & Rescue
  - ESF # 10 Oil & Hazmat
  - ESF # 13 Public Safety & Security
- Area Maritime Security Plan
- Area Contingency Plan
- Continuity of Business/Operations/Government Plans
- Southern California Catastrophic Earthquake Response Plan
USCG Sector Commander’s Authorities

- Captain of the Port (COTP)
- Federal Maritime Security Coordinator (FMSC)
- Federal On-Scene Coordinator (FOSC)
- Officer in Charge, Marine Inspection (OCMI)
- SAR Mission Coordinator (SMC)
The MTS Recovery Unit Planning "P"

MTS, attend as a Technical Specialist or Subject Matter Expert. Advise OCS, PSC & others on MTS recovery priorities and COAs. De-conflict vessel traffic management, vessel queues/platooning issues, ATON issues, COTP actions and/or potential clean up actions.

Finalize recovery plans, prepare port marine advisors, contact port stakeholders for up-to-date port status and EEOs.

Meeting for the IC/UC, Command & General Staff, to review planned actions and finalize information that will be incorporated into the Incident Action Plan (IAP).

Get tacit approval from IC/UC on planned actions.

Block of time set aside for prepare MTS recovery strategies, courses of action (COAs) & tactics, outline contingencies (e.g., vessel management schemes, ATON recovery, stakeholder outreach).

Brief Planning Section Chief & Liaison Officer on current and projected MTS impacts, objectives & priorities. Use meeting time to stand-up workspace, telephone lines & documentation.

Meet staff, set guidelines & procedures; develop recovery objectives & identify MTS Recovery priorities; advise UC on potential MTS

MSTRU (all) attend Ops Briefing—gather info on next Op Period. MSTRU Family Meeting

Time block set aside for completing all documentation associated with the IAP—including Executive Summary; IC/UC approves IAP

An incident or event has occurred in your area and it may or may not impact the Marine Transportation System (MTS).

Impacts to the MTS may not be apparent in the first phases of the response (or even the first few op periods). If not a part of the initial response phase, stay patient and stay informed of the situation/incident.

Be prepared to start MTS Recovery actions potentially following the initial UC or Objectives Meeting.

Monitor on-going operations & make adjustments to MTS plans/actions, Measure/ensure progress against stated objectives, Prepare to brief UC/Planning on MTS accomplishments & future plans.

References:
1. LANTAREAINST & PACAREAINST 16001.1 Series, MTS Recovery
2. COMDTINST 16000.28, Recovery of the MTS for Resumption of Commerce
3. COMDTMTPUB P3120.17A, Incident Management Handbook
Communicate Critical Port Information

- USCG & FEMA EEIs
- Vessel Queue
- Critical Cargoes
- Electrical Infrastructure
- Port Functions & Services
  - Marine Pilots
  - Harbor Tugs
  - Fire / Rescue / EMS
  - Police
  - Terminal Labor
  - Trucking Labor
  - Bunkering
  - Stores / Supplies

- Intermodal System Status
  - Port Roads
  - Highways
  - Bridges
  - Railroads
  - Airports

- Cyber Systems
  - Telephone systems
  - Radio networks
  - Internet
  - Port operations and cargo handling automated systems

- Long-Term Recovery Issues
MTS RECOVERY OPERATIONS
Recovery Limitations

• Each entity is responsible for the recovery of its own capital infrastructure.
• COTP responsibility is limited to short-term recovery planning and operations. Long-term recovery activities are covered under National Disaster Recovery Framework.
• While the Unified Command cannot dictate to the majority of stakeholders how to conduct their own recovery actions, the overall speed of port recovery and trade resumption will depend greatly on the development of well-prepared, frequently practiced, and effectively executed industry business and operations continuity plans.
Regulatory Waivers

• To facilitate the need to resume commerce quickly, the Coast Guard encourages facility owners to apply for and implement alternative procedures whenever doing so would meet their needs and achieve an equivalent level of safety/security.

• Facility operators may request alternatives at any time, not only after a natural disaster or other event.

• Facility owners may wish to discuss alternatives with their local Captain of the Port as part of any internal, continuity of business plans they may have.
Facility operators should consider what actions they can take to minimize damage, to protect vital systems and equipment, and to identify repair/replacement options where protection is not possible:

- Employees are your most important asset, and can only do their job if they and their families are safe. Help employees develop plans for their homes and families. Establish a system to contact employees post event to ensure they and their families are safe.
- Develop evacuation plans for employees, including egress routes and equipment removal/power down procedures.
- Underground electrical and mechanical systems are vulnerable to flooding. Where they can’t be protected, identify a source of replacement parts from outside the region.
- Fire mains, emergency generators, and similar vital equipment should be located in a protected area.
Thank You

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