MARINE TRANSPORTATION SYSTEM
RECOVERY PLAN

Annex 10100 of Northern California Area Maritime Security Plan

[2014]
SECTOR SAN FRANCISCO
MARITIME TRANSPORTION
SYSTEM RECOVERY PLAN
(MTSRP)

2014 (2\textsuperscript{nd} Edition)

Commander
Sector San Francisco
1 Yerba Buena Island
San Francisco, CA 94130
MEMORANDUM

From: G.G. Stump, CAPP
CG Sector San Francisco

To: Distribution

Reply to: Mr. Jerry L. Bynum
Attn of: 415-399-7364

Subj: 2014 MARINE TRANSPORTATION SYSTEM RECOVERY PLAN (MTSRP), LETTER OF PROMULGATION

Ref: (a) Marine Transportation System Recovery Plan (MTSRP), Enclosure (5) to NVIC 09-02, Change 4

1. PURPOSE: The Sector San Francisco Marine Transportation System Recovery Plan is established as a stand-alone plan along with existing as an enclosure annex to the Area Contingency Plan and Area Maritime Security Plan. In accordance with reference (a), this plan is promulgated.

2. ACTION: All Sector San Francisco Duty Officers, Situation Controllers, Operational Controllers, Response Department, and Prevention Department personnel shall become familiar with the content of the Marine Transportation System Recovery Plan.

3. DIRECTIVES AFFECTED: None.

4. DISCUSSION: Sector San Francisco’s Marine Transportation System Recovery Plan outlines a course of action for port stakeholders, under the direction of the Captain of the Port (COTP), to reopen ports and sustain maritime passage in the event of an incident of significant impact to commercial maritime commerce.
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

RECORD OF CHANGE LOG

NOTE:
Unless stipulated otherwise by the change document change; (1) Of one word, phrase, sentence, or paragraph change, the new change(s) are to be hand printed in blue ink on the right hand-side next to the area to be changed along with the date of change and person making the change, and (2) Upon making the change within the plan, the person shall record the change on the Record Of Change Log.

<table>
<thead>
<tr>
<th>CHANGE</th>
<th>REVIEWED and APPROVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Name</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
<tr>
<td>_______</td>
<td>_______</td>
</tr>
</tbody>
</table>

**Table of Contents**

*Quick Glance Reference Guide*

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>(U) Marine Transportation System (MTS) Recovery Plan</td>
<td>01</td>
</tr>
<tr>
<td>2000</td>
<td>(U) Mission</td>
<td>29</td>
</tr>
<tr>
<td>3000</td>
<td>(U) Execution of MTS Recovery Operations</td>
<td>53</td>
</tr>
<tr>
<td>4000</td>
<td>(U) Administration and Logistics</td>
<td>62</td>
</tr>
<tr>
<td>5000</td>
<td>(U) Execution of MTS Recovery Command and Control</td>
<td>68</td>
</tr>
<tr>
<td>6000</td>
<td>(U) USCG – Sector San Francisco: UC and MTSRU Organization Charts, and Incident Typing Chart</td>
<td>72</td>
</tr>
<tr>
<td>7000</td>
<td>(U) USCG – Sector San Francisco: MTSRU/MTSL Staffing</td>
<td>78</td>
</tr>
<tr>
<td>8000</td>
<td>(U) USCG – San Francisco: MTS Infrastructure and Port Reopening Checklist</td>
<td>87</td>
</tr>
<tr>
<td>9000</td>
<td>(U) Overview of Protocols for the Rapid Resumption of Trade</td>
<td>95</td>
</tr>
<tr>
<td>10000</td>
<td>(U) Acronyms, Terms and Definitions</td>
<td>113</td>
</tr>
</tbody>
</table>
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>(U) Marine Transportation System (MTS) Recovery Plan</td>
<td>01</td>
</tr>
<tr>
<td>1100</td>
<td>(U) Applicability and References</td>
<td>03</td>
</tr>
<tr>
<td>1200</td>
<td>(U) Purpose and/or Situation, and Validation of the MTS Recovery Plan</td>
<td>05</td>
</tr>
<tr>
<td>1300</td>
<td>(U) Scope, Intent and MTS Recovery Unit</td>
<td>07</td>
</tr>
<tr>
<td>1400</td>
<td>(U) Background</td>
<td>09</td>
</tr>
<tr>
<td>1500</td>
<td>(U) Discussion</td>
<td>10</td>
</tr>
<tr>
<td>1600</td>
<td>(U) COTP’s Authority and Area of Responsibility (AOR)</td>
<td>13</td>
</tr>
<tr>
<td>1700</td>
<td>(U) USCG’s Roles, Responsibilities and Authority for MTS Recovery</td>
<td>20</td>
</tr>
<tr>
<td>1800</td>
<td>(U) Pre-incident Conditions/Preparedness and Assumptions</td>
<td>22</td>
</tr>
<tr>
<td>1900</td>
<td>(U) Memorandums, Memorandums of Agreement/Understanding</td>
<td>27</td>
</tr>
<tr>
<td>2000</td>
<td>(U) Mission</td>
<td>29</td>
</tr>
<tr>
<td>2100</td>
<td>(U) MTSRU’s Relationships with Agency’s and Port Stakeholders</td>
<td>32</td>
</tr>
<tr>
<td>2200</td>
<td>(U) Organization’s Roles and Responsibilities pursuant to MTS Recovery</td>
<td>33</td>
</tr>
<tr>
<td>2300</td>
<td>(U) Response Objectives and Priorities</td>
<td>43</td>
</tr>
<tr>
<td>2400</td>
<td>(U) Executing Operational Priorities – Specific Tasking</td>
<td>47</td>
</tr>
<tr>
<td>2500</td>
<td>(U) Executing Operational Priorities – Follow-up Actions</td>
<td>50</td>
</tr>
<tr>
<td>2600</td>
<td>(U) Executing Operational Priorities – Operational Reports</td>
<td>49</td>
</tr>
<tr>
<td>2700</td>
<td>(U) Executing Operational Priorities – Public Affairs</td>
<td>51</td>
</tr>
<tr>
<td>2800</td>
<td>(U) Executing Operational Priorities – Alternative Security Measures</td>
<td>51</td>
</tr>
<tr>
<td>2900</td>
<td>(U) Executing Operational Priorities – Examples</td>
<td>52</td>
</tr>
</tbody>
</table>
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000</td>
<td>(U) Execution of MTS Recovery Operations</td>
<td>53</td>
</tr>
<tr>
<td>3100</td>
<td>(U) Concept of Operations</td>
<td>54</td>
</tr>
<tr>
<td>3200</td>
<td>(U) Tasking – Assumptions</td>
<td>55</td>
</tr>
<tr>
<td>3300</td>
<td>(U) Tasking – Marine Transportation System Recovery Unit</td>
<td>55</td>
</tr>
<tr>
<td>3400</td>
<td>(U) Tasking – MTS Recovery – Initial Actions</td>
<td>58</td>
</tr>
<tr>
<td>3500</td>
<td>(U) Tasking – Follow-up Actions</td>
<td>59</td>
</tr>
<tr>
<td>3600</td>
<td>(U) Employment</td>
<td>59</td>
</tr>
<tr>
<td>3700</td>
<td>(U) Deployment</td>
<td>61</td>
</tr>
<tr>
<td>3800</td>
<td>(U) Coordinating Instructions</td>
<td>61</td>
</tr>
<tr>
<td>3900</td>
<td>(U) Reporting Requirements</td>
<td>61</td>
</tr>
<tr>
<td>4000</td>
<td>(U) Administration and Logistics</td>
<td>62</td>
</tr>
<tr>
<td>4100</td>
<td>(U) Concept of Support</td>
<td>63</td>
</tr>
<tr>
<td>4200</td>
<td>(U) Logistics</td>
<td>63</td>
</tr>
<tr>
<td>4300</td>
<td>(U) Personnel</td>
<td>63</td>
</tr>
<tr>
<td>4400</td>
<td>(U) Funding</td>
<td>63</td>
</tr>
<tr>
<td>4500</td>
<td>(U) Public Affairs</td>
<td>65</td>
</tr>
<tr>
<td>4600</td>
<td>(U) Local Authority Interaction</td>
<td>65</td>
</tr>
<tr>
<td>4700</td>
<td>(U) Communications</td>
<td>65</td>
</tr>
<tr>
<td>4800</td>
<td>(U) Meteorological and Oceanographic Services</td>
<td>67</td>
</tr>
<tr>
<td>4900</td>
<td>(U) Administrative Reports</td>
<td>67</td>
</tr>
</tbody>
</table>
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5000</td>
<td>(U) Execution of MTS Recovery Command and Control</td>
<td>68</td>
</tr>
<tr>
<td>5100</td>
<td>(U) Incident Command System Relationships/Organizational Relationships</td>
<td>69</td>
</tr>
<tr>
<td>5200</td>
<td>(U) Incident Command Posts and Headquarters</td>
<td>69</td>
</tr>
<tr>
<td>5300</td>
<td>(U) Succession to Incident Command</td>
<td>70</td>
</tr>
<tr>
<td>5400</td>
<td>(U) USCG – Incident / Unified Command (IC/UC) structure</td>
<td>70</td>
</tr>
<tr>
<td>5500</td>
<td>(U) Emergency Communications: IC / UC</td>
<td>71</td>
</tr>
<tr>
<td>5600</td>
<td>(U) Emergency Communications and ICP: MTSRU</td>
<td>71</td>
</tr>
<tr>
<td>6000</td>
<td>(U) USCG – Sector San Francisco: UC and MTSRU Organization Charts, and USCG Incident Typing Chart</td>
<td>72</td>
</tr>
<tr>
<td>6100</td>
<td>(U) USCG – Sector San Francisco’s Org. Chart for Unified Command</td>
<td>73</td>
</tr>
<tr>
<td>6200</td>
<td>(U) USCG – Sector San Francisco’s Org. Chart’s for MTSRU operations</td>
<td>74</td>
</tr>
<tr>
<td>6300</td>
<td>(U) MTSRU: Organization Chart for Non – Stafford Act Declaration</td>
<td>75</td>
</tr>
<tr>
<td>6400</td>
<td>(U) MTSRU: Organization Chart for Stafford Act Declaration</td>
<td>76</td>
</tr>
<tr>
<td>6500</td>
<td>(U) USCG Incident Typing Chart</td>
<td>77</td>
</tr>
<tr>
<td>7000</td>
<td>(U) USCG – Sector San Francisco: MTSRU / MTSL Staffing</td>
<td>78</td>
</tr>
<tr>
<td>7100</td>
<td>(U) Organization Chart for USCG – Sector San Francisco’s MTSRU</td>
<td>79</td>
</tr>
<tr>
<td>7200</td>
<td>(U) MTSRU: Requirements for USCG – Sector San Francisco’s personnel</td>
<td>79</td>
</tr>
<tr>
<td>7300</td>
<td>(U) MTSRU: Staffing and Responsibilities for USCG – Sector San Francisco</td>
<td>80</td>
</tr>
<tr>
<td>7400</td>
<td>(U) MTSRU: Requirements for Non – USCG personnel</td>
<td>83</td>
</tr>
<tr>
<td>7500</td>
<td>(U) MTSRU: Staffing and Responsibilities for Federal partners</td>
<td>83</td>
</tr>
<tr>
<td>7600</td>
<td>(U) MTSRU: Staffing and Responsibilities for State partners</td>
<td>84</td>
</tr>
</tbody>
</table>
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7000</td>
<td>(U) USCG – Sector San Francisco: MTSRU / MTSL Staffing</td>
<td>78</td>
</tr>
<tr>
<td>7700</td>
<td>(U) MTSRU: Staffing and Responsibilities for Private Industry partners</td>
<td>85</td>
</tr>
<tr>
<td>7800</td>
<td>(U) MTSL – Port Infrastructure Guidebook</td>
<td>86</td>
</tr>
<tr>
<td>8000</td>
<td>(U) USCG – San Francisco: MTS Infrastructure and Port Reopening Checklist</td>
<td>87</td>
</tr>
<tr>
<td>8101</td>
<td>(U) Deep Draft Channels (Maritime Commerce Channels)</td>
<td>88</td>
</tr>
<tr>
<td>8102</td>
<td>(U) Bridges</td>
<td>89</td>
</tr>
<tr>
<td>8103</td>
<td>(U) Anchorages</td>
<td>89</td>
</tr>
<tr>
<td>8104</td>
<td>(U) Ports</td>
<td>90</td>
</tr>
<tr>
<td>8105</td>
<td>(U) Cruise Ship Ports of Call</td>
<td>92</td>
</tr>
<tr>
<td>8106</td>
<td>(U) Ferry Passenger Terminals</td>
<td>92</td>
</tr>
<tr>
<td>8107</td>
<td>(U) Commercial Fishing and Processing Facilities</td>
<td>92</td>
</tr>
<tr>
<td>8108</td>
<td>(U) Maritime Cargo/Product Terminals</td>
<td>92</td>
</tr>
<tr>
<td>8109</td>
<td>(U) Import/Export commodities within the COTP’s AOR</td>
<td>92</td>
</tr>
<tr>
<td>8200</td>
<td>(U) Notation for obtaining additional MTS Infrastructure information</td>
<td>93</td>
</tr>
<tr>
<td>8300</td>
<td>(U) Port Reopening Checklist</td>
<td>94</td>
</tr>
<tr>
<td>9000</td>
<td>(U) Overview of Protocols for the Rapid Resumption of Trade</td>
<td>95</td>
</tr>
<tr>
<td>9100</td>
<td>(U) Introduction, Purpose &amp; Goals</td>
<td>96</td>
</tr>
<tr>
<td>9200</td>
<td>(U) Scope</td>
<td>98</td>
</tr>
<tr>
<td>9300</td>
<td>(U) Guiding Principles</td>
<td>98</td>
</tr>
<tr>
<td>9400</td>
<td>(U) Considerations and Assumptions</td>
<td>99</td>
</tr>
</tbody>
</table>
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9000</td>
<td>(U) Overview of Protocols for the Rapid Resumption of Trade</td>
<td>95</td>
</tr>
<tr>
<td>9500</td>
<td>(U) Identifications of Initial Incident Commander / Unified Commander</td>
<td>99</td>
</tr>
<tr>
<td>9600</td>
<td>(U) Trade Resumption Protocols</td>
<td>100</td>
</tr>
<tr>
<td>9700</td>
<td>(U) Prioritization Hierarchy</td>
<td>109</td>
</tr>
<tr>
<td>9800</td>
<td>(U) Considerations for the Prioritization of Conveyances and Cargo</td>
<td>110</td>
</tr>
<tr>
<td>9900</td>
<td>(U) Training and Exercises</td>
<td>112</td>
</tr>
<tr>
<td>10000</td>
<td>(U) Acronyms, Terms and Definitions</td>
<td>113</td>
</tr>
<tr>
<td>10001</td>
<td>(U) Acronyms</td>
<td>114</td>
</tr>
<tr>
<td>10002</td>
<td>(U) Terms and Definitions</td>
<td>118</td>
</tr>
</tbody>
</table>
# Section 1000

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>(U) Marine Transportation System (MTS) Recovery Plan</td>
<td>02</td>
</tr>
<tr>
<td>1100</td>
<td>(U) Applicability and References</td>
<td>03</td>
</tr>
<tr>
<td>1200</td>
<td>(U) Purpose and/or Situation, and Validation of the MTS Recovery Plan</td>
<td>05</td>
</tr>
<tr>
<td>1300</td>
<td>(U) Scope, Intent and MTS Recovery Unit</td>
<td>07</td>
</tr>
<tr>
<td>1400</td>
<td>(U) Background</td>
<td>09</td>
</tr>
<tr>
<td>1500</td>
<td>(U) Discussion</td>
<td>10</td>
</tr>
<tr>
<td>1600</td>
<td>(U) COTP’s Authority and Area of Responsibility (AOR)</td>
<td>13</td>
</tr>
<tr>
<td>1700</td>
<td>(U) USCG’s Roles, Responsibilities and Authority for MTS Recovery</td>
<td>20</td>
</tr>
<tr>
<td>1800</td>
<td>(U) Pre-incident Conditions/Preparedness and Assumptions</td>
<td>22</td>
</tr>
<tr>
<td>1900</td>
<td>(U) Memorandums, Memorandums of Agreement/Understanding</td>
<td>27</td>
</tr>
</tbody>
</table>
INTRODUCTION

A. **GENERAL**: This plan provides an *All-Hazard* approach for supporting operational activities and creating a pre-incident planning framework for facilitating the recovery of the Marine Transportation System (MTS) as described by reference (a) in USCG – Sector San Francisco’s Captain of the Port (COTP) Zone.

B. **PURPOSE**: When a MTS disruption event occurs, including temporary disruptions or MTS incapacitation exceeding the *thresholds established by the AMSC and Harbor Safety Committees (HSC)*, dramatic impacts on the local MTS may extend to the regional and national levels. Establishing an effective and efficient MTS recovery framework to facilitate measurable, short-term recovery of the MTS and support restorative efforts beyond the initial response / recovery phase is vital to the local, regional, and national economic and security interests. This plan will be activated on the following classes of MTS interruption events:

- **Severe Infrastructure Impact** – A significant event causing damage to a component or components of the MTS Infrastructure that will likely require repair prior to resumption of operations / alternative strategies / vessel traffic control actions by the COTP/Federal Maritime Security Coordinator (FMSC).

- **MTS Capacity Constrained** – Any event without infrastructure damage that interrupts the normal port rhythm, including cargo operations, vessel movement, and physical security capabilities.

- **MTS-Affected by a Primary Response** – Any response or incident management that may disrupt the normal MTS Rhythm beyond *pre-determined thresholds* in Sector San Francisco’s Area of Responsibility (AOR).
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

1100 (U) **Applicability**

(a) (U) This plan applies to the U.S. MTS and Transportation Disruptions (as defined by reference (e)) within incident areas.

   (1) (U) Restoration of MTS cargo flow outside of incident areas will normally be accomplished through existing communications, organizational structures, and prevention activities.

   (2) (U) This plan may be adapted for use in non-incident areas, for example, when complexity or the operations tempo necessitates unified coordination.

(b) (U) This plan is for use during the short-term recovery phase, considered to be up to 90 days following an incident. This plan is also intended to support preparations for and transition to the long-term recovery phase and associated restoration activities during that phase which are conducted separately.

1101 (U) **References**

(U) Regulatory References – Commander (COTP), Sector San Francisco’s Marine Transportation System Recovery Plan references as follows:

(a) An Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation, September 1999

(b) National Infrastructure Protection Plan (NIPP)

(c) Transportation Systems Sector Specific Plan (TS SSP), Maritime Modal Annex


(e) National Strategy for Maritime Security: Maritime Infrastructure Recovery Plan (MIRP), April 2006

(f) National Response Framework (NRF), Critical Infrastructure and Key Resources (CIKR) Annex

(g) National Incident Management System (NIMS)

(h) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)

(i) Maritime Transportation Security Act of 2002 (MTSA)

MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

1101 (U) References

(k) Waterfront Facilities of the United States, Executive Order 10173

(l) National Maritime Transportation Security Plan (NMTSP), 2008

(m) Recovery of the Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28 (series)

(n) Northern California Area Maritime Security Plan (AMSP), 2014

(o) Northern California Area Contingency Plan

(p) Operational Risk Management, COMDTINST 3500.3 (series)

(q) USCG Incident Management Handbook, COMDTPUB P3120.17(series)

(r) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 USC § 5121 et. seq. as amended

(s) Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience

(t) CBP/USCG Joint Protocols for the Expeditious Recovery of Trade

(u) National Disaster Recovery Framework, September 2011

(v) U.S. Coast Guard Navigation and Vessel Inspection Circular (NVIC) 09-02, Change 4 (Guidelines for Development of Area Maritime Security Committees and Area Maritime Security Plans Required for U.S. Ports)

(w) Marine Transportation System Recovery, PACAREAINST 16001.1 (series)

(x) USCG Marine Transportation System Unit Leader [MTSL] Job Aid
1201 (U) Purpose and Situation

1201.1 (U) The U.S. Coast Guard (USCG), as lead federal agency for the Marine Transportation System (MTS), established protocols and procedures through Commandant Instruction 16000.28, *Recovery of the Marine Transportation System for Resumption of Commerce*, to facilitate the recovery of the MTS following a significant transportation disruption and to work with maritime stakeholders to ensure the expeditious resumption of trade. The goal of MTS recovery is to facilitate the return of critical infrastructure and essential government and commercial marine services to a functional, if not pre-disaster, status (i.e. short-term recovery), and assist in providing a bridge to permanent restoration measures (i.e., long-term recovery).

1201.2 (U) This plan provides an all-hazards framework for facilitating the recovery of the U.S. Marine Transportation System in USCG – Sector San Francisco’s Captain of the Port (COTP) Zone after any incident or a combination of incidents that result in or threaten to cause a transportation disruption as follows, but not limited to:

Any incident or a combination of incidents that results in or threatens to cause a transportation disruption that is characterized by significant delay, interruption, or stoppage in the flow of trade; a significant loss of life; environmental damage; social stability and economic disruption in a particular area, or other significant disruption of the MTS.

(U) When a MTS disruption event occurs, including temporary disruptions or MTS incapacitation thresholds established by Sector San Francisco plan, the dramatic impacts on the local MTS may extend to the regional and national levels. Establishing an effective and efficient MTS recovery framework to facilitate measurable, 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. This plan will be activated on the following classes of MTS interruption events:

- **(U) Severe Infrastructure Impact**: A significant event causing damage to a component or components of the MTS Infrastructure that will likely require repair prior to resumption of operations / alternative strategies / vessel traffic control actions by the COTP/Federal Maritime Security Coordinator (FMSC). Examples Include:
  - Natural Disaster
  - Major Infrastructure Casualty (Bridges-Roads-Public Infrastructure)

- **(U) MTS Capacity Constrained**: Any event without infrastructure damage that interrupts the normal port rhythm, including cargo operations, vessel movement, and physical security capabilities. Examples Include:
  - Maritime Security (MARSEC) Level Increase
  - Cyber Security Failure
Labor Shortage-Disruption Event

Security or Casualty Event

- **(U) MTS-Affected by a Primary Response**: Any response or incident management that may disrupt the normal MTS Rhythm beyond *pre-determined thresholds* in the Sector San Francisco’s AOR. Examples include:
  - Oil Discharge / Hazardous Material Release Response
  - Mass Rescue
  - Marine Casualty Response that may or may not involve infrastructure damage. (MTS Recovery will be a consideration in the primary response)

1201.3 (U) San Francisco Bay hosts several important national and regional maritime infrastructures that if closed, will have serious negative impacts on the economy and public confidence in the maritime transportation system. This plan provides protocols to reopen the San Francisco Bay port complex and restore marine infrastructures to normal or near normal operations following their closure due to a Transportation Security Incident.

1201.4 (U) The Maritime Transportation Security Act (MTSA) of 2002, the National Response Plan (NRP) and Northern California Area Maritime Security (AMS) Plan are the principal guidance for port-reopening procedures. Port stakeholders and local, state and federal governments will continue to carry out their roles, responsibilities and authorities within their pre-determined jurisdictions. The National Incident Management System (NIMS) will be utilized when executing this plan.

1202 (U) Validation

1202.1 (U) VALIDATION

(U) USCG – Sector San Francisco validates the MTS Recovery Plan by exercise programs, actual events, and independent validation from outside observers or agencies, and periodic senior level review by the AMSC.

1202.2 (U) DRILLS and EXERCISES

(U) Enclosure (4) to U.S. Coast Guard Navigation and Vessel Inspection Circular (NVIC) 09-02, Change 4 (Guidelines for Development of Area Maritime Security Committees (AMSC) and Area Maritime Security Plans (AMSP) Required for U.S. Ports) requires COTPs and AMSCs to conduct exercises to test the effectiveness of the Area Maritime Security Plan. These exercises will be aligned and compliant with the Homeland Security Exercise and Evaluation Program (HSEEP). MTS Recovery Plans are required to be tested once every four years, but may be exercises more frequently at the discretion of the COTP/FMSC in consultation with the AMSC according to local needs.
1202.3 (U) UPDATES

(U) As a living document, this plan should be updated as needed or as required by the COTP. A formal review should be conducted every five (4) years by the MTS Recovery Subcommittee on the validity of the plan with recommendations made to the COTP for revisions.

- After Action Reports and Lessons Learned from MTS/Port Recovery exercises;
- Lessons learned from local stakeholder exercise series (e.g. Area Maritime Security Training and Exercise Program (AMSTEP), Preparedness for Response Exercise Program (PREP), Business Continuity, etc…);
- Lessons learned from past disaster recovery events (e.g. earthquakes, hurricanes, tsunamis, etc…);
- Review of government, industry, and academic studies of industry interdependencies, downstream effects of transportation disruptions, and the resiliency of industries and transportation sectors to recovery from a disaster.

1300 (U) Scope, Intent, and MTS Recovery Unit

1301 (U) SCOPE

(U) The Northern California Transportation System Recovery Plan highlights the preparedness and response processes that have been established to aid in recovering the Northern California marine transportation system after a disruption. This includes:

- Information on interagency relationships and preparedness efforts;
- Recovery tasks, objectives, and priorities;
- Communications and reporting requirements; and
- Checklists to guide incident management teams from response to recovery and onto restoration.

1302 (U) INTENT

(U) USCG – Sector San Francisco’s overarching roles and responsibilities pursuant to Marine Transportation System (MTS) Recovery planning and readiness is to facilitate MTS Recovery, including restoration of functional capabilities and the resumption of trade within the Captain of the Port’s (COTP) AOR.

Supporting objectives include, but are not limited to:

A. Custodial oversight of the MTS Recovery Plan (MTSRP). The MTSRP addresses:

1. Mitigation of the impacts of the incident on the MTS, trade, and the economy; and
2. Identifying resources, agencies involved, incident effects, and courses of action for the recovery of federal channels and maritime infrastructure.
B. Embedding a Marine Transportation System Recovery Unit (MTSRU) into the USCG – Sector San Francisco’s Unified Command System structure during an incident involving an MTS disruption.

1303 (U) MTS RECOVERY UNIT

(U) USCG – Sector San Francisco’s MTSRU facilitates short-term recovery of the Marine Transportation System in the Captain of the Port’s AOR from all hazards triggering a MTS disruptions in the initial post incident phase. The MTSRU continues to support an orderly transition to long-term recovery phase in an effort to return the maritime infrastructure within the Captain of the Port’s AOR to its normal or near normal condition of operations. This is accomplished by maintaining a cohesive relationship with government agencies and private stakeholders to sustain an effective state of readiness with focus on mitigating marine transportation incidents, minimizing impact to commerce, and re-establish the marine transportation system as follows:

- US Coast Guard – Sector San Francisco’s Marine Transportation System Recovery Unit (MTSRU) is a specialized unit within the Incident Command System (ICS) trained to address incidents involving MTS disruptions.

- The MTSRU is primarily staffed by US Coast Guard personnel, State of California representatives, and augmented with other government and private stakeholder representatives as needed based on the severity of the incident.

**NOTE:** Also see Section 6000 and 7000

- In the event of an event resulting in a disruption to maritime commerce requiring expeditious recovery of trade, the MTSRU will immediately be activated within USCG – Sector San Francisco’s Incident Command System (ICS) / Unified Command System (UCS).

- The MTSRU protocols shall document a process for national level inter-agency and government / private sector collaboration following an incident. This collaboration will provide guidance, when necessary, to federal decision makers that will assist in facilitating private sector MTS recovery activities.

- These protocols also establish procedures for communicating vital information about the incident and the responses by Coast Guard units to national level internal and external stakeholders. The protocols include MTS information requirements known as Essential Elements of Information for local collection that inform national decision makers and assure that consistent information is provided to industry and the public.

- The collection and analysis of these Essential Elements of Information (EEIs) will allow the USCG to coordinate government agency activities and provide recommendations to address issues concerning national MTS recovery and resumption of trade, if required.
NOTE: Further guidance on the MTS Recovery Unit can be found in the U.S. Coast Guard’s Incident Management Handbook (IMH), 2014 edition.

Additional information can be obtained on the USCG’s web-site at:

http://homeport.uscg.mil/ics

  [Refer to Chapter 16 in the IMH ]
- MTS Recovery Unit (MTSRU)  [ Refer to Chapter 16 in the IMH ]
- MTS Recovery Unit Leader (MTSL) [ Refer to Chapter 8-13 in the IMH ]

1400 (U) Background

1401 (U) The MTS is an integral part of the global, national, regional, and local supply chains and economies. The MTS is characterized by substantial interdependencies across Critical Infrastructure and Key Resource (CIKR) Sectors. (See references (a) through (d). The MTS consists of waterways, ports (including waterfront facilities), intermodal connections, vessels, vehicles, cyber networks, and system users. Each component is a complex system within itself and is closely connected with the other components. The MTS is primarily an aggregation of state, local, tribal, territorial and/or privately owned facilities and companies, with decentralized management, financing, and operations. Each organization or entity is responsible for its own operational and/or business continuity.

1402 (U) When a transportation disruption as defined by the SAFE Port Act occurs, there can be dramatic impacts to commerce throughout the regional, national, and global MTS. Incident impact is defined as any incident or combination of incidents that result in or threatens to cause a transportation disruption. This disruption is characterized by significant delay, interruption, or stoppage in the flow of trade, a significant loss of life, environmental damage, economic disruption in a particular area, or other significant disruption of the MTS. Incidents may include Transportation Security Incident’s (TSI), natural disasters, a heightened threat level, terrorist attacks, oil spills, cyber disruptions or industrial accidents. Establishing an effective and efficient MTS recovery framework to support restoration of basic functional capability, cargo flow and the international supply chain is vital to the local, regional, and national economic, security and defense interests. See References (d) and (e) for additional information.

1403 (U) Prior to Hurricane Katrina in 2005, recovery planning was situational in character, albeit under a framework provided by the Federal Response Plan, predecessor to the National Response Plan, which was replaced by the National Response Framework (NRF) which utilizes the National Incident Management System (NIMS) described in References (f) and (g).

1404 (U) In response to the catastrophic effects of Hurricanes Katrina and Rita, the Coast Guard chartered a Maritime Recovery and Restoration Task Force (MR2TF) to examine
how to best reconstitute the MTS after a large-scale disaster with area-wide effects, identify long-term concerns, and resolve interagency issues. The task force recommended incorporation of MTS recovery procedures into the Coast Guard’s contingency planning and incident management policy and procedures. Key elements of the recommended approach included in this MTS recovery plan are the establishment of a MTSRU within the planning section of the IC/UC, and pre-incident preparedness through development and population of MTS Essential Elements of Information (EEI).

1500 (U) Discussion

(U) Disruption to the flow of cargo can have significant impacts to communities and individuals impacted by disasters as well as serious economic consequences. Although any transportation disruption can negatively impact the flow of cargo, maritime transport continues to be one of the primary methods for movement of goods and is an integral part of the global supply chain, in which the United States is a major player. Recovery of the MTS is integral to re-establishment of the supply chain, not only to restore economic stability and maintain integrity, but to ensure movement of commodities to disaster survivors and impacted communities.

(U) The marine transportation system falls into two distinct, but intertwined categories: Transportation and Maritime Operations. During steady state operations, the regulation of these two areas is split between multiple agencies. The first, transportation, is under the purview of the Department of Transportation (DOT); while the second, Maritime Operations, falls under the authority of the U.S. Coast Guard (USCG). During emergency incident response, all issues related to transportation would fall within the purview of Emergency Support Function (ESF) #1 and be directed to the lead agency of ESF #1, the Department of Transportation. However, DOT does not have the authority to regulate maritime transportation, regulation of the maritime domain falls under the authority of the USCG, through DHS. In addition to regulation and maritime security, one of the core roles of the USCG is to “protect the United States economic and security interests in any maritime region in which those interests may be at risk, including international waters and America’s coasts, ports, and inland waterways,” which would include maintaining the maritime transportation system during normal operations and ensuring the restoration of that system following an incident. These authorities have delegated the USCG, through the Secretary of the Department of Homeland Security, as the lead agency for maritime recovery operations and subsequently the re-establishment of the domestic supply chain as it relates to the maritime domain.

(U) Development of National Maritime Security Plans and protocols for resumption of trade are required by the Maritime Transportation Security Act (MTSA) of 2002. Subsequent authorities developed as a result of or in addition to the MTSA have further outlined the USCG roles and responsibilities, providing that the USCG is responsible for conducting maritime recovery operations in the aftermath of incidents of national significance, including transportation security incidents, to ensure the continuity of commerce and other critical port and waterway functions.
The SAFE Port Act of 2006 provides DHS and the USCG with broad authorities to clear waterways, identify and facilitate cleanup, and re-establish the flow of commerce following a transportation security incident, which includes any disruption resulting from a natural disaster or other incident. It is the responsibility of the U.S. Coast Guard in this role as the Principle Federal Official (PFO) and through the USCG’s Captains of the Port (COTP) and MTS Recovery Unit(s) (MTSRU) to act as a coordinating body for all recovery operations in the maritime domain, including, but not limited to, ensuring the development and implementation of Area Maritime Security (AMS) plans, controlling vessel traffic, movement and anchorage, establishing safety and security zones, and controlling access to and operations of facilities under, in, or adjacent to waters subject to the jurisdiction of the United States.

The USCG is designated as the lead agency for facilitation and coordination of all MTS Recovery operations following an MTS Incident, and all MTS Recovery actions taken by the USCG are coordinated with various federal, state, local, and tribal governments, and the private sector. In addition, as a supporting agency of ESF #1, the USCG coordinates MTS Recovery actions with ESF #1 and DOT (as the lead agency) through coordination with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure and providing status of maritime domain, including ports, waterways, and operations to ESF #1 for integration in overall transportation sector status reporting.

As required by USCG Navigation & Vessel Inspection Circular (NVIC) 09-02, this Plan serves as Annex 10100 to the Northern California Area Maritime Security Plan. This Plan is for use during the short-term recovery phase, considered to be up to 90 days following an incident, supporting the objectives in the National Response Framework (NRF), Critical Infrastructure and Key Resources (CI/KR) Annex (DHS, 2011). This plan is also intended to support preparations for and transition to the long-term recovery phase and associated restoration activities during that phase in accordance with the National Disaster Recovery Framework (DHS, 2011).

The MTS recovery framework is a scalable and cooperative process for restoring partial (basic) MTS functionality within the incident area, and resumption of trade outside of incident areas during the response phase of incident management under the NRF. The key elements of the MTS recovery process supported by this plan are:

A. System stabilization.
B. Short-term recovery.
C. Transition from short-term recovery into long-term recovery.

The MTS Recovery Plan applies to the U.S. MTS (reference (a)) and Transportation Disruptions as defined by reference (h) within incident areas. Restoration of MTS cargo flow in the non-incident areas will normally be accomplished through existing communications, organizational structures, and prevention activities. The MTS Recovery
Plan may be adapted for use in non-incident areas, for example, when complexity or the operations tempo necessitates unified coordination.

1504 (U) The MTS Recovery Plan provides an all-hazard planning and coordination framework for coordinating the stabilization and initial recovery of the U.S. MTS, including the restoration of basic functional capabilities and the resumption of trade. Listed below are some of the supporting objectives of the plan:

- Reduce the effects of a TSI or the threat of a TSI (references (a) through (e), and (h) through (n));
- Establish a Marine Transportation System Recovery Unit (MTSRU) that functions within the Planning Section of the UC/IC (references (f), (m) through (o). This also embeds MTS infrastructure recovery into the incident management organization;
- Identify resources, agencies, incident effects and impacts, and courses of action for the system stabilization and basic recovery of public maritime infrastructure such as Aids to Navigation (ATON), communications/cyber systems, and navigable waterways (references (c) through (f), (l), (m), and (n));
- Prioritize MTS stabilization and initial recovery operations, including the restoration of ATON, navigable waterways, cargo streams, CIKR and marine infrastructure as appropriate (references (c), (d), (f), (m) and through (o));
- Coordinate salvage response and marine debris removal (references (f), (i), (n), and (o)).
- Develop, prepare and maintain EEIs and any other appropriate measures needed to support system stabilization and recovery planning and operations (references (f), (n), and (o));
- Track and report the status of MTS infrastructure stabilization and recovery of basic functions through the use of consistent EEIs; and
- Facilitation of a return of the MTS to pre-incident operational capabilities. An incident or incidents may have profound effects on trade patterns and business interests. A return to pre-incident operational capability of the MTS does not necessarily mean that there will be a corresponding return to pre-incident trade patterns and conditions, although facilitation of the latter is a goal of this plan.

1505 (U) All government (federal, state, tribal, territorial and local) entities listed in maritime security, response and contingency plans may be able to contribute information pertinent to recovery planning and activities during incident management activities and may engage in recovery operations. Since different agencies normally assist or partner with the Coast Guard when responding to incidents, they may be identified by reference to other plans and documentation.
(U) All maritime industry stakeholders are valuable resources for information on the effects of incidents, post-incident performance levels, and implications for national security, economy, and CIKR sectors. Vessel and facility operators have the primary responsibility for restoring their infrastructure and normally will leverage resources to assist in their recovery efforts.

1600 (U) COTP’s Authority and Area of Responsibility (AOR)

1601 (U) COTP’s AUTHORITY

1601.1 (U) Area of Operations (AOO) – Authority:

(U) The COTP authority pursuant to MTS Recovery is outlined in in Section 102 of the Maritime Transportation Security Act of 2002 (MTSA), P.L. 107-295, codified at 46 USC §§ 70101 –70117, mandates the development of a National Maritime Transportation Security Plan, Area Maritime Security Plans, and Facility and Vessel Security Plans. The Coast Guard is designated as the Primary Federal Agency (PFA) responsible for implementation of the MTSA.

(U) The COTPs, acting as Federal Maritime Security Coordinators (FMSC), are responsible for developing AMS Plans with advice from AMS Committees. This plan is consistent with the National Marine Transportation Security Plan and the National Transportation Maritime Security Plan.

(U) Per 33 CFR 1.01-30, COTP and their representatives enforce within their respective areas port safety and security and marine environmental protection regulations, including, without limitation, regulations for the protection and security of vessels, harbors, and waterfront facilities; anchorages; security zones; safety zones; regulated navigation areas; deep-water ports; water pollution; and ports and waterways safety. Additional regulatory authority information can be referenced in the following:

- 33 CFR 6 (best defines COTP legal authority);
- 33 CFR 160 Part B;
- 33 CDR 46 – Shipping; and
- 33 CFR 49 – Transportation.

1601.2 (U) Area of Jurisdiction:

(U) For detailed information referencing USCG – Sector San Francisco’s COTP’s AOR, waterways and waterfront facilities, refer to the Northern California Area Maritime Security Plan, sections; 1610, 1620 and 1630.
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

1601.3 (U) **Legal Considerations and Authorities:**

(U) The legal authority and guidance governing the responsibilities contained in this plan are as follows:

- (U) Title 14 United States Code, Part I, Chapter 1, Section 2 – “The USCG shall enforce or assist in the enforcement of all applicable federal laws on, under, and over the high seas as waters subject to the jurisdiction of the United States...”

- (U) Title 14 United States Code, Part I, Chapter 5, Section 5 – “The Coast Guard may make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which the United States has jurisdiction, for the prevention, detection, and suppression of violations of laws of the United States”.

- (U) The Ports and Waterways Safety Act, 33 USC 1221 through 1236, gives the Coast Guard jurisdiction to control vessel or waterfront facility operations to prevent intentional physical or environmental damage to any U.S. port, vessel, harbor and waterfront facility from subversive or terrorist acts. This includes carrying out or requiring additional harbor patrols, the establishment of security and safety zones, and the development of contingency plans and procedures.

- (U) 14 USC 89 is the basis for the Coast Guard’s general law enforcement authority. Additionally, 14 USC 91 authorizes the Coast Guard to ensure the safety and security of U.S. Naval vessels while on the navigable waters of the United States.

- (U) The Magnuson Act, 50 USC 191, provides Coast Guard District Commanders and Captains of the Port with broad authority in situations that may affect the safety and security of vessels, harbors, ports, and waterfront facilities. Additionally, the Coast Guard may be called upon to assist federal, state and local agencies under existing agreements or 14 USC 141.

- (U) 33 CFR Subchapter H – Ports and Waterways Security

- (U) 33 CFR Subchapter P – Ports and Waterways Safety

1602 (U) **COPT’s AREA of RESPONSIBILITY**

1602.1 (U) **USCG – Sector San Francisco’s AOR – General Overview**

(Map of AOR is located in Section 1602.7)

(U) Sector San Francisco’s Captain of the Port (COTP) Area of Responsibility (AOR) is specified in 33 CFR 3.55-20 and comprises the land masses and waters of California north of San Luis Obispo, Kern and San Bernardino Counties; Utah, except for Washington, Kane, San Juan, and Garfield Counties; and Nevada except for Clark County. Under the Oil Pollution Act of 1990, Federal removal authority was extended to include the waters of the exclusive economic zone established by Presidential
Proclamation Number 5030 dated March 10, 1983. The purpose of this section is to describe the USCG/EPA boundaries between coastal and inland zones for the purpose of providing Federal On-Scene Coordinators (FOSC’s) in Region IX Mainland.

(U) The Coast Guard furnishes the OSC for the coastal zone and the EPA for the inland zone. In California, the dividing line between the coastal and inland zone generally follows the coastline and includes bays, rivers, estuaries, and inlets as far inland as the demarcation line. These boundaries recognize the Coast Guard’s primary responsibility over discharges and releases in navigable waters from vessels and waterfront facilities as defined in 33 CFR 126.01 and EPA’s primary responsibility for discharges and releases that occur on land.

(U) Previously the lines represented the boundary lines between the coastal and inland zones; i.e., all land and water seaward of the line was the coastal zone (CG jurisdiction) and all land and water inland of the line was the inland zone (EPA jurisdiction). Since the boundary lines divided local jurisdictions, confusion often existed as to which agency would provide the OSC resulting in inconsistent federal responses. For example, a railcar could have a release on one side of a highway and the EPA would be the OSC. The next day, two hundred yards on the other side of the highway, another release could occur from a railcar and the CG would be the OSC. This situation could certainly confuse local responders, as well as planners. Again, this change is designed to give the CG primary responsibility for discharges and releases that occur on the water or “designated waterfront facilities” and give EPA the primary responsibility for discharges and releases that occur on land. Although the descriptions of the lines are essentially the same, they now have different significance. The lines are now called “demarcation lines” and mark the inland extent of the coastal zone regarding bays, rivers, inlets, etc. In other words, the coastal zone consists of coastal waters and internal waters as far inland as the demarcation line. The coastal zone no longer includes the land seaward of the demarcation lines; only the water.

(U) As a general rule, the location of the source of the discharge will be the determining factor of which agency provides the OSC. When the discharge or release occurs and remains within one agency’s boundary, it is clear which agency will provide the OSC. In these cases, when requested by the other agency, each agency will provide support, within the limits of their resources, to the other’s OSC. When a spill occurs in one zone and flows, or threatens to flow, into another, a question can arise as to which agency will provide the OSC. This scenario is likely in the near coastal area when a spill occurs on land (EPA jurisdiction) and flows or migrates through storm drains or ditches into the water seaward of the demarcation line (USCG jurisdiction). There are two possibilities in this case: (1) The EPA provides the OSC and the CG assists the EPA with waterside cleanup operations. This was the case in the Francis Plating Fire release in which EPA was the OSC and CG coordinated waterside cleanup operations. (2) By mutual agreement, the CG would provide the OSC. This was the case in the Shell Martinez spill where the source of the spill was in the EPA zone, but, because the majority of impact and response was in the coastal zone, it was agreed that the CG should provide the OSC. Good communications and coordination between EPA and
CG OSCs are vital to an effective federal response. The EPA provides the OSC for the entire States of Nevada and Arizona.

1602.2 **Overview of AOR divided into three planning segments**

(Map of AOR is located at bottom of Section 1602.8)

(U) Sector San Francisco COTP Area of Responsibility has been further divided into three planning segments; North Coast; San Francisco Bay; and Central Coast, as promulgated by the OPA-90 Area Contingency Plans. Also refer to the Sector San Francisco Area Contingency Plan.

1602.3 **NORTH COAST AREA**

(U) The North Coast Area extends from the Oregon/California border south to the Mendocino County/Sonoma County line and includes the counties of Del Norte, Humboldt and Mendocino.

(U) The northern offshore boundary extends from the California/Oregon border along the 42-00'00" N latitude to the offshore extent of the Exclusive Economic Zone.

(U) The southern offshore boundary extends from the Mendocino County/Sonoma County border along the 38-46’07” N latitude to the offshore extent of the Exclusive Economic Zone.

(U) The CG/EPA demarcation line runs from the intersection of Highway 1 and the Sonoma County/ Mendocino County line north along Highway 1 to Usal Road near Rockport; north on Usal Road to Chemise Mountain Road; north on Chemise Mountain Road to Shelter Cove Road; west on Shelter Cove Road; north on Kings Peak Road to Wilder Ridge Road; north on Wilder Ridge Road to Mattole Road; orth and west on Mattole to Highway 1 at Ferndale; north on Highway 1 to Highway 101 at Fernbridge; north on Highway 101 to Front Street; west on Front Street to A Street; north on A Street to Sixth Street; west on Sixth to Pebble Beach Drive; north on Pebble Beach Drive to Washington Blvd.; east on Washington to Lake Earl Drive; north on Lake Earl Drive to Highway 101; north on Highway 101 to the California-Oregon border.

1602.4 **SAN FRANCISCO BAY AREA**

(U) The San Francisco Bay and Delta Area extends from the Mendocino County/Sonoma County line south to the San Mateo County/Santa Cruz County line and includes all counties on San Francisco Bay and its tributaries. These counties include: San Francisco, Marin, Napa, Contra Costa, Alameda, Santa Clara, San Mateo, Yolo, San Joaquin, Solano and Sacramento.

(U) The northern offshore boundary extends from the Mendocino County/Sonoma County border along the 38-46’07” N latitude to the offshore extent of the Exclusive Economic Zone.
(U) The southern offshore boundary extends from the San Mateo County/Santa Cruz County border along the 37-06’26” N latitude to the offshore extent of the Exclusive Economic Zone.

(U) The CG/EPA demarcation line runs from the San Mateo County/Santa Cruz County border north along Highway 1 to Hwy 35 near San Francisco; west on Hwy 35 to the Great Hwy; north on the Great Hwy to the intersection with Point Lobos Avenue; Point Lobos Avenue east to Geary Blvd.; Geary Blvd. east to Laguna Street; Laguna Street south to Bay street; Bay Street east to intersection with State Belt railroad tracks; State Belt railroad tracks south along the Embarcadero to Third Street; Third Street south to Hwy 101; Hwy 101 south to Hwy 237; Hwy 237 east to intersection with Southern Pacific railroad tracks; Southern Pacific railroad tracks north to intersection with Hwy 880 (approximately 1/2 mile south of 98th Avenue exit); Hwy 880 north to intersection with Southern Pacific Railroad tracks near Albany; Southern Pacific railroad tracks north and east until intersection with Hwy 4 (approximately 2 mile east of Antioch); Hwy 4 east to I-5 at Stockton; I-5 north to Hwy 80; Hwy 80 west to Hwy 113; Hwy 113 south to Hwy 12; Hwy 12 west to Hwy 80; Hwy 80 west to Hwy 680; Hwy 680 south to Hwy 780; Hwy 780 west to Hwy 80; Hwy 80 west to Hwy 29; Hwy 29 north to Hwy 37; Hwy 37 west to Hwy 101 near Ignacio; Hwy 101 south to Hwy 1 at Marin City; Hwy 1 north to Gualala.

1602.5 **CENTRAL COAST**

(U) The Central Coast Area extends from San Mateo County/Santa Cruz County border south to Monterey County/San Luis Obispo County border and includes Santa Cruz County and Monterey County.

(U) The northern offshore boundary extends from San Mateo County/Santa Cruz County border along the 37-06’26” N latitude to the offshore extent of the Exclusive Economic Zone.

(U) The southern offshore boundary is a line extending 270 T from the Monterey County/San Luis Obispo County border to the offshore extent of the Exclusive Economic Zone.

(U) The CG/EPA demarcation line runs north along Hwy 1 from the Monterey County/San Luis Obispo County border to the northern border of Santa Cruz County.

1602.6 **Area of Operations – Maritime Infrastructure Characteristics**

(U) **NOTE:** Due to the Sensitive Security Information (SSI) requirements associated with USCG – Sector San Francisco’s Area of Responsibility, information for the below listed topics can be viewed in USCG – Sector San Francisco’s 2014 Area Maritime Security Plan in Section 1600 and Section 9200, and include the following topics;

- Deep Water Port – Deep Draft Channel Characteristics,
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

- Deep Water Port – Situation,
- Deep Water Port – Physical Characteristics,
- Deep Water Port – Economic and Supply Chain Characteristics,
- Deep Water Port – Port Charts and Maps, and
- Deep Water Port – Port Operations and Infrastructure.

1602.7 (U) USCG – Sector San Francisco’s Area of Responsibility

See next page >>>>
1602.7  (U)  USCG – Sector San Francisco’s Area of Responsibility

Sector San Francisco’s AOR id Highlighted in Yellow

1602.8  (U)  USCG – Sector San Francisco’s Area of Responsibility

NORTH COAST, SAN FRANCISCO BAY, and CENTRAL COAST
USCG’s Roles, Responsibilities and Authority for MTS Recovery

USCG and MTS Recovery

USCG Commandant Instruction 16000.28 (2008): “Recovery of the MTS and resumption of commerce following a significant disruption is a significant issue of concern for Congress, federal agencies, and industry. The Maritime Transportation Security Act (MTSA) required that the National Maritime Transportation Security Plan include a plan to restore cargo flow following a National Transportation Security Incident (NTSI). This concept was reiterated in HSPD 13 and the National Strategy for Maritime Security. Subsequently, strategic concepts supporting efficient recovery of the MTS were documented in the Maritime Infrastructure Recovery Plan (MIRP). Lessons learned on recovery issues following the significant disruption of the MTS during Hurricane Katrina were additionally identified and reported on by the Maritime Recovery and Restoration Task Force. Most recently, the SAFE Port Act of 2006 required that protocols for the resumption of trade be developed and the development of the USCG Strategy for Maritime Safety Security and Stewardship (CGS) reinforced efforts at CGHQ to bring structure to Coast Guard MTS recovery policy and procedures. Recovery of the MTS for the resumption of commerce requires the Coast Guard to coordinate with multiple federal and state agencies in cooperative efforts to mitigate the impacts to the U.S. economy resulting from a significant MTS disruption.

Maritime Infrastructure Recovery Plan (MIRP), August 2006: Provides strategic guidance to reflect the provisions of the National Maritime Security Plan (NMSP), a MTSA plan that addresses the restoration of domestic cargo flow following a security incident that occurs under, in, on, or adjacent to waters subject to the jurisdiction of the United States. U.S. Coast Guard’s Captain of the Port (COTP) have lead responsibility for determining re-opening of port facilities and movement of vessels following an emergency affecting a port community. The COTP retains final decision authority for planning and executing port re-opening priorities.

USCG – Sector San Francisco: Captain of the Port (COTP)

Geographic Location:

- United States Coast Guard – Sector San Francisco

Title:

- U.S. Coast Guard: Captain of the Port (COTP)

Authority:

- Refer to Section 1602
1703 (U) **USCG – Sector San Francisco: MTS Recovery Coordinator (MTSRC)**

1703.1 (U) **Geographic Location:**
- United States Coast Guard – Sector San Francisco

1703.2 (U) **Title:**
- MTS Recovery Coordinator (MTSRC)

1703.3 (U) **MTSRC Appointee:**
- U.S. Coast Guard: Port Security (Port/Recovery) Specialist

1703.4 (U) **Pre-Event Responsibilities:**

(U) The MTSRC’s job scope responsibilities on a daily basis entail the following task, but not limited to:

- (U) Sustain custodial oversight of MTS Recovery and Marine Salvage plans

- (U) Coordinate meetings and exercises with representatives from private industry port stakeholders, federal, state, county, city government, and various branches of the Department of Defense to enhance contingency plans and emergency response operational protocols relevant to MTS Recovery and Marine Salvage.

- (U) MTSRU team Leader is the Security Specialist (Port/Recovery)  
  
  - Reference: *U.S. Coast Guard’s After Action Report for Super Storm Sandy*

- (U) Forge ongoing cohesive working relationships with representatives from the private sector and all levels of local, state, and federal government with the intent of establishing best practices and methodologies to quickly mitigate MTS Incidents/Disruptions.

- (U) Serve as Subject Matter Expert (SME) for port-level development and implementation of all-transportation-disruption/all-hazard procedures for the port-level MTS recovery elements of the National Maritime Transportation Security Plan, Maritime Infrastructure Recovery Plan, Department of Homeland Security (DHS) Strategy to Enhance Supply Chain Security, and the Customs and Border Patrol (CBP)/USCG Protocols for the Resumption of Trade, and Coast Guard implementation policies and directives.

- (U) Serve as SME for MTS Recovery and be highly knowledgeable of the maritime infrastructure / communities both water-side and land-side within the COTP’s AOR to include, but not limited to, Vessel Traffic Control, Deep Draft Channels /Non-
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

Deep Draft Channels, Aids to Navigation (ATON), Maritime Monitoring System, Bridges (Rail & Hwy), High Capacity Passenger Vessels and Ferries; Barges Traffic, Commercial Fishing Fleet Vessels, Shipyards and Drydocks, Local Harbors and Marinas, Maritime Labor Force (Workers and Unions), Maritime vessel facility cargo flow (imports/exports) and commodity usages, and Response organizations and capabilities pursuant to vessel salvage/wreck removal, oil/fuels pollution, and hazardous materials.

(U) Conduct group meetings and/or individual (one-on-one) meetings with port stakeholders (private industry/government entities) to discuss MTS Recovery planning strategies, and to collect Essential Elements of Information (EEI’s) and/or port infrastructure information utilized for Common Assessment Reporting Tool (CART) and Maritime Security Risk Analysis Model (MSRAM) database, and critical to supporting the MTS Recovery mission.

[NOTE: (U) Port stakeholder information and/or data classification handling includes:

- Unclassified (U) information and For Official Use Only (FOUO) data will be entered into CART;
- Sensitive Security Information will be entered into MSRAM; and
- Port Stakeholder Proprietary Information (PSPI) data will be maintained by the MTSRC, and only be disseminated on a need-to-know basis.

(U) Act as USCG – Sector San Francisco’s MTSRU coordinator, MTSRU / MTSL training officer, and CART administrator.

1800 (U) Pre–incident Conditions / Preparedness and Assumptions

1801 (U) Pre – Incident Conditions and Preparedness

1. (U) PREPAREDNESS

   (U) The following pre-incident preparations and actions will be implemented to support recovery planning and activities during incident management.

   a. (U) Preparation of Personnel. As designated by the COTP, appropriate personnel should be familiar with MTS recovery policies, procedures, and EEIs. Designated personnel should be prepared to establish a MTSRU within the Planning Section and/or Command Staff of the Incident Command/Unified Command (IC/UC).

   b. (U) Advisory Body Relationships. USCG – Sector San Francisco’s MTSRC will develop and maintain mutual supporting relationships that promote teamwork with the Area Committee (AC), Area Maritime Security Committee (AMSC), Port Readiness Committee (PRC), and the Harbor Safety Committee (HSC). In support of MTS Recovery, a “Port Resiliency Sub-Committee (PRSC)” is
charted under the AMSC and staffed by MTSRU participants from government and private stakeholder within the port stakeholder community. The focus of the PRSC is to address capabilities and resource needs to return the Marine Transportation System (MTS) back to its original state after a MTS Incident (MTSI).

c. (U) MTSRU Staffing Procedures. MTSRUs will be staffed and may request additional advisory support in accordance with Reference (m) and applicable Area guidance. Coordinate MTSRU Subject Matter Expert (SME), advisory, and staffing support needs with existing committees (i.e. AC, AMSC, PRC, and HSCs).

d. (U) Essential Elements of Information (EEI). USCG – Sector San Francisco’s MTSRC will develop and populate EEIs within CART, which can be found at http://cart.uscg.mil in order to provide baseline MTS infrastructure information needed to initiate recovery planning. At a minimum, EEIs will include those prescribed and any required by the USCG’s Area and District Commander. Local and regional EEIs may be added at the discretion of the COTP/FMSC in consultation with the AMSC, Area Committee, and other maritime advisory groups. In an event involving a MTS incident, CART is a critical tool utilized by the MTSRU as follows:

- (U) During significant Marine Transportation System (MTS) incidents, much attention will be focused on the recovery efforts being managed by the Coast Guard (CG). It is recognized that calls for information regarding the status of MTS recovery efforts/progress will occur at all levels of government. The Common Access Reporting Tool (CART) is intended to position CG units to be prepared to respond to the need for near real-time status information and to do so with minimal impact.

- (U) The CART system was designed to “mirror” the reporting requirements contained in the most recent LANTAREA and PACAREA Instructions on MTS Recovery. When looking for definitions of what to enter for specific EEI’s, refer to the AREA Instructions to ensure the correct type and amount of EEI information is being captured and entered into the database.

- (U) The best preparation to ensure rapid recovery of the MTS following a significant disruption is detailed knowledge of the MTS prior to the incident. To that end, the initial focus in CART should be to enter as much accurate and detailed information in the EEI Baseline Data portion of the database. This baseline info can then be imported when an incident or event is created to ensure an accurate first look at the impacts of the incident or event and to enable effective MTS Recovery decision making by the members of the response organization.

- (U) The CART system provides a repository of MTS Recovery information that is not currently available to the USCG. It is a temporary solution to
immediately serve the need to follow USCG policy until the USCG Enterprise Systems can be updated to better facilitate MTS Recovery. The information contained in CART assists the Maritime Transportation System Recovery Unit (MTSRU) in making MTS Recovery recommendations to the Unified Command and facilitates MTS Recovery Operations by:

✓ (U) Providing timely and accurate information on pre-incident conditions in a Sector Area of Responsibility (AOR);

✓ (U) Comparing baseline data and post incident data to characterize the extent of the impact on the MTS;

✓ (U) Auto-generating the MTS Executive Summary Report in various formats to ease the sharing of data with all MTS stakeholders; and

✓ (U) Use of web-based format facilitates transmission and sharing of MTS Recovery Status and Impact reports.

e. (U) Stakeholder EEI Liaison. USCG – Sector San Francisco’s MTSRC will liaison with port stakeholders to develop/establish EEI expectations of MTS productivity and functionality under normal operating conditions. The “MTS Recovery Coordinator (MTSRC)” will assume the duties as the agency/stakeholder Liaison in regard to EEI’s during Pre-Event (Normal day-to-day conditions) and Post-Event (MTSRU operations within the Incident Command System) conditions.

f. (U) National Level Requirements and Priorities. Determine local priorities for MTS recovery based on an understanding of the impact of the incident on national defense, the economy, and critical infrastructure of national significance (e.g. energy sector CIKR, defense industrial base etc.). Assessments of the strategic impact and national priorities should be obtained through research and outreach to other government agencies and industry in the local area, and the Coast Guard chain of command, during both pre-incident planning and the incident response phase.

g. (U) Prospective Major Immediate Impacts and Major Secondary Effects. Assess the major immediate impacts if an incident were to occur.

(U) TSI IMPACTS:

1. (U) Closure of West Coast Container Ports could cost the national economy as much as $1 Billion a day. About 60 percent of imported goods entering the United States flow through a West Coast seaport. Closure of these seaports would have a major impact on consumer goods availability nationwide, which may result in a temporary slowing of the economy. Such a closure would result in temporary job lay-offs of port workers and a disruption in the flow of goods over both rail and truck routes.
2. (U) Closure of various maritime infrastructure within Sector San Francisco’s AOR would severely affect the economy of California and have equally serious impacts for United States trade partners that depend on the agricultural product exports.

h. (U) Prospective Impact Timelines for Major Secondary Effects. Prospective timeline for the onset of secondary effects for the notional transportation disruption scenario(s) selected in the preceding subparagraph.

1. (U) Generally most container and oil terminals can handle up to one week of disruption without major consequences; however, once the disruption goes beyond this period system wide disruptions begin. The industry generally predicts that for every day of disruption beyond the sixth day at least one month of recovery will be needed to return to normalcy.

2. (U) Bulk agricultural terminals have similar issues as container terminals with similar disruption timelines. The principal difference is the perishable nature of the cargo, agricultural produce. While gain produce can be stored and other produce can be refrigerated or frozen, the resulting delays to market may have significant negative impacts on product freshness and therefore product value.

2. (U) COMMUNICATIONS

a. (U) Communications. Coordination and communication arrangements for recovery planning and operations will address the following considerations.

b. (U) Assume that cellular telephone systems will be “overloaded” and unusable and possibly that landline communications in the affected port are disrupted;

c. (U) If communication (phones and IT) are workable, plan on utilizing Coast Guard’s HOMEPORT portal, conference calls, advisory group meetings, and other methods.

d. (U) The Marine Transportation System Unit (MTSRU) within the Unified Command should develop an incident radio communications plan (ICS form 205) listing coordination assets to per resources needed to include; federal agencies, state and local agencies, and private contractors.

e. (U) Sector San Francisco Bay: coordinate communications with the Unified Commander. Broadcast port security, safety and management instructions using, Marine Safety Information Broadcast (MSIB), Vessel Traffic Service (VTS) Advisories, Broadcast Notice to Mariners (BNTM) and Captain of the Port (COTP) orders as appropriate. Post information on HOMEPORT if available.

f. (U) Pilots, Tugboats, Marine Exchange, Terminals, Facilities and Vessels:
monitor marine broadcast radio bands for UMIB and other announcements from the COTP; if available, periodically review information posted in HOMEPORT, and provide a 24/7 landline contact to the COTP and/or Unified Commander.

g.  (U) Port Stakeholders: monitor marine broadcast radio bands for UMIB and other announcements from the COTP; if available, periodically review information posted in HOMEPORT and regular broadcast news (radio or TV).

3. (U) MTS RECOVERY PLAN VALIDATION

a. (U) Incorporate MTS recovery planning and activities including MTSRU coordination with other agencies, port partners and stakeholders in the COTP’s contingency preparedness and AMS exercise programs.

b. (U) Use actual recovery events to validate MTS recovery plan elements and sub-elements.

c. (U) Validation information will occur through exercises and seminars pursuant to requirements U.S. Coast Guard’s Contingency Planning System (CPS), and Homeland Security Exercise and Evaluation Planning (HSEEP) criteria’s.

1802 (U) ASSUMPTIONS

1802.1 (U) Response Scenarios:

(U) The Response Scenario’s plan considers four general types of port closure scenarios:

1. (U) Maritime Security Level 3 (MARSEC-3) full port closure for 6 or more days, with significant impact upon port infrastructures and transportation systems.

2. (U) Maritime Security Level 3 (MARSEC-3) full port closure for 1-5 days, with moderate to significant impact upon port infrastructures and transportation systems.

3. (U) Maritime Security Level 3 (MARSEC-3) partial port closure, with moderate to mild impact upon port infrastructures and transportation systems.

4. (U) Maritime Security Level 3 (MARSEC-3) temporary port closure (less than 1-day), with minimal to mild impact upon port infrastructures and transportation systems, due to an attack upon another port.

1802.2 (U) Planning Assumptions:

(U) The Planning Assumptions plan makes the following planning assumptions:

a. (U) The threat of a Transportation Security Incident (TSI) within Sector San
Francisco’s COTP zone that causes an increase to Maritime Security (MARSEC) Level Three and associated security measures will necessitate coordinated recovery measures among stakeholders to facilitate restoration of cargo flow.

b. (U) The Federal Maritime Security Coordinator (FMSC) has received permission, or has been directed, to resume Maritime Security (MARSEC) Level 2.

c. (U) Cargo diversions from other areas impacted by a large-scale transportation disruption will necessitate surge prevention and security measures.

d. (U) Large-scale cargo diversions may necessitate reallocation of available Federal agency resources, policy and regulatory waivers to support reestablishment of trade.

e. (U) Most transportation disruptions will occur with little to no warning, except for tropical weather systems for which prediction capabilities will provide advance indicators.

f. (U) A catastrophic event will seriously degrade Coast Guard Sector and stakeholder resources, necessitating reconstitution and large-scale support from resources outside the affected area in order to support and sustain first response and to set the stage for recovery activities.

1802.3 (U) **Example:**

a. (U) Deep Draft Waterways, Ports, Refineries & Terminal, Port Facilities, Bridges, and Public Access facilities have been affected by the TSI.

1900 (U) **Memorandums, Memorandums of Agreement / Understanding**

(U) The following listed document references pursuant to Memorandums, Memorandum of Agreement’s (MOAs), Memorandum of Understanding’s (MOU’s), and Inter-Agency Agreement’s (IIA’s) are available upon request. For more information, contact USCG – Sector San Francisco, Planning and Force readiness Department.

- (U) United States Coast Guard (USCG) and Federal Emergency Management Agency (FEMA) Mission Assignment Operational Acceptance and Execution. [COMDTINST 3006.1 / August 13, 2012]

- (U) National Strategic for Global Supply Chain Security [The White House / President Barack Obama / January 23, 2012]

- (U) Debris Removal from Waterways [FEMA – Region IX / Recovery Policy RP9523.5 / March 29, 2010]
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

- (U) United States Customs and Border Patrol (CBP) and United States Coast Guard (USCG) Protocols for the Expeditious Recovery of Trade. [2009]

- (U) COMDTINST M16000.15A, Marine Safety Manual, Volume X, Interagency Agency Agreements and Acronyms listing. This document list all MOU’s, MOA’s, and IAA’s between the United States Coast Guard and other Federal Agencies. [COMDTINST M16000.15A / October 10, 2002]

- Memorandum of Understanding between the United States Coast Guard and American Salvage Association regarding a Marine Salvage and Firefighting Quality Partnership. [2008]

- Inter-Agency Agreement (IIA) between the United States Navy and the United States Coast Guard for Operation in Oil Spill Clean-up Operations and Salvage. [1982]
## Section 2000

### Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>(U) Mission</td>
<td>30</td>
</tr>
<tr>
<td>2100</td>
<td>(U) MTSRU’s Relationships with Agency’s and Port Stakeholders</td>
<td>32</td>
</tr>
<tr>
<td>2200</td>
<td>(U) Organization’s Roles and Responsibilities pursuant to MTS Recovery</td>
<td>33</td>
</tr>
<tr>
<td>2300</td>
<td>(U) Response Objectives and Priorities</td>
<td>43</td>
</tr>
<tr>
<td>2400</td>
<td>(U) Executing Operational Priorities – Specific Tasking</td>
<td>47</td>
</tr>
<tr>
<td>2500</td>
<td>(U) Executing Operational Priorities – Follow-up Actions</td>
<td>50</td>
</tr>
<tr>
<td>2600</td>
<td>(U) Executing Operational Priorities – Operational Reports</td>
<td>50</td>
</tr>
<tr>
<td>2700</td>
<td>(U) Executing Operational Priorities – Public Affairs</td>
<td>51</td>
</tr>
<tr>
<td>2800</td>
<td>(U) Executing Operational Priorities – Alternative Security Measures</td>
<td>51</td>
</tr>
<tr>
<td>2900</td>
<td>(U) Executing Operational Priorities – Examples</td>
<td>52</td>
</tr>
</tbody>
</table>


**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

**2000 (U) Mission**

2001 (U) **USCG – Sector San Francisco**

(U) Facilitate short-term recovery of the U.S. Marine Transportation System (MTS) in the Captain of the Port (COTP) Sector San Francisco Zone from all hazards that result in transportation disruptions and support an orderly transition to long-term recovery measures, and return all port complex within Sector San Francisco’s Area of Responsibility to its normal or near normal condition of operations following a closure by a Transportation Security Incident.

**2002 (U) USCG – Sector San Francisco’s Marine Transportation System Recovery Unit**

(U) The Marine Transportation System Recovery Unit (MTSRU) facilitates short-term recovery of the Marine Transportation System (MTS) in the Captain of the Port’s Area of Responsibility (AOR) from all hazards triggering a MTS disruptions in the initial post incident phase, and then continue to support an orderly transition to long-term recovery phase in an effort to return the maritime infrastructure within the Captain of the Port’s AOR to its normal or near normal condition of operations by maintain a cohesive relationship with government agencies and private stakeholders to sustain an effective state of readiness level with focus on mitigating marine transportation incidents, minimize impact to commerce, and re-establish the marine transportation system.

**2003 (U) Activation of the MTSRU**

✓ (U) **US Coast Guard – Sector San Francisco’s Marine Transportation System Recovery Unit (MTSRU)** is a specialized unit within the Incident Command System (ICS) trained to address incidents involving MTS disruptions.

✓ (U) The MTSRU is primarily staffed by US Coast Guard personnel, State of California representatives, and augmented with other government and private stakeholder representatives as needed based on the severity of the incident.

✓ (U) In the event of an incident resulting / involving a disruption in maritime commerce that impacts and/or will be responsible for implementing protocols for the Expeditious Recovery of Trade, the MTSRU will immediately be activated within the Incident Command System (ICS) / Unified Command System (UCS).

✓ (U) The MTSRU protocols shall document a process for national level inter-agency and government / private sector collaboration following an incident. This collaboration will provide guidance, when necessary, to federal decision makers that will assist in facilitating private sector MTS recovery activities.

✓ (U) These protocols also establish procedures for communicating vital information about the incident and the responses by Coast Guard units to national level internal and external stakeholders. The protocols include MTS information requirements for local collection that inform national decision makers and assure that consistent information is provided to industry and the public.
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

✓ (U) The collection and analysis of these Essential Elements of Information (EEIs) will allow the Coast Guard to coordinate government agency activities and provide recommendations to address issues concerning national MTS recovery and resumption of trade, if required.

NOTE: Further guidance on the MTS Recovery Unit can be found in the U.S. Coast Guard’s Incident Management Handbook (IMH), 2014 edition.

Additional information can be obtained on the USCG’s web-site at:

http://homeport.uscg.mil/ics

➢ Marine Transportation System (MTS) Recovery: “Initial & Long-term Recovery” [Refer to Chapter 16 in the IMH]

➢ MTS Recovery Unit (MTSRU) [ Refer to Chapter 16 in the IMH]

➢ MTS Recovery Unit Leader (MTSL) [ Refer to Chapter 8-13 in the IMH]
2100 (U) MTSRU’s Relationships with Agency’s and Port Stakeholders

(U) During the Maritime Transportation System Recovery process, USCG – Sector San Francisco’s Maritime Transportation System Recovery Unit (MTSRU) will work with various organization, both private and agency to mitigate port recovery efforts. The following listing’s illustrates various organizations the MTSRU will be working with throughout the operation, but are not limited to;

2101  (U) Commercial Vessel Traffic Flow:

- (U) Vessel Traffic Service (USCG) to coordinate deep water shipping lane traffic.
- (U) Port Administration Traffic Coordinators provides directives for diverting vessel traffic to alternate ports that have capabilities of offloading / loading cargo.
- (U) Local maritime “Marine Exchange” helps coordinate commercial vessel rerouting and commerce flow.
- (U) Bridge Tender (Private and State) coordinates draw bridge traffic flow.
- (U) California Office of Emergency Services – Coastal Region will serve as the conduit between the MTSRU and local jurisdictions (City & County).
- (U) California Department of Transportation / Local Traffic Municipality Departments coordinate and detouring highway traffic and commerce flow.
- (U) Tub Boat companies will provide assistance to commercial vessel traffic.
- (U) Marine Salvage companies to remove debris / obstacles from deep-water channel.

2102  (U) Additional Agencies to consider within the MTSRU:

- (U) California Office of Emergency Services will provide assistance in providing coordination of state emergency assets.
- (U) Federal Emergency Management Agency during the time of a declared declaration (Stafford Act) will provide assistance in providing coordination of state emergency assets and funding strings.
- (U) Criminal Acts: The Federal Bureau of Investigations will coordinate with its Special Agent in Charge as the coordinating officer of the criminal investigation into the incident.
2200 (U) **Organization’s Roles and Responsibilities pursuant to**
**MTS Recovery**

2201 (U) **FEDERAL AGENCIES:**

(U) Federal Agencies provide response resources and coordination in accordance with the National Response Plan, NIMS, and the local DHS interagency MOU establishing a departmental EOC on Coast Guard Island. Generally the NRP breaks down federal agency responsibilities into these areas:

- **(U) United States Coast Guard (USCG)**

  (U) The USCG is a branch of the United States armed forces and one of seven uniformed services. It is unique among other armed forces in that it combines aspects of a maritime law enforcement agency (with jurisdiction both domestically and in international waters), naval military support, and a federal regulatory agency.

  (U) The USCG routinely inspects and assesses the security of U.S. ports in accordance with the MTSA and the Ports and Waterways Security Act. They protect the public, the environment and U.S. economic interests in the Nation’s ports and waterways, along the coast, on international waters and in any maritime region as required to support national security. Every regulated U.S. port facility is required to establish and implement a comprehensive security plan that outlines procedures for controlling access to the facility, verifying credentials of port workers, inspecting cargo for tampering, designating security responsibilities, training, and reporting of all breaches of security or suspicious activity, among other security measures. Working closely with local port authorities and law enforcement agencies, the USCG reviews, approves, assesses and inspects these plans and facilities to ensure compliance.

- **(U) United States Coast Guard – National Vessel Movement Center (NVMC)**

  (U) The USCG operates the National Vessel Movement Center, located in West Virginia. This facility is used to receive the Advance Notice of Arrival (ANOA) for all vessel operators subject to the requirements of Title 33 Code of Federal Regulations, (CFR) Part 160, Subpart C. The ANOA U.S. Ports requires vessels to submit either a 96 hour (foreign voyages) or a 24 hour (domestic voyages) notice of arrival (NOA) to the NVMC.

- **(U) USCG – SECTOR SAN FRANCISCO**

  (U) In reference to US Coast Guard – Sector San Francisco’s overarching roles and responsibilities pursuant to Marine Transportation System (MTS) Recovery planning and readiness is to facilitate MTS Recovery, refer to Section III of this document, titled “Purpose”.
(U) **USCG – SECTOR SAN FRANCISCO – Vessel Traffic Service (VTS)**

(U) VTS is located at Yerba Buena Island in San Francisco Bay. VTS San Francisco is responsible for the safety of vessel movements along approximately 133 miles of waterway from offshore to the ports of Stockton and Sacramento. On May 3, 1995 federal regulations went into effect establishing regulated navigation areas within the San Francisco Bay Region. These regulations, developed with input from the Harbor Safety Committee of the San Francisco Bay Region, were designed to improve navigation safety by organizing traffic flow patterns; reducing meeting, crossing, and overtaking situations in constricted channels; and by limiting vessel speeds.

(U) **United States Army Corps of Engineers (USACE)**

(U) USACE is the coordinating agency for emergency engineering support and construction management of critical port infrastructures recovery USACE is made up of military and civilian engineers, scientists and other specialists that work hand-in-hand as leaders in engineering and environmental matters. The USACE workforce consists of biologists, engineers, geologists, hydrologists, natural resource managers and other professionals. USACE provides responsive engineering services to the nation including; planning, designing, building and operating water resources and other civil works projects (Navigation, Flood Control, Environmental Protection, Disaster Response, etc.).

(U) USACE publishes information about river stages, flood prevention operations, evacuation procedures, and predicted flood crests. They also conduct channel depth surveys, clear obstructions from channels, and restore channels to charted depths through dredging. Information can be obtained from local USACE District personnel for specific areas of responsibility.

(U) **United States Customs and Boarder Protection (CBP)**

(U) The mission of the U.S. Customs and Border Protection is to prevent terrorists and terrorist weapons from entering the United States by eliminating potential threats before they arrive at our borders and ports. CBP uses intelligence and a risk-based strategy to screen information on 100% of cargo before it is loaded onto vessels destined for the United States. All cargo that is identified as high risk is inspected, either at the foreign port or upon arrival into the U.S. The CBP is the unified border agency within DHS. The CBP facilitates legitimate trade while enforcing U.S. trade laws that protect the economy, the health and the safety of the American people. The operational vision for secure borders at the ports of entry is comprised of four elements: advance knowledge, effective inspections, focused security and a secure environment (e.g. developing partnerships, facilities, and processes that strengthen physical security at the ports of entry).
(U) **United States Department of Transportation (DOT)**

(U) Under the National Response Framework the Department of Transportation is the Coordinating and Primary Agency for Emergency Support Function (ESF) #1 – Transportation. ESF-1 provides support by assisting local, state, tribal, territorial, insular area, and Federal governmental entities, voluntary organizations, nongovernmental organizations, and the private sector in the management of transportation systems and infrastructure during domestic threats or in response to actual or potential incidents. Works with primary and support agencies, local and state transportation departments, and industry partners, as well as with input from the National Infrastructure Coordinating Center and Transportation Security Operations Center, to assess and report the damage to the transportation infrastructure and analyze the impact of the incident on transportation operations, nationally and regionally.

(U) **United States Department of Transportation (DOT) - Maritime Administration (MARAD)**

(U) The mission of the Maritime Administration is to improve and strengthen the U.S. marine transportation system to meet the economic and security needs of the Nation. MARAD programs promote the development and maintenance of an adequate, well-balanced United States merchant marine, sufficient to carry the Nation’s domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of service as a naval and military auxiliary in time of war or national emergency. MARAD also seeks to ensure that the United States maintains adequate shipbuilding and repair services, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity for use in time of national emergency.

(U) MARAD provides DOD transportation needs with respect to ships, ports and maritime labor. MARAD is responsible for the availability of merchant shipping in times of war and/or during a national emergency.

(U) **United States Navy – Supervisor of Salvage and Diving (SUPSALV)**

(U) If a federal deep-water channel is obstructed, SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations, and can provide expertise and conduct/support specialized salvage/wreck removal operations. SUPSALV is able to quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. In addition, SUPSALV maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. SUPSALV can also access the Navy’s hydrographic survey assets / capabilities and can provide in-office technical support.
• (U) **U.S. Environmental Protection Agency (EPA)**

(U) The EPA controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances, and provides technical assistance regarding debris removal operations and can conduct removals if funding is identified.

(U) The US EPA and the California Environmental Protection Agency (Cal EPA) have published additional guidelines for hazardous materials for other large scale incidents around the country most recently Hurricane Sandy.

• (U) **Department of Health and Human Services (HHS)**

(U) Coordinating agency for emergency medical support and public health services.

• (U) **Federal Communications Commission (FCC)**

(U) Coordinating agency for emergency communications support and management.

• (U) **National Geospatial Intelligence Agency (NGIA)**

(U) NGIA is a Department of Defense combat-support agency which provides the field with precise, timely geographical intelligence (GEOINT) data, information and products. In addition to supporting combat operations, NGA also supports disaster relief and homeland defense operations by providing GEOINT data, products and analyses to lead federal agencies and first responders.

• (U) **National Oceanic and Atmospheric Agency (NOAA)**

(U) NOAA is the lead federal agency for marine debris and supports research, prevention, and removal of debris/pollution. NOAA has counterparts at the Federal, State, and Local levels, NOAA and their partners work together on planning, data collection, assessment, and reduction of possible impacts to natural resources and coastal communities. NOAA can be one of the leading agencies for disseminating information to the public via their websites and through their many channels. NOAA can generate computer models to simulate the movement of debris or other matters on the water. NOAA can provide trajectory modeling support. NOAA can perform at-sea observations from aircraft, satellite, and vessels, and collecting and logging reports on their website or sharing the information with their many partners.

(U) NOAA as provides Scientific Support Coordination to the Federal on Scene Coordinator (FOSC) during response operations including dispersion modeling for waterborne and airborne hazards. In addition, NOAA has side-scan sonar capabilities for post-storm waterway assessments.
SPECIAL CIRCUMSTANCES

• (U) **U.S. Department of Justice (DOJ) - Federal Bureau of Investigation (FBI)**

(U) The mission of the Federal Bureau of Investigation is to protect and defend the United States against terrorist and foreign intelligence threats. The FBI contributes to port security with a multijurisdictional approach by federal government agencies and local port authorities. At the local level the FBI field offices support the seaports in their territories, by participating in AMSC and providing threat analysis and intelligence reports to their members on matters that affect safe operation of specific port facilities. In addition the FBI works with members of the cruise industry to streamline the process of vetting cruise line manifests of passengers and crew before cruise ships depart ports.

• (U) **Federal Emergency Management Agency (FEMA)**

(U) **Federal Emergency Management Agency (FEMA).** FEMA is the lead federal agency responsible for managing all federal government efforts supporting U.S. territories, state, and local disaster relief operations. FEMA, as directed by Executive Order 12148, "Federal Emergency Management" is responsible for planning, managing, and coordinating Federal responses to all emergencies. FEMA may provide financial assistance to state and local governments and supply mobile emergency communications centers, supplies, and equipment. FEMA can also provide emergency legal, financial, housing, and food assistance to victims of a disaster.

(U) The primary mission of FEMA is to reduce the loss of life and property and protect the nation from all hazards, including natural disasters, acts of terrorism, and other man-made disasters, by leading and supporting a risk-based, comprehensive emergency management system of preparedness, protection, response, recovery, and mitigation.

(U) **Working relationship between FEMA and MTSRU**

(U) In the event of a Stafford Act Declaration, the Emergency Support Function -1 (ESF-1) Transportation Branch positioned within the Joint State / Federal Operations Section will establish a communications conduit with the USCG – Sector San Francisco’s Marine Transportation System Recovery Unit to coordinate maritime vessel movement prioritization of emergency response commodities and general commerce commodities.
STATE AGENCIES:

(U) State Agencies provide response resources and coordination in accordance with the National Response Plan, NIMS, and the State Emergency Plan.

- **California Governor’s Office**

  (U) The Governor is responsible for declaring civil disaster emergencies within the State of California, ordering the activation of National Guard units, formally requesting federal assistance subsequent to a Presidential disaster declaration, and directing and controlling public disaster information.

- **California Governor’s Office of Emergency Services (Cal OES)**

  (U) Cal OES coordinates overall state agency response to major disasters in support of local government. OES is responsible for assuring the state’s readiness to respond to and recover from natural, manmade, and war-caused emergencies, and for assisting local governments in their emergency preparedness, response and recovery efforts. During major emergencies, OES may call upon all state agencies to help provide support. Due to their specialized capabilities and expertise, the California National Guard, Highway Patrol, Department of Forestry and Fire Protection, Conservation Corps, Department of Social Services, Department of Health Services and the Department of Transportation are the agencies most often asked to respond and assist in emergency response activities. OES may also call on its own response resources to assist local government. OES staff members are on call 24-hours a day to respond to any state or local emergency needs.

  (U) Cal OES is responsible for the coordination of activities among local government, state, and federal agencies and voluntary organizations to provide resources and expertise in the areas of preparedness, response, recovery, and mitigation.

- **Cal OES – Region II – Ports and Harbors (Northern Representative)**

  (U) During any Marine Transportation System (MTS) Disruption, California Office of Emergency Service – Region II (Coastal Region) will appoint a Ports & Harbors Emergency Services Coordinator (PH/ESC) representative to be assigned to the USCG – Sector San Francisco’s MTSRU.

  (U) The role of the PH/ESC representative is to assure representation for the maritime community / port stakeholders within California Office of Emergency Service – Region II, and will serve as the conduit between California Office of Emergency Service – Region II’ Region Emergency Operations Center (REOC) and USCG – Sector San Francisco’s MTSRU to assist with courses of actions to support MTS Recovery.
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

- **(U) California State Lands Commission**

  (U) Enactment of the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 expanded the State Lands Commission's responsibilities through the creation of the Marine Facilities Division (MFD). The Commission's efforts include providing the best achievable protection of the marine environment at the state's 80 marine oil terminals, both offshore and onshore. Marine terminal operations are monitored every day of the week by the Commission's Marine Terminal Safety Inspectors working out of their two field offices. Meds goals include; ensuring the safe and pollution-free transfer of crude oil and product between tank vessels and land-based facilities, adopting marine terminal regulations which ensure the best achievable protection of the public health, safety and the environment, and coordinating with federal, state and local agencies having similar goals, to maximize the utilization of limited agency resources while preventing overlap. The MFD commissioner is a major member of several government/industry oversight and coordination groups including the State Oil Spill Technical Advisory Committee and the State Interagency Oil Spill Committee (SIOSC) and its subcommittees. SIOSC works to coordinate state, local and industry oil spill prevention and spill response and contingency planning programs.

- **(U) California State Lands Commission (Northern Representative)**

  (U) During any Marine Transportation System (MTS) Disruption, California State Lands (CSL) – Northern Region will appoint a representative to be assigned to the USCG – Sector San Francisco’s MTSRU.

  (U) The role of the SLC representative is to assure local oil refineries and oil terminals within the Northern California Region’s maritime community are represented, and will serve as the conduit between California State Lands Commission – Northern Region and USCG – Sector San Francisco’s MTSRU to assist with courses of actions to support MTS Recovery.

- **(U) California Department of Transportation (CalTrans)**

  (U) Caltrans manages more than 45,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs; Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration, and the Equipment Service Center. Caltrans strategic goals are safety, mobility, delivery, stewardship and service.

  (U) CalTrans is responsible for planning, designing, and operating streets, highways, bridges, transit systems, airports, railroads and ports to provide for the safe, rapid, comfortable, economical, convenient, and environmentally safe movement of people and goods.
(U) **California Department of Fish and Wildlife – Office of Spill Prevention and Response (OSPR)**

(OSPR) provides the protection of California’s natural resources by preventing, preparing for, and responding to spills of oil and other deleterious materials, and through restoring and enhancing affected resources. OSPR acts as both a prevention and response organization. OSPR is one of the few State agencies in the nation that has both major pollution response authority and public trustee authority for wildlife and habitat. This mandate ensures that prevention, preparedness, restoration and response will provide the best protection for California’s natural resources.

(U) **California Fish & Wildlife – OSPR (Northern Representative)**

(U) During any Marine Transportation System (MTS) Disruption involving oil/hazardous materials pollution, California Fish & Wildlife – Office of Spill Prevention and Response (OSPR) will appoint a representative to be assigned to the USCG – Sector San Francisco’s MTSRU.

(U) The role of the OSPR representative is to serve as the conduit between California Fish & Wildlife and USCG – Sector San Francisco’s MTSRU with focus on utilizing best practices in protecting California’s natural resources (wildlife and habitat) during the development of courses of actions to support MTS Recovery.

(U) **California Army National Guard (ARNG) – Civil Support Communications Unit (J-6)**

(U) In an event resulting in the USCG – Sector San Francisco’s Incident Command Post (ICP) to suffering a communications breakdown/failure, upon request to the J-6, the ARNG’s Civil Support Unit (IC4U) can provide emergency communications backup support to the ICP enabling Sector San Francisco to re-establish emergency communication continuity.

(U) **Water Emergency Transportation Authority (WETA)**

(U) WETA can provide emergency ferry service throughout the San Francisco Bay Region during and after an incident. WETA will follow the orders of the COTP. WETA will follow and fulfill orders from MTC and support the OAs directly.
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

2203 (U) COUNTY AGENCIES:

- (U) County Fire Departments: Provide shore side firefighting support at facilities and sites in the applicable city. They maintain evacuation plans for the city and employ HAZMAT teams.

- (U) County/OPAREA OES: Provide coordination of emergency response activities and specialized response services. These offices work closely with California OES to coordinate local or regional response activities.

- (U) County Sheriff Departments: Assist in investigations involving shore side facilities outside city limits. They generally maintain information on local threats and activities; assist in investigations, searches and pursuits in remote areas around applicable cities. The departments often operate small watercraft.

2204 (U) CITY AGENCIES:

- (U) City Agencies and Port Authorities provide response resources and coordination in accordance with the State Emergency Plan. City Agencies and Port Authority are generally responsible for coordinating emergency response activities and providing initial response services within their jurisdictions. These offices work closely with County and State OES to coordinate regional response activities.

- (U) City Emergency Operations Centers (EOC): provide coordination of emergency services and operations for the city and county region.

- (U) City Fire Departments: Provide shore side firefighting support at facilities and sites in the applicable city. They maintain evacuation plans for the city and employ HAZMAT teams.

- (U) City Police Departments: Assist in investigations and patrols shore side within the applicable city. They also provide traffic control, information on local threats and activities, dive teams and assist in apprehension and detention of suspects.
(U) **Local Support.** In addition to the structured involvement of stakeholders through the AMSC venue the MTSU will consider establishing ongoing work relationships with emergency management planning staffs at the state and regional levels and on the local military installations.

(U) **Maritime Committees – Area Maritime Security Committee (AMSC) and Harbor Safety Committees (HSC):** The AMSC and HSC are core group where the critical maritime stakeholders and members of the Recovery Group will likely be drawn from to form the MTSRU. Many of the various Industry groups in the COTP’s AOR are active AMSC and HSC members, and provide critical support and subject matter expertise to the MTSRU.

(U) **Maritime Industry Port Stakeholders:** Stakeholders will be valuable resources of information regarding incident effects, and the post-incident performance levels and implications for the national security and defense, economy, and CI/KR sectors. Vessel and facility operating companies will be principally engaged in restoring their infrastructure.

(U) **Marine Transportation Related (MTR) Facility Owners and Operators:** Responsible for the operational safety and physical security of their facilities in accordance with applicable laws and regulations.
2300 (U) Response Objectives and Priorities

2301 (U) Response Objectives:

(U) The overall objective of this plan is to facilitate MTS recovery, including restoration of functional capabilities and the resumption of trade. Supporting objectives include, but are not limited to:

1. (U) Response to all contingencies in the maritime domain must be informed by impacts of that response on the MTS. To achieve this goal the Best Response Model (See “Best Response Model”, Figure 1.2., Section 2303) will be considered and implemented when possible to ensure economic needs and functions are appropriately addressed during all response operations.

2. (U) Embedding a focus on MTS infrastructure recovery into the incident management organization by establishing USCG – Sector San Francisco’s Marine Transportation System Recovery Unit (MTSRU) either within the Planning Section and/or Command Staff of the Incident Command System (ICS). Placement level of the MTSRU within the Unified Command organization will be based upon the severity of the of the incident and/or decision of the Captain of the Port (COTP).

(See “Economic Function: Recovery Planning Model”, Section 2303)

3. (U) This plan supports other Incident Management Plans, including the Area Contingency Plan, Area Maritime Security Plan, Marine Salvage Plan, and Heavy Weather Plan. Supporting objectives and guiding principles include but are not limited to:

a. (U) Mitigation of the MTS impacts of the incident based on social stability need, trade, and the economy.

b. (U) Identifying resources, agencies involved, incident effects, and courses of action for the recovery of public maritime infrastructure such as ATON, communications systems, and federal channels.

c. (U) Prioritizing MTS recovery operations, including aids to navigation (ATON) and waterways, as appropriate.

d. (U) Identifying and prioritizing cargo streams and efforts to aid in the recovery of maritime CI/KR and supporting maritime infrastructure.

e. (U) Coordination of salvage response and marine debris removal.

f. (U) Development, preparation and maintenance of Essential Elements of Information (EEI) and any other appropriate measures needed to support recovery planning and operations.
g. (U) Tracking and reporting the status of MTS infrastructure recovery through the use of consistent EEIs; and

h. (U) Facilitation of a return of the MTS to pre-incident operational capabilities. An incident or incidents may have profound effects on trade patterns and business interests. A return to pre-incident operational capability of the MTS does not necessarily mean that there will be a corresponding return to pre-incident trade patterns and conditions, although facilitation of the latter is a goal of this plan.

i. (U) MTSRU will develop preparation strategies to transition from the emergency response phase, into the recovery phase of the MTS Recovery processes until the port infrastructure is back to a normal state of operations.

2302 (U) MTSRU’s Response Prioritization Assumptions:

(U) The overarching objective of this plan is to reopen ports closed by a TSI as quickly and efficiently as possible, to mitigate the economic impact of the TSI to the region and the nation.

(U) At the time of an incident resulting in a MTS disruption, USCG – Sector San Francisco will stand up the Marine Transportation System Recovery Unit (MTSRU) to address Marine Transportation System (MTS) Response / Recovery operations to reopen the MTS as quickly and efficiently as possible, to mitigate the economic impact to the region and the nation as follows, but not limited to:

1. (U) Initiate the USCG – Sector San Francisco’s MTSRU;

2. (U) Engage all representatives from federal and state agencies pre-assigned to the MTSRU;

3. (U) Compile initial impacts of the port closure;

4. (U) Open Communication with all MTS stakeholders impacted by the MTS disruption;

5. (U) Prioritization of maritime cargo/commerce crucial to supporting society’s social and economic stability based on situational need;

6. (U) Identifying and prioritizing cargo streams and efforts to aid in the recovery of maritime infrastructure;

7. (U) Open deep-draft shipping channels;

8. (U) Open the port complex, shipping terminals and facilities;
9. (U) Development, preparation and maintenance of Essential Elements of Information (EEI) and any other appropriate measures needed to support recovery planning and operations;

10. (U) Tracking and reporting the status of MTS infrastructure recovery through the use of consistent Essential Elements of Information (EEI’s) and Common Assessment Reporting Tool (CART);

11. (U) If needed, coordination of Marine Salvage and Marine Debris removal operations; and

12. (U) Prepare for transitioning from MTS Response to Short-term / Long-term Recovery operations.

2303 (U) Best Response Model and Economic Function Recovery Model

1. (U) The Best Response Model for all-hazard incident management, a proven model of successful response management, links seven (7) critical Stakeholder Functions with Operational Functions (i.e. operational response activities) that must all be considered and addressed together to achieve a successful response. Figure 1.2 displays the 7 critical Stakeholder Functions that should be considered in a successful response.

![Diagram of Best Response Model (Stakeholder Functions)](image-url)
2. (U) The critical Stakeholder Function that is clearly linked with MTS Recovery is the **Economic Function** (highlighted in blue). Aligning MTS Recovery Planning with this model ensures MTS Recovery is considered for each incident management planning activity. As depicted in **Figure 2.2**, the **Economic Function** of the Best Response Model best represents the area of focus for the MTS Recovery Unit (MTSRU) and can be expanded to develop an MTS Recovery response strategy.

![Economic Function Diagram]

3. (U) The four distinct functions that the MTSRU, as supported by the MTS Stakeholders (selected AMSC Recovery Group members), will focus on are:

   - Essential Element Restoration and Resource Identification
   - Baseline Essential Element Reporting
   - Stakeholder developed Courses of Action and validation of MTS Recovery activities
   - Appropriate prioritization of vessels and cargoes (if required) to ensure national level priorities and local needs are aligned.

4. (U) Operational missions and functions (Infrastructure Safety activities, Environmental Response activities, and MTS Restoration activities) are informed by the MTSRU recommendations. Operational MTS Recovery missions are all concurrent operations within the incident management. This process assures MTS Stakeholder participation and input into the incident planning process, executing daily action plans, and ultimately the successful management of the initiating event with the ultimate goal of achieving an acceptable level of post-incident recovery.
2400 (U) Executing Operational Priorities – Specific Tasking

2401 (U) MTS recovery recommendations are provided to the Incident Commander by a Marine Transportation System Recovery Unit (MTSRU) under the direction of the MTS Recovery Unit Leader (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 decisions of the Unified Command regarding opening/clearing/repair of waterways and supporting infrastructure will have far reaching impacts on the local and national economies and potentially impact the national defense posture and other regional recovery efforts. These decisions may also be influenced by the impact to international commerce?

2402 (U) National Level Priorities

(U) For the purpose of advance planning, guidelines for understanding potential National Level Cargo Priority needs have been established in protocol developed jointly by the U.S. Department of Homeland Security, U.S. Coast Guard, and U.S. Customs and Border Protection. These priorities are:

1. National response supplies
2. National recovery supplies
3. National defense materials
4. Other national priority cargo
5. Local response supplies
6. Local recovery supplies
7. Local fuels and energy cargo
8. Local consumption food
9. Other local priority cargo
10. All other cargo

(U) Many factors could amplify, modify, or reprioritize this list both before and during an incident. These decisions, while based in part on the assessments of the local Unified Command, will also be guided by the DHS Joint Field Office, the National Infrastructure Coordinating Center, and the relevant Sector Coordinating Councils and Infrastructure Sector Advisory Committees. The guidance to the MTSRU as to how to incorporate national level needs should come from the Unified Command through the normal ICS processes.

2403 (U) Local Level Priorities

(U) The following local level priorities have been developed as result of feedback and lessons learned since 2008 from MTS Recovery meeting, drills and exercises involving local industry and agency stakeholders.
(U) Local Priorities – Maritime Infrastructure and Facilities

1. Waterways
2. Public safety facilities
3. Surface transportation infrastructure
4. Military facilities
5. Utilities and basic services
6. Facilities supporting national level response and recovery efforts
7. Facilities supporting state and regional response and recovery efforts

(U) Local Priorities – Maritime Vessel Movement

1. Vessels in extremis (force majeure)
2. National level priority cargo
3. Local response and recovery cargo
4. Local consumption cargo/fuels
5. Perishable foods and livestock
6. Petroleum cargo for refineries/pipelines
7. Support of humanitarian efforts OCONUS
8. All other cargo based on rules recommended by the MTSRU and approved by Unified Command/COTP

(U) All waterways, channels, pier faces and anchorage areas in the COTP zone will have to be surveyed for damage prior to the resumption of vessel traffic. When developing vessel movement priorities, the MTSRU will take into account vessel characteristics (cargo, draft, height, port state or security restrictions), waterway restrictions (draft, air gap, visibility, sea state, tug & pilotage requirements), as well as facility restrictions (berth availability, power, security, availability of labor).

2404 (U) Specific Tasking

1. (U) Initial actions are taken by port stakeholders in accordance with their approved facility/company/vessel MTS Recovery Plans and/or security plans, and any further guidance provided by the COTP. (Note: Port stakeholders with approved security plan must report implementation of their plan’s requirements to the COTP within 12-hours of notification).

2. (U) MTSRU works with port stakeholders to develop a detailed port reopening plan based on the current port situation, and prepares to transition into MTS Recovery phase of the operation.
3. (U) Sector San Francisco Bay: implement change in MARSEC level operations in accordance with established operations plans and instructions provided by CCGD11 or PACAREA. Notify port stakeholders and visiting vessels of MARSEC level changes and monitor implementation reports. Issue UMIB, MSIB and COTP orders as necessary. MTSRU works with port affected port stakeholders to develop a shipping movement plan. The following members are, but not limited to:

- Facility/Terminal Operators,
- Vessel Agents,
- Pilots,
- Tugboat Operators,
- Marine Exchange,
- Harbor Safety Committee members, and
- Area Maritime Committee members.

4. (U) Facilities: implement security plan requirements and notify any vessels at the facility of MARSEC level changes, revise Declarations of Security as needed. Coordinate berth availability with the vessels awaiting cargo operations and the COTP to aid development of a shipping movement plan.

5. (U) Vessels: implement security plans requirements and notify the facility of MARSEC level changes, revise Declarations of Security.

6. (U) Customs and Border Protection: coordinate cargo inspections to meet inspection requirements and facilitate expedited cargo movement following prolonged cargo movement delays.

7. (U) Federal, State and Local Agencies: continue operations in support of existing emergency response plans and National Response Plan emergency support functions.

8. (U) The Area Maritime Security Committee: should meet with the Federal Maritime Security Coordinator to select the five to seven members of the Port Advisory Group.

9. Advisory Sector. The Port Advisory Sector would be a technical unit within the Area/Unified/Incident Commander’s planning section and available to the IC for specific advice about port issues during planning or other meetings as necessary. The members of the Sector should be available to the IC on a 24/7 basis throughout the crisis management operational phase and readily available during the consequence management operational phase.

10. (U) The Ferryboat Operators: implement security plans in accordance with current MARSEC level, continue operations in accordance with COTP orders and within current MARSEC level, plan to conduct operations using alternate sites, and plan to support mass casualty evacuation from the incident site in accordance with the vessel mutual assistance plan and IC/UC incident action plans.
2500 (U) Executing Operational Priorities – Follow-up Actions

(U) The following “Follow-up Actions” are taken after the initial steps to reopen the port are started.

1. (U) MTSRU: begin port recovery operations, and begin development of a long-range plan to repair/replace damaged/destroyed port infrastructures, and begin comprehensive damage assessments.

2. (U) Sector San Francisco Bay: implement the approved shipping movement plan and monitor ship movements, continue vessel escorts as necessary, coordinate port management with the Unified Commander.

3. (U) Facilities: implement security plan actions as needed, conduct a damage or status assessment and report to the COTP or Unified Commander as directed, and change.

4. (U) Vessels: implement security plan actions as needed, conduct a damage or status assessment and report to the COTP or Unified Commander as directed, and change MARSEC level as directed. Conduct cargo operations in accordance with the shipping movement plan.

5. (U) MTSRU: develop a prioritized ship movement plan in consultation with the AMSC Advisory Technical Sector and Port Authorities.

6. (U) Customs and Border Protection: continue cargo inspections to meet inspection requirements and facilitate expedited cargo movement following prolonged cargo movement delays.

7. (U) Federal, State and Local Agencies: continue operations in support of existing emergency response plans and National Response Plan emergency support functions.

2600 (U) Executing Operational Priorities – Operational Reports

1. (U) MTSRU: provide situation reports (SITREPS) to Unified Commander, area commander and/or Regional Response Coordination Center (RRCC) / Joint Field Office (JFO) as requested.

2. (U) Sector San Francisco Bay (when not the UC): MTSRU provide situation reports (SITREPS) to Commander, Eleventh Coast Guard District at least daily or per operational period.
2700 (U) Executing Operational Priorities – Public Affairs

1. (U) Public Affairs: The general goal of public information management should be to use the mass media as an information conduit from the IC/UC to the general public. The IC/UC information officer’s goals should be to “speak to the media with a single voice”, provide information to the public that keeps them informed as to events, enlist the public’s cooperation and assistance. Refer all media inquiries to the Joint Information Center (JIC).

2. (U) Unified (Incident) Commander: provide a Joint Information Center (JIC) in support of public affairs with representatives from each jurisdiction, to facilitate a coordinated public information message; if necessary, provide a representative to the Joint Field Office’s JIC.

3. (U) Sector San Francisco Bay: request Public Affairs support from the Eleventh Coast Guard District to provide a representative to the Unified Commander’s JIC.

4. (U) Port Stakeholders: provide a representative to the Unified Commander’s JIC in support of a coordinated public information message.

2800 (U) Executing Operational Priorities – Alternative Security Measures

1. (U) One or more of the following measures may be considered in lieu of completely closing all the ports of the San Francisco Bay Area in response to a TSI or its threat:

   a. (U) Shutting down only those industries, modes of transportation, or infrastructures under threat or attack.

   b. (U) Imposing increased port protective measures to mitigate/interdict the threat by means of temporary COTP orders, safety and security zones.

   c. (U) Imposing increased shipping traffic controls by requiring that all vessel movements first have COTP approval.

   d. (U) Imposing a temporary ban on recreational boat transits and marine events in the affected waterways.

2. (U) Key drivers to be considered are:

   • (U) Intelligence: is the information received reliable and specific enough to be actionable, or are the consequences of not acting too great to ignore.

   • (U) Location: is the TSI a local event (within the FMSC area of responsibility) or remote (outside the FMSC area of responsibility) but requires actions to provide increased local infrastructure protective measures.
2900 (U) Executing Operational Priorities – Examples

a. (U) Specific and actionable intelligence is obtained by the FMSC that attacks are imminent against the ferryboat industry in several major cities. The FMSC may:

   • (U) Call an emergency meeting of the AMS Committee,
   • (U) Impose, by COTP order, extra security measures to be taken by the ferryboat industry including increased security patrols, monitoring and access controls, and passenger/cargo screening,
   • (U) Increase the MARSEC level in the port, or
   • (U) Shut down ferryboat operations until the threat has passed.

b. (U) A terrorist attack, attributed to a domestic ecological terrorist Sector, has been committed against several oil facilities in Richmond Inner harbor and the Richmond Long Wharf. The FMSC may:

   • (U) Call an emergency meeting of the AMS Committee,
   • (U) Impose, by COTP order, extra security measures to be taken by other oil and chemical facilities in the area of responsibility,
   • (U) Impose shipping traffic controls via VTS, diverting shipping to Anchorage 9,
   • (U) Impose a temporary ban on marine events,
   • (U) Increase the MARSEC level in the port, and
   • (U) Close federal waterways north of Angel Island.
Section 3000

Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000</td>
<td>(U) Execution of MTS Recovery Operations</td>
<td>54</td>
</tr>
<tr>
<td>3100</td>
<td>(U) Concept of Operations</td>
<td>54</td>
</tr>
<tr>
<td>3200</td>
<td>(U) Tasking – Assumptions</td>
<td>55</td>
</tr>
<tr>
<td>3300</td>
<td>(U) Tasking – Marine Transportation System Recovery Unit</td>
<td>55</td>
</tr>
<tr>
<td>3400</td>
<td>(U) Tasking – MTS Recovery – Initial Actions</td>
<td>58</td>
</tr>
<tr>
<td>3500</td>
<td>(U) Tasking – Follow-up Actions</td>
<td>59</td>
</tr>
<tr>
<td>3600</td>
<td>(U) Employment</td>
<td>59</td>
</tr>
<tr>
<td>3700</td>
<td>(U) Deployment</td>
<td>61</td>
</tr>
<tr>
<td>3800</td>
<td>(U) Coordinating Instructions</td>
<td>61</td>
</tr>
<tr>
<td>3900</td>
<td>(U) Reporting Requirements</td>
<td>61</td>
</tr>
</tbody>
</table>
3000 (U) Execution of MTS Recovery Operations

3100 (U) Concept of Operations

3101 (U) Maritime Incident Commander’s Intent. Provide a coordinated, cooperative, and mutually supporting recovery framework and strategy for MTS stakeholders. Initiate unified incident management, system stabilization, recovery assessments and planning, and engagement of relevant stakeholders following an incident or threat of an incident which results in a transportation disruption. Coordinate the safe, secure, and efficient short-term recovery of the MTS, including partial restoration of critical functions and services. Incident communications, coordination, requests for support, infrastructure liaison, and similar needs and issues will be guided by the NRF.

3102 (U) The COTP will work in conjunction with other agencies, advisory groups, partners, and stakeholders through the NIMS to coordinate recovery of the MTS following an incident that necessitates execution of this plan. The establishment of a MTSRU will be a critical component of this coordinated effort and will be conducted according to Reference (n).

3103 (U) Sector San Francisco Bay (when not the Unified Commander): provide situation reports (SITREPs) to Commander, Eleventh Coast Guard District at least daily or per operational period.

3104 (U) When the Unified Commander is Sector San Francisco Bay; the planning section chief should develop JOPES formatted plans and message traffic for vertical agency communications and coordination in addition to the normal Incident Command System (ICS) incident action planning. To accomplish this, the planning section should have a Joint Operations Planning and Execution System (JOPES) technical unit dedicated to developing JOPES formatted plans and messages to facilitate agency vertical communications. Note: The primary user of JOBES is the Department Of Defense.

3105 (U) The Coast Guard COTP / FMSC will work in conjunction with other agencies, advisory groups, partners, and stakeholders through the NIMS to coordinate and facilitate recovery of the MTS following an incident that necessitates execution of this plan. The establishment of a MTSRU will be a critical component of this coordinated effort.

3106 (U) A principal focus will be to reopen ports and waterways to support response and recovery operations, and the resumption of maritime commerce.

3107 (U) MTS recovery planning will be informed by References (c) through (g), and (k) through (q).

3108 (U) MTSRU functions will be guided by References (c) through (f), (n), (o), and (q).

3109 (U) The principal focus of the plan will be to reopen ports and waterways to support response and recovery operations, and to resume maritime commerce.
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

### 3200 (U) Tasking – Assumptions

3201 (U) Initial actions will be taken by stakeholders under their existing contingency, continuity of government, and/or continuity of operations plans, as appropriate.

3202 (U) USCG – Sector San Francisco’s COTP will establish a MTSRU after incident response has been initiated and the Incident Commander has identified significant impact(s) to the MTS. MTSRU responsibilities will be guided by References (f), (g), and (n).

3203 (U) The MTSRU will either be established within the Planning Section and/or Command Staff of the Incident Command System (ICS). Placement level of the MTSRU within the Unified Command organization will be based upon the severity of the of the incident and/or decision of the Captain of the Port (COTP).

3204 (U) The MTSRU will establish contact and coordinate with stakeholders identified in the EEIs as soon as possible to conduct an initial impact assessment measured against baseline performance and functional information.

3205 (U) The MTRSU will determine the impact of the disruption on MTS stakeholders (including national defense/security interests, CIKR, other commerce, etc.), assist the COTP in determining priorities and coordination required for recovery activities (e.g., clearing and marking waterways, responding to environmental hazards, reconstituting facilities and infrastructure, etc.). Collaboration with other agencies, partners, and stakeholders will be principal resources for post-incident recovery planning.

3206 (U) The MTSRU will forward recovery assessment and analysis information up to the IC/UC with recommendations on where to focus operational efforts. The IC/UC will use these inputs as guidance for coordinating recovery efforts through the Operations Section.

3207 (U) Feedback about implementation of MTS recovery measures and resulting effects on performance and functionality will be considered in forming subsequent MTSRU recommendations.

### 3300 (U) Tasking – Marine Transportation System Recovery Unit

3301 (U) Upon initiation of an IC/UC response to an incident, USCG – Sector San Francisco’s Marine Transportation System Recovery Unit (MTSRU) will either be established within the Planning Section and/or Command Staff of the Incident Command System (ICS). Placement level of the MTSRU within the Unified Command organization will be based upon the severity of the of the incident and/or decision of the Captain of the Port (COTP). The MTSRU will:

(a) (U) Arrange for and supplement Marine Transportation System Recovery Unit (MTSRU) resources as necessary.
(b) (U) Verify / identify resources needed to accomplish the mission, and coordinate with other government agencies and port stakeholders to identify available resources. Note: Utilize asset availability in the Marine Salvage Response Plan (Appendix Section) when applicable.

(c) (U) Coordinate advisory support with port stakeholders commensurate with the situation. Use the Coast Guard HOMEPORT portal as a primary coordination medium, if available.

(d) (U) Assess Marine Transportation System (MTS) recovery needs and issues and formulate the results into recommendations presented to the Incident Command / Unified Command via the National Incident Management System (NIMS) planning process.

(e) (U) Immediately assign the MTSRU within USCG – Sector San Francisco’s Unified Command, and task the MTSRU with developing MTS recovery elements of the Incident Action Plan (IAP).

3302 (U) Immediately establish communications framework and connectivity with partners and stakeholders.

3303 (U) Attain and maintain situational awareness throughout the incident.

3304 (U) Determine and report MTS status and impacts using EEIs that concisely quantify the status of the MTS, including apparent effects / damage and disruption of marine and inter-modal transportation.

3305 (U) Determine and report MTS supply chain, cargo stream (including critical cargo), passenger flow, and economic impacts.

3306 (U) Determine and report status of other infrastructure needed to support MTS functions / recovery.

3307 (U) Determine needs for follow-up damage and impact assessments.

3308 (U) Develop MTS recovery priorities and recommendations, correlated with national level priorities.

3309 (U) Develop an MTS recovery plan as a supporting document for the IAP.

3310 (U) Determine access and mobility needed for key personnel.

3311 (U) Identify and report need for policy and regulatory waivers to support resumption of trade.
(U) Determine needs, arrange for, and coordinate provisions of salvage response using Sector San Francisco’s Maritime Salvage Response Plan (MSRP) provisions, as appropriate. These plans may be adapted for use during all forms of transportation disruptions affecting marine transportation infrastructure or the flow of maritime trade through the AMS area. The overarching objective of salvage response is to ensure that ports and waterways are cleared, facilitating the reestablishment of the flow of maritime commerce through the ports as efficiently and quickly as possible after a TSI.

(a) (U) Upon establishment of a unified command, the Marine Salvage Response Plan and Area Contingency Plan (ACP) will become supporting plans for incident management.

(b) (U) The SAFE Port Act, reference (c), which requires the Maritime Salvage Response Plan, does not provide authority or funding mechanisms for performing salvage operations. The Marine Salvage Response Plan will be used as a coordination and procedural medium to support identification and application of existing salvage authorities and funding mechanisms when salvage response becomes necessary to facilitate resumption of trade and to assist in restoring functional performance of the MTS.

(c) (U) The Area Contingency Plan will be used to guide salvage operations conducted as elements of oil and hazardous materials response activities.

(U) Implementation of recovery strategy.

(a) (U) Monitor the impact of MSTRU Recommendations on MTS Recovery.

(b) (U) Measure the effectiveness of the recovery actions and adjust as necessary.

(c) (U) Industry stakeholders will advise the MTSRU of their progress in increasing productivity to meet critical needs. Stakeholder progress will validate the MTSRU recommendations and projections of future productivity/functionality will shape future MTSRU recommendations, creating a feedback loop.

(U) Coordinate with the Infrastructure Liaison Officer (ILO) assigned to the “Recovery Support Function- Infrastructure Systems (RSF-IS)” located at the Joint Field Office (JFO) (if established) for recovery support, including identification of recovery issues for which Federal Emergency Management Agency (FEMA) mission assignments under Stafford Act disaster declarations (reference (s) may be appropriate.

(U) Determine maritime security measures needed to support MTS Recovery.

(U) Prepare Demobilization report. Upon demobilization, the MTSRU will submit a demobilization report to the Incident Command / Unified Command. This report will include a list of recommendations of interagency or higher authority actions pertaining to MTS restoration. As restoration to 100% pre-incident productivity/functionality is often beyond the capabilities of the incident command, this MTSRU report will be beneficial in guiding action long after incident command is stood down.
3400 (U) Tasking – MTS Recovery: Initial Actions

3401 (U) Sector San Francisco’s Captain of the Port (COTP) will implement change in MARSEC level operations in accordance with established operations plans and instructions provided by CCGD11 or PACAREA. Notify port stakeholders and visiting vessels of MARSEC level changes and monitor implementation reports. Issue UMIB, MSIB and COTP orders as necessary. Develop a shipping movement plan coordinated with the AMSC Advisory Technical Group, composed of members from:

- Pilots,
- Tugboat Operators,
- Marine Exchange,
- Facility/Terminal Operators,
- Vessel Agents, and
- AMS Committee.

3402 (U) Sector San Francisco’s Captain of the Port (COTP) and Vessel Traffic Service (VTS) develop a prioritized ship movement plan in consultation with the AMSC Advisory Technical Group and Port Authorities.

3403 (U) The Area Maritime Security Committee: should meet with the Federal Maritime Security Coordinator to select the five to seven members of the Port Advisory Group. The Port Advisory Group would be a technical unit within the Area’s Unified Command / Incident Commander’s planning section and available to the IC for specific advice about port issues during planning or other meetings as necessary. The members of the group should be available to the IC on a 24/7 basis throughout the crisis management operational phase and readily available during the consequence management operational phase.

NOTE: Further guidance on the MTS Recovery Unit can be found in the U.S. Coast Guard’s Incident Management Handbook (IMH), 2014 edition.

Additional information can be obtained on the USCG’s web-site at:

http://homeport.uscg.mil/ics

- Marine Transportation System (MTS) Recovery: “Initial & Long-term Recovery” [Refer to Chapter 16 in the IMH ]
- MTS Recovery Unit (MTSRU) [ Refer to Chapter 16 in the IMH ]
- MTS Recovery Unit Leader (MTSL) [ Refer to Chapter 8-13 in the IMH ]
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

3500 (U) Tasking – MTS Recovery: Follow-up Actions

3501 (U) Follow-up Actions are taken after the initial steps to reopen the port are started.

3502 (U) Unified (Incident) Command shall initiate port recovery operations (the UC / IC may become the Office of Emergency Services representative). In certain invents involving criminal intent / activity, the FBI will initiate investigation and begin the development of a long-range plan to repair / replace damaged / destroyed port infrastructures, and begin comprehensive damage assessments.

3503 (U) Sector San Francisco’s COTP, working with VTS, will implement the approved shipping movement plan and monitor ship movements, continue vessel escorts as necessary, coordinate port management with the Unified Commander.

3504 (U) Sector San Francisco’s COTP, working with VTS will develop a prioritized ship movement plan in consultation with the AMSC Advisory Technical Group and Port Authorities.

NOTE: Further guidance on the MTS Recovery Unit can be found in the U.S. Coast Guard’s Incident Management Handbook (IMH), 2014 edition.

Additional information can be obtained on the USCG’s web-site at:

http://homeport.uscg.mil/ics

➢ Marine Transportation System (MTS) Recovery: “Initial & Long-term Recovery” [Refer to Chapter 16 in the IMH ]

3600 (U) Employment

(U) U.S. Coast Guard – Sector San Francisco’s COTP and subordinate units will manage Risk-Based Decision Making for Coast Guard units using Operational Risk Management (ORM) principles contained in Reference (q). COTPs/FMSCs need to account for different philosophies and limits on risk used by other responding (government and non-government) organizations when planning and managing appropriate courses of action. Care should be taken to maintain continuity of operations and limit risk to response personnel and assets when developing and executing recovery operations.

3601 (U) Self-Preservation. Prior to rendering aid to local or state agencies, all Sector units, partners and stakeholders will act to ensure the survivability and protection of their own assets and personnel and continuity of operations. This responsibility does not preclude coordination and communication with other agencies.

3602 (U) Life Saving. Initial response activities should focus on saving or protecting lives, including evacuating/rescuing people from the impacted areas.
(U) **Reconstitution.** The Coast Guard, other agencies, partners and stakeholders will, if necessary, reconstitute their functional capabilities and resources according to their respective continuity of operations and/or business continuity plans.

(U) **Statutory and Regulatory Responsibilities.** Certain statutory responsibilities of the Coast Guard and other agencies will need to be maintained or addressed following an incident. Adjustments to plans may be made consistent within the limits of discretionary authority and available resources to maintain vital functions and services. Policy and regulatory waivers will be addressed according to need.

(U) **Short-term (less than 90 days) Recovery Planning and Operations.** Coast Guard, partner, and stakeholder resources should be employed as available and appropriate to execute the tasks identified in this plan and the recovery elements of the Incident Action Plan (IAP).

(U) **Safety.** Each participating organization is responsible for complying with applicable safety rules and regulations, as well as incident-specific and site-specific safety requirements promulgated by proper authority. All recovery activities will be coordinated with the IC/UC (when established), and other participating entities as appropriate to avoid mutual interference.

(U) **Force Protection.** Each participating organization is responsible for its own force protection measures. Force protection will be coordinated through the Unified Command, if established.

(U) **Security of Recovery Resources.** Each organization is responsible for providing security for its own recovery resources (e.g. personnel, pre-staged equipment, food, emergency potable water, portable generators, and medical supplies). Security needs that exceed a providing organization’s organic capabilities will be brought to the attention of the IC/UC.

(U) **Demobilization.** Resources employed for response and short-term recovery should be released when no longer needed. For planning purposes, infrastructure restoration should progress sufficiently to enable a transition from short-term to long-term recovery. The MTSRU will assist in preparing for this transition, and will identify and document issues impacting long-term MTS recovery. Prior to its demobilization, the MTSRU will prepare a list of issues impacting MTS restoration as part of its demobilization report to the IC/UC. The report will include the status of port recovery (including the level of restoration by EEI), a list of (legal, regulatory, or policy) issues that need attention to resolve outstanding MTS infrastructure problems, and a list of stakeholder concerns regarding infrastructure restoration.
3700 (U) Deployment

3701 (U) Resource deployments will be conducted by participating organizations according to their procedures and will be coordinated through the Unified Command, when established.

3800 (U) Coordinating Instructions

3801 (U) Initial Actions: are taken by port stakeholders in accordance with their approved facility/company/vessel security plans and any further guidance provided by the COTP. Port stakeholders with approved security plan must report implementation of their plans requirements to the COTP within 12-hours of notification.

3802 (U) Coordination with the AMSC, Area Committee, and other stakeholders will be primarily through the use of the communications protocols/procedures identified within Section 3400 of the AMSP. Conference calls, meetings, and other communications and coordination methods may also be used as appropriate to the situation. And MTS function and condition information will be shared among stakeholders as necessary to coordinate MTS recovery.

3803 (U) The MTSRU is authorized direct liaison with all port stakeholders, industry, government agencies, as necessary in the performance of its assigned functions, while performing under this plan.

3804 (U) The Coast Guard’s Sector Specific Agency (SSA) responsibilities for security of CIKR per Reference (c) will function concurrently with incident management activities.

3900 (U) Reporting Requirements

3901 (U) MTS recovery information and assessments will be reported in accordance with Reference (n).

3902 (U) MTS recovery information and assessments will be reported consistent with applicable requirements. Reports will include condition changes and will be correlated with EEI’s
# Section 4000

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4000</td>
<td>(U) Administration and Logistics</td>
<td>63</td>
</tr>
<tr>
<td>4100</td>
<td>(U) Concept of Support</td>
<td>63</td>
</tr>
<tr>
<td>4200</td>
<td>(U) Logistics</td>
<td>63</td>
</tr>
<tr>
<td>4300</td>
<td>(U) Personnel</td>
<td>63</td>
</tr>
<tr>
<td>4400</td>
<td>(U) Funding</td>
<td>63</td>
</tr>
<tr>
<td>4500</td>
<td>(U) Public Affairs</td>
<td>65</td>
</tr>
<tr>
<td>4600</td>
<td>(U) Local Authority Interaction</td>
<td>65</td>
</tr>
<tr>
<td>4700</td>
<td>(U) Communications</td>
<td>65</td>
</tr>
<tr>
<td>4800</td>
<td>(U) Meteorological and Oceanographic Services</td>
<td>67</td>
</tr>
<tr>
<td>4900</td>
<td>(U) Administrative Reports</td>
<td>67</td>
</tr>
</tbody>
</table>
4000 (U) Administration and Logistics

4100 (U) Concept of Support

4101 (U) All organizations participating in MTS recovery are responsible for their own administration and logistics. Participating organizations, at their discretion, may report critical needs that exceed their organic capabilities to the IC/UC command for consideration of possible alternative support options.

4102 (U) All organizations participating in marine salvage response are responsible for coordinating their own administration and logistics until unified coordination of administration and logistics is implemented by the UC.

4103 (U) Participating organizations should expeditiously report essential needs that exceed their organic capabilities to the UC.

4200 (U) Logistics

4201 (U) As outlined in Section 4100 above, organizations participating in MTS recovery are responsible for their own logistics support. Refer to Sector San Francisco’s “Area Contingency Plan”, Section: 5000

4300 (U) Personnel

4301 (U) As outlined in Section 4100 above, organizations participating in MTS recovery are responsible for support of their own personnel.

NOTE: Also see Section 7000

4400 (U) Funding

(U) Agency funding may be authorized for recovery operations in accordance with existing legislation. A major Coast Guard account is set up to manage each of the appropriations. These accounts include the Alteration of Bridges (AB) Account. AB provides for the government’s share of altering or removing railroads and publicly owned bridges that obstruct the navigable waterways in the U.S. In some instances, there may not be authority or funding for the CG to take action. In those cases, COTPs should make every effort to engage either the private entities or agencies that do have the authority and capability to act. In the case where Agency Funding is authorized, the Office of Management and Budget must issue an apportionment before an account’s funds can be spent. This apportionment method is designed to manage spending. Therefore, sub appropriation accounts divide the funds into several time periods. An allotment is issued once an account’s funds have been apportioned. Then, the appropriation manager becomes responsible for managing those funds.
As outlined in Section 4100 above, organizations participating in MTS recovery are responsible for providing funding for their own assets/personnel.

For “Oil” and “Hazardous Materials”, refer to Sector San Francisco’s “Area Contingency Plan”, Section: 6000

In the event of an event with significant impact when a declaration has been declared (FEMA), funding streams in relationship to the Stafford Act shall be utilized.

(U) Potential Funding Sources

The following table provides a list of possible funding sources for MTS Recovery by incident type.

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Response / Recovery Plan</th>
<th>Possible Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Closure</td>
<td>• Area Maritime Security Plan</td>
<td>• USCG Operating Funds</td>
</tr>
<tr>
<td></td>
<td>• Traffic Management Plan</td>
<td>• Owner / Operator Funds</td>
</tr>
<tr>
<td></td>
<td>• Vessel Dispersal Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Heavy Weather Plan</td>
<td></td>
</tr>
<tr>
<td>MTS Restricted Navigations</td>
<td>• Salvage Response Plan</td>
<td>• USCG Operating Funds</td>
</tr>
<tr>
<td></td>
<td>• Marine Firefighting Plan</td>
<td>• USACE Operating Funds</td>
</tr>
<tr>
<td></td>
<td>• Area Contingency Plan</td>
<td>• Vessel Owner / Operator</td>
</tr>
<tr>
<td></td>
<td>• Mass Rescue Plan</td>
<td>• CERCLA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• OSLTF</td>
</tr>
<tr>
<td>MTS Infrastructure Impact</td>
<td>• Salvage Response Plan</td>
<td>• USCG Operating Funds</td>
</tr>
<tr>
<td></td>
<td>• Earthquake Recovery Plan</td>
<td>• USACE Operating Funds</td>
</tr>
<tr>
<td></td>
<td>• Continuity of Operations Plan</td>
<td>• FEMA (Stafford Act) Funds</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• State Operating / Emergency Funds</td>
</tr>
</tbody>
</table>
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

**4500 (U) Public Affairs**

4501 (U) The general goal of public information management should be to use the mass media as an information conduit from the IC/UC to the general public. The IC/UC information officer’s goals should be to “speak to the media with a single voice”, provide information to the public that keeps them informed as to events, enlist the public’s cooperation and assistance. Refer all media inquiries to the Joint Information Center (JIC). Also, refer to Sector San Francisco’s “Area Contingency Plan”, section: 2300

**4600 (U) Local Authority Interaction**

4601 (U) Unified (Incident) Commander: provide a Joint Information Center (JIC) in support of public affairs with representatives from each jurisdiction, to facilitate a coordinated public information message; if necessary, provide a representative to the Joint Field Office’s JIC.

4602 (U) Sector San Francisco Bay: request Public Affairs support from the Eleventh Coast Guard District to provide a representative to the Unified Commander’s JIC.

4603 (U) Port Stakeholders: provide a representative to the Unified Commander’s JIC in support of a coordinated public information message.

**4700 (U) Communications**

(U) Assume that cellular telephone systems will be “overloaded” and unusable; and possibly that landline communications in the affected port are disrupted.

*NOTE: Additions emergency communications information can be found in Section 5500 and Section 5600.*

4701 (U) Unified (Incident) Commander: develop an incident radio communications plan (ICS form 205). Coordinate with State OES and California National Guard for communication resources as needed.

4702 (U) Sector San Francisco Bay: coordinate communications with the Unified Commander. Broadcast port security, safety and management instructions using UMIB, MSIB, VTS Advisories, BNTM and COTP orders as appropriate. Post information on HOMEPORT if available.

4703 (U) Pilots, Tugboats, Marine Exchange, Terminals, Facilities and Vessels: monitor marine broadcast radio bands for UMIB and other announcements from the COTP; if available, periodically review information posted in HOMEPORT, and provides a 24/7 landline contact to the COTP and/or Unified Commander.
(U) Port Stakeholders: monitor marine broadcast radio bands for UMIB and other announcements from the COTP; if available, periodically review information posted in HOMEPORT and regular broadcast news (radio or TV).

(U) MTSRU: Communications Flow Chart

(U) The following diagram represents communication pathways the MTSRU will establish prior to and during an MTS incident.

See next page >>>>
(U) During an event resulting a disruption to the Marine Transportation System, alternative communicating links outside the USCG's IT system have been established to enable Port Stakeholders (partnering agencies, private industry, marine salvors and firefighters) to communicate with USCG - Sector San Francisco's Marine Transportation System Unit (MTSRU) via either "gmail" correspondence and/or "skype" conference call. The protocol for utilizing the alternative communication procedures is as follows:

1. (U) Identify which communication method best fits your organizations needs to convey information to USCG-Sector San Francisco's MTSRU by choosing one of the following:
   a. Gmail account: mtsru.uscg@gmail.com
   b. Skype account: mtsru.uscg

2. (U) Prior to initiating contact utilizing the MTSRU's alternating communications via gmail and/or skype, contact USCG - Sector San Francisco's "MTS Recovery Coordinator (MTSRC)" Mr. Jerry Bynum at (209) 479-5083 cell phone and/or request Mr. Bynum by contacting USCG - Sector San Francisco's Command Center at (415) 399-3547 duty officer.

4800 (U) Meteorological and Oceanographic Services

4801 (U) Refer to above Section 2201 in the MTSRP

4900 (U) Administrative Reports

4901 (U) Refer to Sector San Francisco’s “Area Contingency Plan”, Section: 4400
# Section 5000

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5000</td>
<td>(U) Execution of MTS Recovery Command and Control</td>
<td>69</td>
</tr>
<tr>
<td>5100</td>
<td>(U) Incident Command System Relationships/Organizational Relationships</td>
<td>69</td>
</tr>
<tr>
<td>5200</td>
<td>(U) Incident Command Posts and Headquarters</td>
<td>69</td>
</tr>
<tr>
<td>5300</td>
<td>(U) Succession to Incident Command</td>
<td>70</td>
</tr>
<tr>
<td>5400</td>
<td>(U) USCG – Incident / Unified Command (IC/UC) structure</td>
<td>70</td>
</tr>
<tr>
<td>5500</td>
<td>(U) Emergency Communications: IC / UC</td>
<td>71</td>
</tr>
<tr>
<td>5600</td>
<td>(U) Emergency Communications and ICP: MTSRU</td>
<td>71</td>
</tr>
</tbody>
</table>
5000 (U) Execution of MTS Recovery Command and Control

5100 (U) Incident Command System Relationships / Organization Relationships

5101 (U) USCG Captain of the Port: may be the Unified/Incident Commander for incidents that are in, or immediately affect, a federal waterway’s safety or security. The COTP will coordinate response and recovery efforts with local jurisdictions and State OES; and criminal investigation activities with the FBI and local law enforcement.

5102 (U) County/City Agents/Port Authorities: will be the Unified/Incident Commander for incidents that are contained wholly within the port complex (in accordance with established response or mutual aid plans) that do not affect the safety or security of a federal waterway (e.g. entirely within a terminal or facility or public access facility but not in the adjacent waterway).

5103 (U) California/Local OES: will be the Unified/Incident Commander as the response organization transitions into the recovery phase of operations, in accordance with the State Emergency Plan. FEMA will support OES requests in accordance with the National Response Framework.

5104 (U) Federal Bureau of Investigations: is the coordinating agency with its Special Agent in Charge as the coordinating officer of the criminal investigation into the incident. The FBI’s AIC will be part of a local Unified Command, Area Command or Joint Field Office (if established) at the discretion of the SAIC.

5200 (U) Incident Command Post and Headquarters

5201 (U) Primary Command Center (COTP as the IC/UC): is located at USCG – Sector San Francisco’s Command Center located on Yerba Buena Island, San Francisco, CA.

1. (U) Capability 1, Communications: Outfitted with telephones and data lines for telecommunications and computer installations, and is setup for interagency opt mobility.

2. (U) Capability 2, GIS Support: the Coast Guard’s Marine Safety Information and Enforcement (MISLE) software application has limited GIS support capability.

3. (U) Capability 3, Personnel Support: Yerba Buena Island has full galley and administrative support facilities, and limited medical facilities. Local Hotel/Motels and other personnel accommodations are located in close proximity in Oakland and/or San Francisco.

4. (U) Capability 4, Vulnerabilities: Coast Guard base at Yerba Buena Island is a secure military instillation with 24/7 guard patrols.
5202 (U) Secondary Command Center (COTP as the IC/UC): is located at Gresham Hall on Coast Guard Island, California. It is accessed by means of Coast Guard Island’s main

1. (U) Capability 1, Communications: Gresham Hall is being outfitted with 20 telephones and data lines for telecommunications and computer installations, and can provide five portable computer terminals and telephones for immediate use.

2. (U) Capability 2, GIS Support: the USCG’s Marine Safety Information and Law Enforcement (MISLE) software application has limited GIS support capability.

3. (U) Capability 3, Personnel Support: Coast Guard Island has full galley and administrative support facilities, and limited medical, recreation, and canteen facilities. Local Hotel/Motels in the area, principally the Executive Inn, can provide personnel accommodations.

4. (U) Capability 4, Vulnerabilities: Coast Guard Island is a secure military installation with 24/7 armed guard patrols.

5203 (U) An alternate Command Center (COTP as the IC/UC): in accordance with the DHS local agency MOU, should the Gresham Hall facility or other suitable facility on Coast Guard Island be unavailable for use, the TSA EOC at San Francisco International Airport is the designated alternate Emergency Operations Center (EOC) facility.

5300 (U) Succession to Incident Command Post

5301 (U) USCG’s COTP: Should the circumstances of the event prevent the COTP, or his/her deputy, from performing his/her duties under this plan; Commander, Eleventh Coast Guard District may assume, or designate an officer to assume, the duties of the COTP.

5302 (U) Federal, State, or Local Officials: should the circumstances of the event prevent the appropriate official from performing his/her duties under this plan, those duties may fall upon the official designated by established response or mutual aid plans, in accordance with the State Emergency or National Response Framework.

5400 (U) USCG – Incident / Unified Command (IC/UC) structure

1. (U) USCG – Sector San Francisco’s IC / UC organization chart is listed in Section 6000

2. (U) Additional information about the USCG’s IC/UC structure can be obtained in the USCG’s Incident Management Handbook.

   NOTE: Additional IMH information can be obtained on the USCG’s web-site at:

   http://homeport.uscg.mil/ics
5500 (U) Emergency Communications: IC / UC

5501 (U) Provisions for portable emergency communications for IC/UC Command Center can be made through:

1. (U) USCG Commander Pacific Area: to request the use of the USCG Pacific Strike Team’s portable communication facility (2 x 40’ trailer container boxes).

2. (U) U.S. DOT / MARAD vessel are equipped to support ICS / maritime operations

5600 (U) Emergency Communications and ICP: MTSRU

5601 (U) In the event of a catastrophic incident (natural disaster) resulting in USCG – Sector San Francisco to temporary loose IT (phone & e-mail) connectivity, partnering agencies and port stakeholders can continue to communicate via e-mail with USCG – Sector San Francisco’s MTSRU alternate (emergency backup) e-mail address as follows:

- Sector San Francisco – MTSRU’s e-mail address: mtsru.uscg@gmail.com
- Sector San Francisco – MTSRU’s Skype account: MTSRU.USCG

5602 (U) Previous relationships and provisions for portable and/or alternative Command Center for USCG – Sector San Francisco’s MTSRU have been established through:

1. (U) California Army National Guard (ARNG) – Civil Support Communication Unit (J-6)

   (U) California Army National Guard (J-6) – Emergency Communications Unit (IC4U): The IC4U is an emergency mobile communications package (equipment & personal) readily available to support communications needs during an event resulting in a loss of communications (Verbal/IT), and has been designated as an alternative emergency communications to support USCG – Sector San Francisco’s MTSRU / FOBS operations.

   (U) In an event resulting in the USCG – Sector San Francisco’s Incident Command Post (ICP) to suffering a communications breakdown/failure, upon request to the J-6, the ARNG’s Civil Support Unit (IC4U) can provide emergency communications backup support to the ICP enabling Sector San Francisco to re-establish emergency communication continuity.

2. (U) Port of Stockton’s Emergency Operations Center (EOC)

   (U) Port of Stockton’s EOC is a fully equipped facility readily available (24/7) to support ICS operations, and has been designated as an alternative location to support USCG – Sector San Francisco’s MTSRU / FOBS operations.

3. (U) U.S. DOT / MARAD

   (U) Various MARAD vessels have already been identified as alternative location to support USCG – Sector San Francisco’s MTSRU operations in respect to an emergency platform to support emergency communications (Verbal/IT) and Vessel Traffic Management /Aids to Navigation.
## Section 6000

### Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>6000</td>
<td>(U) USCG – Sector San Francisco: UC and MTSRU Organization Charts, and USCG Incident Typing Chart</td>
<td>73</td>
</tr>
<tr>
<td>6100</td>
<td>(U) USCG – Sector San Francisco’s Org. Chart for Unified Command</td>
<td>73</td>
</tr>
<tr>
<td>6200</td>
<td>(U) USCG – Sector San Francisco’s Org. Chart’s for MTSRU operations</td>
<td>74</td>
</tr>
<tr>
<td>6300</td>
<td>(U) MTSRU: Organization Chart for Non – Stafford Act Declaration</td>
<td>75</td>
</tr>
<tr>
<td>6400</td>
<td>(U) MTSRU: Organization Chart for Stafford Act Declaration</td>
<td>76</td>
</tr>
<tr>
<td>6500</td>
<td>(U) USCG Incident Typing Chart</td>
<td>77</td>
</tr>
</tbody>
</table>
6000 (U) USCG – Sector San Francisco: UC and MTSRU Organization Charts, and USCG Incident Typing Chart

6100 (U) USCG – Sector San Francisco’s Organization Chart for UC

6101 (U) Organization Chart illustrating Sector San Francisco’s Unified Command during any type of maritime event.

(U) Note: Sector San Francisco’s MTSRU is typically located within the Planning Section during Type 3 and Type 4 incidents.

NOTE: (1) See “USCG Incident Typing Chart” in Section 6500
      (2) See “MTSRU – Organization Chart and Staffing 7100”
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

6200 (U) **USCG – Sector San Francisco’s Organization Chart for MTSRU operations**

6201 (U) Typical placement of the MTSRU within the US Coast Guard’s Unified Command During a **Type 3 or Type 4 event**.

**NOTE:** (1) See “USCG Incident Typing Chart” in Section 6500
(2) See “MTSRU – Organization Chart and Staffing 7100

6202 (U) At the discretion of the COTP, the MTSRU may be placed at the Command Staff level within the US Coast Guard’s Unified Command during a **Type I or II incident**.

**NOTE:** (1) See “USCG Incident Typing Chart” in Section 6500
(2) See “MTSRU – Organization Chart and Staffing 7100

---

**USCG – Sector San Francisco / MTSRP: 2014**

( UNCLASSIFIED )

Page: 74
NOTE: (1) See “USCG Incident Typing Chart” in Section 6500
NOTE: (1) See “USCG Incident Typing Chart” in Section 6500
### Marine Transportation System Recovery Plan

#### 6500 (U) USCG Incident Typing Chart

<table>
<thead>
<tr>
<th>Incident or Event</th>
<th>Complexity Characteristics</th>
</tr>
</thead>
</table>
| **Type 4 – Routine** | **Examples:** Typical SAR, small oil spill, routine law enforcement case or event; or first few hours of a larger incident.  
- Routine incident/event or initial response to large incident.  
- Single or a few resources (<50 personnel and assets to manage).  
- Command, General Staff positions normally not activated. |
| **Type 3 – Non-Routine Local Interest** | **Examples:** Vessel/plane incident with subsequent SAR and pollution; local harbor security response/event; non-routine spill/release; multi-agency local disaster response (coastal flooding, port infrastructure damage, etc.).  
- Larger than typical daily operations incident/event.  
- Crosses agency and/or unit boundaries.  
- May require multiple operational periods – if so, produce written action plan.  
- Several single resources to numerous multi-agency resources (50-200 personnel and assets to manage).  
- Command and General Staff activated as needed; Division/Group Supervisors assigned (as required by span-of-control considerations). May use staging area.  
- Incident Management Team provided by local command. |
| **Type 2 – Very Complex Regional to National Interest** | **Examples:** Regionally significant, large-scale vessel/plane incident; large spill/release (large scale security response/event; OPSAIL, Olympics, natural or man-made disaster response (Hurricane Isabelle, Loma Prieta Earthquake, etc.).  
- Multiple operational periods, written action plan, multi-agency and regional media interest.  
- Many resources (over 200 personnel and assets to manage), several divisions and/or groups. Branches as needed.  
- Use of external Incident Management Assist Team to augment local resources is highly encouraged, especially when 24 hr operations are being employed.  
- Most Command and General Staff, and functional unit positions activated. Area Command led by the District Commander may be activated. |
| **Type 1 – Highly Complex National or International Interest** | **Examples:** Major response or event, TWA-800, SONS spill; major security response/event (National Security Special Event), national conventions, disaster response (natural or man-made, possible formal declaration).  
- Multiple operational periods, written action plan, national media interest.  
- Potentially, very large Operations Section organizational structure, and/or large-scale logistical considerations (over 300 personnel and assets to manage).  
- Incident Management Assist Team (IMAT) generally activated. Second IMAT on stand-by.  
- Command and General Staff and unit positions activated.  
- Area Command led by the Area Commander may be activated. |
# Section 7000

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7000</td>
<td>(U) USCG – Sector San Francisco: MTSRU / MTSL Staffing</td>
<td>79</td>
</tr>
<tr>
<td>7100</td>
<td>(U) Organization Chart for USCG – Sector San Francisco’s MTSRU</td>
<td>79</td>
</tr>
<tr>
<td>7200</td>
<td>(U) MTSRU: Requirements for USCG – Sector San Francisco’s personnel</td>
<td>79</td>
</tr>
<tr>
<td>7300</td>
<td>(U) MTSRU: Staffing and Responsibilities for USCG – Sector San Francisco</td>
<td>80</td>
</tr>
<tr>
<td>7400</td>
<td>(U) MTSRU: Requirements for Non – USCG personnel</td>
<td>83</td>
</tr>
<tr>
<td>7500</td>
<td>(U) MTSRU: Staffing and Responsibilities for Federal partners</td>
<td>83</td>
</tr>
<tr>
<td>7600</td>
<td>(U) MTSRU: Staffing and Responsibilities for State partners</td>
<td>84</td>
</tr>
<tr>
<td>7700</td>
<td>(U) MTSRU: Staffing and Responsibilities for Private Industry partners</td>
<td>85</td>
</tr>
<tr>
<td>7800</td>
<td>(U) MTSL – Port Infrastructure Guidebook</td>
<td>86</td>
</tr>
</tbody>
</table>
7000 (U) USCG – Sector San Francisco: MTSRU / MTSL Staffing

7100 (U) Organization Chart for USCG – Sector San Francisco’s MTSRU

7200 (U) MTSRU: Requirements for USCG – Sector San Francisco’s personnel

(U) All personnel assigned to US Coast Guard – Sector San Francisco’s MTSRU shall meet the following requirements:

1. (U) Current Active Duty and/or Reservist of the US Coast Guard;

2. (U) Current Civil Service Employee of the US Coast Guard;

3. (U) Current member of the USCG Auxiliary;

4. (U) Current security clearance level of “Secret”; and

5. (U) Have a clear understanding of roles and responsibilities of the MTSRU.
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

7300 (U) MTSRU: Staffing and Responsibilities for USCG – Sector San Francisco

7301 (U) MTS Recovery Coordinator (MTSRC)

[Post-Event Responsibilities]

1. (U) The “Security Specialist (Port/Recovery)” Civilian Employee at USCG – Sector San Francisco will be appointed as the MTSRC, and is charged with the following responsibilities post-event MTS Recovery operations, but not limited to:

   (A) (U) Serve as Subject Matter Expert for MTS Recovery Units (MTSRUs), or similar Coast Guard supplemental support activity, deploying to field locations when directed, for all forms of Transportation Disruptions, including response to oil and hazardous materials incidents and natural disasters, providing incident-specific service for planning and implementing procedures for:

   ✓ (U) Port functional and damage assessment to identify and characterize salvage response and harbor clearance needs,

   ✓ (U) Preparation of port navigation system restoration elements of Incident Action Plans (IAPS),

   ✓ (U) Prioritization to optimize the efficiency and effectiveness of port reopening measures and resumption of trade,

   ✓ (U) Removal of obstructions to navigation and harbor clearance operations;

   ✓ (U) Coordinating arrangements for government and contracted site-specific planning, technical, and operational services for marine salvage and harbor clearance,

   ✓ (U) Assessment of support needed for MTS recovery and salvage response in incident areas with competing demands for resources to provide maritime security for resumption of trade including cargoes directed to non-incident areas, and

   ✓ (U) Monitoring, documentation and preparation of reports for MTS recovery and salvage response incident management and related activities.

   (B) (U) In the event of a MTS Incident/Disruption requiring MTSRU activation, the MTSRC will be responsible for the following task, but not limited to:

   ✓ (U) Activation of the MTSRU within Sector San Francisco’s Unified Command,

   ✓ (U) Serve as the “Senior” Marine Transportation System Unit Leader (MTSL),
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

- (U) Schedule and billet MTSRU staffing needs,
- (U) Interface with members of the Unified Command to formulate best practices for MTS Recovery,
- (U) Work with port stakeholders to develop a courses of action to support MTS Recovery,
- (U) Serve as the conduit between Unified Command and representatives from federal, state, local government, private stakeholders, and international organizations in relationship to coordinating short-term / long-term MTS Recovery operations, and
- (U) Provide MTSRU and MTSL training as needed.

7302 (U) **Marine Transportation System Recovery Unit Leader (MTSL)**

*Post-Event Responsibilities*

1. (U) Per US Coast Guard’s Unified Command requirements, the MTSL shall have successfully completed all of the “PQS” mandates for MTSL.

2. (U) The MTSL is a responsible for oversight of the MTSRU, and works closely with MTSRU members to review up-to-date port status information, and develop best practice planning strategies for maritime infrastructure / port recovery.

**NOTE:** Further guidance on the MTS Recovery Unit can be found in the U.S. Coast Guard’s Incident Management Handbook (IMH)

Additional information can be obtained on the USCG’s web-site at:

http://homeport.uscg.mil/ics

➢ MTS Recovery Unit Leader [ In the IMH, refer to Chapter: 8-10 ]

7303 (U) **CART / MSRAM Specialist**

*Post-Event Responsibilities*

1. (U) The CART / MSRAM Specialist will work with MTSRU members to update the CART data-base to reflect real-time status of the maritime waterway / port infrastructure. In addition, the CART / MSRAM Specialist will utilize information in the MSRAM data-base to assist the MTSL in the development of a recommended port reopening plan.

2. (U) CART and MSRAM data-base overview

*See CART and MSRAM data-base overview on next page >>>*
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

2. (U) CART and MSRAM data-base overview

<table>
<thead>
<tr>
<th>CART</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. (U) CART database entry is restricted to authorized personnel in the USCG who have been authorized user privileges by the CART Administrator (Mr. Jerry Bynum) at USCG – Sector San Francisco.</td>
</tr>
<tr>
<td>2. (U) The CART data-base is utilized to store and track port infrastructure (Essential Elements of Information). The information is Unclassified and can be shared with all personnel having accessibility to CART.</td>
</tr>
<tr>
<td>3. (U) CART data viewing privileges can only be granted by the CART Administrator, and is restricted to only personnel assigned to the MTSRU, and/or personnel with a “Need-to-Know” justification.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MSRAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. (U) MSRAM accessibility and database entry is restricted to authorized personnel in the USCG who have been authorized user privileges by the MSRAM Administrator (Mr. Gregory Lingle) at USCG – Sector San Francisco.</td>
</tr>
<tr>
<td>2. (U) The MSRAM data-base will be utilizes to vault port infrastructure / port stakeholder(s) information considered to be classified, restricted, proprietary, and/or such data that cannot be into CART.</td>
</tr>
<tr>
<td>3. (U) MSRAM data viewing privileges can only be granted by the MSRAM Administrator, and is restricted to only personnel with a “Need-to-Know” justification.</td>
</tr>
<tr>
<td>4. (U) The Port Stakeholder shall have viewing privileges to only their facility information, and viewing privileges can only be granted by the MSRAM Administrator.</td>
</tr>
</tbody>
</table>

7304 (U) **Waterways Specialist**  
*Post-Event Responsibilities*

1. (U) The Waterways Specialist serves a conduit between the MTSRU and USCG – Vessel Traffic Service, San Francisco Marine Exchange, and US Army Corps of Engineers in respect to information pursuant to maritime deep-draft waterway(s) infrastructure.

7305 (U) **Facilities Specialist**  
*Post-Event Responsibilities*

1. (U) The Facilities Specialist serves a conduit between the MTSRU and San Francisco Marine Exchange, Ship Agent(s), and Port Stakeholder(s) in respect to information relevant to commercial maritime cargo vessels and ports/terminals infrastructure.
7400  (U) **MTSRU: Requirements for Non – USCG personnel (Federal, State, Private Industry)**

(U) MTSRU: Requirements for Non – USCG personnel (Federal, State, and Private Industry) assigned to Sector San Francisco’s MTSRU shall meet the following requirements:

1. (U) Have a clear understanding of roles and responsibilities of the MTSRU;

2. (U) Ability to contribute to the MTSRU’s mission in relationship to MTS Disruption and Recovery; and

3. (U) Shall adhere to the following security clearance requirements:
   - (U) Federal Civil Service personnel: “Transportation Workers Identification Card” (TWIC).
   - (U) State Agency personnel: “Transportation Workers Identification Card” (TWIC).
   - (U) Private Industry personnel: “Transportation Workers Identification Card” (TWIC).

7500  (U) **MTSRU: Staffing and Responsibilities for FEDERAL partners**

7501  (U) **United States Army Corps of Engineers (USACE)**

[Post-Event Responsibilities]

1. (U) During any Marine Transportation System (MTS) Disruption, the U.S. Army Corps of Engineers (USACE) will assign a representative to assist the US Coast Guard – Sector San Francisco’s MTSRU.

2. (U) The role of the USACE representative is to serve as the conduit between the MTSRU and ASACE, and assist with identifying MTS Impacts/Disruptions to deep-draft channels and deep-draft reopening mitigation courses of actions to support MTS Recovery.

7502  (U) **United States Customs and Boarder Protection (CBP)**

[Post-Event Responsibilities]

1. (U) The CBP is the unified border agency within DHS. The CBP facilitates legitimate trade while enforcing U.S. trade laws that protect the economy, the health and the safety of the American people. During an incident requiring MTS Recovery, CBP will partner with USCG – Sector San Francisco’s MTSRU to assess maritime cargo critical to supporting the national supply chain, and provide cargo security needs at the ports of entry.
1. (U) **Special Circumstances: Stafford Act Declaration**

2. (U) **Working relationship between FEMA and MTSRU**

   (U) In the event of a Stafford Act Declaration, the Emergency Support Function -1 (ESF-1) Transportation Branch positioned within the Joint State / Federal Operations Section will establish a communications conduit with the USCG – Sector San Francisco’s Marine Transportation System Recovery Unit to coordinate maritime vessel movement prioritization of emergency response commodities and general commerce commodities.

---

7600 (U) **MTSRU: Staffing and Responsibilities for STATE partners**

7601 (U) **California Department of Fish & Wildlife – OSPR representative**

   [Post-Event Responsibilities]

   1. (U) During any Marine Transportation System (MTS) Disruption involving oil/hazardous materials pollution, California Fish & Wildlife – Office of Spill Prevention and Response (OSPR) will appoint a representative to be assigned to the US Coast Guard – Sector San Francisco’s MTSRU.

   2. (U) The role of the OSPR representative is to serve as the conduit between California Fish & Wildlife and US Coast Guard – Sector San Francisco’s MTSRU with focus on utilizing best practices in protecting California’s natural resources (wildlife and habitat) during the development of courses of actions to support MTS Recovery.

7602 (U) **California Office of Emergency Services – Region II: Ports & Harbors representative**

   [Post-Event Responsibilities]

   1. (U) During any Marine Transportation System (MTS) Disruption, California Office of Emergency Service – Region II (Coastal Region) will appoint a Ports & Harbors Emergency Services Coordinator (PH/ESC) representative to be assigned to the US Coast Guard – Sector San Francisco’s MTSRU.

   2. (U) The role of the PH/ESC representative is to assure representation for the maritime community / port stakeholders within California Office of Emergency Service – Region II (Coastal Region), and will serve as the conduit between California Office of Emergency Service – Region II’ Region Emergency Operations Center (REOC) and US Coast Guard – Sector San Francisco’s MTSRU to assist with courses of actions to support MTS Recovery.
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

7603 (U) **California State Lands Commission – Northern Region representative**  

[Post-Event Responsibilities]

1. (U) During any Marine Transportation System (MTS) Disruption, California State Lands (CSL) – Northern Region will appoint a representative to be assigned to the US Coast Guard – Sector San Francisco’s MTSRU.

2. (U) The role of the SLC representative is to assure local oil refineries and oil terminals within the Northern California Region’s maritime community are represented, and will serve as the conduit between California State Lands Commission – Northern Region and US Coast Guard – Sector San Francisco’s MTSRU to assist with courses of actions to support MTS Recovery.

7700 (U) **MTSRU: Staffing and Responsibilities for PRIVATE INDUSTRY partners**

7701 (U) **AMSC and Port Stakeholders**  

[Post-Event Responsibilities]

1. (U) During any Marine Transportation System (MTS) Disruption, the members of the AMSC and Port Stakeholders will work with US Coast Guard – Sector San Francisco’s MTSRU.

2. (U) The role of the AMSC and/or Port Stakeholders is to work with the US Coast Guard – Sector San Francisco’s MTSRU and to identify what port infrastructure (Ports and Terminal) have been effected during the MTS incident / disruption, and assist the MTSRU with forging a Port Reopening / MTS Recovery plan within the San Francisco Bay and Inland Delta Waterways.

7702 (U) **San Francisco Marine Exchange (SFMX)**  

[Post-Event Responsibilities]

1. (U) During any Marine Transportation System (MTS) Disruption, the San Francisco Marine Exchange will work with US Coast Guard – Sector San Francisco’s MTSRU.

2. (U) The role of the SFMX is to serve as the conduit between US Coast Guard – Sector San Francisco’s MTSRU, and the commercial maritime vessel traffic / maritime industries within the San Francisco Bay and Inland Delta Waterways.

7703 (U) **Ship Agent(s)**  

[Post-Event Responsibilities]

1. (U) During any Marine Transportation System (MTS) Disruption, Ship Agent(s) will work with US Coast Guard – Sector San Francisco’s MTSRU.
2. (U) The role of the Ship Agent(s) is to serve as the conduit between US Coast Guard – Sector San Francisco’s MTSRU, and the ship/vessel owners, vessel master, pilots, and terminal of arrival and/or departure to assist in prioritizing the vessels arrival or departure based social viability of cargo/commodity.

7800 (U) USCG – Sector San Francisco: MTSL - Port Infrastructure Guidebook

(U) The “MTSL - Port Infrastructure Guidebook” consist of a combination of data obtained from: “MSRAM”; “Sensitive Security Information (SSI); and “Private Port Stakeholder Proprietary Information”, and thus forth cannot be imbedded in the 2014 Marine Transportation System Recovery Plan.

(U) The “MTS Recovery Unit Leader’s Port Infrastructure Guidebook” maintained by USCG – Sector San Francisco’s MTSRC, and due to the sensitivity, the information is distributed on a need-to-know bases.

(U) For more information, contact:

U.S. Coast Guard - Sector San Francisco
MTS Recovery Coordinator (MTSRC)
Mr. Jerry L. Bynum
Marine Salvage & MTS Recovery Specialist
Phone: [415] 399-7364 desk
E-mail: Jerry.L.Bynum@uscg.mil
## Section 8000

### Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>8000</td>
<td>(U) <strong>USCG – San Francisco: MTS Infrastructure and Port Reopening Checklist</strong></td>
<td>88</td>
</tr>
<tr>
<td>8101</td>
<td>(U) Deep Draft Channels (Maritime Commerce Channels)</td>
<td>88</td>
</tr>
<tr>
<td>8102</td>
<td>(U) Bridges</td>
<td>89</td>
</tr>
<tr>
<td>8103</td>
<td>(U) Anchorages</td>
<td>89</td>
</tr>
<tr>
<td>8104</td>
<td>(U) Ports</td>
<td>90</td>
</tr>
<tr>
<td>8105</td>
<td>(U) Cruise Ship Ports of Call</td>
<td>92</td>
</tr>
<tr>
<td>8106</td>
<td>(U) Ferry Passenger Terminals</td>
<td>92</td>
</tr>
<tr>
<td>8107</td>
<td>(U) Commercial Fishing and Processing Facilities</td>
<td>92</td>
</tr>
<tr>
<td>8108</td>
<td>(U) Maritime Cargo/Product Terminals</td>
<td>92</td>
</tr>
<tr>
<td>8109</td>
<td>(U) Import/Export commodities within the COTP’s AOR</td>
<td>92</td>
</tr>
<tr>
<td>8200</td>
<td>(U) Notation for obtaining additional MTS Infrastructure information</td>
<td>93</td>
</tr>
<tr>
<td>8300</td>
<td>(U) Port Reopening Checklist</td>
<td>94</td>
</tr>
</tbody>
</table>
Note:
(U) The following information contains a brief (Unclassified) overview of the maritime infrastructure within USCG – Sector San Francisco’s COTP’s AOR. Further detailed (Sensitive Security Information) information is available upon request by contacting the MTS Recovery Coordinator (MTSRC) as follows:

U.S. Coast Guard - Sector San Francisco / MTS Recovery Coordinator (MTSRC)
Mr. Jerry L. Bynum, Marine Salvage & MTS Recovery Specialist
E-mail: Jerry.L.Bynum@uscg.mil

8101  (U) DEEP DRAFT CHANNELS  (Maritime Commerce Channels)

<table>
<thead>
<tr>
<th>Channel</th>
<th>Location</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golden Gate Strait</td>
<td>Gateway into Central San Francisco Bay from Pacific Ocean</td>
<td>333 ft.</td>
</tr>
<tr>
<td>San Francisco - Central Bay</td>
<td>Central San Francisco Bay</td>
<td>88 feet</td>
</tr>
<tr>
<td>South San Francisco Bay</td>
<td>South San Francisco Bay</td>
<td>49 feet</td>
</tr>
<tr>
<td>Oakland Bar Channel</td>
<td>South San Francisco Bay</td>
<td>42 feet</td>
</tr>
<tr>
<td>Oakland Outer Harbor Channel</td>
<td>South San Francisco Bay</td>
<td>42 feet</td>
</tr>
<tr>
<td>Oakland Inner Harbor Channel</td>
<td>South San Francisco Bay</td>
<td>42 feet</td>
</tr>
<tr>
<td>Redwood City Channel</td>
<td>South San Francisco Bay</td>
<td>28 feet</td>
</tr>
<tr>
<td>Southampton Shoal Channel</td>
<td>Central San Francisco Bay</td>
<td>45 feet</td>
</tr>
<tr>
<td>Southampton Shoal Channel</td>
<td>Central San Francisco Bay</td>
<td>45 feet</td>
</tr>
<tr>
<td>Richmond Harbor Channel</td>
<td>Central San Francisco Bay</td>
<td>35 feet</td>
</tr>
<tr>
<td>San Pablo Strait</td>
<td>North of the Southampton Shoal Channel</td>
<td>79 feet</td>
</tr>
<tr>
<td>Pinole Shoal DWS Channel</td>
<td>North of the Pinole Shoal Channel to the west side of the Carquinez Straits channel</td>
<td>35 feet</td>
</tr>
<tr>
<td>Carquinez Straits</td>
<td>East to the west side of the Suisun Bay DWS Channel in Suisun Bay</td>
<td>68 feet</td>
</tr>
<tr>
<td>Suisun Bay DWS Channel</td>
<td>East side of Carquinez Strait DWS Channel, eastward to entry points of the San Joaquin River and Sacramento River Deepwater Channels leading to the Port of Stockton and West Sacramento.</td>
<td>49 feet</td>
</tr>
<tr>
<td>San Joaquin River Channel</td>
<td>From San Francisco Bay to inland seaport (Port of Stockton)</td>
<td>39 feet</td>
</tr>
<tr>
<td>Sacramento River Channel</td>
<td>From San Francisco Bay to inland seaport (Port of West Sacramento)</td>
<td>28 feet</td>
</tr>
</tbody>
</table>


**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

### 8102 (U) BRIDGES (Hwy/Rail) over Deepwater Channels

<table>
<thead>
<tr>
<th>Bridge</th>
<th>Route</th>
<th>Waterway Crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antioch Bridge</td>
<td>HWY – 160</td>
<td>San Joaquin River</td>
</tr>
<tr>
<td>Benicia – Martinez (northbound)</td>
<td>I – 680</td>
<td>Carquinez Straits</td>
</tr>
<tr>
<td>Benicia – Martinez (southbound)</td>
<td>I – 680</td>
<td>Carquinez Straits</td>
</tr>
<tr>
<td>Benicia – Martinez (Railroad) Bridge</td>
<td>UP Railroad</td>
<td>Carquinez Straits</td>
</tr>
<tr>
<td>Carquinez Bridge</td>
<td>I – 80</td>
<td>Carquinez Strait</td>
</tr>
<tr>
<td>Golden Gate Bridge</td>
<td>US – 101</td>
<td>Passage from Pacific Ocean into San Francisco Bay</td>
</tr>
<tr>
<td>Richmond – San Rafael Bridge</td>
<td>I – 580</td>
<td>San Pablo Strait</td>
</tr>
<tr>
<td>Rio Vista Bridge</td>
<td>HWY – 12</td>
<td>Sacramento River</td>
</tr>
<tr>
<td>San Francisco - Oakland Bay Bridge</td>
<td>I – 80</td>
<td>Waterway passage from North Bay into South Bay</td>
</tr>
<tr>
<td>San Mateo - Hayward Bridge</td>
<td>HWY – 92</td>
<td>South San Francisco Bay</td>
</tr>
</tbody>
</table>

### 8103 (U) ANCHORAGES

<table>
<thead>
<tr>
<th>Anchorage 04</th>
<th>West Shore of the Central San Francisco near the Tiburon Peninsula eastern shoreline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchorage 05</td>
<td>Central San Francisco Bay at Southampton Shoal</td>
</tr>
<tr>
<td>Anchorage 06</td>
<td>East side of Central San Francisco Bay near Emeryville’s west shoreline</td>
</tr>
<tr>
<td>Anchorage 07</td>
<td>Central San Francisco Bay near west side of Treasure Island</td>
</tr>
<tr>
<td>Anchorage 08</td>
<td>East side of South San Francisco Bay south of the Oakland Inner Harbor entrance</td>
</tr>
<tr>
<td>Anchorage 09</td>
<td>East shore of South San Francisco Bay south of San Leandro Channel</td>
</tr>
<tr>
<td>Anchorage 10</td>
<td>West shore of the Central San Francisco Bay near the Sausalito shoreline</td>
</tr>
<tr>
<td>Anchorage 12</td>
<td>West shore of South San Francisco Bay near Hunters Point, north of Anchorage 14</td>
</tr>
<tr>
<td>Anchorage 13</td>
<td>West Shore of the Central San Francisco near the Tiburon Peninsula eastern shoreline, and north of Anchorage 4</td>
</tr>
<tr>
<td>Anchorage 14</td>
<td>West shore of South San Francisco Bay near Hunters Point, south of Anchorage 12</td>
</tr>
<tr>
<td>Anchorage 18</td>
<td>West shore of San Pablo Bay near McNears Beach and Pt. San Pedro</td>
</tr>
<tr>
<td>Anchorage 19</td>
<td>Northeast shore of San Pablo Bay between Tubbs Island and Mare Island</td>
</tr>
<tr>
<td>Anchorage 20</td>
<td>Southeast shore of San Pablo Bay near the northwest shore of North Richmond</td>
</tr>
<tr>
<td>Anchorage 21</td>
<td>Northeast shore of San Pablo Bay near the south shore of Mare Island</td>
</tr>
</tbody>
</table>
8103 (U) ANCHORAGES (Continued)

| Anchorage 22: | North shore of the Carquinez Strait bordering the west side of Anchorage 23 |
| Anchorage 23: | North shore of the Carquinez Strait near the west end of the Port of Benicia |
| Anchorage 24: | North shore of the Carquinez Strait near the shoreline of Dillion Point |
| Anchorage 26: | West shore of Suisun Bay northeast of the City of Benicia and east of the Benicia-Martinez Bridge |
| Anchorage 27: | Northeast portion of the Suisun Bay called “Grizzly Bay”, and near the west shoreline of Simmons Island |
| Anchorage 28: | On the San Joaquin River on the north side of the City of Pittsburgh near the west shoreline of Sherman Island |
| Anchorage 30: | On the San Joaquin River on the north side shoreline of Mandeville Island |

8104 (U) PORTS

| Port of Benicia | Location: Benicia, CA (Solano County) |
| Overview: | The deep water Port of Benicia is a “Handymax / Panamax Port”, and is located on the north side of the Carquinez Strait, approximately 19 miles northeast of the Port of Oakland and 25 miles northeast of the Port of San Francisco. Water access is via the Golden Gate and San Pablo Bay. Inland transportation access to the Port is via I-680 and I-80. The berth can accommodate both “Handymax” and “Panamax” size vessels. |

| Port of Humboldt Bay | Location: Eureka, CA (Humboldt County) |
| Overview: | The Port of Humboldt Bay is a “Handymax / Panamax Port”, and is the 7th busiest Bulk and Break-Bulk port in California. The port is California’s northernmost deep-water shipping port and the only port between San Francisco (258 miles south) and Coos Bay, Oregon (180 miles north). |

| Port of Oakland | Location: Oakland, CA (Alameda County) |
| Overview: | The Port of Oakland is a “Handymax / Panamax Port / Post Panamax”, and is the 3rd largest Container port on the West Coast, and 5th busiest in the United States. The port occupies nearly 1,100 acres of the waterfront on the inland side of San Francisco Bay, and has 1,040 acres of adjacent commercial real estate with seven container terminals occupy 818 acres and include 24 berths and 36 cranes, including 30 post-Panamax cranes, 22 of which are super post-Panamax cranes capable of loading and unloading the latest-generation containerships. The port is effective because of the central location, abundant industrial acreage for container handling and logistics services, and its proximity to interstate highways and continental rail services. |

| Port of Redwood City | Location: Redwood City, CA (San Mateo County) |
| Overview: | The Port of Redwood City is a “Handymax / Non – Panamax Port”, and is the 3rd busiest Bulk and Break-Bulk port in California. The port is located 18 nautical miles south of San Francisco, is the only deepwater port in south San Francisco Bay. Strategically located approximately 25 miles southeast of San Francisco on the Redwood City Channel between the Dumbarton Bridge and San Mateo Bridge. |
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

8104  (U) PORTS  (Continued)

<table>
<thead>
<tr>
<th>Port of Richmond</th>
<th>Location: Richmond, CA  (Contra Costa County)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overview:</strong></td>
<td>The Port of Richmond is a “Handymax / Panamax Port”, and is the 8th busiest Bulk and Break-Bulk port in California. The port is located nine miles from the Golden Gate on the east shore of San Francisco Bay and is accessed via the Richmond Harbor Channel and is strategically located by land and sea, the port is served by two major railroads, Burlington Northern Santa Fe and Union Pacific. Highways converge near the port – Transcontinental Interstate 80 leads to Sacramento, Reno, and eastward, while Interstate 580 passes through the port area and connects Interstate 80 with the Richmond-San Rafael Bridge, which leads to US Highway 101. The channel was recently deepened from 35 to 38 feet, and currently ranks number one in liquid bulk and automobile tonnage among ports on San Francisco Bay. There are five city-owned terminals at the port. These tenant-operated terminals handle a wide range of liquid and dry bulk commodities, automobiles, and diversified cargo. The Port of Richmond also includes ten privately owned terminals that handle bulk liquid, dry bulk materials, metals, and break-bulk cargoes. In addition, with foundations in petroleum and liquid bulk cargos, Richmond has expanded its Dry Bulk, Break Bulk, and increased its automobile processing facilities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of San Francisco</th>
<th>Location: San Francisco, CA  (San Francisco County)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overview:</strong></td>
<td>The Port of San Francisco is a “Handymax / Panamax Port”, and is the 5th busiest Bulk and Break-Bulk port in California. The port features some of the most modern and flexible shipping-terminal facilities on the West Coast. Many of the City’s leading tourist attractions are located on Port property, including the famous Fisherman’s Wharf, Pier 39, and AT&amp;T Ballpark. It is also the center of Northern California’s commercial fishing industry. Pier 45 is one of the nation’s most modern fish-processing centers. Cruise ships call at the Port year round with itineraries that span the world.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of Stockton</th>
<th>Location: Stockton, CA  (San Joaquin County)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overview:</strong></td>
<td>The Port of Stockton is a “Handymax / Panamax Port”, and is the 2nd busiest Bulk and Break-Bulk port in California. The port is an inland sea port located in the northern part of California’s Central Valley and is approximately 70 nautical miles east of the Golden Gate Bridge in San Francisco, and is in a strategic location within one of the world’s most productive agricultural regions has made it an important distribution point for crop nutrients on the West Coast. In addition, the port’s complexity giving it the capable of handling specialized cargo enables it to be a vital to serving various other industries within the San Joaquin Valley.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port of West Sacramento</th>
<th>Location: West Sacramento, CA  (Yolo County)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overview:</strong></td>
<td>The Port of West Sacramento is a “Handymax / Non – Panamax Port”, and is the 6th busiest Bulk and Break-Bulk port in California. The port is 79 nautical miles northeast of San Francisco, and is a deep-water gateway for Northern California agriculture and industrial bulk industries serving one of the world’s richest agricultural regions, providing easy access for Northern California farmers. The port’s entry from the San Francisco Bay area is via the Sacramento River, and the port is located on the Sacramento deep-water channel at West Sacramento.</td>
</tr>
</tbody>
</table>
MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

8105 (U) CRUISE SHIP PORT OF CALL

- Monterey Bay
- Port of Humboldt Bay
- Port of San Francisco

8106 (U) FERRY PASSENGER TERMINALS

- (U) Within the COTP’s AOR, there is a combination of approximately 16 passenger and excursion terminals

8107 (U) COMMERCIAL FISHING and PROCESSING FACILITIES

- Monterey Bay
- Port of Humboldt Bay
- Port of San Francisco

8108 (U) MARITIME CARGO / PRODUCT TERMINALS

- (U) Within the COTP’s AOR, there are approximately 77 maritime cargo terminals conducting import/export business.

8109 (U) IMPORT / EXPORT COMMODITIES within the COTP’s AOR

- Agricultural: Cosmetic/Soap, & Farming & Food
  (Coconut Oil, Cotton Seed, Cotton Seed Oil, Grain Products, Molasses, Palm Oil, Rice, Safflower Oil, Tallow/Rendering, Vegetable Oil)

- Automobiles

- Boats & Yachts

- Building / Construction Project Goods
  (Aggregate, Cement, Gypsum, Sand, Slag Powder, Wind Turbines)

- Chemicals (HazMat)
  (Anhydrous Ammonia, Ammonia Bulk, Bauxite, Caustic Soda, Coal, Explosives, Paraffin Wax, Petroleum Coke, Sulfur: molten & bulk, Tire Chips)
8109 (U) IMPORT / EXPORT COMMODITIES within the COTP’s AOR (Continued)

- Containers
  (General cargo)

- Petroleum Products
  (Aviation & Jet, Crude Oil, Diesel, Gasoline, Lube Oil)

- Steel & Steel Industry
  (Coils, Pipe, Structural / Iron Ore, Scrap Metal)

- Wood Products
  (Logs, Lumber, Wood Chips)

8200 (U) Notation for obtaining additional MTS Infrastructure information

(U) For additional detailed MTS Infrastructure within the COTP’s AOR, up-to-date listings and overview of maritime businesses, terminals, and maritime support organizations can be obtained by contacting the following:

8201 (U) USCG – Sector San Francisco
  Phone: (415) 399-7364
  E-mail: Jerry.L.Bynum@uscg.mil

8202 (U) San Francisco Marine Exchange (2014 Golden Gate Ports Handbook)
  Phone: (415) 441-6600
  Web-site: www.sfmx.org

8203 (U) Port of Humboldt Bay – Harbormaster
  Phone: (707) 443-0800
  Web-site: www.humboldtbay.org
### MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

8300 (U) USCG – Sector San Francisco: Port Reopening Check List

<table>
<thead>
<tr>
<th>Step</th>
<th>Item</th>
<th>Target Date</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>01.</td>
<td>Initial port infrastructure assessment – what can be opened quickly, what cannot, and what is damaged.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>02.</td>
<td>Initial resource assessment – what is available to open the port with (pilots, tugboats, etc.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03.</td>
<td>Develop a detailed port reopening plan, brief the IC/UC. * Consider the following items; - Infrastructure assessment, - Initial resource assessment, - Commerce vs. cargo needs, and - Port reopening priority planning,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>04.</td>
<td>Obtain permission from proper authority to reduce the MARSEC level; brief the port reopening plan to that authority. Implement developed security and safety zones as needed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05.</td>
<td>Reduce the existing MARSEC level as directed. Port Stakeholders with approved security plans report MARSEC level attainment within 12-hours.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>06.</td>
<td>Brief the port reopening plan to affected port stakeholders, and hold a press conference to brief the public.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>07.</td>
<td>Implement the detailed port reopening plan, VTS and COTP to coordinate port operations. COTP to issue UMIB, MSIB and COTP orders as needed.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Section 9000

Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9000</td>
<td>(U) Overview of Protocols for the Rapid Resumption of Trade</td>
<td>96</td>
</tr>
<tr>
<td>9100</td>
<td>(U) Introduction, Purpose &amp; Goals</td>
<td>96</td>
</tr>
<tr>
<td>9200</td>
<td>(U) Scope</td>
<td>98</td>
</tr>
<tr>
<td>9300</td>
<td>(U) Guiding Principles</td>
<td>98</td>
</tr>
<tr>
<td>9400</td>
<td>(U) Considerations and Assumptions</td>
<td>99</td>
</tr>
<tr>
<td>9500</td>
<td>(U) Identifications of Initial Incident Commander / Unified Commander</td>
<td>99</td>
</tr>
<tr>
<td>9600</td>
<td>(U) Trade Resumption Protocols</td>
<td>100</td>
</tr>
<tr>
<td>9700</td>
<td>(U) Prioritization Hierarchy</td>
<td>109</td>
</tr>
<tr>
<td>9800</td>
<td>(U) Considerations for the Prioritization of Conveyances and Cargo</td>
<td>110</td>
</tr>
<tr>
<td>9900</td>
<td>(U) Training and Exercises</td>
<td>112</td>
</tr>
</tbody>
</table>
INTRODUCTION

Maritime trade resumption or continuity specifically addresses the activities related to coordinating and facilitating the movement of goods and people to, through, and away from United States ports of entry and departure following an incident that significantly disrupts the transportation system or which poses the potential to do so. Trade resumption may involve efforts to maintain or enhance cargo movement at non-impacted ports, to assist the private sector in identifying and implementing mitigation plans, and to establish processing priorities consistent with capabilities. Maritime trade resumption activities or support may be conducted in parallel with incident response and continue through recovery.


Although the share of U.S. exports to North American Free Trade Agreement (NAFTA) countries declined slightly between 2006 and 2008 when compared to overall U.S. exports, they continued to serve as the destination for 31% of total U.S. exports, with 19% going to Canada and 12% to Mexico. The European Union is our second largest export market, with a share of 21% in 2009, roughly the same as three years earlier. China and Japan are the main export destinations of U.S. merchandise to Asia. The share of all remaining U.S. trading partners has increased steadily in recent years, reaching 36% in 2009.

On the import side, the NAFTA countries remain the main supplier of goods to the U.S. market, with these countries accounting for approximately 25% of the total in 2009, roughly the same share as three years previously. Of this 25%, around 14% came from Canada, and 11% from Mexico. In 2009, China replaced the European Union as the second largest source of U.S. imports; its share increased from 16% in 2006 to 19% in 2009. The share of the European Union has remained relatively stable since 2006, at around 18%. Japan's share has been falling steadily.

Twenty-five million containers, as well as 956 million short tons of bulk commodities, cross the U.S. border annually on trucks, vessels, aircraft and rail. Approximately half of these containers move via the maritime domain. This cargo movement, via multiple interlocked modalities and through diverse critical
infrastructures, can be vulnerable, with many points of failure affording opportunities for transportation system disruption. In the event of such a disruption, ensuring unity of effort to efficiently and effectively manage trade flows becomes imperative.

(U) These protocols provide a strategic process to address the five critical success factors for efficient maritime trade resumption or continuity management:

- (U) Identification of transportation system capacities and constraints,
- (U) Communication of capacities and constraints with stakeholders,
- (U) Collaboration on mitigation plans between public and private stakeholders,
- (U) Alignment of resources, and
- (U) Unity of effort to relieve system constraints and maximize use or return to service of available capacities.

9102 (U) PURPOSE & GOALS

(U) These protocols provide a national strategic framework for coordinating the continuation or resumption of the flow of goods and people following an event that significantly disrupts their movement to, through, and away from our maritime borders and ports. They are intended to provide for synchronization between the public and private sectors, government agencies and departments, and as needed with international trading partners.

(U) These protocols describe a set of national-level processes by which United States federal departments and agencies will:

- (U) Engage in intergovernmental coordination and joint government/private sector dialogues to identify and act on important issues to expedite maritime trade resumption or maintain the continuity of commerce,
- (U) Collect, fuse and disseminate the information necessary to understand the status of the national transportation system and facilitate decision-making, and
- (U) Provide senior-level decision makers with recommendations for national-level priorities for recovery of the maritime transportation system and resumption/continuity of trade taking into consideration local and regional supply chain issues and needs.
9200 (U) Scope:

(U) Because no single government agency or private sector entity possesses the responsibility, the resources required, the statutory or regulatory authority, or the awareness needed to independently manage the maritime transportation system following a large-scale disruption, these protocols establish processes for collaborative trade resumption efforts. The maritime transportation system is vulnerable to events or other circumstances that can significantly affect domestic and foreign trade. Actual or potential events encompass all hazards such as natural disasters, security incidents, pandemics or other major disruptive events.

(U) These protocols are not designed to make operational mission assignments or decisions. Field-level efforts will be managed by appropriate operational authorities and their respective chains of command while coordinating actions at the local and regional levels, considering local conditions and system constraints. If a conflict arises in the assignment of resources, or there are competing priorities at the local and regional levels, senior-level decision makers may resolve Federal resource assignments and align priorities.

(U) Incidents requiring coordinated maritime trade resumption may or may not involve a Presidential declaration of an emergency, or a declaration of a major disaster, invoking the Robert T. Stafford Disaster Relief and Emergency Assistance Act, P.L. 93-288, as amended, and may be of local, regional, or national scope. Similarly, the area requiring trade resumption or continuity management may extend beyond the region immediately impacted by an incident.

9300 (U) Guiding Principles:

(U) For the purposes of these protocols, the guiding principles are:

- (U) Each agency will exercise its unique authorities and fulfill its responsibilities using its own organizational structures, procedures, and chains of command, while coordinating decisions and activities with appropriate federal, state, and local organizations and private stakeholders,

- (U) Each agency will facilitate the optimum balance between the nation’s security and the free flow of goods and people,

- (U) Each agency will seek to avoid unnecessarily constraining cargo flow or unduly impacting normal commercial processes,

- (U) Information will be safeguarded as appropriate,

- (U) The international exchange of information will be in accordance with government-to-government information sharing arrangements,
**MARINE TRANSPORTATION SYSTEM RECOVERY PLAN**

- (U) Response and recovery may be conducted simultaneously and in accordance with the National Response Framework (NRF), the National Incident Management System (NIMS), the Maritime Infrastructure Recovery Plan, and other pertinent national structures, and

- (U) Unity of effort is essential to effectively respond to a large-scale supply chain disruption of extended duration.

**9400 (U) Considerations and Assumptions:**

(U) In developing these protocols, the following assumptions were considered:

- (U) Departments and Agencies have internal plans for surge operations that include,
  - (U) The movement of personnel and resources to theaters of operation impacted by incidents or threats, and
  - (U) The movement of personnel and resources to areas not directly impacted to address increased operational tempos resulting from incidents or threats.

- (U) By its very nature the global supply chain is a bi-directional system. Carriers from across the modes arriving in a country and delivering cargo may also carry outbound cargo,

- (U) Domestic incident prevention, response and recovery planning must be addressed both from the perspective of the directly threatened or affected (or attacked) site(s) or region(s) as well as the areas that are not directly impacted by the incident,

- (U) It is the policy of the U.S. government to take measured and deliberate steps toward increases in security resulting from incidents or threats, and

- (U) Every reasonable effort will be made to maintain cargo flow. It is not U.S. policy to automatically close all ports as a result of an incident.

**9500 (U) Identifications of Initial Incident Commander / Unified Commander:**

(U) The “Security and Accountability for Every Port Act of 2006” (the SAFE Port Act, P.L. 109-347, 120 Stat. 1884, October 13, 2006) section 202 requires that the Secretary of Homeland Security identify the appropriate initial Federal incident commander for maritime transportation system disruptions. Under current statutory authorities (see Appendix Y, Authorities), unless otherwise directed:
The FBI is the initial Incident Commander for terrorist incidents, with other agencies providing support for response and recovery activities,

The USCG Captain of the Port (COTP) is the initial Incident Commander for incidents affecting the navigable waterways (including inland waterways consistent with agreement with the U. S. EPA), territorial waters, contiguous zone, and Exclusive Economic Zone,

For incidents on DOD installations the installation commander is the initial Incident Commander,

For incidents on DOE installations the installation commander is the initial Incident Commander,

The U. S. EPA is the initial Incident Commander for environmental response incidents affecting the inland zone, inland navigable waterways (consistent with agreement with the USCG) and all other inland waterways, and

FEMA is the initial Incident Command for areas other than specified above, subject to a Presidential declaration of an emergency, or a declaration of a major disaster, invoking the Robert T. Stafford Disaster Relief and Emergency Assistance Act, P.L. 93-288, as amended.

When multiple authorities are involved in a response or recovery effort, a unified command structure, comprised of officials who have jurisdictional authority or functional responsibility for the incident under an appropriate law, ordinance, or agreement, may be established by the Secretary of Homeland Security in coordination with affected departments.

Trade Resumption Protocols:

In keeping with the precepts of the NIMS, incidents will initially be addressed at the local level with broader management structures growing to meet event conditions. Stakeholders at multiple levels will implement business continuity and trade resumption plans autonomously, and in many cases this will be sufficient to address the movement of goods and people. An example of this at the federal level would be the implementation of the CBP/USCG Joint Protocols for the Expeditious Recovery of Trade.

Once a determination is made by either the President or the Secretary of Homeland Security or their duly designated representatives that there has been, or could be, a large-scale maritime transportation system disruption of extended duration, a decision will be made whether to initiate these protocols in whole or in part. As appropriate, this decision will be made through consultation between federal organizations with trade resumption and business continuity missions and may necessitate consultation with the Secretaries of
other cabinet agencies or their duly designated representatives.

(U) Considerations for triggering this high-level consultation for trade passing through the maritime mode include, but are not limited to, a recommendation for protocol initiation from the Commandant, U.S. Coast Guard, the Commissioner, Customs and Border Protection, a Sector Specific Agency or a Department of Defense notification through the National Infrastructure Coordination Center (NICC) that priority treatment is needed for a specific supply chain or cargo category, or exceptionally high levels of national economic risk exist. Factors that could result in this consultative process may include:

a. (U) The duly designated incident commander provides an assessment that a large scale disruption of the supply chain exists which requires, or could require, the identification of national priorities and U.S. agency response action is or could be imminent,

b. (U) One or more of the Federal departments or agencies responsible for regulation of the movement of goods and people through the port system requests that the consultative process be activated,

c. (U) One or more Federal departments or agencies determines that the actual or potential disruption could have a large scale adverse effect on the national economy, and/or

d. (U) The Department of State (DOS) concludes that the large scale supply chain disruption posses the potential to adversely affect the foreign affairs of the United States.

(U) Because every incident will be different, developing a single set of rigidly defined actions is not practical. Rather, it is the intent of these protocols to provide for a response that is flexible and properly scalable to the nature of the incident. The following sections describe the general processes and activities that will be followed during actual or potential events. These actions serve as a framework to achieve a successful recovery of the maritime transportation system and the continuity/resumption of commerce.

(U) In many instances, the activities described in this section will take place concurrently or in some sequence other than that outlined. Therefore this section is meant as a general guide and is not prescriptive.

**Essential Elements of Information**

(U) Essential Elements of Information (EEIs) are the data sets necessary to understand the condition of infrastructure and the supply chain and the constraints imposed on them by the event. EEIs include data collected in advance of and during an incident to establish baseline information to be used in managing and measuring recovery progress and trade resumption management effectiveness. EEIs will be established by the lead
federal agencies for their areas of jurisdiction, in consultation with supply chain stakeholders and where appropriate using existing coordination systems such as the National Infrastructure Coordination Plan or the NRF.

**GENERAL COMMUNICATIONS PATHWAYS**

(U) Developing effective mitigation strategies will necessitate extensive communication within, between, and among government agencies and with the private sector. In order to accomplish this, specific stakeholder agencies and private sector organizations will serve as information conduits to their constituencies. Details regarding participants may be found in this document in Annex X, Roles and Responsibilities.

(U) In order to facilitate dialogues and decisions in support of these protocols, support groups of stakeholder organizations may be established in advance of incidents. Such support groups will provide post-incident operational information to the government and act as communications links to the larger stakeholder community. Potential support groups include organizations consisting of carriers, intermodal logistics providers, importers and exporters, labor, etc.

(U) Additionally, given the linkage between infrastructure recovery (system capacities and constraints) and trade resumption/continuity, it may be necessary to consult with larger industry and government segments as outlined in the National Infrastructure Protection Plan via the Government Coordinating Councils (GCC) and Sector Coordinating Councils (SCC). Where such consultation is needed it will be coordinated through the National Infrastructure Coordinating Center (NICC) and Sector-Specific Agencies (SSA).

(U) The overall coordination protocols are an iterative process built around the gathering and sharing of event information, EEIs, and planned activities between stakeholders. Figure 1 illustrates the information flow and linkages between federal stakeholders. State, local, tribal, private sector, and international partners will be engaged as appropriate in accordance with existing arrangements. For example, SSAs and Critical Infrastructure/Key Resource coordination will occur through the National Infrastructure Coordination Center (NICC).

*See Communications Flow Chart on next page >>>*
**INITIATE PROTOCOLS**

(U) Once a decision has been made to initiate the protocols, relevant agencies will assess the incident (including a credible threat), assure that they share a Common Operational Picture, and initiate the coordination process.

**CONSULT WITH PRIVATE SECTOR**

(U) As soon as practicable, the USG will utilize automated alert systems and other means to notify the relevant private-sector coordinating structures (e.g. support groups) of the incident and the time/place/method for consultation.

(U) In general, the USG will provide an assessment of the incident, identifying any constraints on the transportation system on both impacted and non-impacted areas. The private sector will be provided the opportunity to supply any initial information of national strategic importance for resumption and consult their constituents on potential actions or decisions they may make as a result of the incident. As industry mitigation
strategies are identified, they will be conveyed to the USG for information purposes and to allow appropriate resource reallocations where possible and necessary to support the mitigation. This consultation and deliberation will be repeated as necessary throughout the lifecycle of the event.

CONSULT WITH GOVERNMENT STAKEHOLDERS

(U) As soon as practicable, the appropriate USG department or agency will utilize automated alert systems and other means to notify the relevant departments and agencies of the incident and the time/place/method for consultation.

(U) In general, the incident commander (or representative) will provide an assessment of the incident or potential incident to the participants including any industry mitigation strategies. The lead USG department or agency will then elicit input on supply chain system and cargo constraints and known priorities, allowing the interagency time for internal consultation and analysis as necessary. This consultation and deliberation will be repeated as necessary throughout the lifecycle of the event.

DEVELOP NATIONAL RECOMMENDATIONS

(U) It is envisioned that these extraordinary management protocols would be employed when an event constrains, restricts, or disrupts the flow of goods and people through ports of entry to the extent that normal processing cannot be maintained for an extended period. When this occurs, the Federal government may determine that it is necessary to establish national priorities for the movement of cargo and/or persons.

(U) If a decision has been made that prioritization of a specific supply or cargo category is required, an interagency consultative process based upon the Maritime Operational Threat Response (MOTR) Plan and its Protocols shall be utilized to achieve consistent, coordinated actions that support desired national outcomes. The Global MOTR Coordination Center (GMCC) shall serve as the facilitating body for interagency coordination. In this role the GMCC will be collect and fuse Federal department and agency input on potential national priorities and disseminate decisions to all Federal agencies and entities with a statutory, regulatory or Executive branch-directed responsibility for any aspect of the trade resumption process. (See Figure 2.)

See Global MOTR Coordination Center Flow Chart on next page >>>
When the Global MOTR Coordination Center is used to coordinate interagency trade resumption efforts, the USCG will provide implementation support as needed. Once activated, departments and agencies are responsible for providing the GMCC the information necessary and appropriate for the determination of national priority movements. While the specifics will depend on the actual situation, in general this would include:

a. A factual summary of the current situation, an assessment of the greatest potential magnitude of the threat/disruption/incident; response/recovery capabilities required; asset availability and authority to act.
b. (U) An evaluation of the constraints on the transportation system (covering areas within and outside the incident), any known activities or mitigation strategies developed by stakeholders, and critical infrastructure and key resource (CIKR) interdependencies and/or cascading effects, and

c. (U) Desired determinations for priority designation of goods and people for movement and/or the means and methods of movement, with necessary supporting information and projected outcomes.

(U) Following receipt of the above information, the GMCC shall inform Federal agencies and entities with a statutory, regulatory or Executive branch-directed responsibility for any aspect of the trade resumption or continuity process, facilitate discussions among those parties, and assist the interagency in documenting national-level recommendations.

(U) National priorities will only be established for supply chain issues that rise to a national level of importance for the maritime transportation system. Disagreements regarding national priorities will be resolved in accordance with Presidential Policy Directive 1 (PPD-1), Organization of the National Security Council System. In very large-scale incidents, national priorities may be further informed through consultation with international trading partners.

(U) The GMCC will maintain protocols for coordinating the maritime trade resumption national priorities process, including:

• (U) Regularly updated 24-hour contact information for command centers to facilitate the initiation and administration of coordinating activities required by this section,

• (U) A list of interagency contacts for trade recovery consultations that is validated at least annually. Departments and Agencies involved in trade recovery shall provide the GMCC with contact information regarding their representatives, and

• (U) Supporting agency trade recovery protocols for information-sharing and consultation with stakeholders. Departments and Agencies involved in trade recovery shall provide the GMCC with their trade recovery protocols.

DEVELOP PRIORITIES FOR VESSEL AND CONVEYANCE MOVEMENT

(U) Based upon national priorities, the appropriate lead federal agency will identify high-priority vessels and conveyances requiring expedited support. For instance, if military logistics movements are identified as a priority, the conveyances involved will be specifically identified at the national level in order to ensure that individual movements are appropriately facilitated. The USCG and Customs and Border Protection (CBP) will use risk-informed processes to determine clearance status or security measures needed for specific conveyance or cargo entry.
Disseminate National Priorities

Advise Private Sector:

(U) The pertinent Federal agencies will inform involved private sector entities of any national priorities and recommendations for dissemination to their members and constituents as soon as practical; this includes notification of any relevant private-sector coordinating structures (e.g. support groups) whether pre-established or individually constituted for a specific event.

Advise Regional and Local Response Organizations:

(U) Where regional or local response structures such as Joint Field Offices have been established in accordance with the NRF, the pertinent Federal agencies will inform those response structures of any national priorities and recommendations for use in creating regional and local priorities. In accordance with the NRF, this will ensure that State, local, Tribal, and Territorial needs are appropriately addressed.

Advise Agency Partners and GCC/SCCs:

(U) To the extent that all Federal partners and the Sector GCC and SCC members may not be involved in the initial real-time dialogues described above, the GMCC will inform other federal agencies and the GCC and SCC members of the national trade resumption priorities established, as well as the national transportation system status information, to assure their awareness and receive their inputs for consideration. Communications regarding infrastructure recovery with the GCCs/SCCs will be via the NICC and SSAs in order to ensure that those responsible for coordinating the recovery of the nation’s critical infrastructure and key resources are informed as to national priorities, and that the national priorities are informed by the infrastructure status and recovery plans.

Advise International Partners:

(U) Due to the integrated nature of the North American transportation system, and the benefits of coordinating actions along the shared borders, the U.S., Canada, and Mexico have established arrangements for trade resumption and continuity collaboration. This includes notification of respective national priorities. In very large-scale incidents, the communication of national priorities and cargo movement considerations may be extended to other international trading partners as well. In such circumstances this will initially be accomplished via the DOS, utilizing the most expeditious means of communication possible (e.g., DOS Cables). Embassy personnel in receipt of such cables will ensure dissemination to their host nation’s transportation, security, and trade organizations.

(U) In some cases bilateral trade recovery communications mechanisms may have been established by CBP with foreign trading partners, in keeping with the World Customs Organization Trade Recovery Annex to the SAFE Framework of Standards and the Asian Pacific Economic Cooperation (APEC) Trade Recovery Program. In these cases, direct
communications between CBP and the international trade recovery coordination teams may occur, in keeping with those bilateral mechanisms.

**Advise Field-Level Organizations:**

(U) The pertinent Federal agencies will communicate the national priorities to their respective field units using their relevant chains of command and communications procedures.

**Implement Priorities**

(U) The national priorities will become factors to be continually assessed and integrated into the daily decisions regarding conveyance and cargo movements, integrating conveyance and vessel screening, inspection, and the clearance processes.

(U) The USCG may prioritize vessel movements as, or if, required. Waterway management decisions will be based on the considerations outlined in this Appendix, as well as other local or regional concerns (e.g., those communicated from State and local partners).

(U) CBP field offices will establish cargo and traveler prioritization based on overall risk and such factors as its/their designation as a national priority or whether a company/person is a validated participant in recognized trusted trade or traveler program (e.g. the Customs-Trade Partnership Against Terrorism (C-TPAT)). CBP will determine and apply levels of examinations to cargo streams and travelers appropriate to the security concerns related to the incident.

(U) The Department of Transportation (DOT) and Transportation Security Administration (TSA) may work with airports, airlines, air cargo carriers, general aviation, highway motor carriers, mass transit agencies, railroads, pipeline companies and with DOD as needed to facilitate the movement of cargo and people to and away from the borders.

(U) Following certain events which result in shortages essential to national defense, as defined in the Defense Production Act, the authorities of that Act may be used to prioritize and allocate needed resources and services. For more, see 50 U.S.C. App. §2061 et seq. During such events, the USCG and the Maritime Administration will need to coordinate their operations at the port level in support of the national priorities, which will have been coordinated through the interagency process outlined in this section.

**Allocation of Federal Resources to Support Trade Recovery Activities**

(U) The responsible agencies or departments will redeploy resources as possible to support the expeditious processing of goods and people for trade recovery in keeping with their internal resource management practices. Such redeployment of resources and other actions dealing with incidents will be balanced with their primary missions, considering risk.
(U) Goods and people will be prioritized based upon four general levels of precedence:

- (U) Goods and people required to support response, stabilization and recovery operations,
- (U) Goods and people identified as national priorities,
- (U) Goods / conveyances and people from participants in trusted partner programs, and
- (U) All other goods, conveyances, or people.

(U) National priorities may cover, but are not exclusive to:

- **Emergency Needs**: (U) Those goods necessary for the saving and continuation of life. Examples include personnel and supplies for medical response, restoration of power, and potable water,
- **Response and Stabilization Needs**: (U) Personnel and equipment necessary to conduct response and stabilization operations at the incident site (such as fire boats, urban search and rescue teams, etc.),
• **Community Needs:** (U) The incident may create immediate shortages of necessary commodities that must be addressed. Examples are crude oil, heating oil and chemicals necessary for industrial continuity, and drinking water. Community needs may also have a delayed time component based upon “on hand” stocks. Industry, either via these protocols, national advisory committees, or subject matter experts must be queried to identify these commodities,

• **National Security:** (U) The incident may impact national security concerns, such as cargo movements via strategic onload ports in support of the DOD, requiring specific coordination or prioritization of support assets, e.g. small vessels to conduct escort duties, and

• **Economic Vitality:** (U) The incident, or its cascading effects upon the supply chain, may have broad implications for the economic vitality of the United States. Delayed shipments may impact manufacturing; delayed exports may have ramifications beyond our borders, etc.

9800 **(U) Considerations for the Prioritization of Conveyances and Cargo:**

(U) Incident Commanders or Unified Commands work with local stakeholders to analyze conveyance and facility specific information and needs, including local priorities for bidirectional movement of goods and people. If established, regional and national priorities are integrated into this local decision-making process. The Incident Commander or Unified Command will ensure the integration of cargo, commodity, vessel and people screening, inspection, and clearance processes. In addressing movement to and away from ports of entry, local authorities will need to be consulted regarding staging and traffic management.

(U) Prioritization for cargo or commodity movement is based on several factors:

• (U) The need for a specific commodity or cargo,

• (U) The security status of the conveyance, cargo, or individual,

• (U) The ability of conveyances to transit to and through impacted areas,

• (U) The capacity of infrastructure to offload cargo or commodities and move them from the point of debarkation,

• (U) The need for specific skills when addressing people (e.g., emergency responders, utility workers, longshoremen, pilots, etc.),

• (U) Participation in trusted trade or travel programs (e.g. C-TPAT, NEXUS, SENTRI, etc.), and
CONVEYANCE PRIORITIZATION

(U) Directly following a large-scale incident, the USCG and CBP, at the national level, as appropriate and if necessary in consultation with the DOT, will determine the appropriate initial post-incident measures to be executed to ensure the security of conveyances and the cargo, commodities or passengers they carry entering the United States. The USCG and CBP use risk-informed processes to determine clearance status or security measures needed for specific conveyance or cargo entry.

(U) The USCG and CBP currently use numerous well established risk management tools which are designed to identify relatively higher or lower risk conveyances. For example, the following are some characteristics of lower risk conveyances:

• (U) Vessels with a history of compliance with safety and security regulations, and approved vessel security plans,

• (U) Vessels with no identified crew or passenger security concerns, and

• (U) Companies participating in CBP’s C-TPAT program.

(U) As a result, conveyances with such attributes are more likely to rapidly gain clearance for entry (requiring less security measures) than higher risk transport. Conversely those that represent a greater risk will be given a greater level of scrutiny and/or have control measures placed on them.

(U) Complicating the establishment of priorities is the issue of non-homogenous cargoes, where it is likely that high priority cargo will be intermixed with low priority goods, creating challenges for offloading and processing. Additionally, cargoes with relatively higher risk scores are likely to be intermixed with lower risk cargo and thereby assigned the higher risk score. In such cases, field level operations may also need to be prioritized. For instance, CBP efforts to clear landed cargo may initially focus on national priority goods, then on those designated for preferential handling (e.g., those from C-TPAT participants), and as possible on other containers.
9900 (U) Training and Exercises:

(U) Agencies (federal, state, county and local) and private industry port stakeholders involved in trade recovery activities are responsible for training their personnel and exercising trade recovery processes. Such training and exercise programs should be incorporated into existing training regimes, be collaborative in nature, and involve the private sector.

(U) International trade resumption protocols shall be considered in appropriate exercises under the National Exercise Program.
# Section 10000

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>10000</td>
<td>(U) Acronyms, Terms and Definitions</td>
<td>113</td>
</tr>
<tr>
<td>10001</td>
<td>(U) Acronyms</td>
<td>114</td>
</tr>
<tr>
<td>10002</td>
<td>(U) Terms and Definitions</td>
<td>118</td>
</tr>
</tbody>
</table>
# Acronyms

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRSTA SF</td>
<td>USCG Air Station San Francisco</td>
</tr>
<tr>
<td>AOR</td>
<td>Area of Responsibility</td>
</tr>
<tr>
<td>AMSC</td>
<td>Area Maritime Security Committee</td>
</tr>
<tr>
<td>AMSP</td>
<td>Area Maritime Security Plan</td>
</tr>
<tr>
<td>ATON</td>
<td>Aids to Navigation</td>
</tr>
<tr>
<td>BNTM</td>
<td>Broadcast Notice to Mariners</td>
</tr>
<tr>
<td>CART</td>
<td>Common Assessment and Reporting Tool</td>
</tr>
<tr>
<td>CBP</td>
<td>Customs and Boarder Patrol</td>
</tr>
<tr>
<td>CCGD11</td>
<td>USCG Commander Coast Guard District Eleven</td>
</tr>
<tr>
<td>CG</td>
<td>Coast Guard</td>
</tr>
<tr>
<td>CIC</td>
<td>Critical Incident Communications</td>
</tr>
<tr>
<td>COOP</td>
<td>Continuity of Operation Plan</td>
</tr>
<tr>
<td>COTP</td>
<td>Captain of the Port</td>
</tr>
<tr>
<td>DHS</td>
<td>Department of Homeland Security</td>
</tr>
<tr>
<td>DOC</td>
<td>Department of Commerce</td>
</tr>
<tr>
<td>DOD</td>
<td>Department of Defense</td>
</tr>
<tr>
<td>DOE</td>
<td>Department of Energy</td>
</tr>
<tr>
<td>DOJ</td>
<td>Department of Justice</td>
</tr>
<tr>
<td>DOS</td>
<td>Declaration of Security</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>EEI</td>
<td>Essential Elements of Information</td>
</tr>
<tr>
<td>EOC</td>
<td>Emergency Operations Center</td>
</tr>
<tr>
<td>EP</td>
<td>Expected Production</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>ESF</td>
<td>Emergency Support Functions</td>
</tr>
<tr>
<td>FBI</td>
<td>Federal Bureau of Investigations</td>
</tr>
<tr>
<td>FCC</td>
<td>Federal Communications Commission</td>
</tr>
<tr>
<td>FERC</td>
<td>Federal Energy Regulatory Commission</td>
</tr>
<tr>
<td>FEMA</td>
<td>Federal Emergency Management Administration</td>
</tr>
<tr>
<td>FMSC</td>
<td>Federal Maritime Security Coordinator</td>
</tr>
</tbody>
</table>
# Marine Transportation System Recovery Plan

## 10001 (U) Acronyms

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>FOSC</td>
<td>Federal On-Scene Coordinator</td>
</tr>
<tr>
<td>FOSCR</td>
<td>Federal On-Scene Coordinator’s Representative</td>
</tr>
<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>DHHS</td>
<td>Department of Health and Human Services</td>
</tr>
<tr>
<td>HOMEPORT</td>
<td>USCG Maritime Security internet web-based communications portal.</td>
</tr>
<tr>
<td>HSEEP</td>
<td>Homeland Security Exercise and Evaluation Planning</td>
</tr>
<tr>
<td>IAP</td>
<td>Incident Action Plan</td>
</tr>
<tr>
<td>IC</td>
<td>Incident Command</td>
</tr>
<tr>
<td>ICE</td>
<td>Immigrations and Customs Enforcement</td>
</tr>
<tr>
<td>ICP</td>
<td>Incident Command Post</td>
</tr>
<tr>
<td>ICS</td>
<td>Incident Command System</td>
</tr>
<tr>
<td>ILO</td>
<td>Infrastructure Liaison Officer</td>
</tr>
<tr>
<td>IT</td>
<td>Information Technologies</td>
</tr>
<tr>
<td>JFO</td>
<td>Joint Field Office</td>
</tr>
<tr>
<td>JIC</td>
<td>Joint Information Center</td>
</tr>
<tr>
<td>MARAD</td>
<td>Maritime Administration (MARAD is a subset of the National Defense Reserve Fleet)</td>
</tr>
<tr>
<td>MARSEC</td>
<td>Maritime Security Level</td>
</tr>
<tr>
<td>MISLE</td>
<td>Marine Information System and Law Enforcement</td>
</tr>
<tr>
<td>MOA</td>
<td>Memorandum of Agreement</td>
</tr>
<tr>
<td>MOL</td>
<td>Military Out-Load</td>
</tr>
<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
</tr>
<tr>
<td>MSC</td>
<td>Maritime Safety Center</td>
</tr>
<tr>
<td>MSIB</td>
<td>Marine Safety and Security Information Bulletin</td>
</tr>
<tr>
<td>MSRAM</td>
<td>Maritime Security Risk Assessment Model</td>
</tr>
<tr>
<td>MTS</td>
<td>Marine Transportation System</td>
</tr>
<tr>
<td>MTSA</td>
<td>Maritime Transportation Security Act of 2002</td>
</tr>
<tr>
<td>MTSL</td>
<td>Marine Transportation System Leader</td>
</tr>
<tr>
<td>MTSR</td>
<td>Marine Transportation System Recovery</td>
</tr>
</tbody>
</table>
# Marine Transportation System Recovery Plan

## 10001 (U) Acronyms

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTSRC</td>
<td>Marin Transportation System Recovery Coordinator</td>
</tr>
<tr>
<td>MTSRP</td>
<td>Marine Transportation Recovery Plan</td>
</tr>
<tr>
<td>MTSRU</td>
<td>Marine Transportation System Recovery Unit</td>
</tr>
<tr>
<td>NIMS</td>
<td>National Incident Management System</td>
</tr>
<tr>
<td>NICC</td>
<td>National Incident Coordination Center</td>
</tr>
<tr>
<td>NIPP</td>
<td>National Infrastructure Protection Plan</td>
</tr>
<tr>
<td>NIRP</td>
<td>National Infrastructure Recovery Plan</td>
</tr>
<tr>
<td>NMTSP</td>
<td>National Maritime Transportation Security Plan</td>
</tr>
<tr>
<td>NOAA</td>
<td>National Oceanographic and Atmospheric Administration</td>
</tr>
<tr>
<td>NRCC</td>
<td>National Response Coordination Center</td>
</tr>
<tr>
<td>NRF</td>
<td>National Response Framework</td>
</tr>
<tr>
<td>NRP</td>
<td>National Response Plan</td>
</tr>
<tr>
<td>OES</td>
<td>Office of Emergency Services</td>
</tr>
<tr>
<td>OPLAN</td>
<td>Operations Plan</td>
</tr>
<tr>
<td>PACAREA</td>
<td>USCG Commander Pacific Area</td>
</tr>
<tr>
<td>RFF</td>
<td>Request for Forces</td>
</tr>
<tr>
<td>SAIC</td>
<td>Special Agent in Charge</td>
</tr>
<tr>
<td>SDDC</td>
<td>Surface Deployment and Distribution Command</td>
</tr>
<tr>
<td>Sector SFB</td>
<td>USCG Sector San Francisco Bay</td>
</tr>
<tr>
<td>SITREP</td>
<td>Situation Report</td>
</tr>
<tr>
<td>SOP</td>
<td>Standard Operating Procedure</td>
</tr>
<tr>
<td>(SSI)</td>
<td>Sensitive Security Information</td>
</tr>
<tr>
<td>TSA</td>
<td>Transportation Security Administration</td>
</tr>
<tr>
<td>TSI</td>
<td>Transportation Security Incident</td>
</tr>
<tr>
<td>TSSP</td>
<td>Transportation Sector Specific Plan</td>
</tr>
<tr>
<td>(U)</td>
<td>Unclassified Information</td>
</tr>
<tr>
<td>UC</td>
<td>Unified Command</td>
</tr>
<tr>
<td>UCS</td>
<td>Unified Command System</td>
</tr>
<tr>
<td>UMIB</td>
<td>Urgent Marine Information Bulletin</td>
</tr>
<tr>
<td>USACE</td>
<td>US Army Corp of Engineers</td>
</tr>
</tbody>
</table>
10001 (U) Acronyms

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCG</td>
<td>United States Coast Guard</td>
</tr>
<tr>
<td>VTS</td>
<td>Vessel Traffic Service</td>
</tr>
<tr>
<td>WMD</td>
<td>Weapons of Mass Destruction</td>
</tr>
</tbody>
</table>
10002  (U) Terms and Definitions

(U) The following Terms and Definitions apply to this All-Hazard approach for supporting operational activities and creating a pre-incident planning framework for facilitating the recovery of the Marine Transportation System (MTS) as described by reference (a) in the Captain of the Port’s AOR.

- **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.

- **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.

- **Common Assessment and Reporting Tool (CART).** CART is a Coast Guard 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 Coast Guard and incident management information needs and requirements. [COMDTINST 16000.28 (series)]

- **Critical Infrastructure.** Systems and assets, whether physical or virtual, so vital that the incapacity or destruction of such may 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. [Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience]

- **Essential Elements of Information (EEI).** Quantitative and objective information required by a commander in order to assist in reaching a logical decision. MTS EEIs include information regarding the status of the MTS and associated infrastructure during and following an incident.

- **Interdependency.** Mutually reliant relationship between entities (objects, individuals, or groups). The degree of interdependency does not need to be equal in both directions.

- **Key Resource.** Publicly or privately controlled resources essential to the minimal operations of the economy and government as defined by HSPD-7.
10002 (U) Terms and Definitions

- **Marine Transportation System (MTS).** The MTS is a complex system that is geographically and physically diverse in character and operation. 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 chains or domestic commercial operations. The MTS also includes vessels, port facilities, and intermodal connections and users, including crew, passengers, and workers. The Marine Transportation System is also referred to as the *Maritime* Transportation System.

- **Marine Transportation System Recovery Coordinator (MTSRC).** The MTSRC is an individual appointed by COTP at USCG – Sector San Francisco. The MTSRC is responsible for oversight and coordination of MTS Recovery contingency planning, and the Maritime Transportation System Recovery Unit.

- **Marine Transportation System Recovery Unit (MTSRU).** 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.

- **Maritime Critical Infrastructure and Key Resources (CI/KR).** The CI/KR specific or connected to the maritime environment including ports, waterways, military facilities, nuclear power plants, locks, oil refineries, levees, passenger terminals, fuel tanks, pipelines, chemical plants, tunnels, cargo terminals, and bridges.

- **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 Mississippi River and the Intra-Coastal Waterway.

- **Preparedness.** Activities necessary to build, sustain, and improve readiness capabilities to prevent, protect against, respond to, and recover from natural or manmade incidents. Preparedness is a continuous process involving efforts at all levels of government and between government and the private sector and nongovernmental organizations to identify threats, determine vulnerabilities, and identify required resources to prevent, respond to, and recover from major incidents.

- **Resilience.** The capability of an asset, system, or network to maintain its function during or to recover from a terrorist attack, natural disaster, or other incident.
Terms and Definitions

- **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.

- **Recovery.**
  a. **Short-term Recovery.** That period where impacted infrastructure and supporting activities within the incident are have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable within 90 days or less.
  b. **Long-Term Recovery.** That period in which infrastructure and supporting activities have been returned to pre-incident conditions or service or have the capacity or capability to operate or provide service at pre-incident levels. Activities, policies, or mitigation strategies aimed at long-term recovery may take longer than 90 days.

- **Restoration.** The level or degree to which recovery efforts are capable of returning the MTS to pre-incident capacity. Measurement is based upon industry potential movement of cargoes.

- **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 sector-specific agency for maritime transportation is the U.S. Coast Guard (USCG).

- **Security Partner.** Federal, State, Territorial, regional, local, or tribal governmental entities; private sector owners and operators; and representative organizations, academic and professional entities, and certain not-for-profit private volunteer organizations that share in the responsibility for protecting the Nation’s CI/KR.

- **Steady State.** Steady-state is the posture for routine, normal, day-to-day operations as contrasted with temporary periods of heightened alert or real-time response to threats or incidents.

- **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.

- **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.