MARINE TRANSPORTATION SYSTEM RECOVERY PLAN (MTSRP)

FOR

MARINE SAFETY UNIT-HOUMA

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REFERENCES

(a) Ports and Waterways Safety Act of 1972

(b) Federal Water Pollution Control Act (FWPCA) of 1972.

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

(d) Robert T. Stafford Disaster Relief Act (42 U.S.C. §5121 et. seq. as amended)

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

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

(g) Strategy to Enhance International Supply Chain Security, Department of Homeland Security, July 2007

(h) Transportation Systems Sector-Specific Plan, Annex B: Maritime (2010)

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

(j) National Response Framework (NRF), Critical Infrastructure and Key Resources (CI/KR) Annex, 2011

(k) National Disaster Recovery Framework, September 2011

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

(m) National Infrastructure Protection Plan (NIPP), 2009

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

(o) National Incident Management System

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

(q) Area Contingency Plan

(r) USCG Navigation and Vessel Inspection Circular (NVIC) 09-02, (series) (Guidelines for Development of Area Maritime Security Committees and Area Maritime Security Plans Required for U.S. Ports)

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

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

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

(v) USCG Marine Transportation System Unit Leader [MTSL] Job Aid

(w) Common Assessment and Reporting Tool User's Manual

(x) Policy on Use of Common Assessment and Reporting Tool, CG-FAC Policy Letter

(y) Contingency Preparedness Planning Manual, Volume 3: Exercises, COMDTINST 3010.13 (series)

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SECTION 1: INTRODUCTION

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

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

1. **Infrastructure Impact** – A significant incident causing damage to a component or components of the MTS infrastructure that will likely require repair, alternative strategies, and/or vessel traffic control actions by the Captain of the Port (COTP) prior to resumption of MTS operations. Examples include:

    a. Hurricane/Tropical Storm/Heavy Weather
    b. Flood
    c. Earthquake/Tsunami
    d. Major Infrastructure Casualty to Bridges, Roads, or Public Infrastructure
    e. Cyber Attack with Infrastructure Damage
    f. Terrorist attack

2. **Constrained Operational Capacity** – An event without infrastructure damage that interrupts the normal port rhythm, including cargo operations, vessel movement, and physical security capabilities. Examples include:

    a. Maritime Security (MARSEC) Level Increase
    b. Cyber Attack without infrastructure damage
    c. Labor Shortage-Disruption Event
    d. Security or Casualty-related incident in an impacted port area causing enhanced cargo movement in other non-impacted ports within the Region

3. **Constrained by Response Operations** – An incident with response operations whose mitigation activities may disrupt the normal MTS operations beyond ***pre-determined steady state thresholds*** as identified in Section 2 of the MTSRP. Examples include response to:

a. Oil Discharge/Hazardous Substance Release
b. Mass Rescue Operations
c. Marine Casualty that may or may not involve infrastructure damage. MTS Recovery will be a consideration in the primary response.

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

1. **Framework** – The MTS Recovery incident management structure is a scalable and cooperative process for restoring MTS functionality within the incident area, to include resumption of trade outside of incident areas. The incident management structure must address three key operational planning factors when implementing the MTS Recovery function:

   a. System stabilization;
   b. Short-term recovery; and
   c. Transition from short-term recovery to long-term recovery.

2. **National Incident Management System (NIMS) Incident Command System (ICS)** The MTSRP supports the National Response Framework (NRF) through use of the NIMS ICS planning process. This process is used in several other response plans (i.e., Area Contingency Plans, AMSPs, Mass Rescue Plans, Salvage Response Plan, etc).

   Critical Success Factors – The processes outlined in the MTSRP address five critical success factors for efficient and effective MTS Recovery preparedness and response activities, which include:

   a. An inventory and identification of MTS capabilities and constraints;
   b. Communication of capabilities and constraints with stakeholders;
   c. Collaboration on mitigation plans between public and private stakeholders;
   d. Alignment of resources; and
   e. Unity of effort to mitigate constraints and maximize use or return to service of available capabilities.

C. OVERARCHING GOALS AND OBJECTIVES:

1. **Overarching Goals** – The goal for the MTSRP is to ensure preparedness and unity of effort between the Coast Guard and port stakeholders to safely, effectively, and efficiently recover from a MTS disruption.

2. **Objectives** – The objectives for MTS Recovery include but are not limited to:

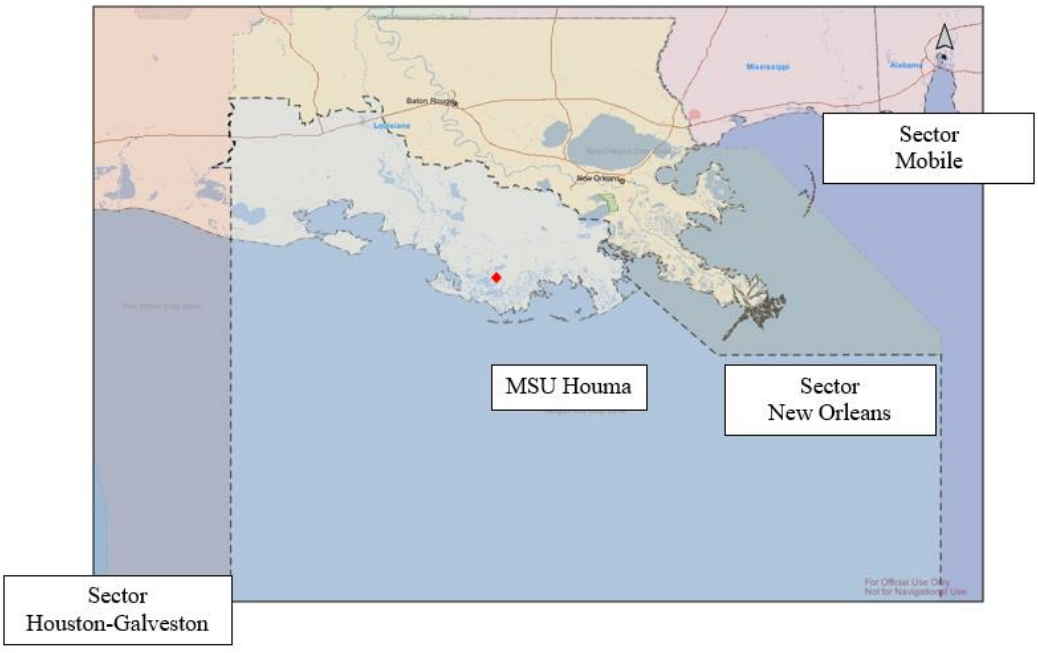
   a. Establish a Marine Transportation System Recovery Unit (MTSRU) within the Planning Section of the Incident Command System (ICS) structure. Refer to Section 2.D.1 and 2.F. of this plan for MTSRU Staffing/Training.
   b. Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area.

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

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

1. **Area of Responsibility** – The boundaries of the MSU Houma Marine Inspection and Captain of the Port Zones start at latitude 28°50′00″ N, longitude 88°00′00″ W.; thence proceeds west to latitude 28°50′00″ N., longitude 89°27′06″ W.; thence northwest to latitude 29°18′00″ N, longitude 90°00′00″ W; thence northwest along the northern boundaries of Lafourche, Assumption, Iberia, and St. Martin Parishes, Louisiana; thence northwest along the northern boundary of Lafayette and Acadia Parishes, Louisiana; thence south along the west boundary of Acadia and Vermillion Parishes, Louisiana to the Louisiana Coast at longitude 92°37′00″ W, thence south along longitude 92°37′00″ W to the outermost extent of the EEZ; thence east along the outermost extent of the EEZ to longitude 88°00′00″ W.; thence north to latitude 28°50′00″ N, longitude 88°00′00″ W.

COTP Houma Zone



2. **COTP Zone Overview**

a. The COTP Houma zone is not a traditional "port." There is no single major, densely populated port area where commerce takes place (i.e. New Orleans). Industry is spread out in several ports, and over hundreds of miles of maritime transportation arteries, waterways, and bayous. The majority of vessel traffic on the major waterways are transits between Texas, Baton Rouge and New Orleans.

b. The COTP Houma zone is one of the largest zones on the Gulf coast, ranging approximately 187 miles east to west, out to 200 miles offshore, hundreds of miles of interconnecting waterways and bayous, with some of those areas extremely remote and hard to reach. Most areas of the zone are considered environmentally sensitive and difficult to protect. Offshore operations and security issues, including the Louisiana Offshore Oil Port (LOOP) platform, are covered by the D8 Gulf of Mexico Area Maritime Security Plans. Note: the onshore LOOP facilities are covered by this Plan.

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

d. Uniqueness of MSU Houma COTP Zone:

It is important to understand that southern Louisiana contains a myriad of bayous, cuts, lakes, bays, rivers, and slips, and it is not feasible to expect protection at all points of entry. However, entry into the United States through these "unprotected" waterways is not as easy as it first appears, for several reasons:

- Water depth and width are constantly changing due to sediment and rapid growth of vegetation
- Waterways that may look accessible by vessel on a chart or map may not be accessible (dams, log-dams, fences, gates, sediment, etc)
- One must have experience to safely and effectively navigate the smaller waterways

e. Table 1 presents waterways associated with the general COTP Area Of responsibility (AOR). Table 2 lists the locks located in the Houma AOR.

Table 1 - General COTP Houma AOR	
Waterway	**Location/Range**
Gulf Intercoastal Waterway (GIWW)	MM 20 – MM 191
Atchafalaya River	MM 45 – MM 140
Bayou Lafourche	East end of AOR, from Port Fourchon north to Mississippi River (New Orleans AOR)
Houma Navigation Canal	Ends south of Houma at MM 60 on GIWW
Morgan City Port Allen Alternate Route	MM 0 – MM 30
New Iberia Drainage Canal	North of GIWW, at MM 140.5; travel north through New Iberia Drainage Canal to reach Port of Iberia
Morgan City Port Allen Landside Route	MM 0 – MM 40, begins at GIWW MM 87
Bayou Terrebonne	Navigable from Gulf of Mexcio to Bourg LA
Port of West St Mary	North of GIWW, at MM 132
Vermilion River and Bay	West end of AOR, north of Intercoastal City
Wax Lake Outlet	Atchafalaya Bay, east of Atchafalaya River, runs north and intersects GIWW at MM 107, continues north to Bayou Teche between Patterson and Franklin, up to Six Mile Lake
Charenton Drainage Canal	Through West Cote Blanche Bay, runs north and intersects GIWW at MM 123, continues north to Bayou Teche near Franklin
Note: for a better perspective on the AOR, refer to **Sections 9200 & 9200.1** of the AMSP.	

Table 2 - Locks	
Location	**Phone Number**
Bayou Boeuf Locks– Morgan City on ICW	(985) 631-2476
Berwick Locks – intersection of Bayou Teche and Atchafalaya	(985) 384-6334
Leland Bowman Locks – ICW, west of Intracoastal City	(337) 893-4412
Freshwater Locks – Freshwater Canal, south of Intracoastal City	(337) 737-2481

f. The Gulf Intracoastal waterway (GIWW)

1. The GIWW runs from Florida to Texas, and is a major maritime transportation artery. The GIWW runs from MM 20 through MM 192 in the COTP Houma AOR. Hundreds of vessels, including barges, transit daily. Many industries, as well as the nation, depend) upon this transportation route. Closures of several days or weeks have a long reaching and high financial impact on other areas and industries. MSU Houma maintains a healthy, active working relationship with VTS Berwick Bay, the Gulf Intracoastal Canal Association (GICA), and the American Waterways Operators (AWO) to collect and share information concerning transits in the Houma AOR.

2. Every conceivable type of domestic and foreign flag marine traffic uses the GIWW, including:

    - Tugs and barges
    - Supply boats
    - Utility boats
    - Crew boats
    - Jack-up rigs
    - Fishing vessels
    - Small freight ships
    - Survey vessels
    - Recreational boats
    - Other pleasure craft

g. Atchafalaya River

1. The Atchafalaya River runs from the Mississippi River near Baton Rouge south into the Gulf of Mexico. Small ships and high-volume barge traffic transit daily. Taller vessels are restricted, however, due to the low clearance beneath the old Highway 182 Bridge in Morgan City. There are ten Parishes located in the COTP Houma Zone

    - Acadia
    - Assumption
    - Lafayette
    - St. Martin
    - Iberia (coastal)
    - Jefferson (SW portion, coastal)
    - Lafourche (coastal)
    - St. Mary (coastal)
    - Terrebonne (coastal)
    - Vermillion (coastal)

(3) Vessel, Cargo, Facility Interfaces and Associated Waterfront Areas

(A) The COTP Houma zone is composed of five sub-ports and the waterways listed in Tables 1 thru 7 of this section. The COTP Houma zone primarily supports oil & gas exploration, production, and vessel transits along the GIWW. The sub-ports are listed from east to west. Note: There are no major intermodal connectors within the COTP Houma zone.

Table 3 – MSU Houma Interfaces		
Sub-Port	**Interface**	**Facility Types**
Port Fourchon	Primarily supports offshore oil & gas exploration and production to 80% of the Gulf of Mexico deepwater drilling and 18% of the nation's oil supply. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose.	Fuel docks Liquid mud facilities Dry bulk facilities Shipyards Helipads and helo airports
Houma	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose. Several shipyards as well.	Fuel docks Liquid mud facilities Dry bulk facilities Shipyards Helipads and helo airports
Morgan City	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose. Several shipyards as well. Interface with vessel traffic via VTS Berwick Bay.	Fuel docks Liquid mud facilities Dry bulk facilities Shipyards Offshore supply/support yards Mr. Charlie Rig Museum Int'l non-bulk cargo ships Offshore fabrication yards
Port of Iberia	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose.	Fuel docks Liquid mud facilities Dry bulk facilities Shipyards Fabrication facilities
Intracoastal City (including Freshwater City)	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose.	Fuel and supply docks Bulk liquid facilities Shipyards Helipads and helo airports

(4) Traffic Volume in the Port

(A) Morgan City. VTS Berwick Bay directs vessel movement through the center of the COTP Houma zone. VTS Berwick Bay directs 178 transits on an average day and over 215 transits on a busy day. Half of those transits are tug and barge tows, many of which carry hazardous materials, including CDC's. VTS Berwick Bay controls the intersection between the GIWW, Atchafalaya River, and the Morgan City Port Allen Alternate Route, one of the most highly transited and dangerous intersections in the nation. Morgan City is discussed further in Section 5000.

(B) Port Fourchon. Port Fourchon, located at the south end of Bayou Lafourche, has become the marine transportation and support port for the LA offshore oil industry. The Port Fourchon Harbor Police monitors hundreds of transits and dock shifts in Port Fourchon daily. Hundreds of support vessels, fishing vessels, recreational vessels, and marine traffic transit through the area daily. A closure of the Port (in essence closing the channel) for days or weeks would severely disrupt the flow of operations offshore, and would financially impact the area and industry. Port Fourchon is discussed further in Sections 5000 and 9300.

(C) Louisiana Offshore Oil Port (LOOP). LOOP is the nation's only deepwater port, bringing in 10% of the nation's imported oil on a daily basis via one or two foreign and domestic cargo ships. LOOP also handles 10% of the domestic oil production from the Mars and Thunder Horse production streams via pipeline. LOOP is connected to 50% of the nation's refining capacity.

(D) City of Houma. Houma has the largest population center of the Houma AOR, with over 110,000 people (including surrounding towns). The three large waterways that cross through Houma are discussed in Section 1610.1 - Table 3. The Terrebonne General Medical Hospital is located within a quarter-mile of the Houma twin-span bridges, and would be an item of concern should a TSI occur in downtown Houma. Closing the GIWW for any length of time would have the same impact as described above. Hundreds of vessels transit through Houma on a daily basis.

(E) Port of Iberia. Located well north of the GIWW, the Port of Iberia is a smaller but busy port that handles mostly domestic vessels, though some smaller foreign vessels may call upon the port. Dozens of vessels transit daily.

(F) Intracoastal City. Intracoastal City is the first port within the western side of the Houma AOR, located on the GIWW at MM 160. It is here that the GIWW, Freshwater Bayou, Vermilion Bay, and the Vermilion River meet.

h. **Immediate Impacts**:

There are several scenarios that would be likely to cause a MTS disruption in the COTP Houma zone:

1. Hurricane/Tropical Storm/Heavy Weather
   Severe weather has the potential to shut down multiple ports, restrict interstate maritime commerce, and adversely impact the offshore oil and gas industry. Vessel, barge, pipeline, rail, air, and highway modes of transportation can be negatively impacted. National impact is also possible.

2. Oil Discharge/Hazardous Substance Release
   This type of MTS disruption tends to occur in a single port area, affecting commerce locally. However, history has shown that large releases can affect large areas, multiple ports and modes of transportation, including the MTS.

3. Major Infrastructure Casualty to Bridges, Roads, or Public Infrastructure
   From an MTS perspective this tends to affect the local MTS, but can have farther reaching impacts on other modes of transportation and commerce.

4. Marine Casualty that may or may not involve infrastructure damage.
   This event affects the local MTS and economy. However, extended MTS closures can impact marine transportation and goods delivery.

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

There are **37** distinct Elements of Information (EEI) categories available in the Common Assessment and Reporting Tool (CART) to report the status of MTS Recovery in an affected port area. ***Table 4*** provides a breakdown of the **19 EEI categories** in the COTP Houma Zone that will normally require Coast Guard and stakeholders to conduct post-incident assessments to determine the operational status, recovery strategies, and resources necessary for recovery for every event type during a significant disruption to the MTS that covers the entire AOR.

Table 4 – CART EEI Summary	
Chemical Facility	3
Monitoring Systems	4
Break-Bulk Facility	2
Gaming	1
Non-Deep Draft Chan.	21
Ports	8
Offshore Platforms	1226
Shipyards	71
LNG/LPG Facility	1
Deep Draft Channel	3
Commercial Fishing	1 Vessels
Non-container Facilities	47
USCG Unit	1
Bulk Liquid Facilities	1
Locks	13
Petroleum Facility	233
Bridges	114
Aids to Navigation	380
Barge Traffic	62459 Vessels

E. LEGAL CONSIDERATIONS: MTSR authorities include:

1. **Ports and Waterways Safety Act (PWSA) of 1972, Title 33 U.S.C. § 1221 *et seq*.** – The USCG has a statutory responsibility under the PWSA to ensure the safety and environmental protection of U.S. ports and waterways.

2. **Federal Water Pollution Control Act (FWPCA) of 1972, 33 U.S.C. § 1321 (c) .** – The FWPCA gives the federal government the authority to "remove and, if necessary, destroy a vessel discharging, or threatening to discharge, by whatever means are available."

3. **Maritime Transportation Security Act (MTSA) of 2002, 46 U.S.C § 70101 *et seq.*** – The MTSA empowers the Captain of the Port to serve as the FMSC in each COTP Zone to develop an Area Maritime Security Plan and coordinate actions under the National Transportation Security Plan.

4. **Robert T. Stafford Emergency Assistance Act (Stafford Act), 42 U.S.C. § 5121 *et seq.*** – The Stafford Act created the system by which a presidential disaster declaration of an emergency triggers financial and physical assistance through the Federal Emergency Management Agency (FEMA). The Act gives FEMA the responsibility for coordinating government-wide relief efforts through guidance found in the National Response Framework for 28 federal agencies and various non-government organizations.

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

1. **Stafford Act** – The Stafford Act authorizes the delivery of federal technical, financial, logistical, and other assistance to states and localities during declared major disasters or emergencies. FEMA coordinates administration of disaster relief resources and assistance to states. Federal assistance is provided under the Stafford Act if an event is beyond the combined response capabilities of state and local governments.

2. **Oil Pollution Act of 1990 (OPA 90)** – The Federal On Scene Coordinator (FOSC) can request funding from the Oil Spill Liability Trust Fund (OSLTF) using the National Pollution Funds Center (NPFC) Ceiling and Numbering Assignment Processing System (CANAPS). CANAPS is accessed via www.npfc.gov/CANAPS. The FOSC can obtain an initial ceiling, amend ceilings, or cancel funding via CANAPS.

3. **Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Funding** – CERCLA funds (for hazardous materials response) are accessed via CANAPS, in the same manner as described in 1.F.2.

4. **<u>USCG & Other Government Agencies (OGA) Funding</u>** – Funds from annual departmental appropriations to execute daily missions in relation to MTS Recovery. For USCG funds, Area Commanders may track extraordinary expenditures for responses to all hazards/threats in a separate account for potential reimbursement. Therefore, Incident Commanders shall submit financial reports to Area Commanders with sufficient detail to facilitate such tracking.

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

H. MEMORANDUM OF UNDERSTANDING/MEMORANDUM OF AGREEMENT (MOU/MOA): MTSR activities may require the aid and cooperation of several public and private entities. When necessary, MOU/MOAs may be established beforehand between various agencies to facilitate cooperation.

There are no MOU/MOA's between COTP Houma and the various supporting agencies in relation to the South Louisiana Area Maritime Security Plan.

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

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

State assets may be available through State Mutual Aid processes coordinated through USCG liaison officials and the Lousiana identified Emergency Management Agencies.

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

1. Federal

Table 5 – Outside Support	
Agency	**Functions**
Department of Commerce (DOC)	The DOC has the mission to "foster, promote, and develop the foreign and domestic commerce of the United States."
	International Trade Administration (ITA) • Promotes U.S. exports, particularly by small and medium-sized enterprises, and provides commercial diplomacy support for U.S. business interests around the world. • Enforces U.S. trade laws and agreements to prevent unfairly traded imports and to safeguard the competitive strength of U.S. businesses.
	National Oceanic and Atmospheric Administration (NOAA) Provides the following products and information to support MTS Recovery activities. • Emergency hydrographic surveys, search and recovery support, obstruction location and vessel traffic rerouting advice for ports and waterways. • Remote aerial and orbital imagery through the DOC/NOAA desk at the National Operations Center. • Scientific Support Coordination to the FOSC during response operations including dispersion modeling for waterborne and airborne hazards. • Weather forecasting.
Department of Defense (DOD)	Provides military transportation capacity from the U.S. Transportation Command (USTRANSCOM) or other organizations to move essential resources, including DOD response personnel and associated equipment and supplies, when requested and upon approval by the Secretary of Defense.
	U.S. Army Corps of Engineers (USACE) • Provides support in the emergency operation and restoration of inland waterways, ports, and harbors under the supervision of DOD/USACE, including dredging operations, channel depth surveys, and clearing obstructions from channels. • Through Public Law 84-99 (Flood Control, Coastal Emergencies) USACE can self-deploy without waiting for a FEMA Stafford Act mission order or funding. At the District level, USACE can spend up to $100,000 to initiate wreck removal and channel clearing operations.
	U.S. Navy Supervisor of Salvage and Diving (SupSalv)

Table 5 – Outside Support	
Agency	**Functions**
	• Provides technical, operational, and emergency support to the Navy, DOD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, system certification, and underwater ship husbandry.
	National Geospatial Intelligence Agency • Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.
Department of Energy (DOE)	The DOE is responsible for overseeing domestic energy production. The Department also provides information on status of, needs for, and plans for restoration of interdependent infrastructure. During Stafford Act responses, the DOE is the coordinating agency for ESF-12 (Energy).
Department of Homeland Security (DHS)	**Customs and Border Protection (CBP)** • Lead agency for screening of crew/passenger manifests, cargo inspections/screenings, and is a critical component of the Resumption of Trade initiative post-incident and Jones Act Waivers.
	Federal Emergency Management Agency (FEMA) • The lead federal agency responsible for planning, managing, and coordinating all federal government efforts supporting U.S. territories, states, and local disaster relief operations as directed by Executive Order 12148. • Provides funding for disaster response and recovery activities under the Stafford Act.
	Transportation Security Administration (TSA) • Protects transportation infrastructure through preventive measures from acts of terrorism, and supports the protection of transportation infrastructure from all hazards.
	United States Coast Guard (USCG) • Identifies and provides assets and resources in support of MTS Recovery pursuant to authorities. • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure.
	Office of Infrastructure Protection • Provides information and assistance concerning the recovery and restoration of transportation critical infrastructure. • Protective Security Advisors can provide information on regional industrial impacts due to loss of the marine transportation system.

Table 5 – Outside Support	
Agency	**Functions**
	Office of Cyber Security & Communications • Responsible for enhancing the security, resilience, and reliability of the Nation's cyber and communications infrastructure. • Works to prevent or minimize disruptions to critical information infrastructure in order to protect the public, the economy, and government services.
Department of Transportation (DOT)	**USDOT National Response Program (NRP)** • Responsible for coordinating the Department's preparedness, response, and recovery activities in all-hazard incidents and to support the Secretary's responsibilities under the NRF ESF-1 Transportation. • The NRP team includes 7 Regional Emergency Transportation Coordinators (RETCOs) representing all DOT Operating Administrations. • In each region, the RETCO is designed to represent the Secretary to ensure preparedness, response, and recovery activities are effectively carried out.
	Federal Aviation Administration (FAA) • During contingency operations, the FAA can establish temporary flight restrictions providing clear airspace for operational, support, or security purposes. The FAA can also assist with transportation issues under ESF-1.
	Federal Motor Carrier Safety Administration (FMCSA) • FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is improving the safety of commercial motor vehicles (CMV) and truck drivers through enactment and enforcement of safety regulations. FMCSA can assist with outreach efforts to commercial drivers after a transportation disruption.
	Federal Railroad Administration (FRA) • The purpose of FRA is to promulgate and enforce rail safety regulations, administer railroad assistance programs, and conduct research and development in support of improved railroad safety and national rail transportation policy. FRA can also assist with transportation issues under ESF-1.
	Maritime Administration (MARAD) • MARAD is the agency within the U.S. Department of Transportation dealing with waterborne transportation. Its programs promote the use of waterborne transportation, its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine. MARAD works in many areas involving ships and

Table 5 – Outside Support	
Agency	**Functions**
	shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. MARAD will be a significant component of ESF-1.
	National Transportation Safety Board (NTSB) • The NTSB investigates and reports accidents involving U.S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB has authority and responsibility for investigation of major transportation incidents. They have no direct MTS Recovery role. The NTSB may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism per the Memorandum of Understanding (MOU) Between the NTSB and the USCG Regarding Marine Casualty Investigation (signed December 19, 2008). NTSB Headquarters would mobilize an incident response investigation team.
	Pipeline and Hazardous Materials Administration (PHMSA) • PHMSA's main mission is to protect the people and the environment from the inherent risks associations with the transportation of hazardous materials, whether it is by pipeline or other modes of transport.
Environmental Protection Agency (EPA)	Controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances. During Stafford Act responses, the USCG and EPA will coordinate ESF-10 functions within their respective zones as per the National Response Plan and 40 CFR Part 300.
Department of State (DOS)	In accordance with the NRF International Coordination Support Annex, coordinates international offers of transportation-related assistance and support.

2. State

Table 5 – Outside Support	
Agency	**Functions**
Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP)	Works with local, State, Tribal and Federal authorities; private-sector partners; and private nonprofits in order to prepare for, prevent, respond to, recover from and mitigate against future emergencies and disasters for the state of Louisiana.
Louisiana Oil Spill Coordinator's Office (LOSCO)	Serves as the single point of contact for all programs related to oil spills in Louisiana. Their mission is to respond to oil spill events, restore natural resources, protect economic infrastructure, and safeguard public health. LOSCO is funded by a two-cent per barrel tax on all oil transported to or from vessels at Louisiana marine terminals.
Louisiana Department of Wildlife and Fisheries (LDWF)	To manage, conserve, and promote wise utilization of Louisiana's renewable fish and wildlife resources and their supporting habitats through replenishment, protection, enhancement, research, development, and education for the social and economic benefit of current and future generations; to provide opportunities for knowledge of and use and enjoyment of these resources; and to promote a safe and healthy environment for the users of the resources.
Louisiana Department of Environmental Quality (LDEQ)	To provide service to the people of Louisiana through comprehensive environmental protection in order to promote and protect health, safety and welfare while considering sound policies regarding employment and economic development.

3. Regional and Local

Table 5 – Outside Support	
Agency/Entity	**Functions**
Houma Police Department	To serve, protect, and defend the community while preserving the rights and dignity of all citizens living, working or visiting the city of Houma, Louisiana.
Terrabone Parish Sheriffs Office	Dedicated group of over 300 employees who are committed to the service and protection of the people of Terrebonne parish by providing them with the best in service gear and communications equipment available. Additionally serve by maintaining a well-equipped Motor Pool facility, as well as a general purpose operations center, and has been able to replace his fleet of patrol cars, and upgrade the Water Patrol fleet.
Lafourche Parish Sheriffs Office	Nationally Accredited through the Commission on Accreditation for Law Enforcement Agencies and the American Correctional Association. LPSO works hard to exceed standards of excellence in law enforcement to provide its citizens with the best protection and service offered.
Port Fourchon Harbor Police	The Greater Lafourche Port Commission, a political subdivision of the state of Louisiana, facilitates the economic growth of the communities in which it operates by maximizing the flow of trade and commerce. We do this to grow our economy and preserve our environment and heritage. The Port Commission exercises jurisdiction over the Tenth Ward of Lafourche Parish, south of the Intracoastal Waterway, including Port Fourchon and the South Lafourche Leonard Miller, Jr. Airport.

4. Industry

Table 5 – Outside Support	
Representative	**Functions**
Clean Gulf Accosiates	(Also called “Clean Gulf” or “CGA”) Is a non-profit oil spill cooperative dedicated to the Gulf of Mexico’s exploration and production (E&P) industry as well as the public it serves, by providing continuous coverage, state-of-the-art equipment, and expert personnel to assist our members in mitigating marine incidents and protecting natural ecosystems.

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

1. The MTSRP was developed for response to a Type 3 or smaller incident as described in reference (y).

2. The threat of a TSI resulting in an increased MARSEC Level and associated security measures may require coordinated recovery actions among stakeholders to restore the flow of commerce.

3. With the exception of severe weather, most MTS disruptions will occur with little or no warning.

4. Cargo diversions from areas impacted by large-scale MTS disruptions will require surge management and increased safety and security measures.

5. Large-scale cargo diversions may require reallocation of federal resources and regulatory waivers to support reestablishment of trade.

6. A catastrophic event may seriously degrade local USCG capabilities and require large-scale support from resources outside the affected area.

7. If USCG facilities are adversely affected, MSU Houma will implement their Continuity of Operations Plan and will relocate operations as directed by that plan.

8. A MTS disruption may have regional and national implications.

9. An incident of any nature may adversely affect the MTS.

10. Other contingency plans may be executed in conjunction with the MTSRP.

11. The discharge or potential discharge of oil or release of a hazardous substance may impede recovery.

12. USCG missions will be conducted at normal operating levels during recovery.

13. USCG Reservists may be recalled to active duty to meet contingency operational requirements.

K. KEY TERMS AND DEFINITIONS:

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

2. **Business Continuity** – The ability of an organization to ensure that critical business functions will be available to customers and suppliers before, during, and after a disaster. Business Continuity should not be confused with disaster recovery.

3. **Common Assessment and Reporting Tool (CART)** – CART is a USCG database designed to collect maritime Essential Elements of Information data and communicate their status after a transportation disruption. CART is used to provide a consistent, nationwide method for timely documentation, tracking, and communication of MTS status, minimizing the administrative and performance burden on field commanders, and satisfying USCG and incident management information needs and requirements.

4. **Critical Infrastructure** – Systems, assets, and networks, whether physical or virtual, so vital that the incapacitation or destruction would have a debilitating impact on the security, economy, public health or safety, environment, or any combination of these matters, across any federal, state, regional, territorial, or local jurisdiction. DHS has identified 16 Critical Infrastructure sectors.

5. **Emergency Support Function (ESF)-1 Transportation** – ESF-1 provides DHS with a single point to obtain key transportation-related information, planning, and emergency management, including prevention, preparedness, response, recovery, and mitigation capabilities at the headquarters, regional, state, and local levels. The ESF-1 structure integrates DOT and support agency capabilities and resources into the *National Response Framework (NRF)* and the *National Incident Management System (NIMS)*. Initial response activities that ESF-1 conducts during emergencies include the following:

    - Monitoring and reporting the status of and damage to the transportation system and infrastructure;
    - Identifying temporary alternative transportation solutions to be implemented by others when primary systems or routes are unavailable or overwhelmed;
    - Implementing appropriate air traffic and airspace management measures; and
    - Coordinating the issuance of regulatory waivers and exemptions.

6. **Essential Element of Information (EEI)** – Quantitative and objective information that will be used to ascertain, communicate, and track the status of MTS infrastructure and activity. The information will also be used to complete status report templates. These templates are designed to facilitate the collection and dissemination of consistent information regarding the status of the MTS during and following an incident.

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

8. **Jones Act Waivers** – The Merchant Marine Act of 1920 (Jones Act), 46 U.S.C. § 55102, requires that all merchandise transported by water between U.S. points be carried on U.S. flagged ships. Waivers of this requirement are granted by the Secretary of Homeland Security. Requests for waivers can be made at JonesActWaiverRequest@cbp.dhs.gov. Further information on waivers can be found at https://www.cbp.gov/trade/jones-act-waiver-request.

9. **Key Resource** – Public or privately controlled resources essential to the minimal operations of the economy and government.

10. **Marine Transportation System (MTS)** – The MTS consists of navigable waterways, ports, and intermodal landside connections that allow the various modes of transportations to move people and goods to, from, and on the water as part of the overall global supply chain or domestic commercial operations. The MTS also includes vessels, port facilities, and intermodal connections and users, including crew, passengers, and workers.

11. **Maritime Transportation System Recovery Support Cell (MTSRSC)** – MTSRSCs are Coast Guard personnel at a district, area, or headquarters unit that support the flow of information from the MTSRU to other elements of Coast Guard, DHS, and maritime industry during the response to and recovery from a disruption of the MTS. These cells are not normally augmented by other agency or industry personnel.

12. **Marine Transportation System Recovery Unit (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.

13. **Maritime Critical Infrastructure and Key Resources (CI/KR)** – The CI/KR specific to or connected to the maritime environment includes ports, waterways, military facilities, nuclear power plants, locks, oil refineries, levees, passenger terminals, fuel tanks, pipelines, chemical plants, tunnels, cargo terminals, and bridges that are essential to the effective operation of the MTS.

14. **Maritime Domain** – The National Strategy for Maritime Security (NSMS) defines the maritime domain as all areas and things of, on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway, including all maritime-related activities, infrastructure, people, cargo, and vessels and other conveyances. The maritime domain for the United States includes the Great Lakes and all navigable inland waterways, such as the Western Rivers and the Intracoastal Waterway.

15. **National Defense Reserve Fleet (NDRF)** – The National Defense Reserve Fleet is comprised of ships owned and maintained by MARAD. The Fleet serves as a reserve of ships for national defense and national emergencies and includes a sub-set of ships in the Ready Reserve Force. Training ships can be requested and mobilized to support the berthing and feeding of responders and support personnel during incidents.

16. **National Response Framework (NRF)** – The NRF is a guide to how the nation conducts all-hazards response. It is built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the nation, linking all levels of government, nongovernmental organizations, and the private sector. Under the NRF, ESFs provide the structure for coordinating Federal interagency support for a Federal response to an incident. The Department of Transportation is the lead and primary coordinating agency for ESF-1 (Transportation) with the support of 10 partner agencies.

17. **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.

18. **Ready Reserve Force (RRF)** – The RRF includes fast sealift ships, roll-on/roll-off ships, heavy lift ships, crane ships and government-owned tankers. RRF vessels are suitable for handling outsize or project cargo as well as dual-use or military equipment including large vehicles, trailered vehicles, watercraft, and aircraft. For contingencies, RRF vessels may fulfill a U.S. commercial market shortage of Roll-On/Roll-Off (RO/RO) vessels. RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status.

19. **Resilience** – The capability of an asset, system, or network to maintain its function during or following a terrorist attack, natural disaster, or other incident.

20. **Response** – Activities that address the short-term, direct effects of an incident, including immediate actions to save lives, protect property, and meet basic human needs. Response also includes the execution of emergency operations plans and incident mitigation activities.

21. **Recovery**

    a. **Short-Term Recovery** – That period where impacted infrastructure and supporting activities within the incident have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are 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.

22. **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.

23. **System Stabilization** – The process by which the immediate impacts of an incident on community systems are managed and contained. As adapted and used by the USCG for MTSR activities and measures needed to stabilize critical MTS infrastructure functions following a transportation disruption to minimize health, safety, environmental, and maritime security threats when necessary; and to efficiently restore and revitalize systems and services essential to maritime supply chain support for communities and critical infrastructure sectors.

24. **Sector-Specific Agency (SSA)** – Federal departments and agencies identified in Homeland Security Presidential Directive 7 (HSPD-7) as responsible for CI/KR protection activities in specified CI/KR sectors. The USCG is the sector-specific agency for maritime transportation.

25. **Steady State** – The posture for routine, normal, day-to-day operations as contrasted with temporary periods of heightened alert or real-time response to threats and/or incidents.

26. **Transportation Disruption** – Any significant delay, interruption, or stoppage in the flow of trade caused by a natural disaster, heightened threat level, act of terrorism or any transportation security incident.

27. **Transportation Security Incident (TSI)** – A security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area. (33 C.F.R. § 101.105).

TAB A: TEMPLATE FOR SAMPLE LOCAL MTS FACT SHEET

The MTS

The Marine Transportation System (MTS) in the MSU HoumaMarine Safety Unit HoumaCOTP Zone consists of waterways, ports, and intermodal landside connections that allow the various modes of transportation to move people and goods to, from, and on the water. The local MTS includes the following:

1 deepwater offshore oil platforms
62459 barge traffic (vessels)
114 bridges
233 petroleum facilities
47 non-container facilities

The Twin Span Bridge services the heart of Houma, LA. It extends acrosse the Gulf Intra Coastal Waterway.

Port Fourchon

Port Fourchon is a multi-use coastal port that functions primarily as a land base for multiple offshore oil & gas support service companies.
A port unlike any other, Port Fourchon is filled not with traditional cargo but with a multitude of individually leased and independently run specialized docks and service facilities.

In addition, it is a commercial and recreational fishing mecca, an intermodal transportation hub, a unique area for recreation and ecotourism, a hot spot for research on coastal restoration and marsh creation methods, and a shining example of how industry and environment can coexist successfully.

TAB B: MTS RECOVERY-RELATED MOU/MOAs

None identified at this time.

SECTION 2: PLANNING AND PREPAREDNESS

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

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

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

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

1. Describe normal port operations, the average day in COTP Houma, including its sub-ports,
2. Identify key infrastructure,
3. Clarify stakeholders' roles, responsibilities and coordination,
4. Pre-establish MTSRU membership,
5. Identify incident response facility locations,
6. Conduct training and exercises, and
7. Determine the decision points for transitioning from a Type 3 incident to a Type 1 or Type 2 incident as defined in reference (y).

Bottom Line: Preparation Equals Performance

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

Tab D, located in Section 2 of the plan, describes in general the "normal operations" of the MTS in the COTP Houma zone. Another way to say it is; "what's normal or what's happening" in COTP Houma on an average day. To understand the normal operations of the MTS it is important to consider three distinct elements: Infrastructure, Operations, and Linkages.

1. **Infrastructure** – Ports are complex entities, involving facilities and structures supporting transportation by several modes: water, rail, road, or even air. Consequently, ports are a vitally important part of the nationwide MTS, which includes not only ports, but also inland and coastal waterways, and inter-modal connectors.

2. **Operations** – Those activities that must be done for the safe, secure, and efficient movement of cargo and people. This may include vessel movement, loading and offloading, and transport mode transition. It may also include port maintenance such as dredging, waterway clearance, and Aids to Navigation.

3. **Linkages** – These are downstream impacts that go beyond the local area when an MTS disruption occurs. Cargo and commodity distribution disruptions that could impact other regions of the United States or its terroritories and can be described as the port's 'Regional Linkages.' Both a receiving port (reliant) and a providing port (supplier) will be affected by a disruption but in different ways. Downstream or cascading impacts can be described in operations and or capabilities, e.g. container transshipment and bunkering operations.

4. **General Priorities and Critical Infrastructure** Within Tab D are the major economic elements, operations and physical characteristics of MSU Houma AOR's complex. It is not intended to replace the EEI data base or provide details of all trade activities and is intended to provide MTS Recovery officials a broad understanding of the pre-incident normal state and the general priorities for recovering port operations. Refer to the EEI data base in CART and Appendix D for a complete list of EEIs.

    a. Regional linkages (short and long term) that could be impacted and must be anticipated from an MTS disruption.
        - Interstate waterway commerce – by barge and vessel via the GIWW, Atchafalaya River, and Port Allen Route.
        - Major intermodal connectors – there are no major intermodal connector ports of facilities in the COTP Houma zone.
        - Major cargo streams including those that involve regional or national economic implications if disrupted (i.e., dependent and interdependent effects) – offshore oil and gas production, support; chemical facility feedstock shortages as a result of loss of crude oil transportation.

C. STAKEHOLDER COORDINATION:

1. **MTS Recovery Planning Coordination** – Advanced planning and preparedness requires the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagements with stakeholder groups are vital to advance preparation and effective incident response and recovery.

2. **MTS Recovery Workgroup**

   a. MSU Houma established a local inhouse workgroup to gather and maintain up-to-date information with respect to MTS Recovery planning, coordination, and best practices, including the development and maintenance of the MTSRP.

   b. MSU Houma will develop, maintain, exercise and validate MTS information during port level normal operations identified in Tabs E and F. The workgroup shall identify and prioritize critical industries, facilities, and infrastructure with its AOR. In addition, the workgroup shall identify possible port recovery solutions and contingencies that support business continuity planning. The workgroup shall at a minimum meet on an annual basis to maintain the accuracy of this information.

   c. MSU Houma will coordinate recovery planning and coordination with apporpriate representatives from port stakeholders listed in Tab C, of Section 2 of this plan. Required information for each member includes:

      - Local stake holder agency
      - POC Name
      - Business Telephone number
      - Business e-mail address

D. PRE-ESTABLISHED MTSRU:

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

   - USCG MTSRU Leader level 3 (MTSL3) trained personnel
   - USCG members, facilities subject matter experts (SMEs)
   - USCG members, waterways management SMEs
   - USCG members, Port State Control SMEs
   - USCG members, Port Recovery SMEs
   - U.S. Customs & Border Protection
   - U.S. Maritime Administration
   - U.S. Army Corps of Engineers
   - National Oceanic and Atmospheric Administration

- Governor's Office of Homeland Security and Emergency Preparedness (LA GOHSEP)
- Ports Authorities
- Industry
- South LA AMSC members

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

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

3. USCG MTSRU personnel shall be familiar with MTS Recovery policies, procedures, and EEIs. The initial USCG representatives shall be MTSL3 qualified and be prepared for rapid activation to establish a MTSRU.

4. Section 2.F. (training) outlines the recommended training levels for MTSRU personnel.

   The following is a list of additional candidate organizations to provide representation on the MTSRU, however, as noted specific membership will depend on the needs of the Sector and the nature of the incident, this may include representatives from:

   Federal Representation
   US Coast Guard (USCG) MSU Houma Personnel
   USCG members with facilities SME's
   USCG member with waterways management SME's
   USCG member with Port State Control SME's
   USCG Auxiliary
   Department of Defense
   U.S. Navy Supervisor of Salvage (SUPSALV)
   United States Army Corps of Engineers (USACOE)
   Customs and Border Protection (CBP)
   Immigration and Customs Enforcement (ICE)
   Transportation Security Administration (TSA)
   Maritime Administration (MARAD)
   U.S. Environmental Protection Agency (EPA)
   USCG Atlantic/Pacific Area, IMAT
   State and Local Government Representation Recommendation
   Port Authority
   State/Local Emergency Management

Marine Police
Fire Departments
Local Law Enforcement
Fish & Wildlife
Public Health
Department of Natural Resources
Tribal Organizations
Regional Business Development Agencies/Chamber of Commerce
Local Industry Representation Recommendation
Shallow-Draft Vessel Operators
Deep-Draft Vessel Operators
MTSA Facility Owner/Operators
Other Facility Owner/Operators
Terminal Owner/Operators
Shippers and Freight Forwarders
Trade Organizations
Recreational Boating Associations
Railroad Companies
Trucking Companies
Shipyards/Fleeting Operations
Towboat Operators
AWO Representatives
Marine Exchanges
Maritime Associations
Organized Labor (Stevedoring Companies, Union representatives)
Vendors and Ship Chandlery Service Operators
Mutual Aid/Co-Ops (spill response, security)
Salvage Companies
Local Law Enforcement & Public Safety Officers
Commercial Fishing Co Ops and Organizations
Port coordination team
Watch Quarter Station Bill, as published on CPPM Vol IV, a Sector shall identify 2 MTSL3 members.

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

1. Track, document, and report MTS status in the CART,

2. Understand critical recovery pathways,

3. Recommend courses of action,

4. Provide pertinent MTS stakeholders a communication channel to the Incident/Unified Command (IC/UC),

5. Provide IC/UC with recommend priorities for cargo flow resumption and vessel movement, and

6. Identify long-term recovery issues and needs.

F. TRAINING:

1. **Training Requirements for CG Personnel**

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

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

   b. **MTSRU Members** – Members should be familiar with port facilities, vessels and/or waterways management functions. They should be proficient using CART.

   c. All MTSRU members shall be familiar with the MTSRP.

   d. USCG unit personnel engaged in incident response (including ICS Section Chiefs and Command Staff, Situation Unit Leaders, Emergency Preparedness Liaison Officer) will be familiar with this Plan.

2. **Non-CG MTSRU Members**

   a. Members will be familiar with this Plan.

   b. Members are encouraged to participate in unit led MTSL3 training.

G. ICP/IMT LOCATIONS AND EQUIPMENT:

1. **MTSRU Work Space** – The MTSRU should remain near the Incident Command Post. This provides a better communication network with other incident command sections or units and reduces the cost of added logistics. A secondary location is the CG Sector offices. See Section 3.B.1.d for greater detail.

2. **MTSRU "Go kits" Equipment** : MSU Houma will establish a "go kit" with the following equipment to support a response to an all threats, all hazard event. Supplies

will be in sufficient quantity to allow the MTSRU to function for at least 48 hours without re-supply. Once the Logistics Section is established, the MTSRU can order new supplies through the incident organization.

- Non-Standard Laptops
- External Hard Drive
- Portable Printers
- Wi-Fi Hotspot/Mobile Internet connection, when available
- Projector capabilities
- Extension Cords/Surge Protectors
- Copies of Plans, charts, maps, policy, procedures and protocols (electronic and paper)
- ICS forms catalog digital and hard copy
- Easel pads/markers
- Office Supplies

H. TYPE 1 AND TYPE 2 EVENT CONSIDERATIONS:

1. **Concept** – This MTSRP is based on requirements for a Type 3 incident response. When an incident extends beyond the capabilities of local control and assets it may be classified as a Type 1 or 2 event. An incident management organization may expand and positions merge into larger sections. It is imperative that the MTSRU be flexible in response to an organizational shift. When a shift occurs, there will likely be considerable oversight and external management of certain functions, priorities, and/or expectations of the MTSRU and trade resumption efforts in the affected area.

2. **Request for Forces (RFF)** – Based on the complexity of the incident and the response organization requirements, the MTSRU Leader may require additional resources to support the expanding roles and responsibilities. Should the MTSRU identify need for additional personnel, the established process for the RFF should be used. The RFF should specify what skill set is needed, such as SME in MTS recovery, MTSL3 qualified, or experienced CART user, etc. The District and Area Commands will assist in sourcing the requests.

3. **MTS Recovery Trade Resumption** – The requirement to understand critical trade resumption needs and how recovery operations may affect resumption of trade in the region is important during Type 1 or Type 2 events. MTS Recovery and resumption of trade requires coordination with land transportation modes such as the highway, rail, and pipelines. The ability to land relief supplies or necessary commodities ashore is of limited utility if there is no means of transporting and distributing the commodities to locations ashore where they are needed. The planning and execution of intermodal commodity movement in the aftermath of a catastrophic event is an Emergency Support Function (ESF) -1 (Transportation) mission under the National Response Framework.

4. **Incident Management Structure** – ESF Support: In a Type 1 or 2 Incident, county and State Emergency Operations Centers (EOCs), FEMA Regional Response Coordination

Centers (RRCCs) or Joint Field Offices (JFO), and the National Response Coordination Center (NRCC) will be stood up and fully staffed. Most if not all ESFs will be manned. It is essential for the USCG to provide MTS Recovery SMEs to these organizations. These MTS Recovery SMEs are a direct link to other ESFs at the Federal, State and Local levels. The SMEs can deliver MTS status reports, coordinate emergency supply distribution routes with port opening efforts, and have open communication up and down the chain. The SMEs are critical to ensure seamless communication flow between the Incident/Unified Command, the State/County EOCs, and the Federal incident management.

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

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

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

Contact information for the following list of orgainzations to provice subject matter expertise assistance to the MTSRU can be found in Tables 6-9 of this plan.

AGENCY CONTACT INFORMATION

Table – 6 Tier One Agencies	
Federal Agencies	**Contact Information**
Federal Bureau of Investigation, New Orleans	(504) 816-3000
Joint Terrorism Task Force (JTTF) Fax:	(504) 816-3306
Cyber Task Force:	
Corey Harris:	(504) 816-3145
Tracy Smith	(504) 816-3000
Federal Emergency Management Agency (FEMA), Region VI	(940) 898-5280
Fax:	(940) 898-5512
Bureau of Safety and Environmental Enforcement (BSEE), New Orleans	(504) 734-6740/6742 (985) 853-5884
Houma District (after hours)	(985) 688-6050
Lafayette District	(337) 289-5100
Customs and Border Protection – Operations Field Office (OFO) (Morgan City Region, including Port Fourchon)	
Eddie Vera	(985) 632-8182
Customs and Border Protection (CBP) – Office of Air & Marine (AOR: Mississippi River west to Texas)	
(Morgan City Region, including Port Fourchon) Robert Theriot	(985) 873-7762
Air Branch, Hammond LA Jason Woody	(985) 902-2200
CBP –Border Patrol (New Orleans District)	
Billy Santiago	(504) 376-2800
Border Patrol (Baton Rouge District)	
Ron La Fosse	(225) 298-5501, x224
CBP Air and Marine Operations Center (AMOC)	
(Suspicious air traffic and maritime activities) Riverside, CA	1-866-AIRBUST
24 Hour Number:	1-866-247-2878
U.S. Marshal Service East of Amelia	(504) 589-6079
West of Amelia	(337) 262-6666
New Orleans	(504) 589-6079
Baton Rouge	(225) 389-0364
US Attorney, Western LA Region	
ATAC Lafayette	(337) 262-6618
Domestic Nuclear Detection Office (DNDO)	Dndo_mddu_request@hq.dhs.gov
U.S. Army 62nd WMD/CST	
LA National Guard Baton Rouge	(225) 319-4723
Information/Communications Systems MSgt David Landry	(225) 319-4829/4779

Table – 6 Tier One Agencies		
U.S. Coast Guard	ICC Intelligence Coordination Center	(301) 669-3334
	District Eight Command Center	(504) 589-6225
	CGIS	(301) 669-3309
	Sector New Orleans Command Center	(504) 365-2200
	MSU Morgan City	(985) 380-5320
	Fax:	(985) 385-1687
	MSU Houma	(985) 857-8507
	Fax:	(985) 857-8508
	Air Station New Orleans	(504) 393-6032
	Aviation Training Center (ATC) Mobile	(251) 441-6861
	Sector New Orleans	(504) 846-5923
	Sector Intelligence	(504) 458-5275
	Fax:	(504) 589-4226
		(504) 589-4227
	National Response Center	(800) 424-8802
	RCC Norfolk (SSAS Alerts)	(757) 398-6700
Headquarters Marine Transportation System Recovery Unit (MTSRU)		
Assist Team (MTSRAT)		
Atlantic Area	POC: Mr. Joe Couch	(757) 398-7771
National Strike Force (NSF)		
Atlantic Strike Team, Fort Dixon, NJ		(609) 724-0008
Gulf Strike Team, Mobile, AL		(251) 441-6601
Pacific Strike Team, Novato, CA		(415) 883-3311
National Strike Force Coordination Center, Elizabeth City, NC		(252) 331-6000
District Response Advisory Team (DRAT)		
Commander (mer)		
Eighth Coast Guard District	(daytime) Phone:	(504) 589-6901
Hale Boggs Federal Bldg.	(24hrs) Phone:	(504) 589-6225
USCG Public Information Assist Team (PIAT)		
Eighth District Public Affairs:		
PAO	Phone:	(504) 589-6287
USCG 8th District (dpa)	Fax:	(504) 589-2142
	24 hour:	(504) 598-6225
Public Information Assist Team (PIAT)		
NSFCC-PIAT	Phone:	(252) 331-6000
1461 US Highway 17 North	Ext:	3025
Elizabeth City, NC 23704-5004	Fax:	(252) 331-6012
USCG Auxiliary		
United States Coast Guard		
Robert Parr, DCP	Home Phone:	(985) 868-2694
106 Aubin Ct., Houma, LA 70364	Business:	(985) 873-7847
	Cell Phone:	(985) 852-2409
United States Air Force Auxiliary (CAP)		
Louisiana Wing	Phone:	(337) 439-9911
	Phone:	(337) 438-0435
24 Hour (CAP HQ)	Phone:	(888) 211-1812

Table – 6 Tier One Agencies	
RAILROAD & BRIDGE EMERGENCY CONTACTS	
Union Pacific Railroad	(888) 877-7267
Louisiana Dept. of Trans. & Development	(800) 259-4929
U.S. Army Corp Of Engineers	(504) 862-2354
LOUISIANA STATE AGENCIES	
GOHSEP **(Governor's Office of Homeland Security & Emergency Preparedness)** **GOHSEP Region 3** (including Port Fourchon area) Pam Roussel (W) (C) **GOHSEP Region 4** Lee John (W) (C)	(225) 925-7500 (985) 851-2900 (225) 439-2047 (225) 573-9345 (225) 362-3094
State Police Air Support Unit	(225) 922-2661
LA Fusion Center lafusion.center@dps.la.gov POC: Chuck McNeal Alt: Kelli Polk	(225) 925-4192 (225) 925-6204 (225) 925-6222
Troop C– Gray (St James, St John, Assumption, Lafourche, Terrebonne)	(985) 857-3680
Troop I – Lafayette (Evangeline, St Landry, Acadia, Lafayette, St Martin, Vermilion, Iberia, St Mary)	(337) 262-5880
Office of Emergency Preparedness	(800) 256-7036 (225) 342-5470
State Police Hazardous Materials & Hotline	(225) 925-6595
Louisiana Dept. of Wildlife & Fisheries Communications Center Region 5 asset request Bob Buatt (C) Intracoastal City (Region 5) Beau Robertson Region 6 Chuck Comeaux (C)	(225) 765-2441 (800) 442-2511 (337) 491-2580 (337) 224-4822 (512) 925-2830 (985) 258-1080
Port Agencies	
Port of Morgan City Mac Wade, Director (C)	(985) 384-0850 Ext 105
Port of West St. Mary David Allain, Special Assistant (C)	(337) 828-3410 (337) 319-0676
Port of Iberia Craig Romero, Port Director (C)	(337) 364-1065 (337) 380-6757

Table – 6 Tier One Agencies	
Terrebonne Port Commission David Rabalais, Director	(985) 873-6428 (985) 873-6795
Greater Lafourche Port Commission Chett Chiasson, Director of Economic Development	(985) 632-1101 (985) 677-1149
Abbeville Harbor & Terminal Jay Campbell, Port Director (C)	(337) 893-9465 (337) 652-1494
Grand Isle Port Commission Wayne Keller, President (C)	(985) 787-3780
LOCAL AGENCIES	
Abbeville Police Dept.	(337) 893-2511
Acadia Parish Office of Emergency Preparedness Director: Cecelia Broussard	(337) 783-4357
Assumption Sheriff Office	(985) 369-2912
Assumption Parish Office of Emergency Preparedness Director: John Boudreaux	(985) 369-7386
Bayou Vista/ Amelia Police	(985) 384-1622
Berwick Fire/ Police Dept.	(985) 384-7710
Fourchon Harbor Police POC: Chief Jon Callais (C)	(985) 396-3911 (985) 696-7443
Houma Fire Department	(985) 873-6391
Houma Police Department	(985) 873-6300
Iberia Parish Sheriff's Office POC: Zac Schaubert (C)	(337) 369-3711 (337) 256-6525
Iberia Parish Office of Emergency Preparedness Director: Prescott Marshall	(337) 369-4427
Jefferson Parish Office of Emergency Preparedness Director: David Dysart	(504) 512-0070
Lafayette Parish Office of Emergency Preparedness Director: Linda Lavergne	(337) 291-5075
Lafayette Police Department	(337) 236-5612
Lafourche Sheriff Office	(985) 532-4339
Lafourche Parish Office of Emergency Preparedness Director: Chris Boudreaux	(985) 537-7603
Morgan City Police Dept.	(985) 384-2310
Morgan City Fire Dept.	(985) 380-4617
Patterson Police Dept.	(985) 395-6161
St. Martin Sheriff's Office	(800) 738-3071
St. Martin Parish Office of Emergency Preparedness Director: Sheriff Ronnie Theriot	(337) 394-3071
St. Mary Parish Sheriff's Office POC: LT Nick Rivers, Marine Patrol (C)	(985) 384-1622 (985) 397-2248
St. Mary Parish Office of Emergency Preparedness Director: David Naquin	(337) 828-4100 X135

Table – 6 Tier One Agencies	
Terrebonne Parish Sheriff's Office	(985) 876-2500
Terrebonne Parish Office of Emergency Preparedness Director: Earl Eues Jr.	(985) 873-6357
Terrebonne Port Commission Director: David Rabalais	(985) 873-6428
Vermilion Parish Sheriff's Office POC: LT Dwayne Broussard (C)	(337) 893-0871 (337) 652-7105
Vermilion Parish Office of Emergency Preparedness Director: Rebecca Broussard	(337) 898-4308

Table – 7 Tier 2 Agencies	
FEDERAL AGENCIES	**Contact Information**
Domestic Nuclear Detection Office (DNDO) Mobile Detection Deployment Units Email: Website:	 Dndo_mddu_request@hq.dhs.gov www.dhs.gov/dndo
U.S. Environmental Protection Agency (EPA) Response & Prevention Branch 1445 Ross, Mail Code 6SF-R Dallas, TX 75202	(214) 665-6428
EPA Region 6 Public Affairs Fax Toll Free	(214) 665-2208 (214) 665-2118 (214) 887-6063
EPA Branch Offices: **Baton Rouge** **Dallas** After hours	 (225) 291-4698 (214) 665-2270 (214) 665-2222
FEMA, Region VI, Dallas TX Federal Regional Center 800 N. Loop 288 Denton, TX 76209	(940) 898-5399
U.S. Navy Supervisor of Salvage (SUPSALV) 2531 Jefferson Davis Hwy Arlington, VA 22242-5160	(202) 781-3889
Army Diving Detachment Assistance U.S. Army Diving Company (PROV) Fort Eustis, VA 23604 CG Liaison fax	(757) 878-5780/5658 (757) 878-5675
U.S. Army Corps of Engineers (ACOE) Fax	(504) 865-1121 (504) 862-2492
National Oceanic and Atmospheric Administration (NOAA) WSC 1 Room 425 6001 Executive Blvd 24 Hour **Rockville, MD 20852** Fax	(301) 713-3038 PIN: #185-4101 (206) 726-2148 (214) 665-6468

Table – 7 Tier 2 Agencies		
NOAA Scientific Support Coordinator (SSC) **POC: Charlie Henry** Charlie.henry@noaa.gov Commander (mssc) Eighth Coast Guard District	 Cell Fax 24 Hour Sky Page PIN	 (504) 589-4414 (206) 849-9928 (504) 589-4414 (504) 589-4416 (206) 526-6329 (206) 526-6317 (800) Sky Page 5798819
NOAA Discharge and Release Trajectory Modeling 7600 Sand Point Way, NE Bin C15700 Seattle, WA 98115-0070	 PIN Fax 24 Hour NOAA Hazmat Duty Officer	 2168798 (206) 526-6329 (206) 526-4911 (206) 526-6317
National Weather Service		(504) 465-9215 (504) 522-7330
STATE AGENCIES		
Louisiana Oil Spill Coordinator's Office (LOSCO)		(504) 922-3230
Department of Environmental Quality (DEQ) Raceland Office	 Fax	 (985) 532-6206 (985) 532-9945
INDUSTRY ASSETS		
Burlington Northern Santa Fe Police 5280 East Shelby Drive Memphis, TN 38118	Emergency Fax Office	(800) 832-5452 (901) 433-7450 (901) 433-7440
Gulf Intracoastal Canal Association PO Box 6846 New Orleans, LA 70174 Coast Guard point of contact: Jim Stark		(901) 490-3312 jstark@gicaonline.com

Table – 8 Tier 3 Agencies	
FEDERAL AGENCIES	**Contact Information**
Department of Homeland Security Protective Security Advisor – New Orleans Phil Constantin National Operations Center (NOC) http://www.dhs.gov/xabout/structure/editorial_0797.shtm National Infrastructure Coordinating Center (NICC) http://www.dhs.gov/files/programs/gc_1236629756359.shtm	(504) 202-1081 (202) 282-9685 (202) 282-9201
Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA)	(713) 272-2820
Federal Bureau of Investigation Strategic Information and Operations Center (SIOC)	(202) 323-3000
Federal Communications Commission (FCC) Houma, LA Washington, DC	(985) 868-4033 (202) 632-6464
Maritime Administration (MARAD) (Jim Murphy)	(504) 589-6658 (504) 628-7941
U.S. Naval Air Station	(504) 678-3472
U.S. Naval Sea System Command Fax	(703) 697-7403 (703) 697-7393
U.S. Naval Support Activity (NSA)	(504) 678-2655
U.S. Department of Energy (DOE)	(504) 734-4201 (504) 265-3073
Nuclear Regulatory Commission (NRC) Fax	(817) 860-8233 (817) 860-8210
VOLUNTEER ORGANIZATIONS	
American Red Cross	(504) 620-3105

Table – 9 Port and Local Agencies	
Port Agencies	
Port of Morgan City Mac Wade, Director (C)	(985) 384-0850 Ext 105
Port of West St. Mary David Allain, Special Assistant (C)	(337) 828-3410 (337) 319-0676
Port of Iberia Craig Romero, Port Director (C)	(337) 364-1065 (337) 380-6757
Terrebonne Port Commission David Rabalais, Director (C)	(985) 873-6428 (985) 873-6795
Greater Lafourche Port Commission Chett Chiasson, Director of Economic Development (C)	(985) 632-1101 (985) 677-1149
Abbeville Harbor & Terminal District Jay Campbell, Port Director (C)	(337) 893-9465 (337) 652-1494
Grand Isle Port Commission Wayne Keller, President (C)	(985) 787-3780
LOCAL AGENCIES	
Acadia Parish Office of Emergency Preparedness Director: Cecelia Broussard	(337) 783-4357
Assumption Parish Office of Emergency Preparedness Director: John Boudreaux	(985) 369-7386
Fourchon Harbor Police POC: Chief Jon Callais (C)	(985) 396-3911 (985) 696-7443
Iberia Parish Office of Emergency Preparedness Director: Prescott Marshall	(337) 369-4427
Jefferson Parish Office of Emergency Preparedness Director: David Dysart	(504) 512-0070
Lafayette Parish Office of Emergency Preparedness Director: Linda Lavergne	(337) 291-5075
Lafourche Parish Office of Emergency Preparedness Director: Chris Boudreaux	(985) 537-7603
St. Martin Parish Office of Emergency Preparedness Director:	(337) 394-3071
St. Mary Parish Office of Emergency Preparedness Director: David Naquin	(337) 828-4100 X135
Terrebonne Parish Office of Emergency Preparedness Director: Earl Eues Jr.	(985) 873-6357
Terrebonne Port Commission Director: David Rabalais	(985) 873-6428
Vermilion Parish Office of Emergency Preparedness Director: Rebecca Broussard	(337) 898-4308

TAB D: NORMAL PORT OPERATIONS

(A) The COTP Houma zone is composed of five sub-ports and the waterways listed in Table 1 in Section 1. The COTP Houma zone primarily supports oil & gas exploration, production, and vessel transits along the GIWW. The sub-ports are listed from east to west. The break down of specific facility types can be found in CART.
Note: There are no major intermodal connectors within the COTP Houma zone.

Sub-Port	Interface	Facility Types
Port Fourchon	Primarily supports offshore oil & gas exploration and production to 80% of the Gulf of Mexico deepwater drilling and 18% of the nation's oil supply. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose.	Fuel docks* Liquid mud facilities Dry bulk facilities Shipyards Helipads and helo airports Offshore supply/support yds*
Houma	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose. Several shipyards as well.	Fuel docks* Liquid mud facilities Dry bulk facilities Shipyards Helipads and helo airports
Morgan City	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose. Several shipyards as well. Interface with vessel traffic via VTS Berwick Bay.	Fuel docks* Liquid mud facilities Dry bulk facilities Shipyards Mr. Charlie Rig Museum Int'l non-bulk cargo ships Offshore fabrication yards
Port of Iberia	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose.	Fuel docks* Liquid mud facilities Dry bulk facilities Shipyards Fabrication facilities
Intracoastal City (including Freshwater City)	Supports inland, coastal and offshore drilling. Bulk oil, drilling mud and offshore equipment transfers by crane or loading hose.	Fuel and supply docks* Bulk liquid facilities Shipyards Helipads and helo airports

*Denotes critical facilities in COTP zone Houma

(4) Traffic Volume in the Port

The Gulf Intracoastal Waterway is a critical component of the MTS. It serves as the East–West traffic flow between Texas, points east, and heading north heading to the Mississippi River. This waterway prioritization canbe located in the South Louisiana AMS Plan.

(A) Morgan City. VTS Berwick Bay directs vessel movement through the center of the COTP Houma zone. VTS Berwick Bay directs 178 transits on an average day and over 215 transits on a busy day. Half of those transits are tug and barge tows, many of which carry hazardous materials, including CDC's. VTS Berwick Bay controls the intersection between the GIWW, Atchafalaya River, and the Morgan City Port Allen Alternate Route, one of the most highly transited and dangerous intersections in the nation.

(B) Port Fourchon. Port Fourchon, located at the south end of Bayou Lafourche, has become the marine transportation and support port for the LA offshore oil industry. The Port Fourchon Harbor Police monitors hundreds of transits and dock shifts in Port Fourchon daily. Hundreds of support vessels, fishing vessels, recreational vessels, and marine traffic transit through the area daily. A closure of the Port (in essence closing the channel) for days or weeks would severely disrupt the flow of operations offshore, and would financially impact the area and industry.

(1) While it is recognized that Port Fourchon conducts very little foreign waterborne commerce, the importance of Port Fourchon in support of domestic oil exploration & production cannot be overstated. Port Fourchon services over 90% of the Gulf of Mexico's deepwater oil production. In 2014 BSEE stated that 95% of all the new drilling plans and permit applications slated Port Fourchon as its service base. Approximately 300 large supply vessels traverse the port's channels daily.

(C) Louisiana Offshore Oil Port (LOOP). LOOP is the nation's only deepwater port, bringing in 10% of the nation's imported oil on a daily basis via one or two foreign and domestic cargo ships. LOOP also handles ~15% of the domestic oil production, including from the Mars and Thunder Horse production streams via pipeline. LOOP is connected to 50% of the nation's refining capacity.

(D) City of Houma. Houma has the largest population center of the Houma AOR, with over 110,000 people (including surrounding towns). The Terrebonne General Medical Hospital is located within a quarter-mile of the Houma twin-span bridges, and would be an item of concern should a TSI occur in downtown Houma. Closing the GIWW for any length of time would have the same impact as described above. Hundreds of vessels transit through Houma on a daily basis.

(E) Port of Iberia. Located well north of the GIWW, the Port of Iberia is a smaller but busy port that handles mostly domestic vessels, though some smaller foreign vessels may call upon the port. Dozens of vessels transit daily.

(F) Intracoastal City. Intracoastal City is the first port within the western side of the Houma AOR, located on the GIWW at MM 160. It is here that the GIWW, Freshwater Bayou, Vermilion Bay, and the Vermilion River meet.

SECTION 3: MTS RECOVERY MANAGEMENT

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

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

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

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

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

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

    a. The determination to establish the MTSRU is the responsibility of the Planning Section Chief (PSC) (or Incident Commander if there is no PSC) and will be based on factors including: the length of the interruption, scale of the interruption to the MTS, or MARSEC increases. Although all MTS disruption scenarios are different, and may require participation from myriad stakeholders, there are basic assumptions for each event. These assumptions include:

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

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

(1) Direction to activate the full or parts of the MTSRU,
(2) Estimate the duration of activation days,
(3) Location of Incident Command Post and MTSRU,
(4) Expectation for the MTSRU to be functional (stood up and operational),
(5) Expectation for stakeholder notification,
(6) Brief description of the disruption with copy of ICS-201 if possible,
(7) Incident Commander (IC) current objectives of the basic MTSRU Objectives, if established, and
(8) Expectation to attend the planning meeting at *[location/time]*.

b. The MTSRU will be established under the Planning Section as shown in Figure 3.1. As the Incident Command System is flexible and scalable, the MTSRU may be placed in other ICS positions to satisfy unique needs of the IC/UC. The MTSRU requires, at a minimum, the following positions:

1. Marine Transportation System Recovery Unit Leader (MTSL3)
2. CART data entry representative
3. WWM representative
4. Facility Inspector
5. Port State Control examiner

c. Moving the MTSRU to another ICS position should only be done when critically required to address unique elements in the recovery operation. MTS Recovery requirements will be addressed during the Incident Action Plan development cycle no matter the location of the MTS Recovery Unit within the organization. During heavy weather events, MSU Houmawill establish a MTS Group under the Port Operations Branch within the Operations Section. More details can be found on the MSU Houma Heavy Weather Plan. This is transparent to port partners and the port coordination team. The MTS Group is composed of US Coast Guard personnel only. This group will transition into the MTSRU under the Planning Section during the assessment and recovery phase of the event.

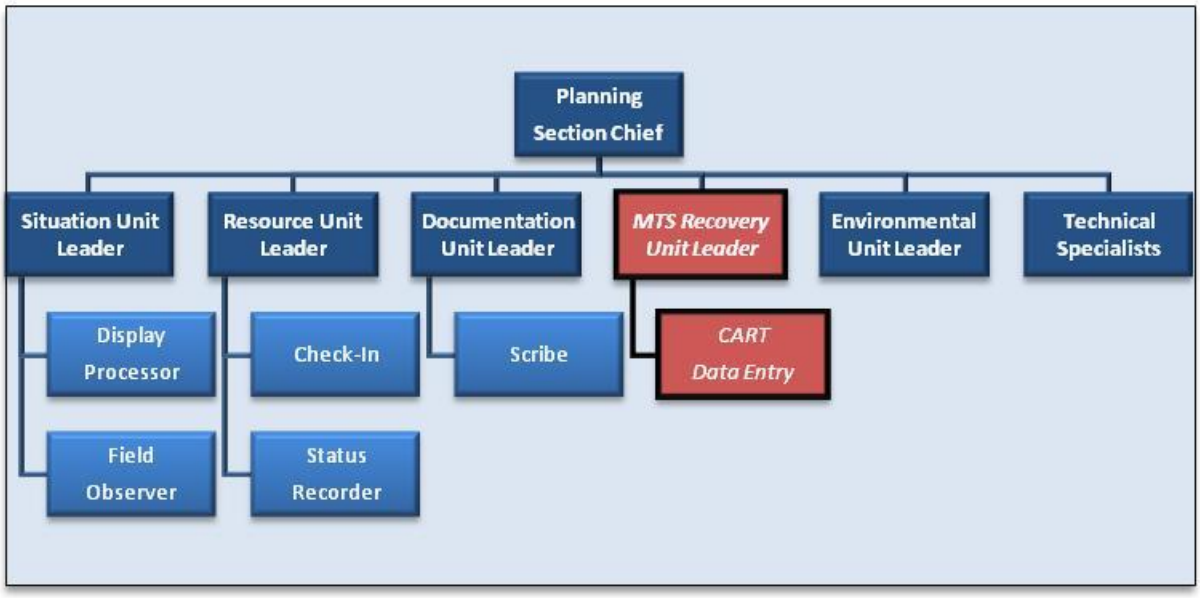


Figure 3.1 Example of ICS Organization including MTSRU

d. There are fundamental considerations that are essential to the MTSRU establishment process. Figure 3.2 is an extract from the Incident Management Handbook of the basic activities the MTSRU Leader shall consider when activating the MTSRU. This checklist and an expanded checklist of MTSRU Activities are included as Tab F of Section 3 to this Plan.

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

Figure 3.2 Example Extract from Unit Leader Checklist

e. MTSRUs will be established in a location that will provide sufficient space, access, and functionality to support the management of MTS Recovery Planning and Reporting. The space required to establish a functional MTSRU will vary from incident to incident and will depend on the number of personnel assigned and anticipated participation of industry stakeholders. The space should be adequate to

accommodate the MTSRU for a minimum of at least 15 days and have the ability to expand if necessary. Some primary considerations for the space include:

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

The location(s) of the MTSRU will be: Primary location will be at MSU Houma, secondary will be located at MSU Morgan City.

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

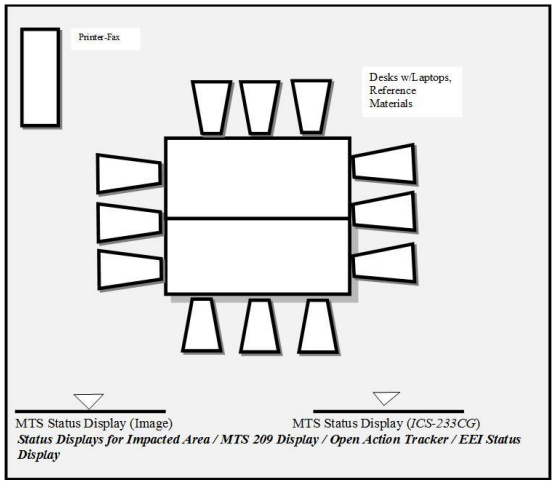


Figure 3.3 Example MTSRU Space Organization

f. MTSRUs can function only when appropriately supported with resources and materials to ensure sustained operations for a minimum of 48 hours before resupply is required. Standard MTSRU Go-Kits or ICS MTSRU Kits are located in the break room of MSU Houma.

g. The MTSRU is comprised of key USCG members, port stakeholders, State and local Emergency Response managers, and other critical maritime response and recovery representation as determined in the pre-event planning environment. MSU Houma will activate its USCG Personnel using the process and protocols outlined below:

(1) USCG Personnel Notification: Will be notified via phone call or via the Alert and Warning System.

(2) Port Stakeholder/State-Local Government/Other Government Agency: Will be notified via phone call.

2. <u>Recovery Task 2</u> - Obtaining Situational Awareness

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

a. Receive initial briefing on the incident from the MTSL, SITU, PSC, or Command Duty Officer. Review current ICS-201 and/or IAP for overview of command objectives and current operations. Review the MSU Houma MTSRP's pre-established processes, procedures, and priorities. This is a critical step in gaining situational awareness.

b. Determine which EEI category(s) have been impacted.

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

c. Recommend to Operations Section the critical infrastructure and waterways to conduct Port Assessments to identify potential MTS impacts. Tab G, of Section 3, provides an example of an infrastructure assessment checklist.

d. Identify potential resources that may be deployed along with their application. The pre-idenfied divisions or groups to assess the port can be found in the **MSU Houma WQSB Instruction, the Area Contingency Plan and the MSU Houma Heavy Weather Plan.**

e. Conduct outreach to port partners and maritime stakeholders to collect information on the status of the Marine Transportation System, including commercial vessel traffic. MSU Houma will activate the Port Coordination Team immediately after an event has occurred. Furthermore, MSU Houmawill request stakeholders to assess and report utilizing the CG 11410 form located in appendix B of this plan. This will assist the Port Coordination team in their decision making process.

Example checklist:

✓	Convene information sharing meeting with port partners and stakeholders as appropriate *(see **Information Update Meeting Agenda** in Tab I)*
✓	Provide a situation brief/update
✓	Identify any port security concerns

✓	Identify any additional MTS restrictions
✓	Identify vessel queue and anchorage status
✓	Identify information distribution requirements
✓	Identify meeting schedule for future port partners briefs

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

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

3. <u>Recovery Task 3</u> - Determine Impact to the MTS and Develop Courses of Action

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

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

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

b. <u>Determine priorities</u>. Section 2.B identifies planning priorities which need to be considered when developing COAs. Many factors could amplify, modify, or reprioritize these lists both before and during an incident. Incident specific infrastructure recovery priorities must be communicated to the Operations Section of the IC/UC. The following information on cargo, infrastructure and vessel priorities will assist in this development.

(1) <u>Cargo Priorities</u>. For the purpose of advance planning, guidelines for understanding potential national level needs and priorities have been established in a joint protocol developed by USCG and Customs & Border Protection. These priorities are in order:

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

National Level Cargo Priorities

Department of Homeland Security

(2) Infrastructure Recovery Priorities. Local pre-incident infrastructure recovery priorities have been developed with input from local industry and agency stakeholders. MTSRU should develop a list of infrastructure priorities based on extent of impact and information within Section 2.B.

(3) Vessel movement. When developing vessel movement priorities, the MTSRU will take into account vessel characteristics (cargo, draft, height, port state, security restrictions, or stability issues), waterway restrictions (draft, air gap, visibility, sea state, tug and pilotage requirements), as well as facility restrictions (berth availability, power, security, availability of labor).

The MTSRU may use the ***Vessel Arrival Scoring and Prioritization Tool (VASPT)***, *located in MSTRU CG Portal site*, to score arriving vessels [*or up-bound and down-bound for river port areas]*. The VASPT is a risk-based and weighted scoring system that takes into consideration the cargo, facility status, operating restrictions, and any security or safety issues inherent with the vessel itself. ***The results of the VASPT are not final and are designed solely to provide a discussion for any prioritization scheme.***

After evaluating the results of the VASPT against any incident specific criteria or priorities, the MTSRU will provide recommended vessel queue priorities to the Incident/Unified Command.

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

4. Recovery Task 4 - MTS Status Reporting

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

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

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

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

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

Table 10: Incident Action Plan Development Meeting Cycle

Meeting	Information Required
IC / UC Objective Development	Provide Core MTS Recovery Objectives for consideration. • Rapid and comprehensive assessment of the MTS Infrastructure. • Open Communication with stakeholders via *[insert port level team name, i.e. Port Coordination Team, Port Advisory Group]*. • Identification of critical local and regional cargo needs.

	• Use of all communication nodes including social media to accurately report the status of the MTS and recovery plans.
Command & General Staff Meeting / Briefing	Brief on objectives for MTS Recovery or provide a status update of current recovery operations. Include a reminder on key priorities.
Preparing for Tactics Meeting	Provide initial assessment results and potential COA. These may include: • Waterway and ATON Status. • Vessel Management Scheme. • Stakeholder concerns and means of input. • Critical economic considerations.
Tactics Meeting	SME for MTS Recovery operations. Monitor discussion and ensure accuracy of recommendations including traffic management, vessel queue management, ATON issues, or recommended/required COTP actions.
Preparing for the Planning Meeting	Finalize plan for recovery operations during the next operational period. Ensure final outreach and assessment via stakeholders for updated waterway and infrastructure status.
Operations Briefing	Entire MTSRU staff should attend if possible. Provide any clarification to field Divisions/Groups/ Branches regarding planned recovery ops.
Monitor Ongoing Operations	Receive, monitor, and assess field-generated information to measure progress toward operational goals and overall incident objectives. Adjust as necessary during the next Command/General Staff meeting.

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

  - Port Status Information (See Example in Figure 3.4 below),
  - Operational Restrictions, and
  - Critical Cargo Management Information.

  (1) Port Status: MSU Houma will use Homeport to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by *[Describe the appropriate IMT entity charged with maintaining this part of Homeport]*. The MTSRU will monitor this closely when expected changes occur and require adjustment in Homeport.

(2) Operational Restrictions: As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners; or other documents describing operational restrictions of the MTS will also be posted in Homeport MSU Houma will ensure that appropriate operationally restricting information will be uploaded to HOMEPORT.
(3) Critical Cargo Management Information: CBP provides for real-time critical trade messaging via their website https://www.cbp.gov/newsroom. This information provides the status of CBP capabilities to manage cargo flow within the affected AOR, future plans and alternative procedures. This site will be provided to stakeholders via CBP.
(4) Business Resumption Messaging *[Optional*: *Insert any marine exchange website or other non-formal communication node along with accompanying description]*
(5) Currency and Accuracy: Homeport will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.

- Reporting Standards: MSU Houma will adhere to the Data Integrity Standards described in the CART User Guide. The following basic reporting standards are not clearly described in policy, but will be implemented as a best-practice for MTS Status Reporting:

(1) Baseline: The PSC or MTSL will determine if the entire baseline of all EEIs will be entered into the event or only the impacted EEIs. If all EEIs are not entered into the event MSU Houma will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.
(2) Status: The designation of Fully Available (**FA**); Partially Available (**PA**); or Not Available (**NA**) will be made in accordance with AREA Policy and the Data Integrity Standards. When the designation is PA or NA, comments will be added in the EEI as well as the Summary Table. This information is critical to understanding impacts to individual EEIs as well as the aggregate impact on the EEI categories themselves along with potential local, regional, or national level impacts.
(3) EEI Comments: As noted above, comments shall be included when status designations are PA or NA. Comments should be brief but include information on the impacts of the disrupted EEI Categories at local thru national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact to the MTS.
(4) Report Summaries: The MTSL has the responsibility of reviewing the Report Summary entries prior to entering into CART. The Report Summaries should be reviewed for:

- Format
- Accuracy
- Spelling
- Currency

- Alignment with any other Public Messaging/Homeport or other internal-external MTS Status reporting source.

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

- Alternative Reporting Process: In the event MSU Houma does not have access to CART or internet access is limited, the MTSRU will manually track EEI Status and any significant changes in MTS recovery actions or recovery plans using the templates provided in Table 11 to this section. The manually generated MTS Status tracking and reports will be archived and delivered to the Documentation Unit Leader (DOCL) at the conclusion of each operational period. Transmission of this information will be under the direction of the Situation Unit Leader, consistent with senior management communication requirements, and available means.

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

Table 11: Alternative Reporting Template

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

5. **<u>Recovery Task 5</u>** – Demobilize the MTSRU

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

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

   Tab H, of Section 3, provides a sample demobilization report.

6. **<u>Recovey Task 6</u>** – Additional Tasking

   As determined by the local Sector/MSU

TAB E: MTS REPORTING TEMPLATE

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

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

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

Table 12: Port Incident/Area Summary Guidance

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

Table 13: MTS Impact Guidance

The Port of [insert name] is OPEN.

The Port of [insert name] is OPEN WITH RESTRICTIONS. A significant amount of storm debris has accumulated in the vicinity of the Trout River Cut in between Buoys R64 and R66. The debris includes a number of small boats rafted together, vegetation, various size containers/drums. The Port is open to normal deep draft traffic to all facilities N and E of this area. All inbound and outbound traffic W and S of this area has been restricted. Corps of Engineers and City Solid Waste Management Division estimates the debris field to be cleared by 22 May 2017. Due to damaged critical range lights the COTP has directed daylight transits only until repairs are completed. The estimated time for repair to the range lights is 24 May 2017.
The Port of [insert name] is CLOSED until surveys of the channel have been completed. Corps of Engineers estimates that surveys will be completed by 21 May 2017.

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

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

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

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

Table 14: MTS Recovery Actions Guidance

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

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

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

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

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

No Cyber disruption or issues.

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

Table 15: Vessels in Queue Guidance

Insert Date/Time Group:

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

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

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

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

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

Table 16: Waterway Management Actions Guidance

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

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

[Note any ice-related restrictions here]

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

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

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

Table 17: Future Plans Guidance

Enter Date/Time-Group: Future Plans:

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

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

Table 18: Intermodal and Supply Chain Impact

Enter Date/Time-Group:

- *Intermodal Impact: The linkage between the cargo handling at the terminal [name terminal or terminals or Port Authority] has been interrupted due to [describe limiting factor or factors]. Describe the impact in terms of delay, percentage of thru-put, or other descriptive factor other than a financial description*

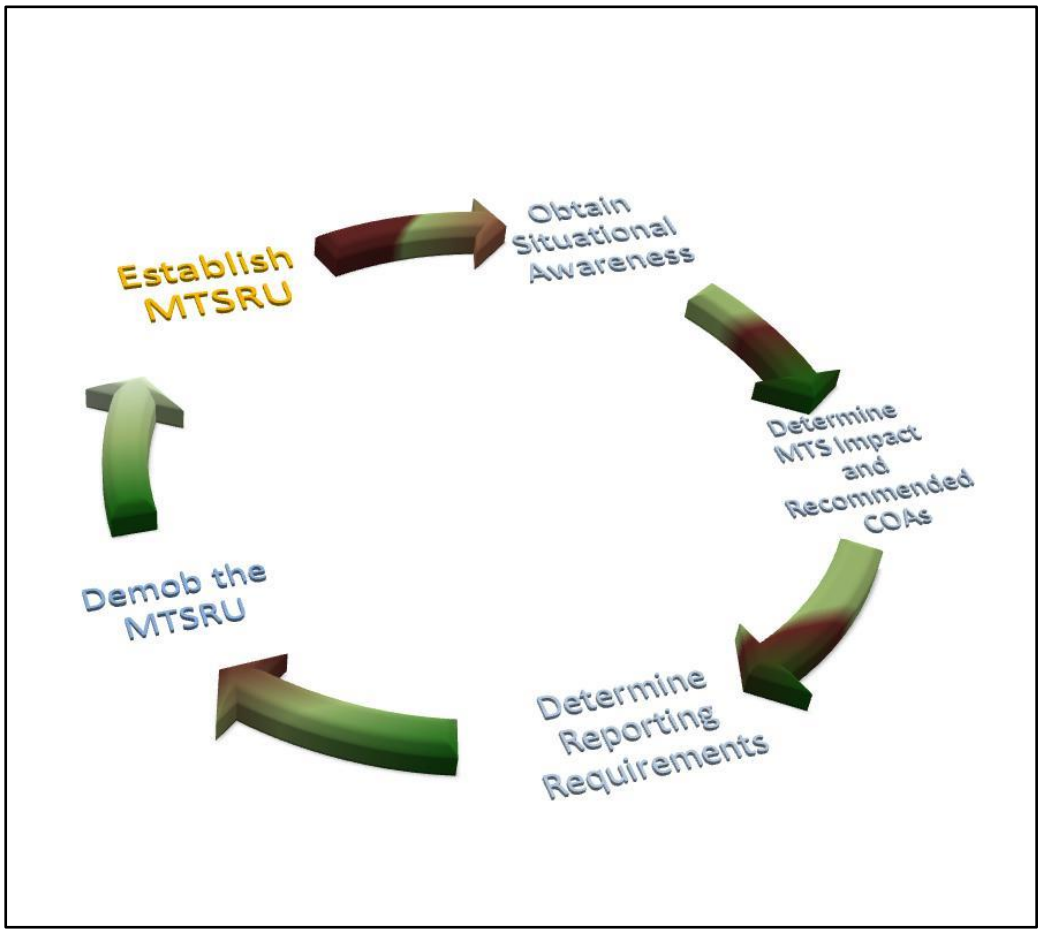
- *Supply Chain Impact: The movement of [describe critical cargoes or key supply chain] through the port of [insert name] has been interrupted. Alternate pathways have been discussed with the PCT and in coordination with the Port of [name]. Potential delays for the delivery of [cargo] and [cargoes] to the East Central United States will continue until repairs to the railway links are completed on [DD/MM/YY]. Upon completion it is anticipated that an x % increase in deliveries will continue daily until normal inventory delivers are resumed.*

TAB F: MTSRU SOP

USCG Sector *[Insert Sector Name]*

Marine Transportation System Recovery Unit (MTSRU)

Standard Operating Procedure



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USCG [*Insert Unit Name*] Marine Transportation System Recovery Unit (MTSRU) Standard Operating Procedure

Executive Summary

The MTSRU is part of the Planning Section of the ICS established for every incident that significantly disrupts the MTS in [*insert AOR*] and in accordance with the activation policies outlined in the [*insert Unit name here*] MTS Recovery Plan. The MTSRU is primarily staffed by USCG personnel and augmented by local maritime industry experts.

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

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

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

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

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

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

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

Stage 1: Establishing the Marine Transportation System Recovery Unit

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

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

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

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

Stage 2: Obtain Situational Awareness

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

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

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

Stage 3: Determine MTS Impact and Recommend COAs

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

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

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

Stage 4: MTS Reporting Requirements

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

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

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

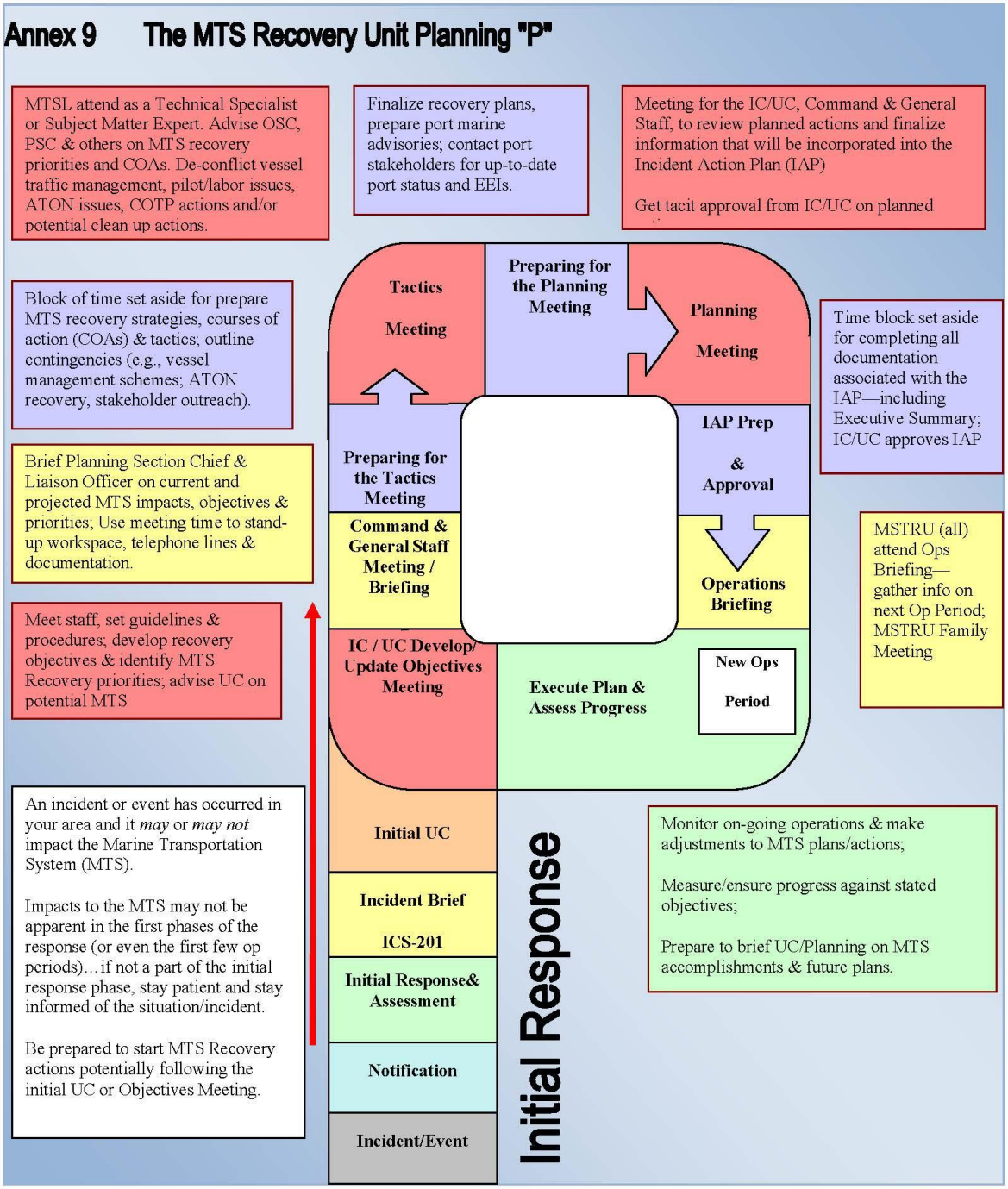
Stage 5: Demobilization of the MTSRU

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

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

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

Annex 9 The MTS Recovery Unit Planning "P"



TAB G: INFRASTRUCTURE CHECKLIST(s)

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

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

Critical Infrastructure Element	*Description of Damage Observed*	*Location/ Identifier*	*Comment*
Waterways and Navigation System			
Harbor Access			
Main Channel			
Turning Basins			
Aids to Navigation			
Hazards to Navigation			
Damaged Vessels			
Oil Pollution Incidents			
HAZMAT Incidents			
Fires			
Notes:			

TAB H: MTSRU DEMOBILIZATION REPORT TEMPLATE

[“Event Name”]
Marine Transportation System (MTS) Recovery
Demobilization Report
For
[*SECTOR/MSU NAME*]

From : [Sector Name]
To: Area
Via: [District Name WWM]

Ref: (a) *[Area Policy]*
(b) *[District Policy]*
(c) [*Sector/MSU Name*] INST [*Enter #*]) Marine Transportation System Recovery Plan

1. In accordance with reference (a), this Demobilization Report captures the current status of the MTS, including outstanding issues, post <***Event Name***>. This report contains the following:
   a. By category, the status of Essential Elements of Information (EEIs) that remain in a condition of other than fully available.
   b. List of recommended legal, regulatory, or policy initiatives that address outstanding MTS infrastructure issues, and
   c. List of stakeholder concerns regarding infrastructure restoration.
2. EEI Status Information: The following is a complete list of relevant EEIs and their current status:
   a. Waterways and Navigation Systems
      i. Aids to Navigation:
      ii. Deep Draft Channels:
      iii. Non-Deep Draft Channels:
      iv. Locks:
   b. Waterway Incidents
      i. Vessel Salvage/Wrecks:
      ii. Oil Pollution Incidents:
      iii. HAZMAT Incidents:
   c. Port Area – MTS Infrastructure
      i. Bridges:
      ii. Bulk Liquid Facilities:
      iii. Container Facilities:
      iv. Non-Container Facilities:
      v. Shipyards:
      vi. Passenger Ferry Terminals:
   d. Port Area – Vessels
      i. Commercial Fishing:
      ii. Passenger and Ferries:
      iii. Barges:

e. Monitoring Systems

i. Radar:

ii. Communications:

iii. Cameras:

iv. Automated Identification System:

v. Vessel Traffic Service:

vi. Cyber / Information Systems

3. Policy Recommendations: The following is a list of recommended legal, regulatory, or policy initiatives that address the outstanding MTS infrastructure

   a. Type 2 or higher event MTS Recovery Unit (MTSRU) Staffing (example):

   b.

4. Stakeholder Concerns: The following is a list of stakeholder concerns regarding infrastructure restoration.

   a. Regulatory Agency communications (example):

   b.

5. USCG Best Practices and Lessons Learned: The following is a list of observed best practices and lessons learned for MTSR of the [Sector/MSU] area of responsibility.

   a. Best Practices:

      i. (example)

   b. Lessons Learned:

      i. (example)

TAB I: MTSRU NOTIFICATION PROCESS GUIDE

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

Policy/Program Information
[*Enter MTSRU Team Name*] Alert is the process by which the Sector Command Center (SCC) alerts the members of **[*Enter MTSRU Team Name*]** that the MTSRU has been activated in response to a port disruption incident or an incident that could affect normal port operations. These incidents could range from major infrastructure damage incidents to a MARSEC increase in another port. The MTSRU serves as the Captain of the Port's subject matter expertise for all segments of port operations and provides advice and status updates of critical infrastructure and key operations within the MTS. **REFERENCES:** (a) Area Maritime Security Plan for *[Name or other reference]* (b) USCG *[Insert Unit Name]* Marine Transportation System Recovery Plan (Series)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Assessment should include:

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

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

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

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

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

Address the issues presented by the participants.

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

-END-

Chronological Log

Time	Remarks
Contact QRC owner or SCC QRC Manager to make corrections/updates.	

Background	

SECTION 4: MTSRP MAINTENANCE

A. PURPOSE: This section discusses plan validation and update requirements. Lessons learned and recommended actions from training and exercises as required by Enclosure 2 identify best practices and areas of needed improvement.

B. MTSRP VALIDATION:

1. Annual MTSRP Validation

a. MSU Houma will evaluate the MTSRP annually for adequacy, accuracy, consistency, and completeness. The purpose of the review is to ensure that the plan incorporates changes based on policy, lessons learned, and changes to port operations.

b. Annual validation will be completed prior to the initial planning phase of the MTS Recovery exercise. This will ensure that the MTS Recovery exercise scenario is developed using the most accurate information available. The MTS Recovery exercise and/or real world event can be used to validate any plan updates.

c. Minor amendments or updates to the plan do not require formal review by District or Areas.

2. CART Validation

a. CART is a critical element to support post-incident stabilization and short term recovery of the MTS.

b. MSU Houma shall review all EEI data for accuracy annually, but no later than 31 May.

c. Each EEI has data integrity standards that provide uniformity to report current status and potential consequences from the event. MSU Houma will use MTSR EEI Form (CG-11410) to capture the necessary information. (See Appendix B)

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP

a. MSU Houma will conduct a formal detailed review of the MTSRP every five years. The review will focus on policy changes, and identified best practices and lessons learned. In review, the following documents must be considered:

(1) After Action Reports and recommendations from MTS/Port Recovery exercises,
(2) Lessons learned from local stakeholder exercises,
(3) Lessons learned from past disaster recovery events (e.g. severe weather events, oil spill incidents, mass rescue operations),

(4) Review of government, industry and academic studies of industry interdependencies, downstream effects of transportation disruptions, and the resiliency of industries and transportation sectors in recovering from a disaster or an incident, and
(5) Policy updates.

b. MSU Houma will ensure that the five year review plan is forwarded to the cognizant District Commander Plan Review Authority for review.

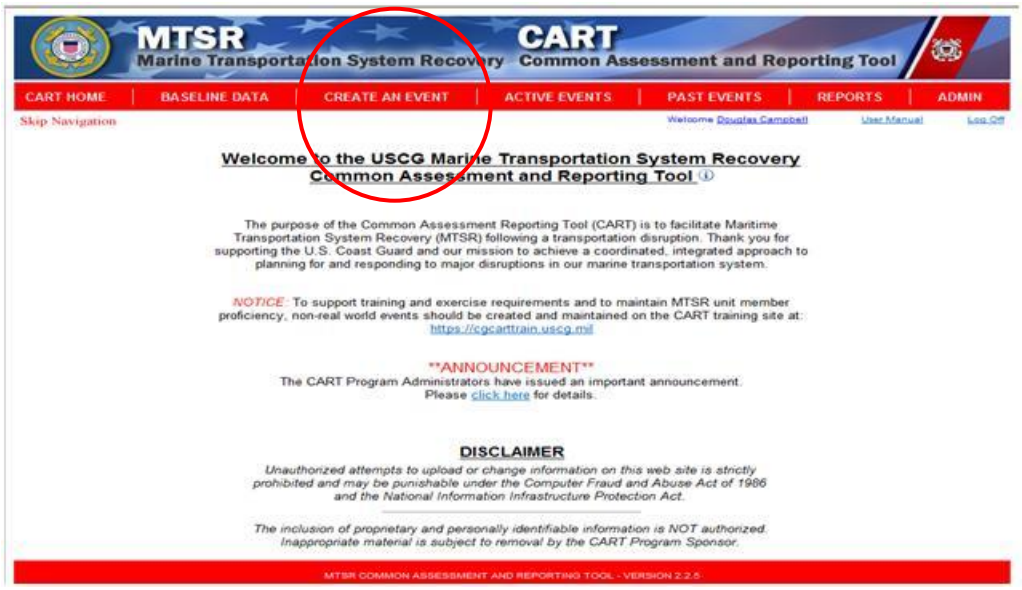
c. Review the plan and forward to the Plan Approval Authority for approval.

2. <u>Immediate MTSRP Program Updates</u> – An immediate program wide MTSRP review and update may not be aligned with the existing five year review and approval cycle. The five year review and approval timeframe may be restarted by the Commandant (CG-FAC) MTS Recovery Program Manager to meet the mandated updates.

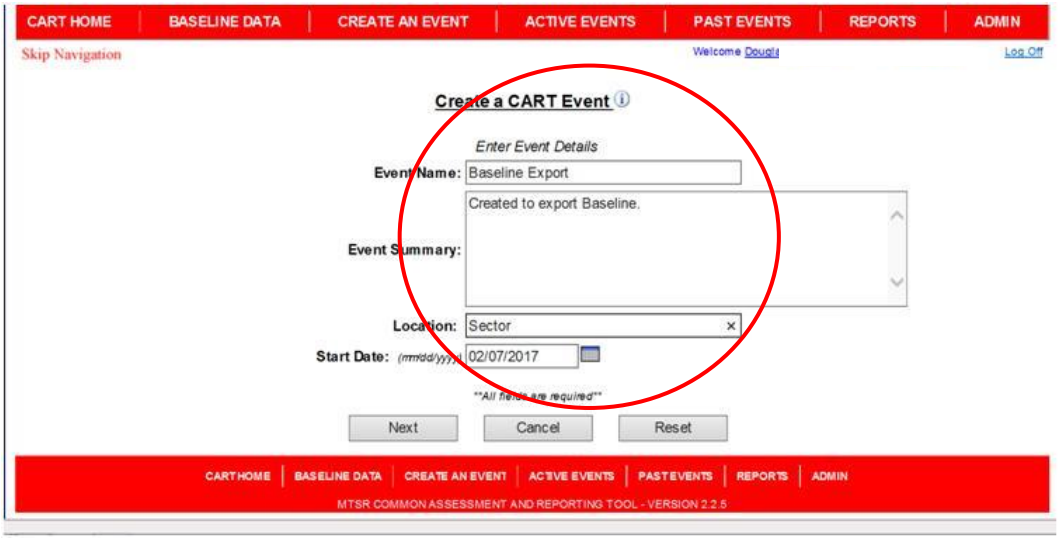
APPENDIX A: CART BASELINE EXPORT JOB AID

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

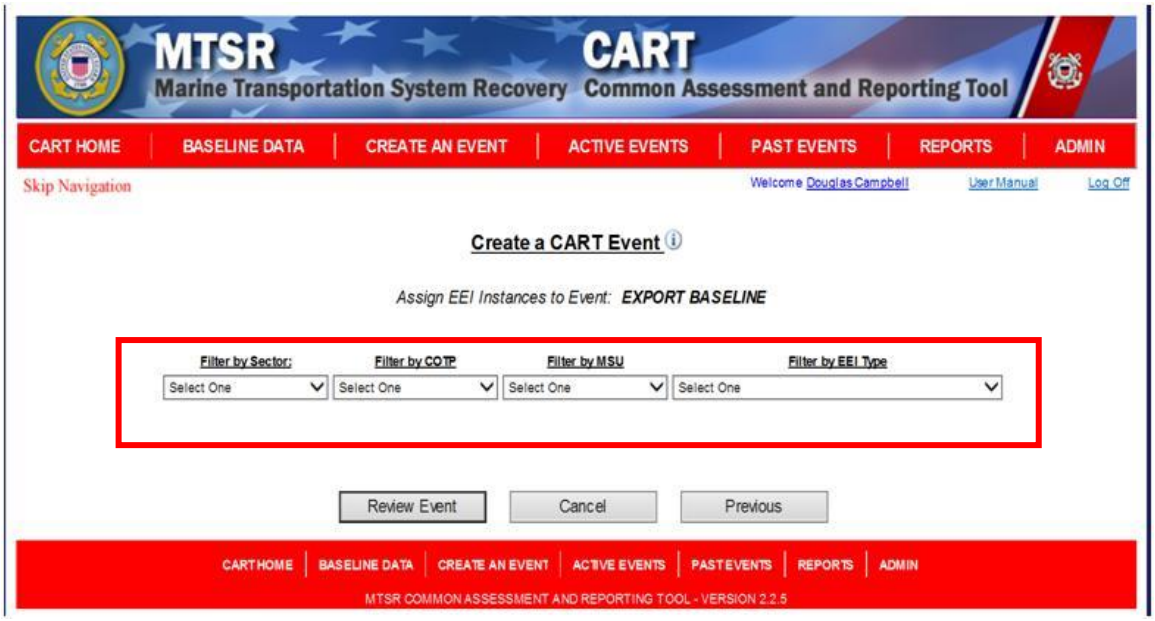
Step 1: Log into CART and Create an Event.



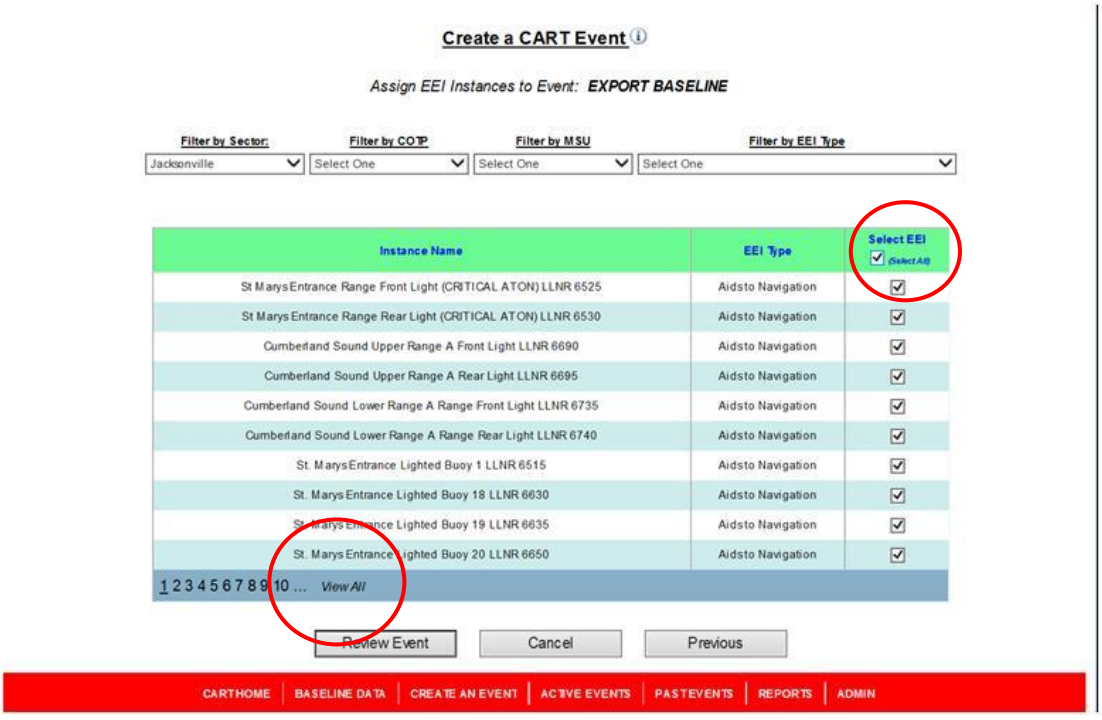
Step 2: Enter basic required information to create the Event. Ensure the name of the Event contains either “Baseline” or “Exercise”



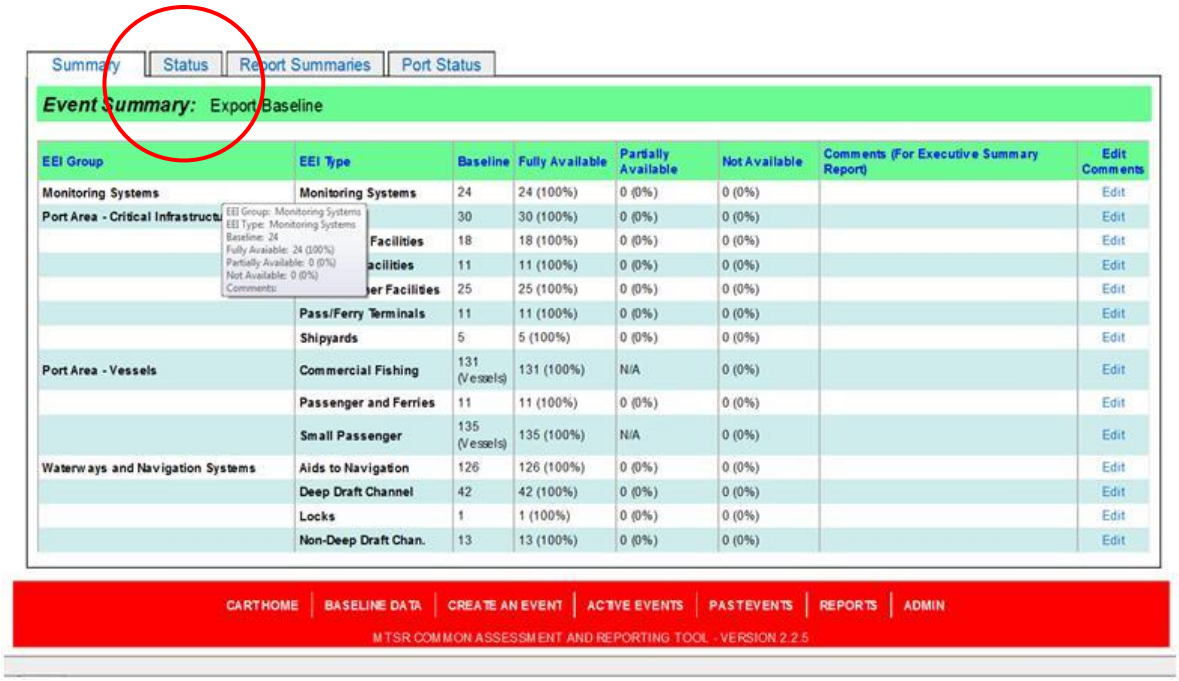
Step 3: Use the Pull Down Menu to select the appropriate Unit.



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

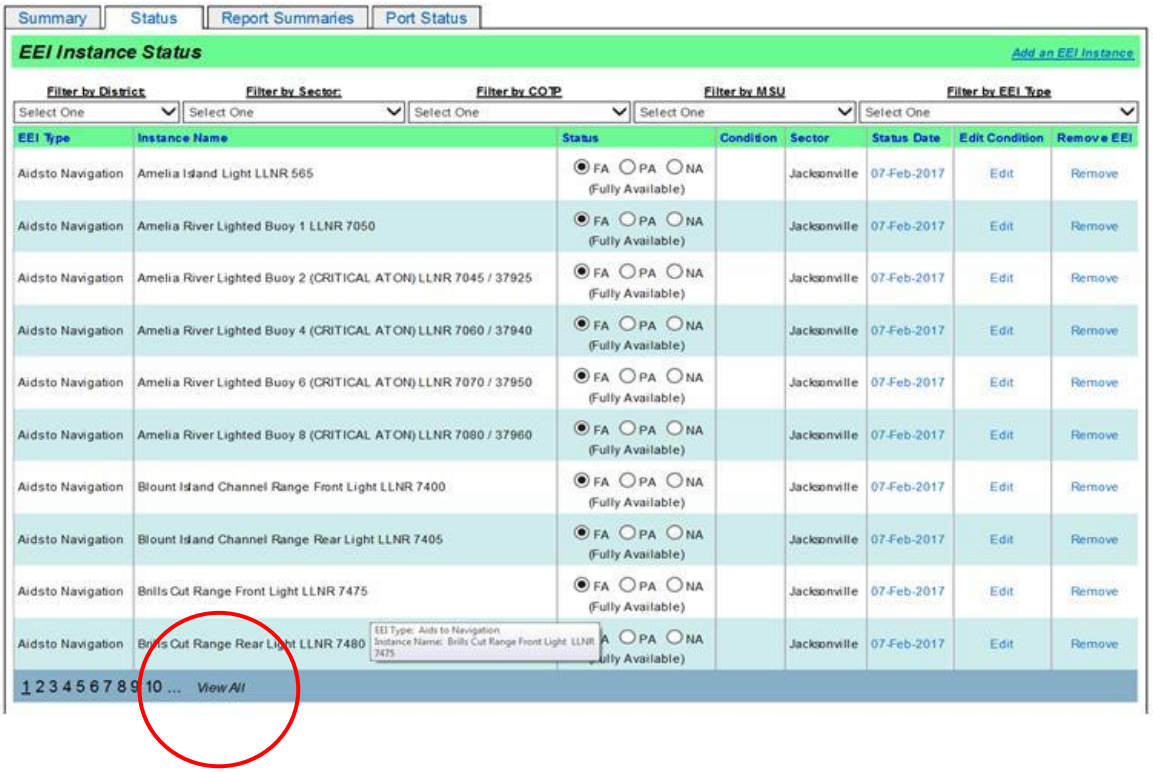


Step 5: Complete the remaining steps to review and create the Event in CART. After the event is created select the Status Tab.



EEI Group	EEI Type	Baseline	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Monitoring Systems	Monitoring Systems	24	24 (100%)	0 (0%)	0 (0%)		Edit
Port Area - Critical Infrastructu		30	30 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	18	18 (100%)	0 (0%)	0 (0%)		Edit
	acilities	11	11 (100%)	0 (0%)	0 (0%)		Edit
	er Facilities	25	25 (100%)	0 (0%)	0 (0%)		Edit
	Pass/Ferry Terminals	11	11 (100%)	0 (0%)	0 (0%)		Edit
	Shipyards	5	5 (100%)	0 (0%)	0 (0%)		Edit
Port Area - Vessels	Commercial Fishing	131 (Vessels)	131 (100%)	N/A	0 (0%)		Edit
	Passenger and Ferries	11	11 (100%)	0 (0%)	0 (0%)		Edit
	Small Passenger	135 (Vessels)	135 (100%)	N/A	0 (0%)		Edit
Waterways and Navigation Systems	Aids to Navigation	126	126 (100%)	0 (0%)	0 (0%)		Edit
	Deep Draft Channel	42	42 (100%)	0 (0%)	0 (0%)		Edit
	Locks	1	1 (100%)	0 (0%)	0 (0%)		Edit
	Non-Deep Draft Chan.	13	13 (100%)	0 (0%)	0 (0%)		Edit

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



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

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

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

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

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No.1625-0127
Expires: 04/30/2021

MARINE TRANSPORTATION SYSTEM RECOVERY
ESSENTIAL ELEMENTS OF INFORMATION

U.S. Coast Guard policy requires Sector Commanders to create, and update annually, Essential Elements of Information regarding the Marine Transportation System within their Captain of the Port Zones. This form is used to capture data and compare data gathered with information maintained by the U.S. Coast Guard.

SECTION I: FACILITY CONTACT INFORMATION

1. Facility Name		
2. Facility Point of Contact		
3. Position/Title		
4. Telephone	5. Email	6. Fax
7. Location		8. Lat-Long

SECTION II: CARGOES

9. Products or goods received *(liquid or dry bulk cargo by name(s), containers, autos etc.)*

Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐

SECTION III: SHIP - BARGE ARRIVALS

10. On a weekly basis, how many ships/barges call at this facility?

Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo

CG-11410 (01/18)

Page 1 of 2

Reset

SECTION IV: CRITICALITY OF CARGO TO RECOVERY			
11. Does facility transfer cargoes critical* to port recovery? Yes ☐ No ☐ *(If yes, list critical cargoes below)*			
**Criticality may reflect the need of this cargo to the port or region. Ex: The product received is needed to support port recovery or emergency response efforts; or to another process based on unique components/design/ limited supply source.*			
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Provide any additional information pertinent to the cargo criticality			

Privacy Act Statement

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

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

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

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

Reset

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

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No.1625-0127
Expires: 04/30/2021

MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS

U.S. Coast Guard _____ is gathering critical facility status information

for the port of _____ following _____.

Information you voluntarily provide will enable the U.S. Coast Guard (USCG) to understand your facility's current status and will be is used by the USCG Marine Transportation System Recovery Unit to prioritize port-wide recovery efforts.

This is a voluntary solicitation for information and is not mandatory; however, without this information, the USCG cannot properly assess the condition of your facility and must consider it closed with no critical impact until the USCG is able to conduct an on-scene assessment.

We request you review the criteria below and provide the information to:

Name	via Fax	via Email

SECTION I: FACILITY INFORMATION

1. Facility Name

2. Facility Status (Check one)

Fully Available ☐ Partially Available ☐ Not Available ☐

3. Describe Reason the Facility is *Partially Available* or *Not Available* and at what % capacity the facility is operating and when you anticipate it being fully available. *(i.e. no utility service, channel closure, damage to pier, reduced personnel, damage to facility, cranes, pumps or cyber attack.)*.

(continue on page 2)

4. If you do not receive your next scheduled ship/barge on time what is the significant impact? *(i.e. your facility supplies the fuel for all city busses or an airport).*

(continue on page 2)

SECTION II: FACILITY CONTACT INFORMATION

5. Facility Point of Contact	6. Telephone	7. Fax	8. Email	9. Date

Reset

MARINE TRANSPORTATION SYSTEM RECOVERY - FACILITY STATUS

Name of Event: Facility Name:

SECTION 1. FACILITY INFORMATION *(Cont.)*

Privacy Act Statement

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

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

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

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

Reset

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

EEI Name	EEI Instance Name	Latitude	Longitude
ATON	Belle Pass East Jetty Light 4 - LLNR: 17000	29.078859	-89.22572
ATON	Belle Pass Range Front Light - LLNR: 16980	29.098593	-89.22316
ATON	Belle Pass Range Rear Light - LLNR: 16985	29.123432	-89.21761
ATON	Belle Pass West Jetty Light 3 - LLNR: 16995	29.079363	-89.22943
ATON	Expert Riser Solutions	29.125744	-90.19687
ATON	Express Weld LLC	29.139722	-90.20639
Bridges	A O Rappelet Rd (SR 3090) Bridge Chevron Oil Company Canal MM 0.05 Lafourche Parish	29.11104	-90.19066
Bridges	Bayou Blue (SR 316) Bridge Gulf Intracoastal Waterway MILE 49.8 Houma	29.5764	-90.60373
Bridges	Bayou Dularge (SR 315) Bridge Gulf Intracoastal Waterway MILE 59.9 Houma	29.568306	-90.72105
Bridges	Bayou Dularge Rd (SR 315) Bridge Falgout Canal MM 3.1 Theriot	29.41194	-90.78287
Bridges	Bayouside Dr (Par Rd 45) Bridge Petit Caillou Bayou MM 32.3 Houma/Bourg	29.548586	-90.63263
Bridges	Chauvin Bridge (SR 56) Petite Caillou Bayou MM 21.5 Chauvin	29.426851	-90.59974
Bridges	Clothilda (SR 654) Bridge Lafourche Bayou MILE 53.2 Clothilda	29.677286	-90.54191
Bridges	Cote Blanche Bridge Lafourche Bayou MILE 33.9 Cut Off	29.515117	-90.33342
Bridges	East 29th St Cutoff Bridge Lafourche Bayou MILE 36.3 Cut Off	29.549053	-90.34384
Bridges	East Park Ave (SR 24) Bridge Gulf Intracoastal Waterway MM 57.6 Houma	29.599185	-90.71032
Bridges	Falgout Canal Rd (SR 7/PR 10) Bridge Houma Navigation Canal MILE 23.1 Grand Caillou	29.384592	-90.73008
Bridges	Falgout Canal Rd Bridge Grand Caillou Bayou MM 25.9 Dulac	29.382797	-90.71514
Bridges	Galliano (Rusty Eymard Pkwy) Bridge Lafourche Bayou MILE 27.8 Galliano	29.43414	-90.29753
Bridges	Galliano (SR 308) Lift Bridge Lafourche Bayou MILE 30.6 Galliano	29.472233	-90.31469
Bridges	Gateway to the Gulf Expressway (SR 1) Bridge Bayou Lafourche Leeville	29.247624	-90.20865
Bridges	Golden Meadow (SR 1) Bridge Lafourche Bayou MILE 23.9 Golden Meadow	29.389458	-90.26453
Bridges	Grand Cailou Rd (SR 57) Bridge Dulac Bayou MM 0.6 Dulac	29.37343	-90.71167
Bridges	Houma Canal Bridge Houma Canal/Bayou Black MM 1.7 Houma	29.578097	-90.72209
Bridges	Klondyke Rd (SR 56/Par Rd 47) Bridge Petite Caillou Bayou MM 29.9 Houma	29.530024	-90.59968

EEI Name	EEI Instance Name	Latitude	Longitude
Bridges	Little Caillou Rd (SR 56) Bridge Boudreaux Canal MM 0.11 Chauvin	29.3862	-90.61987
Bridges	Mill St. (SR 182) Bridge Lafourche Bayou MILE 58.2 Raceland	29.7277	-90.59878
Bridges	Montegut Rd (SR 55) Bridge Humble Canal MM 0.02 Terrebonne Parish	29.438048	-90.56637
Bridges	Old Lockport (SR 655) Swing Bridge Lafourche Bayou MILE 50.8 Lockport	29.646853	-90.53673
Bridges	Prospect Ave (SR 3087) Bridge Gulf Intracostal Waterway MM 54.4 Houma	29.601142	-90.67225
Bridges	Raceland Lift Bridge Lafourche Bayou MILE 58.7 Raceland	29.730667	-90.60701
Bridges	Sanchez Rd (SR 2188) Bridge Grand Bayou MM 3.6 Choctaw	29.850474	-90.67832
Bridges	Sarah Rd (SR 58) Bridge Petite Caillou Bayou MM 25.7 Montegut	29.482515	-90.57932
Bridges	Smith Ridge Bridge Petite Caillou Bayou MM 26.6 Chauvin	29.493201	-90.57379
Bridges	South Van Ave (LA 661) Bridge La Carpe Bayou MM 7.5 Houma	29.57379	-90.71207
Bridges	South Van Ave (SR 661) Bridge Houma Navigation Canal MILE 36 Houma	29.568178	-90.71555
Bridges	SR 1 Grand Isle Bridge Caminada Bay Grand Isle	29.207294	-90.04429
Bridges	SR 24 Bridge Petite Caillou Bayou MM 33.7 Bourg	29.563751	-90.64752
Bridges	SR 307 Bayou Lours MM 1.3 Kraemer	29.869328	-90.59508
Bridges	SR 308 Bridge Gulf Intracoastal Waterway MM 35.2 Larose	29.577279	-90.38034
Bridges	SR 3220 Bridge Lafourche Bayou MILE 49.2	29.636472	-90.51291
Bridges	St. Charles Bypass (SR649) Bridge Lafourche Bayou MILE 66.6 Lafourche	29.754292	-90.72804
Bridges	Toussant Foret Bridge Petite Caillou Bayou 20.2 Chauvin	29.406434	-90.60748
Bridges	US 90 Bridge Lafourche Bayou MM 56.0 Raceland	29.707868	-90.57203
Bridges	Valentine (SR 1) Bridge Lafourche Bayou MILE 44.7 Valentine	29.592078	-90.46745
Bridges	West 15th St (LA 657/308 & SR 1) Bridge Lafourche Bayou MM 38.7 Larose	29.568591	-90.37422
Bridges	West 5th St (SR 1) Bridge Gulf Intracoastal Waterway MILE 35.6 Larose	29.569128	-90.38538
Bridges	West Larose Bridge Lafouche Bayou MILE 40.4 Larose	29.57538	-90.39947
Bridges	West Main St (SR 24) Bridge Gulf Intracostal Waterway MM 57.7 Houma	29.598547	-90.71029
Bulk Liquid Fac	Kriti Exploration	29.56806	-90.53528
Chemical Fac	C-Port C Terminal North	29.143056	-90.20944
Chemical Fac	MI Swaco C-Terminal	29.1339	-90.199
Chemical Fac	Tetra Technologies (Port Fourchon)	29.115538	-90.19803
Com Fishing	Indian Ridge Shrimp Company		

EEI Name	EEI Instance Name	Latitude	Longitude
Deep Draft Channel	Belle Pass	29.094	-90.223
Deep Draft Channel	Houma Navigation Canal (Bubba Dove)	29.38465	-90.73
Deep Draft Channel	Intracoastal Waterway	29.59845	-90.71103
Locks	Bayou Black Floodgate	29.671034	-91.00887
Locks	Bayou Grand Caillou Floodgate	29.342509	-90.73776
Locks	Bayou Petit Caillou Floodgate	29.296478	-90.64852
Locks	Bayou Terrebonne Floodgate	29.388125	-90.58813
Locks	Boudreaux Canal Sector Gate	29.386648	-90.61773
Locks	Bush Canal Floodgate	29.368697	-90.6022
Locks	Company Canal Salt Water intrusion device	29.62765	-90.55761
Locks	Falgout Canal Floodgate	29.415633	-90.78912
Locks	Humble Canal Flood barge	29.437146	-90.56361
Locks	Leon Theriot Lock	29.34217	-90.24673
Locks	Lower Bayou Dularge Flood barge	29.335885	-90.84318
Locks	Placid Canal Floodgate	29.341546	-90.63211
Locks	Point aux Chenes Floodgate	29.418273	-90.44824
Locks	Ted Gisclair floodgate	29.57147	-90.3814
Locks	Upper Little Caillou Aux Gate	29.548949	-90.63305
Non-container Fac	Baker Hughes-Fourchon	29.1	-90.18333
Non-container Fac	Bourg Dry Dock	29.575	-90.59167
Non-container Fac	Cal Dive International	29.11786	-90.2
Non-container Fac	CPort 1	29.12861	-90.225
Non-container Fac	CPort 2	29.11778	-90.20055
Non-container Fac	Delmar	29.14238	-90.20904
Non-container Fac	Enterprise Marine Houma	29.56312	-90.71427
Non-container Fac	Fourchon Heavy Lift	29.124722	-90.20778
Non-container Fac	Fourchon Heavy Lift	29.12474	-90.20757
Non-container Fac	GOL Docks-Fourchon	29.13301	-90.19968
Non-container Fac	Halliburton-Baroid	29.12472	-90.215

EEI Name	EEI Instance Name	Latitude	Longitude
Non-container Fac	HOS Port	29.14	-90.2175
Non-container Fac	HOS Port-Fourchon	29.14	-90.2175
Non-container Fac	InHotWater	29.139579	-90.20724
Non-container Fac	Intermoor	29.13837	-90.20718
Non-container Fac	Intermoor Security	29.136775	-90.20619
Non-container Fac	John W. Stone	29.11974	-90.20815
Non-container Fac	John W. Stone-Fourchon	29.12056	-90.20833
Non-container Fac	Leeville Ice	29.25869	-90.21461
Non-container Fac	LOOP Shorebase	29.11788	-90.20097
Non-container Fac	Martin 16 Fourchon	29.125	-90.21583
Non-container Fac	Martin Operating (North Yard)	29.129458	-90.21598
Non-container Fac	Martin Operating 15 Fourchon	29.11389	-90.1975
Non-container Fac	Martin Operating Dulac	29.34306	-90.73333
Non-container Fac	Martin Terminal - North	29.11889	-90.20333
Non-container Fac	Martin Terminal-South	29.11472	-90.20611
Non-container Fac	MI swaco C-PORT 2	29.121536	-90.19623
Non-container Fac	MI Swaco-CPort 1	29.13222	-90.21611
Non-container Fac	MI Swaco-CPort 2	29.12333	-90.20694
Non-container Fac	MI Swaco-Dulac	29.53361	-90.66917
Non-container Fac	MI Swaco-Main yard	29.61667	-90.69167
Non-container Fac	Newman Crane Services	29.370193	-90.72204
Non-container Fac	Oceaneering Marine Division (Fourchon)	29.118068	-90.19818
Non-container Fac	Plains Marketing Larose	29.56717	-90.38573
Non-container Fac	Plains Marketing Valentine	29.58889	-90.44167
Non-container Fac	Retif Oil	29.58167	-90.718
Non-container Fac	Shell Gibson	29.63333	-90.93333
Non-container Fac	Talens Marine Fuel	29.5977	-90.6636
Non-container Fac	Talens Marine and Fuel Fourchon	29.13114	-90.19764
Non-container Fac	Tetra Technologies (Offshore)	29.115538	-90.19803

EEI Name	EEI Instance Name	Latitude	Longitude
Non-container Fac	Tetra Technologies Fourchon	29.12139	-90.20917
Non-container Fac	Tetra Technologies-Fourchon	29.10222	-90.18583
Non-Deep Draft Chan.	Barataria Pass	29.270131	-90.94804
Non-Deep Draft Chan.	Bayou Dularge	29.33535	-90.84373
Non-Deep Draft Chan.	Bayou Grand Caillou	29.363394	-90.72713
Non-Deep Draft Chan.	Bayou Lafourche	29.246	-90.208
Non-Deep Draft Chan.	Bayou Petit Caillou	29.3868	-90.61798
Non-Deep Draft Chan.	Bayou Terrebonne	29.389217	-90.58712
Non-Deep Draft Chan.	Evans Canal	29.116389	-90.22222
Non-Deep Draft Chan.	Havoline Canal	29.148056	-90.24278
Offshore Platforms	BM-2-28/23	29.043885	-90.15396
Offshore Platforms	BM-2-73	29.030887	-90.14326
Offshore Platforms	BM-2CD	29.049732	-90.12811
Offshore Platforms	BM-2CG	29.031178	-90.1441
Offshore Platforms	BM-2SG	29.064749	-90.12977
Offshore Platforms	BM-2W	29.037017	-90.12824
Offshore Platforms	BM-3-13	29.047021	-90.16257
Offshore Platforms	BM-3FF	29.036154	-90.16822
Offshore Platforms	BM-3KN	29.046963	-90.16257
Offshore Platforms	EI-100-13	29.06318	-91.44834
Offshore Platforms	EI-100-18	29.059544	-91.45246
Offshore Platforms	EI-100-38	29.057882	-91.46981
Offshore Platforms	EI-100B-PRD	29.06096	-91.4463
Offshore Platforms	EI-100C-CMP	29.061922	-91.44646
Offshore Platforms	EI-100D-QTR	29.061922	-91.44646
Offshore Platforms	EI-100JB24	29.051333	-91.44863
Offshore Platforms	EI-100JC19	29.055419	-91.45246
Offshore Platforms	EI-100JD	29.057962	-91.46987
Offshore Platforms	EI-100JE	29.063177	-91.44834

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-10D	29.375898	-91.78423
Offshore Platforms	EI-10E	29.383596	-91.76873
Offshore Platforms	EI-10F	29.370407	-91.7817
Offshore Platforms	EI-10G	29.382321	-91.77993
Offshore Platforms	EI-10G-AUX	29.382323	-91.77993
Offshore Platforms	EI-10I	29.388847	-91.77606
Offshore Platforms	EI-110B	29.043011	-91.69937
Offshore Platforms	EI-119-22	28.979182	-91.48431
Offshore Platforms	EI-119-30	28.982666	-91.47942
Offshore Platforms	EI-119-33 AUX	28.979097	-91.48431
Offshore Platforms	EI-119-CAIS.#13	28.985445	-91.48064
Offshore Platforms	EI-119-CAIS.#34	28.973636	-91.48614
Offshore Platforms	EI-119-CAIS.#35	28.992094	-91.47756
Offshore Platforms	EI-119-CAIS.#37	28.996989	-91.51703
Offshore Platforms	EI-119-CAIS.#37-H	28.996904	-91.51703
Offshore Platforms	EI-119F	28.982538	-91.48365
Offshore Platforms	EI-119I	28.990335	-91.47526
Offshore Platforms	EI-119I-8	28.990462	-91.47518
Offshore Platforms	EI-119K	28.978686	-91.48295
Offshore Platforms	EI-119M-4	28.975527	-91.48471
Offshore Platforms	EI-119M-7	28.975571	-91.48475
Offshore Platforms	EI-11H	29.378953	-91.75291
Offshore Platforms	EI-11H-AUX	29.378953	-91.75291
Offshore Platforms	EI-11H-CMP	29.378637	-91.75298
Offshore Platforms	EI-120-11	28.987888	-91.46714
Offshore Platforms	EI-120-12	28.984721	-91.44927
Offshore Platforms	EI-120-14	28.988271	-91.44912
Offshore Platforms	EI-120-15	28.983309	-91.4502
Offshore Platforms	EI-120-15	28.983309	-91.4502

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-120-17	28.98676	-91.46485
Offshore Platforms	EI-120-19	28.999006	-91.44526
Offshore Platforms	EI-120-20	28.993446	-91.45395
Offshore Platforms	EI-120-9	28.987465	-91.45778
Offshore Platforms	EI-120-FIRE STA	28.978994	-91.47348
Offshore Platforms	EI-120CF-QTR	28.979269	-91.4727
Offshore Platforms	EI-120CMP1	28.978445	-91.47207
Offshore Platforms	EI-120CMP2	28.978444	-91.47348
Offshore Platforms	EI-120PRD	28.979049	-91.4727
Offshore Platforms	EI-120SC	28.978752	-91.473
Offshore Platforms	EI-123A	28.933394	-91.36007
Offshore Platforms	EI-123B	28.94884	-91.34156
Offshore Platforms	EI-125-2	28.962401	-91.47096
Offshore Platforms	EI-125A	28.960943	-91.47376
Offshore Platforms	EI-125R	28.964861	-91.47118
Offshore Platforms	EI-126-12	28.964081	-91.48334
Offshore Platforms	EI-126-31	29.009135	-91.48517
Offshore Platforms	EI-133-Well 1	28.961987	-91.85125
Offshore Platforms	EI-136-CAIS.#1	28.926589	-91.75294
Offshore Platforms	EI-136JA	28.910908	-91.74479
Offshore Platforms	EI-142A	28.911026	-91.46074
Offshore Platforms	EI-143A	28.913391	-91.3914
Offshore Platforms	EI-158-14	28.818696	-91.73559
Offshore Platforms	EI-158B	28.832456	-91.73016
Offshore Platforms	EI-158C	28.813892	-91.739
Offshore Platforms	EI-158C-QRT	28.813515	-91.73899
Offshore Platforms	EI-158JB	28.815222	-91.72673
Offshore Platforms	EI-173G	28.8	-91.66
Offshore Platforms	EI-175C-PRD	28.790827	-91.73194

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-175D	28.801976	-91.71754
Offshore Platforms	EI-175F	28.77767	-91.74072
Offshore Platforms	EI-175H	28.795997	-91.72429
Offshore Platforms	EI-175I	28.801963	-91.7221
Offshore Platforms	EI-175J	28.782788	-91.74391
Offshore Platforms	EI-182A	28.760793	-91.69648
Offshore Platforms	EI-182K	28.744463	-91.67112
Offshore Platforms	EI-184A	28.732422	-91.60796
Offshore Platforms	EI-187-2	28.731016	-91.47217
Offshore Platforms	EI-187JC	28.740623	-91.44961
Offshore Platforms	EI-187JD	28.741341	-91.46461
Offshore Platforms	EI-188A	28.75362	-91.38947
Offshore Platforms	EI-188JE	28.744086	-91.42039
Offshore Platforms	EI-189-21	28.760681	-91.34755
Offshore Platforms	EI-189-CAIS.#22	28.760659	-91.34754
Offshore Platforms	EI-189B	28.747864	-91.36797
Offshore Platforms	EI-189JG	28.76919	-91.35628
Offshore Platforms	EI-208E	28.66451	-91.50981
Offshore Platforms	EI-208J	28.66467	-91.50962
Offshore Platforms	EI-208K	28.664379	-91.49908
Offshore Platforms	EI-211B	28.680279	-91.37768
Offshore Platforms	EI-212A	28.650326	-91.33622
Offshore Platforms	EI-214A	28.612767	-91.4616
Offshore Platforms	EI-215-12	28.649022	-91.49503
Offshore Platforms	EI-215B	28.63473	-91.48906
Offshore Platforms	EI-215B-PRD	28.6344	-91.48905
Offshore Platforms	EI-215B-PRD	28.645714	-91.50114
Offshore Platforms	EI-215C	28.634233	-91.48879
Offshore Platforms	EI-217B	28.639545	-91.61113

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-224A	28.581824	-91.76721
Offshore Platforms	EI-224C	28.572643	-91.76891
Offshore Platforms	EI-224G	28.591037	-91.7961
Offshore Platforms	EI-227B	28.607459	-91.63014
Offshore Platforms	EI-227C	28.579001	-91.6566
Offshore Platforms	EI-229A	28.580784	-91.52237
Offshore Platforms	EI-229B	28.588273	-91.52465
Offshore Platforms	EI-237J	28.565528	-91.50703
Offshore Platforms	EI-237K	28.533142	-91.49581
Offshore Platforms	EI-238A	28.542288	-91.54458
Offshore Platforms	EI-238E	28.567818	-91.52459
Offshore Platforms	EI-238E-AUX	28.567818	-91.5249
Offshore Platforms	EI-238F	28.5343	-91.54501
Offshore Platforms	EI-238H	28.53398	-91.54554
Offshore Platforms	EI-24-CAIS.B	29.364293	-91.789
Offshore Platforms	EI-246J	28.476065	-91.84302
Offshore Platforms	EI-24A	29.355288	-91.77968
Offshore Platforms	EI-24A-AUX	29.355258	-91.77987
Offshore Platforms	EI-24C	29.35728	-91.78588
Offshore Platforms	EI-251A	28.49714	-91.57021
Offshore Platforms	EI-251C	28.510076	-91.59122
Offshore Platforms	EI-252C	28.519618	-91.52677
Offshore Platforms	EI-252G	28.502788	-91.564
Offshore Platforms	EI-252I	28.515034	-91.55625
Offshore Platforms	EI-252L	28.519519	-91.52701
Offshore Platforms	EI-255H	28.504623	-91.42326
Offshore Platforms	EI-257C	28.474792	-91.36484
Offshore Platforms	EI-257D	28.483668	-91.34973
Offshore Platforms	EI-258A	28.464936	-91.39015

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-258B	28.464936	-91.39046
Offshore Platforms	EI-258I	28.47741	-91.41518
Offshore Platforms	EI-258J	28.486372	-91.39894
Offshore Platforms	EI-259A	28.453565	-91.45643
Offshore Platforms	EI-259B	28.459091	-91.46485
Offshore Platforms	EI-259C	28.477573	-91.44089
Offshore Platforms	EI-273D	28.415161	-91.61313
Offshore Platforms	EI-275K	28.427759	-91.47515
Offshore Platforms	EI-276C	28.448814	-91.44943
Offshore Platforms	EI-276E	28.43048	-91.44475
Offshore Platforms	EI-276F	28.430355	-91.46965
Offshore Platforms	EI-28-Caisson No.6	29.297575	-91.72879
Offshore Platforms	EI-281A	28.380458	-91.47156
Offshore Platforms	EI-28A	29.300218	-91.71755
Offshore Platforms	EI-302C	28.323788	-91.39566
Offshore Platforms	EI-303A	28.308415	-91.44386
Offshore Platforms	EI-307A	28.319337	-91.61507
Offshore Platforms	EI-307B	28.302066	-91.62507
Offshore Platforms	EI-312C	28.280593	-91.80172
Offshore Platforms	EI-312D	28.290475	-91.83034
Offshore Platforms	EI-314A	28.256263	-91.73995
Offshore Platforms	EI-314A-PRD	28.255988	-91.73995
Offshore Platforms	EI-314B-DRL	28.253182	-91.7517
Offshore Platforms	EI-314C	28.269868	-91.73072
Offshore Platforms	EI-315A	28.252949	-91.6606
Offshore Platforms	EI-315C	28.283135	-91.67294
Offshore Platforms	EI-316A	28.262533	-91.64757
Offshore Platforms	EI-32-10	29.312445	-91.5229
Offshore Platforms	EI-32-12	29.307643	-91.53127

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-32-16	29.302503	-91.5293
Offshore Platforms	EI-32-20	29.30696	-91.5297
Offshore Platforms	EI-32-22	29.310026	-91.53211
Offshore Platforms	EI-32-23	29.311223	-91.53584
Offshore Platforms	EI-32-24	29.311301	-91.53569
Offshore Platforms	EI-32-25	29.311405	-91.53555
Offshore Platforms	EI-32-26	29.31151	-91.5354
Offshore Platforms	EI-32-27	29.300537	-91.5295
Offshore Platforms	EI-32-28	29.320128	-91.5476
Offshore Platforms	EI-32-30	29.311402	-91.53568
Offshore Platforms	EI-32-5	29.310919	-91.52971
Offshore Platforms	EI-32-8	29.311445	-91.5272
Offshore Platforms	EI-32-CAIS.#29	29.311485	-91.53562
Offshore Platforms	EI-320B	28.25529	-91.43369
Offshore Platforms	EI-327A	28.22304	-91.5374
Offshore Platforms	EI-32A	29.31081	-91.53638
Offshore Platforms	EI-32A-PRD	29.310809	-91.53669
Offshore Platforms	EI-32A-QRT	29.310535	-91.53638
Offshore Platforms	EI-32A-TNK	29.31081	-91.53606
Offshore Platforms	EI-32E	29.30077	-91.52969
Offshore Platforms	EI-32E-PRD	29.301045	-91.52969
Offshore Platforms	EI-32F PROD	29.307077	-91.53464
Offshore Platforms	EI-32F-CMP	29.306604	-91.53436
Offshore Platforms	EI-32F-TANK	29.306603	-91.53467
Offshore Platforms	EI-32F-TRT	29.306604	-91.53404
Offshore Platforms	EI-32H	29.307211	-91.52571
Offshore Platforms	EI-330B	28.223058	-91.69404
Offshore Platforms	EI-330D	28.242197	-91.67302
Offshore Platforms	EI-331B	28.248197	-91.74053

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-333B	28.248312	-91.84841
Offshore Platforms	EI-334D	28.214526	-91.82481
Offshore Platforms	EI-337A	28.177835	-91.73278
Offshore Platforms	EI-338K	28.196109	-91.66658
Offshore Platforms	EI-341A	28.20248	-91.5378
Offshore Platforms	EI-342C	28.184442	-91.50665
Offshore Platforms	EI-346A	28.163881	-91.36894
Offshore Platforms	EI-346B	28.149982	-91.37712
Offshore Platforms	EI-353D	28.136093	-91.6669
Offshore Platforms	EI-354D	28.155047	-91.71709
Offshore Platforms	EI-355A	28.134326	-91.77736
Offshore Platforms	EI-360C	28.117147	-91.66949
Offshore Platforms	EI-360E	28.118085	-91.66915
Offshore Platforms	EI-361A	28.115678	-91.65711
Offshore Platforms	EI-364A	28.108098	-91.4794
Offshore Platforms	EI-39-2	29.254953	-91.44619
Offshore Platforms	EI-39A	29.260347	-91.46038
Offshore Platforms	EI-53-10	29.211428	-91.59524
Offshore Platforms	EI-53-12	29.216176	-91.59209
Offshore Platforms	EI-53-8	29.218997	-91.61066
Offshore Platforms	EI-53-9	29.218959	-91.61063
Offshore Platforms	EI-53B	29.216772	-91.60426
Offshore Platforms	EI-53C	29.211404	-91.59513
Offshore Platforms	EI-53D	29.223591	-91.5801
Offshore Platforms	EI-53G	29.227008	-91.60303
Offshore Platforms	EI-57-1	29.247716	-91.39602
Offshore Platforms	EI-57A-PRD	29.244395	-91.38683
Offshore Platforms	EI-57B-QTR	29.243914	-91.38659
Offshore Platforms	EI-57C-HTR	29.244077	-91.38634

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EI-57D-RSR	29.244497	-91.38678
Offshore Platforms	EI-57F	29.244134	-91.38675
Offshore Platforms	EI-57G	29.247716	-91.39602
Offshore Platforms	EI-58-8	29.240692	-91.37758
Offshore Platforms	EI-62-9	29.172114	-91.5034
Offshore Platforms	EI-63A	29.174142	-91.53351
Offshore Platforms	EI-63B	29.174357	-91.53298
Offshore Platforms	EI-63C-QTR	29.174402	-91.53261
Offshore Platforms	EI-64-5	29.207814	-91.61427
Offshore Platforms	EI-64-6	29.207321	-91.58622
Offshore Platforms	EI-64-7	29.198774	-91.59763
Offshore Platforms	EI-64A	29.190504	-91.60701
Offshore Platforms	EI-64B	29.207855	-91.6144
Offshore Platforms	EI-65A-Aux	29.190075	-91.61728
Offshore Platforms	EI-65A-PRD	29.190036	-91.61706
Offshore Platforms	EI-65CA #1	29.190222	-91.61701
Offshore Platforms	EI-65FVA	29.190015	-91.61662
Offshore Platforms	EI-77-10	29.157984	-91.50568
Offshore Platforms	EI-77-5	29.168199	-91.50266
Offshore Platforms	EI-77-6	29.159839	-91.50041
Offshore Platforms	EI-77-8	29.163015	-91.5044
Offshore Platforms	EI-89-CAIS.#23	29.126455	-91.71888
Offshore Platforms	EI-95-15	29.061406	-91.69798
Offshore Platforms	EI-95-17	29.05664	-91.69813
Offshore Platforms	EI-95-18	29.080675	-91.70244
Offshore Platforms	EI-95-19	29.069578	-91.70115
Offshore Platforms	EI-95-20	29.067075	-91.69979
Offshore Platforms	EI-95A	29.06822	-91.70322
Offshore Platforms	EI-99E	29.081606	-91.48826

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	EW-1003A	27.992677	-90.32582
Offshore Platforms	EW-305A	28.665763	-89.96945
Offshore Platforms	EW-826A	28.163269	-90.35859
Offshore Platforms	EW-834A	28.160338	-89.94834
Offshore Platforms	EW-873A	28.10101	-90.2021
Offshore Platforms	EW-910A	28.053518	-90.54765
Offshore Platforms	EW-921A	28.034802	-90.02281
Offshore Platforms	EW-947A	28.035965	-90.89111
Offshore Platforms	GB-128A	27.875527	-91.9864
Offshore Platforms	GB-172B	27.840319	-91.98776
Offshore Platforms	GB-260A	27.733354	-91.99362
Offshore Platforms	GB-426-A-Auger-TLP	27.545947	-92.44329
Offshore Platforms	GB-72A	27.922599	-92.554
Offshore Platforms	GB-783A	27.203851	-92.2026
Offshore Platforms	GC-158A	27.795238	-90.64754
Offshore Platforms	GC-184A	27.767356	-91.51609
Offshore Platforms	GC-18A	27.943725	-91.02909
Offshore Platforms	GC-205A	27.779257	-90.51891
Offshore Platforms	GC-237B	27.729759	-91.1085
Offshore Platforms	GC-254A	27.69157	-90.27554
Offshore Platforms	GC-338A	27.624841	-90.44105
Offshore Platforms	GC-468A	27.508993	-90.55632
Offshore Platforms	GC-52A	27.898897	-91.5094
Offshore Platforms	GC-52CPP	27.899555	-91.51017
Offshore Platforms	GC-608A	27.362121	-90.18139
Offshore Platforms	GC-613A	27.37008	-89.92402
Offshore Platforms	GC-641A	27.325908	-90.71415
Offshore Platforms	GC-645A	27.32123	-90.53547
Offshore Platforms	GC-653A	27.300623	-90.135

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	GC-65A	27.883097	-90.90152
Offshore Platforms	GC-680A	27.292208	-90.96802
Offshore Platforms	GC-782A	27.188369	-90.26871
Offshore Platforms	GC-787A	27.195456	-90.02698
Offshore Platforms	GC-860A	27.111429	-90.76396
Offshore Platforms	GI-115A	28.307612	-90.02197
Offshore Platforms	GI-116A	28.309283	-90.07054
Offshore Platforms	GI-19-3	29.149858	-89.89743
Offshore Platforms	GI-21W	29.094778	-89.94211
Offshore Platforms	GI-22L-CMP-VALVE	29.101448	-89.97855
Offshore Platforms	GI-22L-PRD	29.101442	-89.97792
Offshore Platforms	GI-22L-QTR	29.101445	-89.97824
Offshore Platforms	GI-22P	29.10864	-89.96922
Offshore Platforms	GI-22Q	29.094551	-89.98976
Offshore Platforms	GI-22R	29.122691	-89.96618
Offshore Platforms	GI-22U	29.096877	-89.96453
Offshore Platforms	GI-23J	29.100774	-89.99444
Offshore Platforms	GI-23T	29.110924	-90.02394
Offshore Platforms	GI-26-5	29.081892	-90.09925
Offshore Platforms	GI-26X	29.056254	-90.11616
Offshore Platforms	GI-32GG	29.037531	-89.85604
Offshore Platforms	GI-33A	29.031436	-89.92407
Offshore Platforms	GI-33B	29.044863	-89.93485
Offshore Platforms	GI-37 CS	29.040718	-90.12556
Offshore Platforms	GI-37R	29.043045	-90.1209
Offshore Platforms	GI-39Q	29.005826	-90.07326
Offshore Platforms	GI-40G	28.969648	-90.00029
Offshore Platforms	GI-40M	28.991431	-90.01259
Offshore Platforms	GI-41 E	28.992925	-89.98539

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	GI-41B	28.998482	-89.95895
Offshore Platforms	GI-41H	28.981118	-89.97738
Offshore Platforms	GI-41I	28.973659	-89.95413
Offshore Platforms	GI-42C	28.998757	-89.93776
Offshore Platforms	GI-42D	28.993593	-89.96713
Offshore Platforms	GI-42F	29.003573	-89.94445
Offshore Platforms	GI-43 AC-CMP	29.001243	-89.85923
Offshore Platforms	GI-43 AP-QRT	29.001239	-89.85892
Offshore Platforms	GI-43 AQ-QRT	29.000964	-89.85893
Offshore Platforms	GI-43 AR-RSR	29.001232	-89.8583
Offshore Platforms	GI-43 AS-SEP	29.000682	-89.8583
Offshore Platforms	GI-47 AQ QTRS	28.945536	-90.03079
Offshore Platforms	GI-47A	28.945539	-90.0311
Offshore Platforms	GI-47AP	28.9456	-90.03117
Offshore Platforms	GI-47AX	28.945536	-90.03079
Offshore Platforms	GI-47L	28.93288	-90.02619
Offshore Platforms	GI-47O	28.959335	-90.01887
Offshore Platforms	GI-48E	28.934192	-90.04352
Offshore Platforms	GI-48J	28.94499	-90.05348
Offshore Platforms	GI-48P	28.948542	-90.08338
Offshore Platforms	GI-54A	28.922027	-89.93952
Offshore Platforms	GI-70A	28.769905	-89.9722
Offshore Platforms	GI-76A	28.738287	-90.02616
Offshore Platforms	GI-83A	28.719991	-90.02342
Offshore Platforms	GI-83B	28.723581	-90.01154
Offshore Platforms	GI-90A	28.575144	-90.07243
Offshore Platforms	GI-93C	28.548886	-90.06868
Offshore Platforms	GI-94B	28.525794	-90.09792
Offshore Platforms	KC-875A	26.131962	-92.04008

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	MC-194A-Cognac	28.790953	-89.0564
Offshore Platforms	MC-243A	28.742269	-88.82563
Offshore Platforms	MC-254A	28.754482	-88.26732
Offshore Platforms	MC-280A-Lena CT	28.662679	-89.15776
Offshore Platforms	MC-311A	28.642636	-89.79424
Offshore Platforms	MC-365A	28.600964	-89.31131
Offshore Platforms	MC-397A	28.546431	-89.92961
Offshore Platforms	MC-474A	28.520903	-88.28879
Offshore Platforms	MC-547A	28.415387	-89.01621
Offshore Platforms	MC-582A	28.392401	-89.45346
Offshore Platforms	MC-650A	28.341535	-88.26569
Offshore Platforms	MC-724-Gulfstar 1	28.234973	-88.99536
Offshore Platforms	MC-736A	28.267287	-88.39892
Offshore Platforms	MC-773A	28.208755	-88.73747
Offshore Platforms	MC-778A	28.19061	-88.49559
Offshore Platforms	MC-807A-Mars TLP	28.169524	-89.22288
Offshore Platforms	MC-807B	28.159885	-89.23913
Offshore Platforms	MC-809A	28.154026	-89.10355
Offshore Platforms	MC-941A	28.033648	-89.10076
Offshore Platforms	PL-10-10	28.948191	-90.72355
Offshore Platforms	PL-10-10-8	28.94597	-90.70467
Offshore Platforms	PL-10-11	28.958174	-90.70976
Offshore Platforms	PL-10-12	28.962095	-90.71741
Offshore Platforms	PL-10-14	28.958229	-90.70981
Offshore Platforms	PL-10-16	28.945581	-90.74442
Offshore Platforms	PL-10-17	28.942918	-90.7111
Offshore Platforms	PL-10-19	28.954259	-90.74585
Offshore Platforms	PL-10-2	28.958174	-90.70976
Offshore Platforms	PL-10-20	28.97775	-90.74058

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	PL-10-22	28.941677	-90.73736
Offshore Platforms	PL-10-23	28.962092	-90.71738
Offshore Platforms	PL-10-26	28.979282	-90.7293
Offshore Platforms	PL-10-2A	28.945913	-90.70483
Offshore Platforms	PL-10-3A	28.94541	-90.74437
Offshore Platforms	PL-10-4	28.947956	-90.72388
Offshore Platforms	PL-10-7	28.945543	-90.74445
Offshore Platforms	PL-10-9-1-A	28.945959	-90.70474
Offshore Platforms	PL-10A	28.947627	-90.72405
Offshore Platforms	PL-10B	28.947982	-90.72351
Offshore Platforms	PL-10B-25	28.948199	-90.72357
Offshore Platforms	PL-10B-AUX	28.94764	-90.72397
Offshore Platforms	PL-10C	28.945913	-90.70477
Offshore Platforms	PL-10D	28.945451	-90.74434
Offshore Platforms	PL-10E	28.961971	-90.71742
Offshore Platforms	PL-10LQ	28.947843	-90.72327
Offshore Platforms	PL-11-17	28.930671	-90.74869
Offshore Platforms	PL-11-17	28.930671	-90.74869
Offshore Platforms	PL-11-19	28.930164	-90.71217
Offshore Platforms	PL-11-22	28.940812	-90.70205
Offshore Platforms	PL-11-25	28.941038	-90.72049
Offshore Platforms	PL-11F	28.930225	-90.71172
Offshore Platforms	PL-11F3	28.930251	-90.71194
Offshore Platforms	PL-11G	28.938803	-90.74265
Offshore Platforms	PL-13-7	28.927531	-90.6512
Offshore Platforms	PL-13-9	28.927649	-90.64587
Offshore Platforms	PL-13A	28.936239	-90.64221
Offshore Platforms	PL-13B	28.935699	-90.64253
Offshore Platforms	PL-13S	28.935743	-90.642

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	PL-18C	28.877389	-90.63826
Offshore Platforms	PL-1A	28.982174	-90.74156
Offshore Platforms	PL-22A	28.846805	-90.68845
Offshore Platforms	PL-22B	28.844882	-90.69392
Offshore Platforms	PL-23-19	28.825565	-90.62075
Offshore Platforms	PL-23C	28.845758	-90.65205
Offshore Platforms	PL-23CA	28.82977	-90.61594
Offshore Platforms	PL-23D	28.849113	-90.64051
Offshore Platforms	PL-23E	28.839453	-90.63366
Offshore Platforms	PL-25-#5	28.824325	-90.5311
Offshore Platforms	PL-25-6	28.832941	-90.5303
Offshore Platforms	PL-25JA	28.836734	-90.52904
Offshore Platforms	PL-25JB	28.847695	-90.52401
Offshore Platforms	PL-5-4	29.003152	-90.51203
Offshore Platforms	PL-5-5	28.99657	-90.5173
Offshore Platforms	PL-5A	29.007082	-90.53012
Offshore Platforms	PL-5B	29.00828	-90.5273
Offshore Platforms	PL-5C	28.992025	-90.51352
Offshore Platforms	PL-5D	28.987803	-90.51287
Offshore Platforms	PL-6-6B	28.94096	-90.53317
Offshore Platforms	PL-6A	28.941019	-90.53328
Offshore Platforms	PL-9-10	28.968173	-90.65904
Offshore Platforms	PL-9-5	28.95553	-90.66647
Offshore Platforms	PL-9-6	28.940847	-90.69986
Offshore Platforms	PL-9-7	28.941265	-90.68928
Offshore Platforms	SM-10-4	28.964266	-91.97261
Offshore Platforms	SM-105A	28.431091	-92.06364
Offshore Platforms	SM-106A NORTH	28.440586	-92.03559
Offshore Platforms	SM-107A	28.422152	-91.97308

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SM-107A-PRD	28.421841	-91.97308
Offshore Platforms	SM-10A	28.973223	-91.96175
Offshore Platforms	SM-11-34	28.963755	-91.97652
Offshore Platforms	SM-11-58	28.965335	-91.97898
Offshore Platforms	SM-12-196	29.294935	-91.87602
Offshore Platforms	SM-122A	28.336397	-92.04999
Offshore Platforms	SM-128A	28.316785	-91.90895
Offshore Platforms	SM-128B	28.288439	-91.8823
Offshore Platforms	SM-128C	28.307813	-91.90095
Offshore Platforms	SM-128SA-2	28.316787	-91.90849
Offshore Platforms	SM-130A	28.310013	-92.00914
Offshore Platforms	SM-130B	28.297956	-92.01181
Offshore Platforms	SM-130C	28.299618	-91.9925
Offshore Platforms	SM-130D	28.298969	-92.01102
Offshore Platforms	SM-130E	28.309757	-91.98893
Offshore Platforms	SM-132B	28.310369	-92.09607
Offshore Platforms	SM-137A	28.273888	-92.10409
Offshore Platforms	SM-141A	28.248273	-91.89925
Offshore Platforms	SM-142A	28.251497	-91.8633
Offshore Platforms	SM-142C	28.273049	-91.86599
Offshore Platforms	SM-146B	28.242654	-92.0112
Offshore Platforms	SM-147A	28.227763	-92.01661
Offshore Platforms	SM-149C	28.241856	-92.12823
Offshore Platforms	SM-149D	28.215801	-92.12445
Offshore Platforms	SM-160A	28.147912	-91.90775
Offshore Platforms	SM-18A	28.924482	-92.00119
Offshore Platforms	SM-192A	27.979675	-91.91812
Offshore Platforms	SM-207A	29.509526	-92.04713
Offshore Platforms	SM-211-210	29.468371	-92.10757

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SM-212-228	29.472982	-92.0487
Offshore Platforms	SM-212-229	29.487414	-92.05339
Offshore Platforms	SM-212-230	29.463635	-92.05065
Offshore Platforms	SM-212-231	29.480152	-92.04757
Offshore Platforms	SM-212-232	29.480241	-92.05143
Offshore Platforms	SM-212-48	29.476045	-92.06624
Offshore Platforms	SM-212A	29.473227	-92.0487
Offshore Platforms	SM-212B	29.480308	-92.04771
Offshore Platforms	SM-217-114	29.444213	-92.06661
Offshore Platforms	SM-217-223	29.429669	-92.05219
Offshore Platforms	SM-217-225	29.439704	-92.05316
Offshore Platforms	SM-217-227	29.439702	-92.05344
Offshore Platforms	SM-217-233	29.457816	-92.04352
Offshore Platforms	SM-217-53	29.461918	-92.0623
Offshore Platforms	SM-217-COM4	29.441555	-92.06204
Offshore Platforms	SM-217-COMP	29.440868	-92.06204
Offshore Platforms	SM-217-DIESEL	29.441285	-92.0611
Offshore Platforms	SM-217-OFFICE	29.441285	-92.0611
Offshore Platforms	SM-217-QTR #2	29.441285	-92.0611
Offshore Platforms	SM-217-TREATER	29.44087	-92.06156
Offshore Platforms	SM-217A-Amine	29.440749	-92.06121
Offshore Platforms	SM-217A-CRANE	29.441368	-92.062
Offshore Platforms	SM-217A-Flare	29.440656	-92.06203
Offshore Platforms	SM-217A-HP Vent Scrub	29.441603	-92.06192
Offshore Platforms	SM-217A-PRD	29.441283	-92.06157
Offshore Platforms	SM-217A-QTR	29.441558	-92.06157
Offshore Platforms	SM-217A-SEPARATOR	29.44136	-92.06255
Offshore Platforms	SM-217A-Water Treatin	29.44043	-92.06108
Offshore Platforms	SM-217C	29.445156	-92.0569

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SM-217COMP 1&2	29.44128	-92.06204
Offshore Platforms	SM-218-49	29.431429	-92.10111
Offshore Platforms	SM-218-51	29.446647	-92.0749
Offshore Platforms	SM-218-61	29.44362	-92.08016
Offshore Platforms	SM-218-70	29.430751	-92.09607
Offshore Platforms	SM-218-94	29.449958	-92.07692
Offshore Platforms	SM-221-146	29.392144	-92.07136
Offshore Platforms	SM-223-#219	29.402229	-91.98935
Offshore Platforms	SM-223-218	29.408484	-91.99237
Offshore Platforms	SM-223-221	29.393784	-91.993
Offshore Platforms	SM-223A	29.408701	-91.99234
Offshore Platforms	SM-223B	29.409012	-91.99235
Offshore Platforms	SM-228-CAIS.#206	29.342873	-91.94875
Offshore Platforms	SM-229-106	29.356687	-91.99263
Offshore Platforms	SM-229-123	29.367635	-92.0136
Offshore Platforms	SM-229-CAIS.#198	29.344433	-91.99709
Offshore Platforms	SM-229C	29.348912	-91.9885
Offshore Platforms	SM-230-1	29.344314	-92.0538
Offshore Platforms	SM-230-165	29.36744	-92.02468
Offshore Platforms	SM-234-14	29.323197	-92.08399
Offshore Platforms	SM-234B	29.323197	-92.08399
Offshore Platforms	SM-236-1	29.323932	-92.00923
Offshore Platforms	SM-236-100	29.327022	-91.98286
Offshore Platforms	SM-236-107	29.326956	-91.98293
Offshore Platforms	SM-236-139	29.327464	-91.99071
Offshore Platforms	SM-236-144	29.32592	-91.99145
Offshore Platforms	SM-236-160	29.318015	-91.98619
Offshore Platforms	SM-236-161	29.331884	-91.98676
Offshore Platforms	SM-236-189	29.326661	-92.01167

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SM-236A	29.334367	-92.01212
Offshore Platforms	SM-236A-PRD	29.335192	-92.01213
Offshore Platforms	SM-236A-QTR	29.335192	-92.01213
Offshore Platforms	SM-236A-TRT	29.335251	-92.012
Offshore Platforms	SM-236D/O P/L	29.334779	-92.01228
Offshore Platforms	SM-237-177	29.339769	-91.96202
Offshore Platforms	SM-238-129/130	29.337967	-91.89052
Offshore Platforms	SM-238-151	29.332398	-91.90332
Offshore Platforms	SM-238-152	29.312383	-91.88869
Offshore Platforms	SM-238-170	29.318713	-91.91603
Offshore Platforms	SM-238-171	29.311882	-91.88556
Offshore Platforms	SM-238-190	29.328317	-91.88725
Offshore Platforms	SM-238-204	29.306855	-91.9002
Offshore Platforms	SM-238-CAIS.#216	29.326271	-91.89252
Offshore Platforms	SM-239-132	29.325633	-91.88066
Offshore Platforms	SM-239-156	29.302316	-91.87203
Offshore Platforms	SM-239-159	29.324542	-91.87663
Offshore Platforms	SM-239-178	29.332168	-91.8686
Offshore Platforms	SM-239-91	29.32807	-91.8714
Offshore Platforms	SM-239-CAIS.#191	29.302091	-91.88125
Offshore Platforms	SM-239-CAIS.#193	29.31416	-91.88141
Offshore Platforms	SM-239-CAIS.#201	29.303751	-91.88331
Offshore Platforms	SM-239-CAIS.#202	29.306165	-91.8709
Offshore Platforms	SM-239-CAIS.#212	29.317195	-91.86501
Offshore Platforms	SM-239-CAIS.#217	29.316993	-91.86452
Offshore Platforms	SM-239D	29.332198	-91.87066
Offshore Platforms	SM-239D-EQUIPT	29.332198	-91.87064
Offshore Platforms	SM-239D-GEN	29.332198	-91.87066
Offshore Platforms	SM-239D-PRD	29.332198	-91.87066

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SM-239D-PRD	29.332198	-91.87066
Offshore Platforms	SM-239D-PRD	29.332198	-91.87066
Offshore Platforms	SM-239D-QTR	29.332198	-91.87066
Offshore Platforms	SM-240-1	29.300456	-91.87745
Offshore Platforms	SM-240-153	29.298004	-91.87995
Offshore Platforms	SM-240-2	29.300361	-91.87734
Offshore Platforms	SM-240-CAIS.#203	29.286983	-91.85924
Offshore Platforms	SM-240E-DOLPHIN	29.300511	-91.87745
Offshore Platforms	SM-240E-PRD	29.300504	-91.8773
Offshore Platforms	SM-241-149	29.298842	-91.88465
Offshore Platforms	SM-241-302	29.301396	-91.89079
Offshore Platforms	SM-241-CAIS.#200	29.292199	-91.88568
Offshore Platforms	SM-257A	29.215226	-92.01014
Offshore Platforms	SM-268A	29.115853	-91.87142
Offshore Platforms	SM-268A-PRD	29.115855	-91.8711
Offshore Platforms	SM-268D	29.100848	-91.86851
Offshore Platforms	SM-269-CAIS.F	29.109191	-91.89602
Offshore Platforms	SM-269B	29.131186	-91.89213
Offshore Platforms	SM-27A	28.856128	-92.10129
Offshore Platforms	SM-27JA	28.885144	-92.06961
Offshore Platforms	SM-280G	29.073644	-91.89925
Offshore Platforms	SM-280H	29.083404	-91.89156
Offshore Platforms	SM-280I	29.079173	-91.88687
Offshore Platforms	SM-281C	29.085762	-91.87368
Offshore Platforms	SM-281E	29.065775	-91.87236
Offshore Platforms	SM-288A-PRD	28.990648	-91.87462
Offshore Platforms	SM-288CA	28.990786	-91.87447
Offshore Platforms	SM-288CB	28.989249	-91.86362
Offshore Platforms	SM-288CD	29.002	-91.877

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SM-39A	28.812915	-91.97582
Offshore Platforms	SM-39B	28.803785	-91.9747
Offshore Platforms	SM-39C	28.797518	-91.97972
Offshore Platforms	SM-40B	28.794852	-92.06464
Offshore Platforms	SM-40JA	28.80942	-92.05838
Offshore Platforms	SM-41A	28.804659	-92.0718
Offshore Platforms	SM-41CA	28.776233	-92.09524
Offshore Platforms	SM-48E	28.770067	-91.89045
Offshore Platforms	SM-50G	28.728856	-91.87601
Offshore Platforms	SM-61B	28.663092	-91.95389
Offshore Platforms	SM-61B-PRD	28.662817	-91.95389
Offshore Platforms	SM-61C	28.670474	-91.97014
Offshore Platforms	SM-61C-PRD	28.670141	-91.97076
Offshore Platforms	SM-61E-CMP	28.670916	-91.96964
Offshore Platforms	SM-61F	28.670895	-91.97069
Offshore Platforms	SM-66C	28.64671	-91.93745
Offshore Platforms	SM-66D	28.64419	-91.94817
Offshore Platforms	SM-69B	28.617943	-92.06981
Offshore Platforms	SM-69B-QTRS.	28.617943	-92.06981
Offshore Platforms	SM-69E	28.649529	-92.07003
Offshore Platforms	SM-70A	28.488172	-92.15564
Offshore Platforms	SM-72C	28.583731	-92.11081
Offshore Platforms	SM-73A	28.586214	-92.09279
Offshore Platforms	SM-73D	28.606552	-92.07347
Offshore Platforms	SM-76F	28.606025	-91.96401
Offshore Platforms	SM-77C	28.599846	-91.88039
Offshore Platforms	SM-77D	28.57766	-91.88594
Offshore Platforms	SM-78B	28.594798	-91.86978
Offshore Platforms	SM-79E	28.5706	-91.86651

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SM-90A	28.513948	-92.0358
Offshore Platforms	SM-93A	28.527342	-91.8844
Offshore Platforms	SM-99A	28.465344	-92.03492
Offshore Platforms	SM-99B	28.481649	-92.03459
Offshore Platforms	SP-75A	28.801633	-89.29998
Offshore Platforms	SP-77A	28.830668	-89.40606
Offshore Platforms	SP-77C	28.822233	-89.39496
Offshore Platforms	SP-83A	28.783336	-89.24223
Offshore Platforms	SP-86C	28.71832	-89.39309
Offshore Platforms	SP-87D	28.720019	-89.43079
Offshore Platforms	SP-89B	28.680464	-89.3876
Offshore Platforms	SP-93A	28.662914	-89.40816
Offshore Platforms	SP-93B	28.669635	-89.39349
Offshore Platforms	SS-100DA	28.879032	-91.17423
Offshore Platforms	SS-105A	28.829001	-91.28
Offshore Platforms	SS-105B	28.83055	-91.26419
Offshore Platforms	SS-108-11	28.85992	-91.13069
Offshore Platforms	SS-108-12	28.857987	-91.1134
Offshore Platforms	SS-108-42	28.859931	-91.12181
Offshore Platforms	SS-108B	28.85937	-91.13038
Offshore Platforms	SS-108CA	28.859645	-91.13069
Offshore Platforms	SS-108CB	28.856382	-91.12251
Offshore Platforms	SS-108CC	28.859491	-91.1306
Offshore Platforms	SS-108CP	28.856294	-91.12234
Offshore Platforms	SS-108CQRTS	28.85937	-91.13069
Offshore Platforms	SS-108D	28.859204	-91.13167
Offshore Platforms	SS-110A	28.85628	-91.02562
Offshore Platforms	SS-111-1	28.860804	-90.97024
Offshore Platforms	SS-111A	28.841678	-90.94675

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-111B-COMP	28.841872	-90.94628
Offshore Platforms	SS-112-4	28.827567	-90.90497
Offshore Platforms	SS-112-6	28.828375	-90.90818
Offshore Platforms	SS-112T	28.827812	-90.90605
Offshore Platforms	SS-112V	28.825504	-90.93594
Offshore Platforms	SS-113-41	28.838966	-90.8496
Offshore Platforms	SS-113-52	28.833599	-90.88027
Offshore Platforms	SS-114A-PRD	28.833111	-90.83194
Offshore Platforms	SS-114A-QTRS	28.833226	-90.83171
Offshore Platforms	SS-114B-AUX	28.861279	-90.82839
Offshore Platforms	SS-114H	28.835773	-90.84219
Offshore Platforms	SS-114J	28.861506	-90.82806
Offshore Platforms	SS-114L	28.861607	-90.8284
Offshore Platforms	SS-117-4	28.824474	-90.83937
Offshore Platforms	SS-117-7	28.817065	-90.84483
Offshore Platforms	SS-118B	28.813843	-90.8792
Offshore Platforms	SS-118R	28.81398	-90.87197
Offshore Platforms	SS-118R-HDR	28.81398	-90.87213
Offshore Platforms	SS-119-12	28.809715	-90.90763
Offshore Platforms	SS-119-24	28.807829	-90.90599
Offshore Platforms	SS-119Q	28.824642	-90.90115
Offshore Platforms	SS-119W	28.822921	-90.92235
Offshore Platforms	SS-119Z	28.822589	-90.92696
Offshore Platforms	SS-120-1	28.809901	-90.98286
Offshore Platforms	SS-126B	28.818664	-91.25778
Offshore Platforms	SS-129A	28.750669	-91.23942
Offshore Platforms	SS-129A-AUX	28.75068	-91.23939
Offshore Platforms	SS-129B	28.770198	-91.24932
Offshore Platforms	SS-129L	28.770196	-91.23921

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-130E	28.749804	-91.20867
Offshore Platforms	SS-14-2	29.138928	-91.17203
Offshore Platforms	SS-144-1	28.710049	-90.98184
Offshore Platforms	SS-145E	28.726539	-91.02156
Offshore Platforms	SS-149-CAIS.#19	28.747022	-91.20135
Offshore Platforms	SS-149A	28.734963	-91.21159
Offshore Platforms	SS-149A-AUX	28.734964	-91.21191
Offshore Platforms	SS-149C	28.746943	-91.20147
Offshore Platforms	SS-149CA	28.735162	-91.21165
Offshore Platforms	SS-149D	28.741223	-91.22864
Offshore Platforms	SS-149G	28.733167	-91.22311
Offshore Platforms	SS-149J	28.741143	-91.22858
Offshore Platforms	SS-14A	29.134253	-91.16303
Offshore Platforms	SS-150B	28.723204	-91.24154
Offshore Platforms	SS-150C	28.739118	-91.25318
Offshore Platforms	SS-151A	28.719202	-91.32554
Offshore Platforms	SS-153-#3	28.709912	-91.23765
Offshore Platforms	SS-153A	28.705946	-91.23773
Offshore Platforms	SS-154-28	28.70798	-91.23578
Offshore Platforms	SS-154E	28.697428	-91.19275
Offshore Platforms	SS-154E-AUX	28.697428	-91.19307
Offshore Platforms	SS-154J	28.689342	-91.20319
Offshore Platforms	SS-168B	28.636099	-90.99183
Offshore Platforms	SS-168D	28.656112	-90.97829
Offshore Platforms	SS-169BB	28.646151	-91.01978
Offshore Platforms	SS-169C	28.644791	-91.02601
Offshore Platforms	SS-169G	28.669716	-91.00482
Offshore Platforms	SS-170B	28.636971	-91.06724
Offshore Platforms	SS-176-1	28.628498	-91.3123

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-177-7	28.61831	-91.24858
Offshore Platforms	SS-177A	28.602353	-91.27819
Offshore Platforms	SS-178A	28.59897	-91.20643
Offshore Platforms	SS-181B	28.627919	-91.06572
Offshore Platforms	SS-181B-PRD	28.628189	-91.06501
Offshore Platforms	SS-181D	28.628449	-91.06442
Offshore Platforms	SS-181F	28.613049	-91.04481
Offshore Platforms	SS-181K	28.61683	-91.08828
Offshore Platforms	SS-182A	28.631707	-91.02918
Offshore Platforms	SS-182A-AUX	28.631317	-91.02921
Offshore Platforms	SS-182B	28.61075	-91.03501
Offshore Platforms	SS-182C	28.631808	-91.02881
Offshore Platforms	SS-182C-DRILL	28.618536	-90.99497
Offshore Platforms	SS-182C-PRD	28.618316	-90.99497
Offshore Platforms	SS-182E	28.619125	-90.99483
Offshore Platforms	SS-182J	28.600391	-91.00294
Offshore Platforms	SS-183I	28.632436	-90.97851
Offshore Platforms	SS-186C	28.604804	-90.80898
Offshore Platforms	SS-188-No.3	28.57399	-90.78323
Offshore Platforms	SS-189A	28.564446	-90.80309
Offshore Platforms	SS-189B	28.586515	-90.80471
Offshore Platforms	SS-189C	28.574779	-90.80508
Offshore Platforms	SS-189D	28.59031	-90.80222
Offshore Platforms	SS-190B	28.575719	-90.87315
Offshore Platforms	SS-193A	28.59305	-91.01994
Offshore Platforms	SS-193A-PRD	28.593123	-91.01489
Offshore Platforms	SS-193M	28.570703	-91.0102
Offshore Platforms	SS-194A	28.593301	-91.0697
Offshore Platforms	SS-198G	28.563679	-91.25797

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-198G-QRTS	28.563679	-91.25828
Offshore Platforms	SS-198H-DRL	28.584404	-91.27847
Offshore Platforms	SS-198H-PRD	28.584403	-91.27828
Offshore Platforms	SS-198I	28.583615	-91.2795
Offshore Platforms	SS-198J-DRL	28.584194	-91.25515
Offshore Platforms	SS-198J-PRD	28.584661	-91.25468
Offshore Platforms	SS-198K	28.591321	-91.25111
Offshore Platforms	SS-202A	28.544285	-91.23365
Offshore Platforms	SS-204A	28.52923	-91.09936
Offshore Platforms	SS-204A-GEN	28.529231	-91.09967
Offshore Platforms	SS-204A-PRD	28.52923	-91.09904
Offshore Platforms	SS-206E	28.550443	-91.00019
Offshore Platforms	SS-207A DRILL	28.527888	-90.9782
Offshore Platforms	SS-207A-CMP	28.529016	-90.97834
Offshore Platforms	SS-207A-MANTIS	28.527843	-90.97872
Offshore Platforms	SS-207A-PRD	28.528456	-90.9788
Offshore Platforms	SS-207D	28.536636	-90.9806
Offshore Platforms	SS-208-12	28.521099	-90.90193
Offshore Platforms	SS-208-13	28.520907	-90.9019
Offshore Platforms	SS-208-14	28.520896	-90.90194
Offshore Platforms	SS-208E-Aux-2	28.520973	-90.90193
Offshore Platforms	SS-208H	28.52	-90.9087
Offshore Platforms	SS-209A-AUX	28.528612	-90.87101
Offshore Platforms	SS-209A-LACT	28.528611	-90.8707
Offshore Platforms	SS-209A-QTR	28.528612	-90.87101
Offshore Platforms	SS-209B	28.528692	-90.89418
Offshore Platforms	SS-209BRP	28.528967	-90.89418
Offshore Platforms	SS-209G	28.522368	-90.86207
Offshore Platforms	SS-209J	28.535616	-90.89005

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-209K	28.52145	-90.86733
Offshore Platforms	SS-209M	28.525393	-90.89422
Offshore Platforms	SS-209N	28.529236	-90.87646
Offshore Platforms	SS-209P	28.549244	-90.8535
Offshore Platforms	SS-214-4	28.481129	-90.87469
Offshore Platforms	SS-214E	28.48114	-90.88402
Offshore Platforms	SS-214F	28.486083	-90.86654
Offshore Platforms	SS-214H	28.480832	-90.87452
Offshore Platforms	SS-214K	28.506245	-90.86365
Offshore Platforms	SS-214L	28.489277	-90.8726
Offshore Platforms	SS-215A	28.192324	-91.10261
Offshore Platforms	SS-215C	28.506746	-90.90262
Offshore Platforms	SS-215I	28.491698	-90.90173
Offshore Platforms	SS-215L	28.508353	-90.90299
Offshore Platforms	SS-216C	28.505567	-90.97018
Offshore Platforms	SS-218	28.509015	-91.07172
Offshore Platforms	SS-218B	28.49566	-91.05012
Offshore Platforms	SS-219A-CMP	28.507043	-91.10226
Offshore Platforms	SS-219A-PRD	28.506768	-91.10195
Offshore Platforms	SS-219A-QRT	28.507043	-91.10195
Offshore Platforms	SS-219B	28.492212	-91.09992
Offshore Platforms	SS-222A	28.491239	-91.27274
Offshore Platforms	SS-222D	28.490615	-91.27219
Offshore Platforms	SS-223B	28.485657	-91.32088
Offshore Platforms	SS-224A	28.477351	-91.28651
Offshore Platforms	SS-224D	28.456782	-91.31436
Offshore Platforms	SS-224E	28.477321	-91.29694
Offshore Platforms	SS-225B	28.474538	-91.27919
Offshore Platforms	SS-225E	28.473905	-91.27857

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-227A	28.472764	-91.14586
Offshore Platforms	SS-229A	28.455898	-91.08134
Offshore Platforms	SS-229B	28.470263	-91.08734
Offshore Platforms	SS-229C	28.455116	-91.08125
Offshore Platforms	SS-230B	28.455026	-91.02886
Offshore Platforms	SS-233B	28.445863	-90.89348
Offshore Platforms	SS-238A	28.425094	-90.87352
Offshore Platforms	SS-238B	28.424898	-90.87331
Offshore Platforms	SS-238C	28.421574	-90.86616
Offshore Platforms	SS-242A	28.430891	-91.04486
Offshore Platforms	SS-243A	28.425531	-91.13692
Offshore Platforms	SS-246A	28.411563	-91.27544
Offshore Platforms	SS-246E	28.411563	-91.27544
Offshore Platforms	SS-246J	28.438295	-91.27345
Offshore Platforms	SS-247F	28.416331	-91.31232
Offshore Platforms	SS-248D	28.401103	-91.28727
Offshore Platforms	SS-248G	28.388006	-91.29074
Offshore Platforms	SS-253C	28.369678	-91.08713
Offshore Platforms	SS-253D	28.371176	-91.06378
Offshore Platforms	SS-253E	28.375651	-91.07361
Offshore Platforms	SS-253F	28.391514	-91.09053
Offshore Platforms	SS-258JB	28.384663	-90.81049
Offshore Platforms	SS-259JA	28.380183	-90.77454
Offshore Platforms	SS-266A	28.356955	-91.08827
Offshore Platforms	SS-266B	28.356369	-91.06978
Offshore Platforms	SS-269B	28.334738	-91.19419
Offshore Platforms	SS-27-2	29.130848	-91.11455
Offshore Platforms	SS-27-6	29.123702	-91.11841
Offshore Platforms	SS-274A	28.320828	-91.21283

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-274C	28.311042	-91.20892
Offshore Platforms	SS-277A	28.299314	-91.08758
Offshore Platforms	SS-28-33	29.127161	-91.17885
Offshore Platforms	SS-28-CAIS.#39	29.132475	-91.17956
Offshore Platforms	SS-283A	28.311659	-90.79156
Offshore Platforms	SS-28D	29.120785	-91.17691
Offshore Platforms	SS-28D-1	29.11941	-91.17707
Offshore Platforms	SS-28D-CMP	29.120235	-91.17754
Offshore Platforms	SS-290B	28.259264	-91.06089
Offshore Platforms	SS-291A	28.274631	-91.0927
Offshore Platforms	SS-30-11	29.107028	-91.26234
Offshore Platforms	SS-30-13	29.102816	-91.26383
Offshore Platforms	SS-30-14	29.097338	-91.26304
Offshore Platforms	SS-300A	28.223384	-91.11016
Offshore Platforms	SS-300B	28.248144	-91.13252
Offshore Platforms	SS-301A	28.228558	-91.07581
Offshore Platforms	SS-31A	29.116105	-91.28575
Offshore Platforms	SS-32-24	29.061438	-91.29302
Offshore Platforms	SS-33-5	29.06968	-91.27437
Offshore Platforms	SS-33C-1	29.093296	-91.28309
Offshore Platforms	SS-33C-2	29.093159	-91.28324
Offshore Platforms	SS-33C-3 (PRODUCTION)	29.092818	-91.28281
Offshore Platforms	SS-349A	28.061475	-91.06177
Offshore Platforms	SS-351A	28.066532	-90.99463
Offshore Platforms	SS-354A	28.083992	-90.8193
Offshore Platforms	SS-358A	28.034191	-91.02969
Offshore Platforms	SS-58-#4	28.99005	-91.18912
Offshore Platforms	SS-58A	28.982503	-91.21869
Offshore Platforms	SS-58A-AUX	28.982737	-91.21895

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-63-16	28.98039	-90.95754
Offshore Platforms	SS-63-Cais.#14	28.982372	-90.95447
Offshore Platforms	SS-63K	28.980062	-90.94884
Offshore Platforms	SS-66-1	28.982332	-90.83985
Offshore Platforms	SS-66-2	28.981345	-90.83648
Offshore Platforms	SS-66-5	28.983542	-90.83343
Offshore Platforms	SS-66-6	28.978652	-90.82614
Offshore Platforms	SS-67A	28.985021	-90.79387
Offshore Platforms	SS-68-05	28.971579	-90.75959
Offshore Platforms	SS-68-10	28.947919	-90.77501
Offshore Platforms	SS-68-2	28.971546	-90.75969
Offshore Platforms	SS-68-4	28.971579	-90.75962
Offshore Platforms	SS-68-9	28.947919	-90.77496
Offshore Platforms	SS-68F	28.971552	-90.75965
Offshore Platforms	SS-68G	28.974498	-90.78677
Offshore Platforms	SS-69-15	28.977367	-90.83878
Offshore Platforms	SS-69-16	28.97293	-90.83993
Offshore Platforms	SS-69-3	28.975988	-90.83769
Offshore Platforms	SS-69-4	28.976633	-90.82674
Offshore Platforms	SS-69-5	28.972413	-90.83771
Offshore Platforms	SS-69-6	28.976539	-90.838
Offshore Platforms	SS-69A	28.975523	-90.83841
Offshore Platforms	SS-69B	28.975553	-90.83764
Offshore Platforms	SS-72-13B	28.953992	-90.97427
Offshore Platforms	SS-72-21	28.954744	-90.96043
Offshore Platforms	SS-72-33	28.973252	-90.95233
Offshore Platforms	SS-72I	28.972006	-90.96373
Offshore Platforms	SS-72J	28.954091	-90.96067
Offshore Platforms	SS-72L	28.955716	-90.95307

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	SS-72LQ	28.95382	-90.96092
Offshore Platforms	SS-72N	28.958643	-90.96624
Offshore Platforms	SS-72OF	28.954254	-90.96076
Offshore Platforms	SS-76-3	28.973981	-91.14882
Offshore Platforms	SS-79A	28.946003	-91.32092
Offshore Platforms	SS-80A	28.927004	-91.30393
Offshore Platforms	SS-87B	28.938076	-90.96259
Offshore Platforms	SS-87M	28.939904	-90.97408
Offshore Platforms	SS-91A	28.919239	-90.77438
Offshore Platforms	SS-91B	28.918665	-90.77404
Offshore Platforms	SS-92-#8	28.892586	-90.7957
Offshore Platforms	SS-93-13	28.894174	-90.81763
Offshore Platforms	SS-93-16	28.893859	-90.80976
Offshore Platforms	SS-93-35	28.883873	-90.83072
Offshore Platforms	SS-93-38Y	28.886073	-90.82893
Offshore Platforms	SS-93-43	28.892395	-90.83046
Offshore Platforms	SS-93-44	28.897069	-90.82941
Offshore Platforms	SS-93-48	28.889974	-90.83355
Offshore Platforms	SS-93-61	28.89234	-90.8333
Offshore Platforms	SS-93-62	28.863293	-90.84296
Offshore Platforms	SS-93-63	28.883829	-90.81843
Offshore Platforms	SS-93-66	28.894739	-90.79753
Offshore Platforms	SS-93E	28.893884	-90.80984
Offshore Platforms	SS-93M	28.89166	-90.82581
Offshore Platforms	SS-93O	28.873374	-90.82503
Offshore Platforms	ST-100A	28.673384	-90.6801
Offshore Platforms	ST-125-1	28.725701	-90.23626
Offshore Platforms	ST-127A	28.689196	-90.3322
Offshore Platforms	ST-128R	28.667357	-90.24539

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	ST-128X	28.676074	-90.26869
Offshore Platforms	ST-130C	28.666384	-90.15588
Offshore Platforms	ST-130D-AUX2	28.674919	-90.15789
Offshore Platforms	ST-130D-CP	28.674646	-90.15821
Offshore Platforms	ST-130D-QTR	28.674924	-90.15852
Offshore Platforms	ST-131J	28.674878	-90.13479
Offshore Platforms	ST-131K	28.683636	-90.14851
Offshore Platforms	ST-134S	28.656824	-90.23553
Offshore Platforms	ST-134W	28.627159	-90.23298
Offshore Platforms	ST-135Q	28.65776	-90.28215
Offshore Platforms	ST-135Z	28.655193	-90.26008
Offshore Platforms	ST-139CB	28.482065	-90.40878
Offshore Platforms	ST-144-1	28.599286	-90.56835
Offshore Platforms	ST-148A	28.59071	-90.39506
Offshore Platforms	ST-148B	28.597487	-90.41598
Offshore Platforms	ST-148D	28.616574	-90.41181
Offshore Platforms	ST-148E	28.588475	-90.42094
Offshore Platforms	ST-151-PROD#1	28.617186	-90.24967
Offshore Platforms	ST-151-PROD#2	28.617181	-90.24905
Offshore Platforms	ST-151AA	28.616114	-90.26933
Offshore Platforms	ST-151G-CMP	28.617458	-90.24936
Offshore Platforms	ST-151G-QRT	28.616908	-90.24936
Offshore Platforms	ST-151Y	28.616173	-90.24956
Offshore Platforms	ST-152P	28.618102	-90.24219
Offshore Platforms	ST-156B	28.570007	-90.1729
Offshore Platforms	ST-161C	28.580469	-90.39265
Offshore Platforms	ST-164C	28.56943	-90.54512
Offshore Platforms	ST-165A-DRL	28.576736	-90.5769
Offshore Platforms	ST-165A-PRD	28.576738	-90.57721

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	ST-165A-QTR	28.576735	-90.57659
Offshore Platforms	ST-165E	28.579377	-90.57286
Offshore Platforms	ST-168B	28.572796	-90.72157
Offshore Platforms	ST-177E	28.509697	-90.38001
Offshore Platforms	ST-187B	28.495131	-90.29914
Offshore Platforms	ST-188CA	28.501047	-90.38078
Offshore Platforms	ST-195B	28.510543	-90.67861
Offshore Platforms	ST-200A	28.457399	-90.58282
Offshore Platforms	ST-204B	28.459036	-90.3972
Offshore Platforms	ST-204B-AUX	28.458893	-90.39641
Offshore Platforms	ST-204B-PROD	28.458269	-90.39605
Offshore Platforms	ST-204C	28.463964	-90.41227
Offshore Platforms	ST-205B	28.433669	-90.34693
Offshore Platforms	ST-205F	28.443786	-90.38122
Offshore Platforms	ST-205G	28.453725	-90.38341
Offshore Platforms	ST-206A	28.429881	-90.30816
Offshore Platforms	ST-21-100	28.998011	-90.25818
Offshore Platforms	ST-21-101	28.991875	-90.25018
Offshore Platforms	ST-21-109	29.001539	-90.25255
Offshore Platforms	ST-21-116	28.9966	-90.26023
Offshore Platforms	ST-21-124	29.021826	-90.27131
Offshore Platforms	ST-21-15	29.013558	-90.25895
Offshore Platforms	ST-21-48	28.999592	-90.25789
Offshore Platforms	ST-21-80	29.022674	-90.25761
Offshore Platforms	ST-21-81	28.991752	-90.24264
Offshore Platforms	ST-21-82	28.993225	-90.2449
Offshore Platforms	ST-21-87	29.000851	-90.24196
Offshore Platforms	ST-21-88	28.994901	-90.24204
Offshore Platforms	ST-21-92	28.999078	-90.25752

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	ST-21-WG#6/115	29.016967	-90.26556
Offshore Platforms	ST-21D	29.019496	-90.27588
Offshore Platforms	ST-21DA	29.015875	-90.27831
Offshore Platforms	ST-21DA-Aux	29.016443	-90.27828
Offshore Platforms	ST-21DB	29.022551	-90.25766
Offshore Platforms	ST-21G	28.995238	-90.25108
Offshore Platforms	ST-21GB	28.99189	-90.2421
Offshore Platforms	ST-21GC	28.994628	-90.24722
Offshore Platforms	ST-21GE	29.000896	-90.24206
Offshore Platforms	ST-21H	29.019496	-90.27588
Offshore Platforms	ST-229A	28.385504	-90.13613
Offshore Platforms	ST-22B	28.99628	-90.2344
Offshore Platforms	ST-22F	28.996691	-90.2387
Offshore Platforms	ST-232A	28.366093	-90.20184
Offshore Platforms	ST-23CC	29.006896	-90.15905
Offshore Platforms	ST-23CI	28.995231	-90.16528
Offshore Platforms	ST-23CW	29.026395	-90.16958
Offshore Platforms	ST-23EE	29.020315	-90.17031
Offshore Platforms	ST-23S	29.0277	-90.15478
Offshore Platforms	ST-23SB	28.991917	-90.16896
Offshore Platforms	ST-23SD	29.019835	-90.18245
Offshore Platforms	ST-23SJ	29.025264	-90.16092
Offshore Platforms	ST-242A	28.349386	-90.6687
Offshore Platforms	ST-24CL	29.021526	-90.13752
Offshore Platforms	ST-24CM	29.009316	-90.14663
Offshore Platforms	ST-24SC	29.01259	-90.14769
Offshore Platforms	ST-24U	29.025958	-90.14221
Offshore Platforms	ST-24U-Aux	29.026076	-90.14247
Offshore Platforms	ST-26A	28.985354	-90.16142

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	ST-26A-QRT	28.985357	-90.16173
Offshore Platforms	ST-26BS-1	28.9825	-90.17528
Offshore Platforms	ST-26BS-2	28.9825	-90.17528
Offshore Platforms	ST-26C	28.978474	-90.1763
Offshore Platforms	ST-26D-QTRS	28.979364	-90.17586
Offshore Platforms	ST-26E	28.965362	-90.17074
Offshore Platforms	ST-26F	28.982071	-90.17504
Offshore Platforms	ST-26G	28.981495	-90.18947
Offshore Platforms	ST-26H	28.984554	-90.17958
Offshore Platforms	ST-27D	28.986497	-90.20213
Offshore Platforms	ST-27E	28.986642	-90.20134
Offshore Platforms	ST-28-1	28.988586	-90.25156
Offshore Platforms	ST-28F	28.986569	-90.25039
Offshore Platforms	ST-28PRD	28.986572	-90.2507
Offshore Platforms	ST-291A	28.19753	-90.34474
Offshore Platforms	ST-295A	28.196292	-90.54126
Offshore Platforms	ST-295B	28.19553	-90.54132
Offshore Platforms	ST-300A	28.161312	-90.7162
Offshore Platforms	ST-308A	28.161414	-90.22763
Offshore Platforms	ST-30A	28.96702	-90.34275
Offshore Platforms	ST-311A	28.120028	-90.53239
Offshore Platforms	ST-316A	28.089082	-90.73699
Offshore Platforms	ST-317A	28.088054	-90.67219
Offshore Platforms	ST-34A	28.914125	-90.48682
Offshore Platforms	ST-34B	28.913955	-90.48682
Offshore Platforms	ST-34C	28.914211	-90.48644
Offshore Platforms	ST-34E	28.93267	-90.47358
Offshore Platforms	ST-35-7	28.93447	-90.43389
Offshore Platforms	ST-35D	28.938624	-90.43504

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	ST-35E	28.923128	-90.43217
Offshore Platforms	ST-36-2	28.945648	-90.41878
Offshore Platforms	ST-36B	28.933053	-90.41334
Offshore Platforms	ST-37A	28.92849	-90.35328
Offshore Platforms	ST-37C	28.943412	-90.33526
Offshore Platforms	ST-37H	28.9155	-90.34686
Offshore Platforms	ST-37I	28.945235	-90.36591
Offshore Platforms	ST-37J	28.928809	-90.35262
Offshore Platforms	ST-38-1	28.947338	-90.32262
Offshore Platforms	ST-38A	28.936806	-90.31388
Offshore Platforms	ST-41A	28.937377	-90.18117
Offshore Platforms	ST-41B	28.938603	-90.17367
Offshore Platforms	ST-41B PROD	28.938154	-90.17356
Offshore Platforms	ST-41B-AUX	28.938483	-90.17384
Offshore Platforms	ST-41C	28.936328	-90.16561
Offshore Platforms	ST-41E	28.929781	-90.15929
Offshore Platforms	ST-41F	28.934041	-90.15988
Offshore Platforms	ST-49A	28.909106	-90.41878
Offshore Platforms	ST-50A	28.893282	-90.46084
Offshore Platforms	ST-51-23	28.881472	-90.47425
Offshore Platforms	ST-51-3	28.874243	-90.49623
Offshore Platforms	ST-51-CAIS.#21	28.898662	-90.50433
Offshore Platforms	ST-51CC	28.89774	-90.47651
Offshore Platforms	ST-51CD	28.903789	-90.48062
Offshore Platforms	ST-51CE	28.889079	-90.49109
Offshore Platforms	ST-51CJ	28.872933	-90.47413
Offshore Platforms	ST-52-20	28.858637	-90.48221
Offshore Platforms	ST-52-21	28.866255	-90.49153
Offshore Platforms	ST-52-22	28.858413	-90.48078

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	ST-52-3	28.858183	-90.49568
Offshore Platforms	ST-52A	28.867302	-90.49061
Offshore Platforms	ST-52B-QTR	28.866929	-90.49121
Offshore Platforms	ST-52C	28.867854	-90.49096
Offshore Platforms	ST-52CA	28.866176	-90.49
Offshore Platforms	ST-52CB	28.848007	-90.49046
Offshore Platforms	ST-52CK	28.858449	-90.48074
Offshore Platforms	ST-53-4	28.84648	-90.46721
Offshore Platforms	ST-53-6	28.84561	-90.47074
Offshore Platforms	ST-53A	28.857862	-90.45946
Offshore Platforms	ST-53A-AUX	28.857253	-90.45923
Offshore Platforms	ST-53C (5)	28.845464	-90.46171
Offshore Platforms	ST-53I	28.86919	-90.46748
Offshore Platforms	ST-54G	28.833484	-90.41671
Offshore Platforms	ST-54G-QTR	28.832922	-90.41621
Offshore Platforms	ST-54I	28.862059	-90.39049
Offshore Platforms	ST-54J	28.852707	-90.39444
Offshore Platforms	ST-55E	28.855683	-90.37717
Offshore Platforms	ST-63A	28.793415	-90.20224
Offshore Platforms	ST-63A-AUXILIARY	28.793579	-90.20211
Offshore Platforms	ST-63CA	28.80214	-90.20973
Offshore Platforms	ST-63K	28.794885	-90.21025
Offshore Platforms	ST-67B	28.813497	-90.39431
Offshore Platforms	ST-67H	28.798935	-90.41452
Offshore Platforms	ST-68-CAISS. #1	28.803743	-90.42718
Offshore Platforms	ST-72-001	28.800338	-90.62882
Offshore Platforms	ST-75B	28.769557	-90.74086
Offshore Platforms	ST-75C	28.774553	-90.73364
Offshore Platforms	ST-76D	28.761602	-90.67498

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	ST-86-29	28.784232	-90.21415
Offshore Platforms	ST-86B	28.783495	-90.23416
Offshore Platforms	ST-86E	28.782003	-90.22164
Offshore Platforms	ST-86E-Auxiliary	28.782401	-90.22122
Offshore Platforms	ST-86F	28.785677	-90.23496
Offshore Platforms	ST-86G	28.774691	-90.2233
Offshore Platforms	VR 31-14	29.445205	-92.16861
Offshore Platforms	VR-127A	29.082488	-92.37037
Offshore Platforms	VR-131-12	29.067454	-92.17484
Offshore Platforms	VR-131C	29.064878	-92.17553
Offshore Platforms	VR-131CF	29.064923	-92.17601
Offshore Platforms	VR-131D	29.067253	-92.17448
Offshore Platforms	VR-131G	29.065602	-92.18469
Offshore Platforms	VR-164A	28.902763	-92.48889
Offshore Platforms	VR-164B	28.909668	-92.52164
Offshore Platforms	VR-170A	28.920775	-92.22687
Offshore Platforms	VR-191C	28.840822	-92.16294
Offshore Platforms	VR-196A	28.765525	-92.36053
Offshore Platforms	VR-214A	28.696263	-92.26228
Offshore Platforms	VR-214B	28.689201	-92.26658
Offshore Platforms	VR-214C	28.687877	-92.2801
Offshore Platforms	VR-214D	28.706294	-92.26931
Offshore Platforms	VR-215A	28.71789	-92.3313
Offshore Platforms	VR-215B	28.704108	-92.31548
Offshore Platforms	VR-215CF	28.717893	-92.33099
Offshore Platforms	VR-229A	28.670313	-92.2676
Offshore Platforms	VR-22A	29.469674	-92.54991
Offshore Platforms	VR-22B	29.469399	-92.54991
Offshore Platforms	VR-22C	29.469677	-92.5496

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	VR-22D	29.469402	-92.5496
Offshore Platforms	VR-245E-AUX	28.576831	-92.46116
Offshore Platforms	VR-245F	28.570823	-92.44541
Offshore Platforms	VR-245G	28.577338	-92.46073
Offshore Platforms	VR-245H	28.589439	-92.44582
Offshore Platforms	VR-252A	28.543978	-92.19021
Offshore Platforms	VR-252I	28.526677	-92.17753
Offshore Platforms	VR-253H	28.530373	-92.20407
Offshore Platforms	VR-256E	28.559415	-92.34419
Offshore Platforms	VR-261A	28.533561	-92.59224
Offshore Platforms	VR-261A-AUX	28.533937	-92.59268
Offshore Platforms	VR-265A-DRL	28.512454	-92.45183
Offshore Platforms	VR-265A-PRD	28.511629	-92.45182
Offshore Platforms	VR-267C	28.505133	-92.34585
Offshore Platforms	VR-267J	28.497507	-92.33967
Offshore Platforms	VR-268-G	28.521038	-92.33872
Offshore Platforms	VR-271A	28.502234	-92.16713
Offshore Platforms	VR-272A	28.470955	-92.17376
Offshore Platforms	VR-272B	28.471665	-92.19542
Offshore Platforms	VR-272C	28.471721	-92.19531
Offshore Platforms	VR-277CA	28.461756	-92.39234
Offshore Platforms	VR-279A	28.448498	-92.50993
Offshore Platforms	VR-284C	28.414783	-92.48896
Offshore Platforms	VR-31-1	29.43305	-92.18772
Offshore Platforms	VR-31-13	29.438517	-92.19483
Offshore Platforms	VR-31-18	29.43812	-92.16908
Offshore Platforms	VR-31-24	29.448492	-92.19644
Offshore Platforms	VR-31-3	29.447243	-92.19364
Offshore Platforms	VR-31-6	29.447289	-92.18667

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	VR-31-8	29.438278	-92.17662
Offshore Platforms	VR-31-9	29.448476	-92.17316
Offshore Platforms	VR-313B	28.309123	-92.21749
Offshore Platforms	VR-313C	28.305125	-92.23021
Offshore Platforms	VR-313D	28.292721	-92.2058
Offshore Platforms	VR-315A	28.293267	-92.29342
Offshore Platforms	VR-315A-AUX	28.293265	-92.29373
Offshore Platforms	VR-31A	29.447858	-92.19289
Offshore Platforms	VR-31A-CMP	29.447861	-92.19288
Offshore Platforms	VR-31A-PRD	29.447586	-92.19288
Offshore Platforms	VR-31A-QTR	29.446129	-92.19286
Offshore Platforms	VR-326A	28.255541	-92.51562
Offshore Platforms	VR-331A	28.270285	-92.26356
Offshore Platforms	VR-332A	28.264894	-92.20942
Offshore Platforms	VR-342A	28.228785	-92.53032
Offshore Platforms	VR-356A	28.150058	-92.1808
Offshore Platforms	VR-362B	28.118655	-92.47078
Offshore Platforms	VR-369A	28.084637	-92.51939
Offshore Platforms	VR-369D	28.085552	-92.53876
Offshore Platforms	VR-370C	28.091881	-92.47837
Offshore Platforms	VR-371A	28.107771	-92.4451
Offshore Platforms	VR-376A	28.098539	-92.234
Offshore Platforms	VR-379A	28.057275	-92.21529
Offshore Platforms	VR-38-2	29.431308	-92.52337
Offshore Platforms	VR-38-3	29.43124	-92.52361
Offshore Platforms	VR-380A	28.06001	-92.27121
Offshore Platforms	VR-38E	29.439912	-92.49596
Offshore Platforms	VR-38E-7	29.440182	-92.49561
Offshore Platforms	VR-38E-AUX1	29.439915	-92.49565

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	VR-38E-AUX2	29.439724	-92.49705
Offshore Platforms	VR-38K	29.425954	-92.50256
Offshore Platforms	VR-38K-1	29.425915	-92.50234
Offshore Platforms	VR-38M	29.42383	-92.51122
Offshore Platforms	VR-39A-AUX	29.443075	-92.53404
Offshore Platforms	VR-39A-CMP	29.442786	-92.53553
Offshore Platforms	VR-39A-PRD	29.44278	-92.53622
Offshore Platforms	VR-39A-QTR	29.443061	-92.53553
Offshore Platforms	VR-39A-RSR	29.443075	-92.53404
Offshore Platforms	VR-39H	29.443047	-92.53622
Offshore Platforms	VR-39I	29.443307	-92.54644
Offshore Platforms	VR-408A	27.969349	-92.52783
Offshore Platforms	VR-46A	29.40311	-92.373
Offshore Platforms	VR-46A-AUX	29.403108	-92.37332
Offshore Platforms	VR-46AB	29.403101	-92.37314
Offshore Platforms	VR-52C	29.330937	-92.16467
Offshore Platforms	VR-56-1	29.343876	-92.38732
Offshore Platforms	VR-60A	29.340142	-92.56387
Offshore Platforms	VR-67A	29.308858	-92.38911
Offshore Platforms	VR-67B	29.297696	-92.37222
Offshore Platforms	VR-67B-AUX	29.297858	-92.37222
Offshore Platforms	VR-71-1	29.295309	-92.17883
Offshore Platforms	VR-72-1	29.285731	-92.20606
Offshore Platforms	VR-72-2	29.260565	-92.20381
Offshore Platforms	VR-78A	29.282654	-92.45368
Offshore Platforms	WD-103F	28.880468	-89.66314
Offshore Platforms	WD-104D	28.864884	-89.60733
Offshore Platforms	WD-105E	28.851336	-89.60109
Offshore Platforms	WD-106A	28.83156	-89.55784

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	WD-117G	28.804811	-89.80179
Offshore Platforms	WD-117H	28.817208	-89.79848
Offshore Platforms	WD-122A	28.750914	-89.7154
Offshore Platforms	WD-133F	28.711377	-89.70183
Offshore Platforms	WD-143A-PROCESS	28.661714	-89.55131
Offshore Platforms	WD-143B	28.661043	-89.55145
Offshore Platforms	WD-143C	28.661601	-89.55207
Offshore Platforms	WD-152A	28.587231	-89.6998
Offshore Platforms	WD-36G	29.127559	-89.83558
Offshore Platforms	WD-39A	29.10044	-89.81919
Offshore Platforms	WD-39A-AUX	29.100423	-89.81936
Offshore Platforms	WD-63A	29.010696	-89.67459
Offshore Platforms	WD-63E	29.030229	-89.69445
Offshore Platforms	WD-64C	29.003712	-89.73162
Offshore Platforms	WD-68A	29.050471	-89.84084
Offshore Platforms	WD-68U	29.014248	-89.84178
Offshore Platforms	WD-70D	28.969629	-89.81955
Offshore Platforms	WD-70FF	28.950257	-89.80446
Offshore Platforms	WD-70I	28.952143	-89.82302
Offshore Platforms	WD-70L	28.952141	-89.82218
Offshore Platforms	WD-71 E	28.97043	-89.79802
Offshore Platforms	WD-71O	28.964111	-89.78392
Offshore Platforms	WD-72B	28.95652	-89.75198
Offshore Platforms	WD-73-QTRS	28.94745	-89.70623
Offshore Platforms	WD-73A	28.946315	-89.70634
Offshore Platforms	WD-73A-TWR	28.946867	-89.70649
Offshore Platforms	WD-73C	28.94195	-89.71557
Offshore Platforms	WD-73D	28.947453	-89.70645
Offshore Platforms	WD-74B	28.941632	-89.67953

EEI Name	EEI Instance Name	Latitude	Longitude
Offshore Platforms	WD-74F	28.952287	-89.6837
Offshore Platforms	WD-75D	28.959757	-89.66323
Offshore Platforms	WD-75F	28.96861	-89.65532
Offshore Platforms	WD-75G	28.975714	-89.65529
Offshore Platforms	WD-89A	28.901085	-89.61441
Offshore Platforms	WD-89D	28.920129	-89.62161
Offshore Platforms	WD-90A	28.938362	-89.6605
Offshore Platforms	WD-90B	28.937895	-89.65973
Offshore Platforms	WD-90E	28.938358	-89.6602
Offshore Platforms	WD-91G	28.917161	-89.68903
Offshore Platforms	WD-93E	28.937643	-89.7616
Offshore Platforms	WD-94V	28.926693	-89.78187
Offshore Platforms	WD-95S	28.905812	-89.82069
Offshore Platforms	WD-95X	28.904957	-89.82123
Offshore Platforms	WD-99B	28.83174	-89.78008
Offshore Platforms	WR-249	26.696179	-90.50838
Offshore Platforms	WR-551A	26.427745	-90.83349
Offshore Platforms	WR-718A	26.234983	-91.26111
Petroleum Facility	Alpine Exploration Kings Ridge Common #1	29.454923	-90.13981
Petroleum Facility	American Recovery	29.547	-90.68341
Petroleum Facility	Badger Energy Harrison etal Nos.1 and 1D Production	29.368906	-90.13779
Petroleum Facility	Bollinger Fourchon North	29.130325	-90.21476
Petroleum Facility	Brammer Bayou Jean LaCroix	29.388917	-90.48886
Petroleum Facility	Brammer Engineering Isle Dernieres	29.055833	-90.72639
Petroleum Facility	Breaux Petroleum Corp.	29.644274	-90.54747
Petroleum Facility	C-Port (Nalco)	29.129458	-90.21598
Petroleum Facility	C-Port 1	29.129458	-90.21598
Petroleum Facility	C-Port 2	29.121532	-90.19623
Petroleum Facility	C-Port C Terminal South	29.133056	-90.19972

EEI Name	EEI Instance Name	Latitude	Longitude
Petroleum Facility	Castex Energy (Lafourche Realty #1)	29.376111	-90.16472
Petroleum Facility	Castex Energy (Sunrise Field)	29.528889	-90.78472
Petroleum Facility	Castex Energy Joe McHugh Field	29.805166	-90.48272
Petroleum Facility	Clean tank	29.128406	-90.19985
Petroleum Facility	Dean Blanchard Seafood	29.244444	-89.98833
Petroleum Facility	Delmar	29.143175	-90.20918
Petroleum Facility	Dimension Energy (Lake Hatch Field)	29.526772	-90.85809
Petroleum Facility	Dimension Energy (South Lake Hatch)	29.5175	-90.86833
Petroleum Facility	Ecoserv Environmental (Intracoastal City)	29.969611	-92.14838
Petroleum Facility	ECOSERV Environmental Services (Port Fourchon Superdock)	29.135556	-90.1925
Petroleum Facility	Edison Chouest Offshore Companies	29.117056	-90.2036
Petroleum Facility	Energy Quest (Lake Enfermer #1)	29.36225	-90.13966
Petroleum Facility	Energy Quest (Lake Enfermer #2)	29.345047	-90.16376
Petroleum Facility	Energy Quest (Lake Enfermer #4)	29.326667	-90.15361
Petroleum Facility	Enterprise Marine	29.563333	-90.71917
Petroleum Facility	EPS Logistics Company	29.1375	-90.2075
Petroleum Facility	ES&H	29.62664	-90.69542
Petroleum Facility	Exercise Vazquez Petroleum	12.345	-67.89
Petroleum Facility	Forza Operating (East Golden Meadow)	29.37229	-90.15493
Petroleum Facility	Forza Operating (Lake Raccourci)	29.238586	-90.33843
Petroleum Facility	Francis Drilling Fluids	29.120741	-90.2052
Petroleum Facility	Gaubert Oil (Houma Dock)	29.5975	-90.66333
Petroleum Facility	Gaubert Oil (Thibodaux Moblie)	29.803889	-90.82083
Petroleum Facility	Grand Isle Shipyard	29.140128	-90.20845
Petroleum Facility	Gulf Coast Fuel & Lube (Bulk Terminal & Mobile Facility)	29.140128	-90.20845
Petroleum Facility	Halliburton Energy #1	29.140128	-90.20845
Petroleum Facility	Halliburton Energy #2	29.135278	-90.21778
Petroleum Facility	Harvest Pipeline Company	29.535556	-90.87333
Petroleum Facility	Harvey Gulf International	29.137222	-90.20194

EEI Name	EEI Instance Name	Latitude	Longitude
Petroleum Facility	Hilcorp Energy (Bay St. Elaine)	29.1875	-90.66694
Petroleum Facility	Hilcorp Energy (Caillou Island TB #8)	29.106111	-90.45917
Petroleum Facility	Hilcorp Energy (Caillou Island TB#2)	29.113611	-90.48278
Petroleum Facility	Hilcorp Energy (Four Isle Dome)	29.233986	-90.78059
Petroleum Facility	Hilcorp Energy (Lake Barre CF #1)	29.205833	-90.50833
Petroleum Facility	Hilcorp Energy (Lake Raccourci)	29.192522	-90.36226
Petroleum Facility	Hilcorp Energy (Pass Wilson Field Facility)	29.077222	-90.87111
Petroleum Facility	Hilcorp Energy (South Chauvin)	29.1875	-90.66694
Petroleum Facility	Hilcorp Energy (Timbalier Bay)	29.095984	-90.22743
Petroleum Facility	Houma Saltwater Disposal	29.605389	-90.65614
Petroleum Facility	J.W. Stone (Fourchon Terminal #1)	29.119167	-90.20861
Petroleum Facility	Joes Environmental	29.499	-90.32857
Petroleum Facility	Kinetica Cocodrie (Seperation Station 523)	29.237222	-90.67028
Petroleum Facility	Leeville Ice LLC	29.258611	-90.21444
Petroleum Facility	Louisiana Delta Oil (Delta Farms BP-24)	29.671094	-90.18519
Petroleum Facility	Louisiana Delta Oil (Delta Farms S/L 18076)	29.633889	-90.17722
Petroleum Facility	Louisiana Delta Oil (West Field 87)	29.631953	-90.25432
Petroleum Facility	Louisiana Offshore Oil Platform (LOOP)	28.885	-90.02444
Petroleum Facility	Louisiana Tank Specialties	29.569694	-90.37414
Petroleum Facility	M.A.R.S. (Modern American Recycling Services) Cleaning Services	29.656467	29.656467
Petroleum Facility	Marquis Resources LLC	29.254444	-90.21278
Petroleum Facility	Martin Operating (L & L 15)	29.114167	-90.1975
Petroleum Facility	Martin Operating (L & L 16)	29.130796	-90.21524
Petroleum Facility	Martin Operating (South Yard)	29.114741	-90.20715
Petroleum Facility	Mesa Gulf Coast M.R. Fee 852 CTB	29.641223	-90.34665
Petroleum Facility	MI SWACO (C-PORT 1)	29.132222	-90.21611
Petroleum Facility	MI Swaco (Fourchon (HOS))	29.140988	-90.21823
Petroleum Facility	MI Swaco (Port Fourchon)	29.120477	-90.21019
Petroleum Facility	Mikes Filter and Supply Inc.	29.548027	-90.68276

EEI Name	EEI Instance Name	Latitude	Longitude
Petroleum Facility	National Oilwell Varco (Fourchon)	29.122772	-90.19475
Petroleum Facility	Newpark Drilling Fluids (Port Fourchon #1)	29.12074	-90.20082
Petroleum Facility	Newpark Drilling Fluids (Port Fourchon #2)	29.11845	-90.19987
Petroleum Facility	NGL Crude Terminal (Houma)	29.616389	-90.71
Petroleum Facility	Port Marine Vacuum Service	29.545114	-90.68473
Petroleum Facility	Production Management Industries (Fourchon #1)	29.123222	-90.21119
Petroleum Facility	Production Management Industries (Fourchon #2)	29.11865	-90.1996
Petroleum Facility	PSC Fourchon	29.138856	-90.20749
Petroleum Facility	R&B Oil Company (Bayou Jean LaCroix)	29.375916	-90.45125
Petroleum Facility	R360 Environmental (Bourg Treatment Facility & Mobile Facility)	29.551389	-90.52611
Petroleum Facility	R360 Environmental Solutions	29.118793	-90.20493
Petroleum Facility	RCS (Port Fourchon & Mobile)	29.140948	-90.21018
Petroleum Facility	Retif Oil	29.582576	-90.71861
Petroleum Facility	S2 Energy (S/L 328 Lake Long Field)	29.567543	-90.55104
Petroleum Facility	Shell Pipeline (Gibson Terminal)	29.63092	-90.93311
Petroleum Facility	Shell Pipeline Houma Terminal	29.622564	-90.68911
Petroleum Facility	Square Mile Energy (Rainier Facility)	29.619035	-90.36056
Petroleum Facility	Summit Oil & Gas (Bay St. Jaque)	29.297777	-90.17595
Petroleum Facility	Talos Energy (Caillou Boca Facility)	29.057091	-90.80722
Petroleum Facility	Talos Energy (Lake Pelto Field)	29.06991	-90.67935
Petroleum Facility	Talos Energy (West St. Elaine Field)	29.14222	-90.74347
Petroleum Facility	TPIC (#6 Lake Pelto)	29.100556	-90.62833
Petroleum Facility	TPIC (Bayou Des Allemands Central Facility)	29.769955	-90.40173
Petroleum Facility	TPIC (CF No. 1 Lake Pagie Facility)	29.378056	-90.94722
Petroleum Facility	TPIC (Clovelly Central)	29.476944	-90.24111
Petroleum Facility	TPIC (Delta Farms Facility)	29.640833	-90.18361
Petroleum Facility	TPIC (Lake Pagie The Hill Facility)	29.396529	-90.96862
Petroleum Facility	TPIC (Laterre 22-1)	29.396349	-90.82278
Petroleum Facility	TPIC (TB #15)	29.373611	-90.29056

EEI Name	EEI Instance Name	Latitude	Longitude
Petroleum Facility	TPIC (TB #6)	29.383611	-90.31028
Petroleum Facility	TPIC (TB #7)	29.368056	-90.34472
Petroleum Facility	Trussco Inc	29.121011	-90.20529
Petroleum Facility	US Recovery	29.557826	-90.71439
Petroleum Facility	Vacco Marine	29.54428	-90.68376
Petroleum Facility	Vanguard	29.613063	-90.71316
Petroleum Facility	White Oak Operating (Coffee Bay CF#1)	29.416314	-90.17434
Petroleum Facility	White Oak Operating (Coffee Bay CF#2)	29.396286	-90.16783
Ports	Port Fourchon	29.12477	-90.19376
Shipyards	Allied Shipyard Golden Meadow	29.359961	-90.25523
Shipyards	Allied Shipyard Larose	29.55167	-90.25028
Shipyards	Bollinger Larose	29.60256	-90.36306
Shipyards	Bollinger Lockport	29.612969	-90.49074
Shipyards	Bollinger Quick Repair Fourchon	29.12654	-90.21584
Shipyards	Bourg Drydock shipyard	29.575	-90.59167
Shipyards	C-Port 3	29.12861	-90.225
Shipyards	Candie Shipyard	29.606377	-90.70845
Shipyards	Cenac Towing repair yard	29.58333	-90.71667
Shipyards	Chet Morrison	29.569497	-90.71858
Shipyards	Dixie Shipyard	29.609822	-90.69278
Shipyards	Dulac Shipyard	29.366897	-90.72177
Shipyards	Dulac Shipyard - Houma	29.543544	-90.69746
Shipyards	Eagle drydock	29.561081	-90.70325
Shipyards	Elevating Boats Inc.	29.571669	-90.70528
Shipyards	Express Weld	29.335	-90.23556
Shipyards	G & H barge repair and fab.	29.569511	-90.7049
Shipyards	Grand Isle Shipyard	29.242219	-89.99119
Shipyards	Gulf/Inland Contractors	29.597138	-90.66687
Shipyards	Hope Services	29.364022	-90.73068

EEI Name	EEI Instance Name	Latitude	Longitude
Shipyards	Intracoastal Ironworks	29.558894	-90.53503
Shipyards	J & B Boat Rentals	29.384828	-90.61896
Shipyards	LA Ship	29.548611	-90.69667
Shipyards	Lockport Fabrication	29.648097	-90.53239
Shipyards	Manson Gulf	29.563181	-90.73208
Shipyards	Mariner LLC	29.544242	-90.69986
Shipyards	North American Fabricators	29.567431	-90.7026
Shipyards	North American Shipbuilding	29.5837	-90.37747
Shipyards	Offshore Specialty Fabricators Inc.	29.5427	-90.71404
Shipyards	Price Brothers - Chauvin	29.384828	-90.61896
Shipyards	Quality Liftboats	29.560353	-90.7124
Shipyards	Quality Shipyard	29.6	-90.66806
Shipyards	Rays shipyard	29.23583	-90.20194
Shipyards	Superior shipyard	29.3333	-90.23333
Shipyards	Superior Shipyard (Fourchon)	29.115687	-90.20784
Shipyards	Superior Shipyard (Golden Meadow)	29.349075	-90.24777
Shipyards	Thoma-Sea Houma	29.570739	-90.70178
Shipyards	Weeks Marine	29.60447	-90.70885

ENCLOSURE (2) TO NVIC 04 -18

MARINE TRANSPORTATION SYSTEM RECOVERY PLAN EXERCISE GUIDANCE

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

2. **MTSR Exercise Goals** – The goals are to test the effectiveness of the MTSRP, identify areas for improvement, familiarize unit personnel with the plan, train personnel on recovery activities, and otherwise support MTS Recovery through effective plan implementation. Steps to achieve these goals include:

   a. Improve capability to:

      (1) Activate the MTSRU,
      (2) Implement and conduct coordinated interagency command and control operations in accordance with National Incident Management System (NIMS),
      (3) Communicate effectively with various Federal, State, Local, Tribal and Territorial agencies, as well as industry stakeholders across all affected modes of transportation,
      (4) Facilitate sharing, correlating and disseminating MTS Recovery Information among stakeholders, and
      (5) Orderly resume port operations and movement of commerce within the MTS.

   b. Validate MTS Recovery procedures and plan elements.

   c. Ensure the protocols and procedures used in restoring maritime commerce are coordinated with other Federal, State, Local, Tribal, Territorial and Industry processes.

   d. Coordinate with other required plans and contingency exercises.

   3. **MTS Exercise Requirements** - The following program standard for MTS exercises provide a national baseline for exercise performance while ensuring flexible planning, design, and exercise execution that meet unit needs.

      a. Frequency. The MTSRP shall be exercised at least twice in a four year period with one operations based and one discussion based exercise. No more than two years may pass between exercises.

      b. Type. The MTS Recovery exercise may be either discussion-based or operations-based and may be different from the accompanying exercise. For example, a discussion-based MTS exercise can be part of an larger operational-based exercise.

      c. Design. The exercise can be developed as a standalone exercise or be part of another contingency exercise such as AMSTEP, PREP, severe weather or Mass Rescue Operations. Section 1.A of enclosure 1 identifies multiple categories of MTS disruption that can be used as the initial incident. Combining multiple contingencies within one exercise is encouraged as long as the MTS Recovery exercise objectives

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

d. Goals and Objectives. The MTS Recovery exercise shall meet all of the overarching goals and objectives in Section 1.C of Enclosure 1. Physically establishing a MTSRU is not required in a discussion-based exercise.

e. Stakeholder Involvement. The MTS Recovery exercise should involve stakeholder representatives to the full extent practical. At a minimum, the pre-designated MTSRU shall participate in the exercise. Coordination of resumption of trade activities cannot be completed without industry action and the exercises should reflect the importance of that element of recovery and foster USCG and industry partnership.

f. Documentation. MTS Recovery exercises shall be captured in the Office of Contingency Planning (CG-CPE) Contingency Planning System (CPS).

4. MTS Exercise Considerations – If the MTSRU and/or port partners personnel change significantly or if the MTSRP is substantially amended prior to an exercise event, a discussion-based exercise may be the best first step. A subsequent operations-based exercise will reinforce the training value of such exercises and progressive execution to build participant's skills, teamwork, and familiarity with the plan.

5. Exercise Credit – MSU Houma can request exercise credit for activation of the MTSRU and use of the MTSRP during real world events such as severe weather events, security incidents, marine events of national significance or other long duration maritime events impacting commerce.

6. Procedures for Requesting Exercise Credit – Coast Guard COTPs may request equivalency credit for actual operations to be used towards fulfillment of MTS Recovery exercise requirements. Requests for exercise credit must be made in writing by the COTP and submitted through the appropriate Chain of Command to the MTSRP Approving Authority. The request must document the circumstances sufficiently to substantiate the request.

a. Discussion. This guidance applies to real world events that are not entered in the Coast Guard's CPS as an exercise.

(1) Coast Guard Area Commanders (as the MTSRP Approval Authority) are authorized to consider, and when appropriate, credit for real world events to be used towards fulfillment of MTS Recovery exercise requirements. The circumstances of real world operations that correspond with elements of the MTSRP must be at a suitable level of effort to satisfy recovery standards as listed in Section 3 of this enclosure.

b. Guidelines and Criteria. The MTSRP Approving Authority may consider authorizing exercise equivalency credit if the following minimum circumstances exist:

(1) The MTSRP was implemented in response to a real world event involving a disruption to the MTS.

(2) Appropriate members of the MTSRU and port stakeholders were involved in the response to the actual event.

(3) The event was consistent with MTS Recovery program standards for testing the MTSRP.

(4) The effectiveness of the MTSRP elements or strategies actually implemented was evaluated and was relevant to the plan.

(5) The response or recovery was adequately documented in CART.

c. Documentation. A memo requesting credit must provide the following information and data:

(1) The type of event causing the disruption (see Section 1.A of enclosure 1 for examples).

(2) Date, time, and location of the event.

(3) Description of the event.

(4) The objective met in the event.

(5) Lessons learned from the event.

(6) A statement verifying that the After Action Report and lessons learned were completed and submitted in the Coast Guard CPS.

(7) The sections of the plan that require improvement.

(8) Additional supporting data. Enclosures should include copies of all CART Executive Summaries (MTS-209s) and any other relevant documentation.

d. Timeframe. The memo should be submitted within 6 months of the end of the real world event. A sample memo is included in this enclosure.

U.S. Department of Homeland Security
United States Coast Guard

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

Requesting Unit Address
Staff Symbol:
Phone:
Fax:
Email:

3010
Date of Request

MEMORANDUM

From: *Requesting COTP*
Requesting Unit

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

To: CG (___)AREA (__)
Thru: CCGD__(d__)

Subj: REQUEST FOR MTS RECOVERY REAL WORLD EVENT CREDIT

Ref: (a) NVIC XX-18

1. The (*Name of COTP*) requests MTS Recovery exercise credit for the period of (*dates*). The (*Name of MTSRP*) was implemented in response to *(List **type** of actual real world event **name***).

2. This (*event*) (*Provide a description of the event*). The (*Name of COTP*) certifies that the MTSRU was established and all MTS Recovery objectives were met.

3. The following lessons learned were gathered during the evaluation of this (*event*): (*List Lessons Learned*).

4. (*Unit Name*) has entered an After Action Report and lessons learned into the Coast Guard's Contingency Preparedness System.

5. Pertinent updates to the MTSRP, including best practices, will be completed within 90 days following receipt of credit approval by Commander, (*Atlantic/Pacific*) Area. (*Title/Name of Person*) is responsible for updating the MTSRP.

#

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