MARINE TRANSPORTATION SYSTEM RECOVERY PLAN



NORTHERN CALIFORNIA

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U.S. DEPARTMENT OF HOMELAND SECURITY



United States Coast Guard

SECTOR SAN FRANCISCO MARITIME TRANSPORTATION SYSTEM RECOVERY PLAN (MTSRP)

2019 (3rd Edition)

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United States Coast Guard



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MEMORANDUM

/s/ From: CAPT M.B. Byrd Sector Commander CG Sector San Francisco

Reply toMr. Jerry L. BynumAttn of:415-399-7364

To: Distribution

- Subj: 2019 MARINE TRANSPORTATION SYSTEM RECOVERY PLAN (MTSRP), LETTER OF PROMULATION
- Ref: (a) Marine Transportation System Recovery Planning and Operations, COMDTINST 16000.28 (series).
 - (b) Navigation and Vessel Inspection Circular No. 04-18 (NVIC 04-18).
- 1. <u>PURPOSE</u>: The Sector San Francisco Marine Transportation System Recovery Plan (MTSRP) is established as a stand-alone plan. The MTSRP supports recovery and restoration of the MTS in order to effectively and efficiently resume port operations following a disruption to the MTS.
- 2. <u>ACTION</u>: Sector San Francisco Command Staff, Incident Commanders, Operations Section Chiefs, Planning Section Chiefs, and personnel assigned to the MTSRU shall become familiar with the content of the Marine Transportation System Recovery Plan.
- 3. <u>DIRECTIVES AFFECTED</u>: This plan replaces Sector San Francisco's 2014 Marine Transportation System Recovery Plan.
- 4. <u>DISCUSSION</u>: Sector San Francisco's Marine Transportation System Recovery Plan outlines a course of actions to reopen ports and sustain maritime passage in the event of an incident of significant impact to commercial maritime commerce.

#

Dist: Sector San Francisco, District Eleven

RECORD OF CHANGE AND REVIEW LOG

Changes and Plans Reviews shall be recorded pursuant to USCG Emergency Management Planning Policy, Volume 1, Appendix H (COMDTINST M3010.11E).			
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Date of Review	Reviewed By	Title	Signature

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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
- National Strategy for Maritime Security: Maritime Infrastructure Recovery Plan (MIRP), April 2006
- (m) National Infrastructure Protection Plan (NIPP), 2009
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- (o) National Incident Management System
- (p) CBP/USCG Joint Protocols for the Expeditious Recovery of Trade
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- 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)

SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for USCG – Sector San Francisco 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 is referenced in other Sector San Francisco contingency plans to include the Area Maritime Security Plan (AMSP), Continuity of Operations Plan (COOP), and the FEMA/CalOES - 2016 Bay Area Earthquake Plan.

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. Heavy Weather/Tropical Storm;
- b. Flood;
- c. Earthquake/Tsunami;
- d. Major Infrastructure Casualty to Bridges, Roads, or Public Infrastructure;
- e. Cyber Attack with Infrastructure Damage; and
- f. Terrorist attack
- g. Labor Shortages/Disputes.

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; and
- 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; and
- c. Marine Casualty that may or may not involve infrastructure damage. MTS Recovery will be consideration in the primary response.

B. SCOPE:

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

1. Framework

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

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

2. National Incident Management System (NIMS) Incident Command System (ICS)

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

3. Critical Success Factors

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

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

C. OVERARCHING GOAL, OBJECTIVES, PRIORITIES, AND STRATEGY:

1. Overarching Goals

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

(A) Preparedness

- ✓ Maintain pre-designated MTSRU relationship and proficiency by conducting training utilizing the forms, checklist, templates, and information management systems in the plan.
- ✓ Incorporate MTS disruptions into other scheduled exercises and drills requiring MTSRU activities.
- \checkmark Further align the plan with other contingency response and recovery plan during annual updates.
- ✓ Foster collaboration, effective communications, and regional coordination across maritime stakeholders and landside emergency preparedness.
- ✓ Prioritize MTS Recovery operations by identifying critical waterways, ATONS, MTS infrastructure and priority cargo's prior to an event.
- (B) Response
 - ✓ Activate the Maritime Transportation System Recovery Unit (MTSRU) within the established incident management system.
 - ✓ Track the status of MTS infrastructure recovery through the use of Common Assessment and Reporting Tool (CART) and EEIs
 - ✓ Mitigate incident impacts on the MTS based upon established priorities.
 - \checkmark Prioritize recovery actions.
 - ✓ Share MTS status reports with maritime stakeholders.
 - ✓ Facilitate return of the MTS to pre-incident operational capabilities.

(C) Priorities

- a. Safety of responders and the public.
- b. Incident stabilization.
- c. Mitigate environmental impacts.
- d. Resuming maritime commerce and restoring the MTS back to pre-incident conditions.

(D) Strategy

The following strategy applies specifically to a significant catastrophic earthquake incident, but has general applicability to other MTS disruption scenarios.

Sector San Francisco intends to apply a "waterways open" approach directly following and earthquake by leveraging Vessel Traffic Service (VTS) sensors and marine traffic reporting to identify any waterway disruptions that warrant waterway management controls needed for safe navigation. This strategy has been shared with maritime stakeholders and will be broadcast on VHF Channel 12 and 14 by VTS as part of their Emergency Procedures. Whenever possible, Sector will apply waterway management controls that mitigate risk and enable continued maritime commerce vice implementing full waterway closures. Examples of these waterway controls include: restrictions on draft and speed, requiring tug assistance, daylight only use, or approval from an on-scene representative prior to entering a safety zone or limited access area. Sector will also avoid using the term "port closure" unless the Captain of the Port has taken this specific and deliberate action.

The following are supporting actions:

- Actions by the Port Authorities as the key government organization to preserve, maintain or restore the functionality of the port. Port authorities make an assessment of port functionality, make decisions regarding a strategy for restoring port operations, identify resources required to carry out the strategy, and manage the sourcing, arrival, staging and employment of supporting resources. When there is a shortfall in resources, resource requests may be made through the State Emergency Management System (SEMS) process.
- Actions by the COTP to set priorities, manage information, and facilitate recovery of the marine transportation system. The MTSRU will report on the status of the MTS, understand critical recovery pathways, recommend courses of action, provide all stakeholders with an avenue of input to the local response organization, and provide the USCG Unified Command (UC) with recommended priorities for MTS recovery. The COTP engages with Port Authorities (the key link for aggregating information and taking action to facilitate recovery).
- Resource and program support to the port authority provided by organic and contracted support, as well as via emergency management organizations (consistent with SEMS) at the Operational Area, Cal OES Region, State Operations Center, CA ESF-1, and at the federal level.
- See full list of MTS Recovery Agency / Industry Operational Responsibilities in Table 3-5 located on page 51.

D. ORGANIZATION (Command and Control):

As the lead federal agency within the maritime domain, Coast Guard COTPs will coordinate with governmental agencies, advisory committees, port partners, and stakeholders to facilitate 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

Sector San Francisco's Captain of the Port (COTP) Area of Responsibility (AOR) is specified in 33 CFR 3.55-20 and comprises the land masses and waters of California north of San Luis Obispo, Kern and San Bernardino Counties; Utah, except for Washington, Kane, San Juan, and Garfield Counties; and Nevada except for Clark County.

2. COTP Zone Overview

Sector San Francisco COTP Area of Responsibility (AOR) encompasses Northern California, Parts of Nevada and Utah is illustrated in Figure 1-1.



Figure 1-1: USCG – Sector San Francisco's Area of Responsibility

Section 1: Introduction

3. Marine Transportation System Recovery and Geographic Waterway Zones

The Maritime Transportation System Recovery (MTSR) Geographic Waterway Zones (GWZ) were developed to identify maritime infrastructure (ports/facilities) and waterways within the Captain of the Port's Area of Responsibility, in alignment of Geographic Response Areas of the Area Contingency Plan. See Table 1-1 on next page for an overview.

Facility / Port Waterway Zone	Geographic Waterway Zone (GWZ)	Waterway identification boundaries within the GWZ
MTSR_GWZ-A	Humboldt Bay	[north of San Francisco] Humboldt Bay is located in Eureka, California.
MTSR_GWZ-B	Central San Francisco Bay	Waterways east of the Highway 101 (Golden Gate Bridge), and north of the I-80 (San Francisco / Oakland Bay Bridge), and south to the I-580 (Richmond / San Rafael Bridge).
MTSR_GWZ-C	South San Francisco Bay	Waterways south of I-80 (Oakland Bay Bridge), south to the State Route 84 (Dumbarton Bridge).
MTSR_GWZ-D	San Pablo Bay	Waterway north of I-580 (Richmond / San Rafael Bridge), northeast to I-80 (Carquinez Bridge).
MTSR_GWZ-E	Carquinez Strait	Waterway east of the I-80 (Carquinez Bridge), east to the I-680 (Martinez / Benicia Bridge and Union Pacific Railroad Bridge).
MTSR_GWZ-F	Suisun Bay	Waterways east of I-680 (Martinez / Benicia Bridge), east to the State Route 160 (Antioch Bridge).
MTSR_GWZ-G	Sacramento River (Deep-Water Channel)	Waterway from north of Browns Island northeast of Pittsburg, California (starting at the Sacramento River Deep-Water Channel), northeast to the Port of West Sacramento.
MTSR_GWZ-H	San Joaquin River (Deep-Water Channel)	Waterway west of the State Route 160 Antioch Bridge), east to the Port of Stockton.
MTSR_GWZ-I	Monterey Bay	[south of San Francisco] Monterey Bay is located in Monterey, California.

Table 1-1:	MTS Recover	y and Geogr	aphic Water	way Zones
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NOTE: A more detailed overview of the Geographic Waterway Zones utilized for the purposes of MTS Recovery is located in Appendix B.

4. Local Marine Transportation System Facts

Refer to Tab A for detailed overview of maritime Infrastructure within Sector San Francisco's COTP zone.

5. Uniqueness of the COTP Zone

The MTS within Sector San Francisco's AOR consist of the largest bay (San Francisco Bay) and inland waterway (San Joaquin Delta) systems on the West Coast. In regard to maritime commerce, the uniqueness of the COTP Zone is as follows:

- ✓ Five major oil refineries play a major role in supporting petroleum supply chains needs for California, Nevada, and Arizona,
- ✓ 5th busiest container port (Port of Oakland) in the United States,
- ✓ Imported fertilizer products support the majority of California's agricultural needs,
- ✓ Exported agricultural food and crop products are important in supporting global food supply chain, and
- ✓ Sector San Francisco's Captain of the Port responsibilities this plan covers port areas of Sector Humboldt Bay's AOR in regard to MTS Recovery operations.

For a detailed overview regarding MTS infrastructure and maritime commerce within Sector San Francisco's COTP zone, refer to Appendix B.

6. Immediate Impacts

The following seven events are most likely to create an MTS disruption within Sector San Francisco's AOR.

- (A) Catastrophic Earthquake resulting from the San Andreas and/or Hayward fault line located in the San Francisco Bay Region.
- (B) Flooding in the Inland Deep-Draft Channels causing closure of waterway due to levy failure and/or channel blockage caused by debris.
- (C) Major Infrastructure Casualty to Transportation Infrastructure such as Highways/Roads, Railways, and Bridges.
- (D) Oil Spill / Hazardous Material Spill/Release.
- (E) Marine casualty resulting in vessel loses propulsion and runs aground blocking deep-draft waterway channel and/or colliding into a bridge skirting.
- (F) Labor dispute causing schedule impacts in maximizing Anchorage capacity and having to keep vessels from entering the San Francisco Bay.
- (G) Cyber Attack causing MTS infrastructure damage.
- (H) Terrorist Attack.

Section 1: Introduction

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

The following Table 1-2 is a snapshot of Sector San Francisco's EEI Baseline data extracted from CART.

EEI Type	Total Baseline
Deep Draft Channels	27
Aids to Navigation	53
Anchorages	20
Bridges (over deep draft channels)	10
Container Facilities	7
Petroleum Refineries	5
Petroleum Facilities (Storage Terminals)	13
Chemical Facilities	10
Bulk Liquid Facilities	5
Bulk Facilities	34
Breakbulk Facilities	3
Ro/Ro Facilities	6
Passenger / Ferry Terminals	27
Shipyards (dry-docks)	4
Commercial Fishing	30
USCG Units	9

Table 1-2: Elements of Information within AOR

For additional information, refer to Appendix B for detailed information regarding MTS infrastructure and maritime commerce within Sector San Francisco's COTP zone.

E. LEGAL CONSIDERATIONS:

(MTSRP Authorities)

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 <u>www.npfc.gov/CANAPS</u>. The FOSC can obtain an initial ceiling, amend ceilings, or cancel funding via CANAPS.

3. <u>Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)</u> <u>Funding</u>

CERCLA funds (for hazardous materials response) are accessed via CANAPS, in the same manner as described in F 1 & 2.

4. USCG & Other Government Agencies (OGA) Funding

Funds from annual departmental appropriations to execute daily missions in relation to MTS Recovery. For USCG funds, Area Commanders may track extraordinary expenditures for responses to all hazards/threats in a separate account for potential reimbursement. Therefore, Incident Commanders shall submit financial reports to Area Commanders with sufficient detail to facilitate such tracking.

G. U.S. COAST GUARD 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):

Currently, Sector San Francisco does not have MOU/MOA's established with any federal/state agencies and/or private industries pursuant to MTS Recovery operations.

I. OUTSIDE SUPPORT (Organization's Roles and Responsibilities):

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 National Response Framework (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 representatives from the State of California.

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

1. FEDERAL AGENCIES

Federal Agencies provide response resources and coordination in accordance with the National Response Plan (NRP), National Incident Management System (NIMS), and the local Department of Homeland (DHS) interagency MOU's.

A. Department of Homeland Security (DHS)

• USCG – Sector San Francisco

In reference to US Coast Guard – Sector San Francisco's overarching roles and responsibilities pursuant to Marine Transportation System (MTS) Recovery planning and readiness is to facilitate MTS Recovery through a collaborative approach with maritime stakeholders. Sector San Francisco's Vessel Traffic Service (VTS) is responsible for the safety of vessel movement along approximately 133 miles of waterway from off-shore to the inland ports of Stockton and West Sacramento. As such, the VTS is an excellent resource for maritime domain awareness and operational implementation of waterway management measures that aid MTS stabilization and recovery.

• Customs and Boarder Protection (CBP)

The mission of the U.S. Customs and Border Protection (CBP) is to prevent terrorists and terrorist weapons from entering the United States by eliminating potential threats before they arrive at our borders and ports. In conjunction with this plan, Sector San Francisco will coordinate with CBP to address cargo prioritization, screening, and vessel inspections as needed to enable MTS Recovery.

• Federal Emergency Management Agency (FEMA)

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

B. Department of Defense (DoD)

• United States Army Corps of Engineers (USACE)

USACE is the coordinating agency for emergency engineering support and construction management of critical port infrastructures recovery USACE is made up of military and civilian engineers, scientists and other specialists that work hand-in-hand as leaders in engineering and environmental matters. USACE conducts hydrographic surveys, clears obstructions from channels, and restore channels to charted depths through dredging.

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

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

• National Geospatial Intelligence Agency (NGIA)

NGIA is a Department of Defense combat-support agency which provides the field with precise, timely geographical intelligence (GEOINT) data, information and products.

In addition to supporting combat operations, NGA also supports disaster relief and homeland defense operations by providing GEOINT data, products and analyses to lead federal agencies and first responders.

C. Department of Transportation (DOT)

• Emergency Support Function # 1 (ESF-1)

Under the National Response Framework the Department of Transportation is the Coordinating and Primary Agency for Emergency Support Function (ESF) #1 - Transportation. ESF-1 provides support by assisting local, state, tribal, territorial, insular area, and Federal governmental entities, voluntary organizations, nongovernmental organizations, and the private sector in the management of transportation systems and infrastructure during domestic threats or in response to actual or potential incidents.

• Maritime Administration (MARAD)

The mission of the Maritime Administration is to improve and strengthen the U.S. marine transportation system to meet the economic and security needs of the Nation. MARAD programs promote the development and maintenance of an adequate, well-balanced United States merchant marine, sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of service as a naval and military auxiliary in time of war or national emergency. MARAD also seeks to ensure that the United States maintains adequate shipbuilding and repair

services, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity for use in time of national emergency.

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

D. Department of Commerce

• National Oceanic and Atmospheric Agency (NOAA)

NOAA is the lead federal agency for marine debris and supports research, prevention, and removal of debris. NOAA can be one of the leading agencies for disseminating information to the public via their websites and through their many channels. NOAA can generate computer models to simulate the movement of debris or other matters on the water, perform at-sea observations from aircraft, satellite, and vessels. Critical to MTS Recovery, NOAA has hydrographic survey capabilities for post-storm waterway assessments.

E. Environmental Protection Agency (EPA)

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

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

2. STATE OF CALIFORNIA AGENCY'S

A. California Governor's Office

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

B. <u>California Governor's Office of Emergency Services (Cal OES)</u>

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

C. California Energy Commission (CEC)

The California Energy Commission (CEC) monitors the activities of California's petroleum sector, provides strategic analysis, and develops strategies for responding to the loss of energy supply due to a natural disaster or other emergency. During a disaster, the CEC helps support state emergency response efforts and, if authorized by the Governor, instructs fuel suppliers to hold and redirect fuel for use in disaster response and recovery efforts.

D. California State Lands Commission (SLC)

Enactment of the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 expanded the State Lands Commission's responsibilities through the creation of the Marine Facilities Division (MFD). The MFD is a key MTSRU partner having the ability to consolidate reports and communication to the petro-chemical industries in the Northern California maritime community. MFD receives daily reports (status, fuel transfers, tanker ships at berths, etc.) from marine terminal operators.

The MFD commissioner is a member of several government/industry oversight and coordination groups including the State Oil Spill Technical Advisory Committee and the State Interagency Oil Spill Committee (SIOSC) and its subcommittees. SIOSC works to coordinate state, local and industry oil spill prevention and spill response and contingency planning programs.

E. California Department of Transportation (CalTrans)

Caltrans manages more than 45,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs; Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration, and the Equipment Service Center. Caltrans strategic goals are safety, mobility, delivery, stewardship and service. In addition, CalTrans is the lead state agency for ESF-1, and are counterparts for the federal ESF-1 function forming a joint ESF-1 leadership for response and recovery of transportation infrastructure.

F. <u>California Department of Fish and Wildlife – Office of Spill Prevention and Response</u> (OSPR)

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

G. California State Military Department

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

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

3. REGIONAL

A. <u>Water Emergency Transportation Authority (WETA)</u>

During a catastrophic event, WETA's operations include movement of survivors as well as movement of first responders and disaster service workers via passenger vessels under conditions such as; movement of survivors leaving their homes or workplaces due to evacuation orders or who have fled an area due to an immediate life safety threat, returning people to their area of residence when stranded by the loss of primary transportation systems, and providing lifeline transportation services to communities to promote recovery operations.

4. COUNTY

A. County / Operational Areas (OA)

Response/Recovery operation in California is primarily a local responsibility, local governments are in charge of all resources under their operational control and state and federal operations are in support of local response. An OA is an intermediate level of the state emergency services organization in California's Standard Emergency Management System (SEMS) consisting of a county and all political subdivisions within the county area. Each California County is designated in the California Emergency Services Act (ESA) as an OA and may be used by the county and its associated political subdivisions for the coordination of emergency services and to serve as a link in the communications system during an emergency.

5. CITY

A. Port Authorities

Port authorities are public entities created by a state, county, or city that own and manage port property, including land and physical assets, which may extend beyond maritime. Typically governed by a board or commission elected regionally or appointed by an elected official. Port authorities compete to secure and maintain leases with marine terminal operators and to attract ship calls from ocean carriers. Port authorities are the focus of this plan because they are the key interface with the marine terminal operators, local government, and the USCG. They are consolidators of information regarding impacts at their port.

B. <u>City Emergency Operations Center (EOC)</u>

Provide coordination of emergency services and operations for the city and county region.

6. PRIVATE INDUSTRY

A. <u>Maritime Committees – Area Maritime Security Committee (AMSC) and Harbor</u> <u>Safety Committees (HSC)</u>

The AMSC and HSC are core group where the critical maritime stakeholders and members of the Recovery Group will likely be drawn from to form the MTSRU. Many of the various Industry groups in the COTP's AOR are active AMSC and HSC members, and provide critical support and subject matter expertise to the MTSRU

B. Maritime Industry Port Stakeholders

Stakeholders will be valuable resources of information regarding incident effects, and the post-incident performance levels and implications for the national security and defense, economy, and CI/KR sectors. Vessel and Marine Terminal Operators will be principally engaged in restoring their infrastructure.

C. Maritime Industry Port Stakeholders

Marine salvage and firefighting industry stakeholders participate in the Port Operations Recover Team (PORT) workgroup but do not consistently attend the other port stakeholder committees. For a complete listing of marine salvage and firefighting resources and contact information see Sector San Francisco's Marine Salvage and Marine Firefighting (MSFF) Plan.

J. MARINE TRANSPORTATION SYSTEM PLANNING ASSUMPTION:

- 1. The MTSRP was developed for response to a Type 1, 2 and 3 or smaller incident.
- 2. With the exception of severe weather, most MTS disruptions will occur with little or no warning.
- 3. Cargo diversions from areas impacted by large-scale MTS disruptions will require surge management and increased safety and security measures.
- 4. Large-scale cargo diversions may require reallocation of federal resources and regulatory waivers to support reestablishment of trade.
- 5. A catastrophic event may seriously degrade local USCG capabilities and require large-scale support from resources outside the affected area.
- 6. If USCG facilities are adversely affected, Sector San Francisco will implement their Continuity of Operations Plan and will relocate operations as directed by that plan.
- 7. An MTS disruption may have regional and national implications.
- 8. An incident of any nature may adversely affect the MTS.
- 9. Other contingency plans may be executed in conjunction with the MTSRP.
- 10. The discharge or potential discharge of oil or release of a hazardous substance may impede recovery.
- 11. Elevated threat levels or an actual Transportation Security Incident (TSI) may prompt increased maritime security measures (increased MARSEC Level) which must be coordinated with MTS recovery actions.
- 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. <u>Critical Infrastructure</u>

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. <u>Emergency Support Function (ESF)-1 Transportation</u>

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.

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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 <u>JonesActWaiverRequest@cbp.dhs.gov</u>. 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. <u>Response</u>

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. <u>Recovery</u>

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 preincident 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 longterm recovery may take longer than 90 days.

22. Restoration

The level or degree to which recovery efforts are capable of returning the MTS to preincident 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: Local Marine Transportation System Fact Sheet:

Overview of Maritime Infrastructure			
Marine Terminals	Marine Passenger Terminals, Support and Other		
08 Port Authorities	04 Cruise Ship Terminals		
56 Marine Terminals	17 Tugboat/Barge Base Facilities		
05 Petroleum Refineries	17 Ferry Passenger Terminals		
08 Petroleum Storage Terminals	11 Excursion Boat Terminals		
01 Strategic Military Facilities	03 Commercial Fishing Fleets		
	173 Recreational Boating Marinas		
Bridges	<u>Waterways</u>		
(Over Deep-Draft Channels)	25 Deep-Draft Channels		
08 Highway	20 Anchorages		
01 Railroad			

Significant Maritime Cargo

Petroleum Refineries

The majority of refined petroleum (gasoline, diesel, etc.) used/sold in Northern California (and much of Nevada and Arizona) is produced by the five Bay Area petroleum refineries that receive crude oil and other petroleum feedstock via vessel. California's gasoline market is isolated from other refineries in the U.S. with very limited ability to re-supply during unplanned disruptions. Note: For more information, refer to Section 1.D.2.b

Container

The Port of Oakland is the 3rd largest container port on the West Coast, and in top 10 busiest in the United States. Also major source of supply to the Hawaiian Islands.

Agricultural

Agricultural import products (fertilizers, molasses, etc.) are critical to California's agricultural industry (food/livestock). Agricultural exports are significant to both U.S. trade revenue and the global food supply chain.

Automobiles

Significant quantities of automobiles are imported and exported through Bay Area Ro/Ro terminals.

Project Materials

Significant quantities of cement and aggregates are received which are critical to Northern California's infrastructure construction projects (highways, dams, and levees).

Note: For more information, refer to Tab D.

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TAB B: Marine Transportation System Recovery – Related MOU's/MOA's

Currently, Sector San Francisco does not have MOU/MOA's established with any federal/state agencies and/or private industries pursuant to MTS Recovery operations.

SECTION 2: PLANNING AND PREPAREDNESS

A. PURPOSE:

This Section outlines pre-incident efforts that enhance and provides an overview of key MTS information specific to Sector San Francisco's AOR.

The following Planning Elements are discussed in this Section:

- 1. Port Operations Pre-Incident "Normal";
- 2. Key Infrastructure;
- 3. Clarify stakeholders' roles, responsibilities and coordination,
- 4. Pre-establish MTSRU membership,
- 5. Incident Command Post Locations,
- 6. Conduct training and exercises, and
- 7. Type 1 or Type 2 conditions.

B. PORT OPERATIONS - PRE-INCIDENT "NORMAL":

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.

On an average day, the VTS manages 408 vessels transits in the Bay Area consisting of: 318 ferry, 37 tug and barge 27 cargo ships, 12 tankers, 6 passenger vessels, 7 public vessels, 2 misc. There are typically 20 - 30 vessels in port at any one point, with 5-10 in an anchorage. This level of daily activity leaves only 5 open anchorage spots (before expanding to other spots in the South Bay with draft restrictions). Starting at 5am, ferry commuter traffic averages 10,000 passengers daily.

Appendix B of the plan, describes specific MTS areas, port stakeholders, and characterizes cargo flows related to "normal operations" of the MTS infrastructure the AOR. The following provides a high level overview organized within 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.

Section 2: Planning and Preparedness

3. Linkages

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

4. General Priorities and Critical Infrastructure

Within Appendix B are the major economic elements, operations and physical characteristics of Sector San Francisco's COTP's AOR. 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 B for a complete list of EEIs.

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.

Sector San Francisco's COTP zone have various stakeholder groups such as a Port Operations Recovery Team (PORT) workgroup chartered by the COTP, and working relationships with the Area Maritime Security Committee (AMSC) and Harbor Safety Committee (HSC).

2. MTS Recovery Workgroup

a. Sector San Francisco established a Port Operations Recovery Team (PORT) workgroup to gather and maintain up-to-date information with respect to MTS Recovery and Marine Salvage Response planning coordination, and best practices, including the development and maintenance of the MTSRP and MSRP.

Within the PORT workgroup, two Task-Groups have been established to address both MTS Recovery and Marine Salvage Response.

The primary tasking of Task-Group 1 is to review, revise, and validate the Northern California MTS Recovery Plan focusing on in-depth analysis of the critical maritime supply chain, cargo, and ports / facilities.

The primary tasking for Task-Group 2 is to review, revise, and validate the Northern California Marine Salvage Response Plan focusing on in-depth analysis of channel reopening and marine salvage procedures needed to support MTS Recovery operations.

b. The frequency of PORT Task-Group meetings are monthly during the duration of the rewrite of the MTS cycle, and then thereafter, PORT general meeting (combined members from Task-Group 1 & 2) will meet bi-annually to address best practices in respect to port recovery solutions and contingencies that support business continuity planning.

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- c. Membership in the PORT workgroup includes representatives from port stakeholders include, but are not limited to the following:
 - U.S. Coast Guard Sector San Francisco;
 - California Governor's Office of Emergency Services;
 - California State Lands Commission;
 - California Energy Commission Fuels and Transportation;
 - U.S. Army Corps of Engineers;
 - U.S. Department of Commerce National Oceanic Atmospheric Agency;
 - U.S. Army 834th Transportation Battalion MOTCO;
 - U.S. Department of Transportation National Response Program (ESF-1);
 - U.S. Department of Transportation MARAD;
 - U.S. Department of Homeland Security Customs & Border Protection;
 - U.S. Department of Homeland Security FEMA Region IX;
 - San Francisco Bay Area Water Emergency Transportation Authority;
 - Port Authorities
 - Marine Exchange of the San Francisco Bay;
 - San Francisco Bar Pilots and Shipping Agent Representatives;
 - Marine Salvage Representatives;
 - Maritime Waterways and Trade Association Representatives; and
 - Various representatives from maritime Ports /Facilities within the COTP's Area of Responsibility (AOR) based on Geographic Waterway Zones (GWZ's) as referenced in Appendix B to include:
 - Humboldt Bay;
 - Central San Francisco Bay;
 - South San Francisco Bay;
 - San Pablo Bay;
 - Carquinez Strait
 - Suisun Bay;
 - Sacramento River (Inland Delta Waterway); and
 - San Joaquin River (Inland Delta Waterway).

PORT workgroup members contact information (organization and phone numbers) are listed in Appendix B.
D. PRE-ESTABLISHED MARINE TRANSPORTATION SYSTEM RECOVERY UNIT (MTSRU):

1. MTSRU Staffing

The core Marine Transportation System Recovery Unit (MTSRU) shall be staffed by USCG – Sector San Francisco personnel, and supplemented by agency(s) and private stakeholder(s) subject matter experts. The MTSRU may consist of representatives from:

A detailed listing of agency and private stakeholder representatives, refer to Section 2, C, 2, c.

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. Sector San Francisco AOR is robust spanning California's Northern Coast with various types of cargo critical to not only supporting California's social needs, but also supporting social need dependencies in Hawaii, Arizona, and Nevada. 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.

E. MTSRU RESPONSIBILITIES:

- 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.

Also, reference Appendix A (Sector San Francisco's MTSRU Job-Aid Handbook) for a more detailed overview of MTSRU responsibilities.

Section 2: Planning and Preparedness

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

- 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.
- e. Sector San Francisco will conduct monthly training sessions for MTSRU team members (USCG personnel) focused at ongoing MTSRU roles and responsibilities pursuant to Sector San Francisco's MTSRU Job-Aid Handbook (Appendix A).

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 LOCATION AND EQUIPMENT:

1. MTSRU Work Space

The MTSRU should be located within the Incident Command Post (ICP) to enable effective coordination within the IMT. If the ICP is in Building 100 at Sector San Francisco (located on Yerba Buena Island), the MTSRU will be established in the Vessel Traffic Service training room (see Appendix A, Annex A for location and room layout).

2. MTSRU "Go kits" Equipment

Sector San Francisco's Port Recovery Coordinator will maintain a MTSRU "Go-Kit". Reference Appendix A, Annex N for listing of Go-Kit supplies.

H. TYPE I / TYPE II INCIDENT CONSIDERATIONS:

1. National Priorities for Unified Command Consideration

Based upon the unique infrastructure in this AOR the following are likely to be of major interest from the national perspective, and may require unique focus:

- a. Fuel Shortages (Gas, Diesel, Bunker, Lube Oils, Etc.) Petroleum Refineries and Petroleum Storage Terminals.
- b. National Security/Readiness MOTCO (ability to complete Military Outloads)
- c. Response/Recovery Logistics (Support to FEMA/CalOES see Table 3-2)
- d. Supply Chain (Just in Time Delivery) Port of Oakland (& others resuming operations)

2. 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.

3. <u>Resource Request (RR)</u>

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 incident specific process should be utilized. The RR 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 request.

4. 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. The planning and execution of intermodal commodity movement in the aftermath of a catastrophic event is an Emergency Support Function (ESF) -1 (Transportation) and ESF-7 (Logistics) mission under the National Response Framework. MTS Recovery and resumption of trade requires coordination with land transportation modes such as the highway, rail, and pipelines.

5. <u>Incident Management Structure</u>

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.

Section 2: Planning and Preparedness

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.

6. **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 MTSRU:

Refer to Section 1, I "Outside Support (Organization's Roles and Responsibilities).

Section 2: Planning and Preparedness

Compatibility Matrix – Ports to Cargo Types																	
Ports/Terminals	Type of Vesse			els				Vessel Cargo Support									
Port of Benicia	X Break Bulk	X Bulk	Container	Passenger: Cruise Ship	Passenger: Ferry	X Ro/Ro	X Tanker: Petro-Chemical	Tanker: Chemical	(rane: Carmo (rane(c)		Crane: Container crane	× Offload: Dry Cargo (Conveyors)	X Offload: Liquid (Pumps/Piping)	X Railroad accessibility	Storage: Dry Warehousing	Storage: Dry Silos	× Storage: Lay-down yard
Port of Humboldt Bay	Х	Х		Х			Х		X	r			Х				Χ
Port of Oakland			Х		Χ					2	X			Χ			Χ
Port of Redwood City	X	X			**		**					Х		X			X
Port of Richmond	X	X		v	X	X	Х		v			v		X	v		X
Port of San Francisco	X			Λ	Λ	Λ							X 7				A
Port of Stockton Port of W Sacramento	X	X X						X	X		X	X X	X	X X	X X	X X	X
Monterey Bay	<u> </u>			Х													
Private Maritime Terminals not located	Х	X			X		X		Х			X	X	X	X	X	X
Typical Cargo Types																	
Inbound (Received	at Ma	rine	Tern	ninals)	Outbound (Shipped from Marine Terminals)											
Inbound (Received at Marine Terminals) Aggregates (gravel, sand and stone), Agricultural Fertilizers (UAN 32 and Urea), Agricultural Food Consumption Goods (corn and soy beans), Air-1 (diesel exhaust emissions fluid), Anhydrous Ammonia (used for agricultural fertilizer and industrial grade refrigerant), Automobiles, Bauxite, Caustic Soda, Cement, Cement Slag, Commercial Fishing Catch, Containers (mixed cargo), Cruise Ships, Gypsum, Molasses, Military Cargo, Oils (food grade), Petroleum Products (crude oil and refined products), Project Cargo, Railroad Tracks, Salt (brine salt), Steel Coils, and Sugar (bulk raw sugar)					Ag cco ar Cco Pr M ar Su	gricult orn, co ad whe ontain coduct ilitary ad refi ilphur	tural F tton s eat), A ers (m s (logs Carg ned p , Tire	Food (eed, g Auton iixed o s, lum o, M roduc chips	Cons rain nobil carga ber, inera inera s (rua s (rua	umj s, p les, o), and ils, Pro bbe	ption coke Cruis <i>l woo</i> Petro ject C <i>r</i>), an	Good rice, s e (pet se Shi od chi bleum Cargo nd W	ds (<i>basafflo</i> v <i>fro-co</i> ips, F <i>ps</i>), 1 n Prod , Scra ax (<i>fo</i>	urley, wer, s ke), Forest fron C lucts (ap Me <i>bod gr</i>	beans oy be ry Ore, (crude etal, eade).	s, ans, e oil	

TAB D: Normal Port Operations in Sector San Francisco's AOR:

Note: For <u>more information</u>, refer to Appendix B (NorCal – Geographic Waterway Zones, Port Stakeholders, and Maritime Cargo Identification Guide)

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. USCG – Sector San Francisco 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 USCG – Sector San Francisco 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.

RECOVERY TASK 1: Establishing the MTS Recovery Unit (MTSRU)

1-1. Determination Decision to Activate the MTSRU:

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. CG-FAC policy requires use of CART for MTS "events expected to last greater than 72 hours." Sector San Francisco will typically default to a proactive approach to incident management, quickly activating the MTSRU and creating a CART event. Although all MTS disruption scenarios are different, and may require participation from myriad stakeholders, there are basic assumptions for each event. These assumptions include:

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

1-2. Activating the MTSRU:

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:

- a. Direction to activate the full or parts of the MTSRU,
- b. Estimate the duration of activation days,
- c. Expectation for the MTSRU to be functional (stood up and operational),
- d. Expectation for stakeholder notification,
- e. Brief description of the disruption with copy of ICS-201 if possible,
- f. Incident Commander (IC) current objectives of the basic MTSRU Objectives, if established, and
- g. Expectation to attend the planning meeting at determined location and time(s).

1-3. ICS Framework and the MTS Recovery Unit (MTSRU):

Upon initiation of an IC/UC response to an incident, USCG – Sector San Francisco's Marine Transportation System Recovery Unit (MTSRU) will either be established within the Planning Section or Command Staff of the Incident Command. For incidents that are fundamentally MTS recovery, the MTSRU is best established at the Command Staff level (*lessons learned from Hurricane Sandy After Action Report*). Ultimately, placement level of the MTSRU within the Unified Command organization will be based upon the severity of the incident and an informed decision by the Captain of the Port (COTP).

a. <u>Type III incident</u> – Typical MTSRU organization under the Planning Section (per IMH).



Figure 3-1: Type III incident – MTSRU's placement within IC/UC organization

b. <u>**Type I incident**</u> – Fundamentally MTS Recovery focused, MTSRU is moved up to the Command Staff level.



Figure 3-2: Type I incident – MTSRU's placement within IC/UC organization

1-4. MTSRU Core Team Staffing:

The following chart provides a basic overview of Sector San Francisco's MTSRU core team staffing. See the Watch Quarter and Station Bill (WQSB) for the MTSRU Roster. These members work directly with applicable port stakeholders for MTS recovery coordination.



Figure 3-3: MTSRU Core Team Staffing Organization Chart

Note: The job position and responsibilities associated with each of the MTSRU job title boxes is located in Appendix A, page A-5.

1-5. MTSRU Standard Operating Procedures (SOP):

SOPs are located in Appendix A (MTSRU Job-Aid Handbook) and include:

- Executive Summary
- The Focus of Sector San Francisco's MTSRU
- Point of Contact
- MTSRU Organization (Organization Chart)
- MTSRU Job Position and Responsibilities
- MTSRU Job Specific Checklist for MTSL
- MTSRU Job Specific Checklist for CART Specialist
- MTSRU Job Specific Checklist for Waterways Specialist
- MTSRU Job Specific Checklist for Vessel Specialist
- MTSRU Job Specific Checklist for Facilities Specialist
- MTSRU Job Specific Checklist for Demobilization
- Annex A: Room Configuration Layout for MTSRU
- Annex B: Cargo Priorities
- Annex C: Status Board Display
- Annex D: Planning "P" for MTSRU
- Annex E: Customized ICS forms developed for Sector San Francisco's MTSRU
- Annex F: MTSRU Notification Process Guide AWS process
- Annex G: Port Operations Recovery Team Coordination Conference Call Script
- Annex H: Maritime Stakeholders Checklist MTS Disruption Incident
- Annex I: MTS Recovery Facility Status Form (CG-11410A)
- Annex J: MTS Infrastructure Damage Assessment Checklist form
- Annex K: Alternative EEI Reporting form
- Annex L: CART and Baseline Job Aid Instruction
- Annex M: Instruction and Templates for CART Event & Summary Report
- Annex N: MTSRU Demobilization Report form
- Annex O: Go-Kit Tools (files, templates, and websites)

RECOVERY TASK 2: Obtaining Situational Awareness

Sector San Francisco's 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.

2-1. Determining the Status of the MTS:

- a. Pre Incident Preparedness
 - Annually, the MTS Recovery Coordinator updates or revalidates EEIs in CART by requesting information updates via email utilizing CG-11410A and through meetings with Ports and Marine Terminal operators. This EEI survey captures information updates to: facility, maritime cargo, and potential primary and secondary cargo disruption impacts.
 - In addition, throughout the year, the Port Operations Recovery Team (PORT) workgroup incorporates lessons learned into MTS Recovery Plan updates (*see Section 2, C, 2*)
 - In preparation, PORT workgroup members will become familiar with the "Maritime Stakeholders Checklist MTS Recovery Incident" form, and be expected to utilize the form during an incident. See Figure 3-4 on next page.

Maritime Stakeholder Checklist - MTS Disruption Incident

Pre-Incident

- □ Update your Continuity of Operations / Emergency / Recovery Plans.
- □ Establish & maintain to linkages to your Local and State emergency response agencies.
- □ Update your emergency contact information with Sector San Francisco's MTS Recovery Unit.

Post Incident:

Waterway Management Strategy - Sector San Francisco seeks to rapidly gain situational awareness of the incident and selectively implement waterway restrictions based upon specific impacts to the MTS vice a "blanket closure of the port" approach.

Task	Activity	Description
Activate Your		□ Activate your Continuity of Operations / Emergency / or Recovery Plan.
1	Plan	□ Address safety and security needs of personnel and equipment at your facility.
2	Gain Situational Awareness	□ Assess damage, impacts to public safety, and your ability to continue or reconstitute operations. Coordinate with your reporting aggregator (if applicable).
3 Notifications Description Monitor email and/or phone for an Alert and Warning System (AWS) mest detailing initial MTS Recovery conference call time/number.		
		□ Mariners - monitor VHF Channels 12 or 14 for a SECURITE broadcast.
Information Sharing		 Document findings on your damage reporting form or use our MTS Recovery – Facility Status form (CG-11410A) and send via email to NorCal.mtsru@uscg.mil
4		Mariners – report MTS anomalies (bridges, bottoms, berths, overhead or submarine pipe and cable lines, and levees) directly to the CG Vessel Traffic Service via VHF Channel 14.
Port		□ If impacted by the incident, call into Port Coordination Conference Call.
5	Coordination Conference	• Reporting Aggregators - be prepared to provide a consolidated report following CG overall MTS Situation Report.
	Call	• Other stakeholders, provide amplifying information as needed.
Response & Recovery		Based upon the incident, identify your level of liaison with the core MTSRU (none, monitoring/providing input, present as needed, fulltime).
6	Coordination	□ Coordinate implementation of MTS disruption mitigation measures:
0		• Alternate scheduling, routes, destinations, etc.
		• Waterway restrictions, draft, one way traffic, daytime only, etc.
		Frovide response and recovery updates to MISTRO (per established frequency)
7	Stand Down	Provide feedback to MSTRU for lessons learned once MTS is back to normal operations and your agency has concluded recovery efforts.

Figure 3-4: Maritime Stakeholder Checklist – MTS Disruption Incident

b. Initial MTS Status During an Incident

As soon as an incident occurs resulting in an MTS disruption, the following actions will be implemented:

• All Incident Types:

Port Coordination Call. Sector San Francisco will alert PORT members of a MTS Disruption via AWS. The message will provide PORT members with initial incident status followed with call-in time, conference line, and pin number for the first Port Coordination Call. (see Port Coordination Call Script is listed in Appendix A, page A-24)

This coordination call will serve as the first of many efforts to capture the MTS scope of impacts in CART.

- Type 1 and II Incidents:
 - For a catastrophic incident (e.g. earthquake), the Port Coordination Call and subsequent infrastructure reporting will follow a consolidated approach leveraging reporting aggregators as depicted in Figure 3-5.



Figure 3-5: Consolidated Reporting Approach for a Type I Incident

Pre-identified communication flows for Type III and Type I Incidents are shown in Figure 3-6 and Figure 3-7 on next page. These do not represent a reporting construct but rather a graphic showing general horizontal and vertical linkages between coordinating entities.



Figure 3-6: Anticipated Information Flows for a Type III Incident



Figure 3-7: Anticipated Information Flows for Type I Incident

2-2. MTSRU's Operational Relationships with FEMA / DSCA Plans (Type 1 Incident):

The following provides a brief excerpt from other related plans that identify USCG equities in MTS Recovery. These plans are available in the MTSRU Go-Kit

• FEMA / Cal OES – 2016 Bay Area Earthquake Plan

[Maritime operations related to MTSRU functions]

- ✓ Page C-2: (Table C-1) Identified Federal Staging Areas.
- ✓ Page C-6: Sea Ports of Embarkation and Debarkation
- ✓ Page C-5 (Appendix C-5) Concept of Operations related to MTS Recovery Operations.
- ✓ Page C-13-6: Infrastructure Systems related to MTS Recovery operations
- DSCA 2016 CONPLAN supporting 2016 Cal OES / FEMA Bay Area Earthquake Plan [Maritime operations related to MTSRU functions]
 - ✓ Page C-18-1: Appendix 18 to Annex C to COMTHIRDFLEET CSCA CONPLAN

References to 2016 San Francisco Bay Area Earthquake Plan.

- (a) Bay Area Earthquake Plan, DHS/FEMA/Cal OES, 6 July 2016
- (b) Standardized Emergency Management Systems (SEMS)
- (c) USCG Sector San Francisco's MTS Recovery Plan
- ✓ Page C-18-4: (h) Liaison Officer(s)

It may be necessary to provide a DSCA LNO to the State Operations Center (SOC), the Joint Field Office (JFO), the staff of the Dual Status Commander (DSC) (if established), and/or to the DCO/DCE staff for coordination of naval assets. Coordinate with NAVNORTH, the DCO/DCE, and NEPLOs for LNO placement. If tasked with port survey, dive, and/or salvage support, an LNO should be placed with the Maritime Transportation System Recovery Unit (MTSRU).

• San Francisco Bay Area Port Recovery Plan (under development)

The San Francisco Bay Area Port Recovery Plan is the combined effort of seven Bay Area port authorities and the Water Emergency Transportation Authority in coordination with port stakeholders at the local, state, and federal level. The goal of the plan is to establish operational capability at Bay Area port authorities in response to a disaster and to set the conditions for port recovery.

RECOVERY TASK 3: Determining Impact to the MTS and Develop COAs

The MTSRU will work closely with maritime stakeholders to determine impacts to the MTS and develop recovery COAs for the Unified Command.

Determining how to prioritize the recovery of waterways and the flow of cargo in the region will be a significant and long running task of the MTSRU. Decision on opening/clearing/repair of waterways and supporting infrastructure will have far reaching impacts on the local and national economies and potentially impact the national defense posture and other regional recovery efforts. These decisions may also be influenced by the impact to international commerce. As such, the MTSRU will consider the following:

3-1. Determine the extent of the disruptions to the MTS:

After assessing the status of the baseline EEIs, identify the impacts to cargo flow, vessel movement, critical infrastructure and waterways according to the priorities.

3-2. Determine Priorities:

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 (See full list of MTS Recovery – Agency / Industry Operational Responsibilities in Table 3-5 located on page 51). Incident specific infrastructure recovery priorities must be communicated to the Unified Command. The following information on cargo, infrastructure and vessel priorities will assist in this development.

3-3. Cargo Priorities:

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. The following 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

For a Type I Incident, **Table 3-1** illustrates the application of these **National Level Cargo Priorities** to this AOR's specific cargo flows and terminals.

Category	Score	Cargo	Ports/Facility
National Priorities	10	National Defense & Security	• MOTCO
National Priorities (Response & Recovery)	10	As identified by JFO	 Staging / Embarkation points Port of Benicia (<i>Primary</i>) Port of Stockton (<i>Secondary</i>) Debarkation points Port of Oakland Port of Redwood City Port of San Francisco
Regional, State, and Local (Response & Recovery)	9	As identified by the SOC/JFO	 Federal / State Staging Area
Regional and State Fuels & Energy Cargo	8	Stock; Refined Products; Diesel Additive; Air 1; Pet Coke; Sulphur; Coal	 Petroleum Refineries Marathon Petroleum (Martinez) Chevron (Richmond) Phillips (Rodeo) Shell (Martinez) Valero (Benicia) Petroleum Storage Terminals Humboldt Bay Martinez Richmond Rodeo Stockton Petroleum Bi-Products (<i>Coke</i>) Benicia Richmond Pittsburg Stockton
Regional/State Priority Cargoes	7	Ammonia (Anhydrous); Urea; Molasses, Raw Sugar; Barley; Beans; Cotton Seeds; Beet Pulp Pellets; Rice; Safflower; Wheat	Port of Stockton,Port of West SacramentoCrockett Terminal
Just In time Cargoes and/or Time-sensitive Cargoes	6	Aggregate; Automobiles; Cement; Containers; Tire chips (rubber); Steel Coils; Brine Salt; Project Cargo (<i>Construction Supplies</i>)	 Port of Benicia Port of Redwood City Port of Richmond Port of San Francisco Pittsburg Terminal Port of Stockton Port of West Sacramento
Local Priority Cargo	5	Commercial Fishing Catch; Food Grade Oils; Wax (food grade) Logs; Lumber; Wood Chips;	 Port of Humboldt Bay Port of Richmond Port of San Francisco Port of Stockton Monterey Bay
All Other Cargo	4	Bauxite; Gypsum; heavy Equipment; Iron Ore; Rail Steel; Slag; Scrap Metal	 Port of Oakland Port of Redwood City Port of Stockton Port of West Sacramento

Table 3-1: National, State, Regional, and Local Cargo Matrix

During a significant MTS incident where vessel movements need to be prioritized based upon cargo priorities the MTSRU will utilize the USCG's *Vessel Arrival Scoring and Prioritization Tool (VASPT)*. This MS-Access database is pre-loaded with the cargo priority scores listed in Table 3-1. In addition, the VASPT weighted scoring system takes into consideration, facility status, operating restrictions, and any security or safety issues inherent with the vessel itself. 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.

3-4. Additional Considerations for Prioritizing Cargo / Vessel Arrivals

In addition to priorities incorporated into **VASPT**, the MTSRU incorporate input from maritime stakeholders and the following incident specific factors:

- The need for a specific commodity or cargo,
- The security status of the conveyance, cargo, or individual,
- The ability of conveyances to transit to and through impacted areas,
- The capacity of infrastructure to offload cargo or commodities and move them from the point of debarkation,
- The need for specific skills when addressing people (e.g., emergency responders, utility workers, longshoremen, pilots, etc.), and
- The need for the conveyance to move cargo or people domestically or out of the ports of entry.

These factors must be continually assessed and integrated by the incident response and operational personnel, ocean carriers, terminal operators, and transportation systems managers to establish current priorities.

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

3-5. Maritime Operations and Bay Area Earthquake Plan – Emergency Relief Operations:

<u>The following information has been extracted from the 2016 Bay Area Earthquake Plan</u> (Annex C: Operations, Page 5, 6 and 7) as it applies to utilizing Marine Transportation to support emergency relief operations.

Marine Transportation System

Assumption: The San Francisco Bay would be the least impacted transportation corridor following a Bay Area earthquake. Several major population centers are within several miles of deep water or littoral access points. To leverage this physical feature, a marine transportation capability will be

established for wheeled, containerized, and bulk/heavy resources moving to the incident site and may include:

- Personnel and equipment arriving by truck or air for subsequent movement by ship or barge to affected areas.
- Commodities arriving by truck or in containers



Figure 3-8: Marine Transportation Corridor associated with Bay Area Eathquake Plan

Ports of Embarkation and Debarkation

Two ports of embarkation (loading) and five ports of debarkation (offloading) have been identified for the delivery of resources by marine transportation.

Ports of Embarkation

- **Port of Benicia** is a roll-on/roll-off port and capability and is the embarkation site for wheeled vehicles, trucks, and cargo traveling via roll-on/roll-off ship. The Benicia Port Terminal Company, an AMPORTS company, operates at the Port of Benicia.
- **Port of Stockton** is California's largest inland deep-water port and is situated at the hub of four major freeways, two railroads, an international waterway, and a regional airport. The Port of Stockton is identified as an embarkation site for containerized cargo and fuel. The Port of Stockton and the M-580 marine highway route provides access to the ports of San Francisco, Oakland, and Redwood City. Stockton's deep-water channel has an average depth of 35 feet and an average depth at high tide of 40 feet.

Ports of Debarkation

Ports of debarkation have been identified to support the establishment of Federal Staging Area's (FSAs).

- San Francisco, Pier 94/96 is owned by the Port of San Francisco. Pier 94/96 is an identified debarkation site for marine cargo (containers from Stockton) and vehicles (from Benicia) and is an identified FSA during response.
- **Port of Oakland** is a debarkation site for marine cargo (break-bulk and containers from Stockton) and vehicles (from Benicia). The Port of Oakland is a key facility that enables staging or throughput to staging areas in the vicinity. Direct facility support or support from terminal operators is arranged through the Port of Oakland.
- **Port of Redwood City** is located 18 nautical miles (nm) south of the City of San Francisco and is identified as a debarkation site for marine cargo (break-bulk and containers from Stockton). The Port of Redwood City is the only deep-water port in South San Francisco Bay and provides berths for dry bulk, liquid bulk, and project cargoes. Depth alongside wharves 1 through 5 is 34 feet (Mean Lower Low Water [MLLW]).

U.S. Maritime Administration (MARAD) Tactical Auxiliary Crane Ship (T-ACS) and Roll-on/Roll-off Ships

Bay Area home-ported MARAD ships are essential to the marine transportation strategy. San Francisco (Pier 50) and Alameda Point are home to over one million square feet of roll-on/roll-off ship capability (seven ships) and three crane ships (T-ACS). These ships and partial crews are maintained in a Reduced Operating Status (ROS) by MARAD. With Department of Defense (DoD) concurrence and consistent with an MOU, ESF 1 will activate select ships based on a FEMA mission assignment, maintaining operational control during all operations. The first priority will be to establish one T-ACS at one port of debarkation (Pier 94/96) and one roll-on/roll-off type ship at Benicia for embarkation of wheeled vehicles.

3-6. Infrastructure and Waterways Listed in the Bay Area Earthquake Plan:

The following lists **Infrastructure (Table 3-2)** and **Waterways (Table 3-3)** in the Bay Area Earthquake Plan along with a brief overview expected utilization under that plan. This provides MSTRU members a brief overview of how this is viewed by CalOES and FEMA from a functional standpoint under the Bay Area Earthquake Plan. **Important Note -** The Bay Area Earthquake Plan does NOT require these to be fully recovered to be utilized during response operations. The MTSRU should discuss specific impacts with the Port Task Force (see Figure 3-7).

PORTS / MARINE TERMINALS	PLANNED FUNCTION
Alameda Point [South East San Francisco Bay]	• MARAD vessels will transit from Point Alameda to Port of Benicia to load emergency relief supplies.
Port of Benicia [East side of Carquinez Strait Cannel]	• Port of Benicia is a primary staging/embarkation point for Roll- On/Roll-Off vessels to load emergency relief supplies destined for the impacted areas within the San Francisco Bay.
Port of Oakland [South East San Francisco Bay]	 Port of Oakland is a debarkation point to deliver and stage emergency relief supplies for Alameda County and surrounding areas. Port of Oakland is the 5th largest container port in the US.
Port of San Francisco (Pier 96) [South West San Francisco Bay]	• Port of San Francisco (Pier 96) is a Federal Staging Area, and is a debarkation point to deliver and stage emergency relief supplies for San Francisco.
Port of Redwood City [South San Francisco Bay]	• Port of Redwood City is a debarkation point to deliver and stage emergency resources for the South San Francisco peninsula.
MOTCO [Suisun Bay Channel (West)]	Military Out-Load facility (National Security Priority)
Petroleum Refinery [Central San Francisco Bay]	• Chevron Refinery [location: Richmond Long Wharf near Richmond, CA]
	• Chevron's refined petroleum products are barged to tank farm in Eureka, and tank farm supports five counties in Northern, CA
Petroleum Refinery [San Pablo Bay]	ConocoPhillips Refinery [location: Rodeo, CA]
Petroleum Refinery [Carquinez Strait (<i>East</i>)]	Valero Refinery [location: Port of Benicia]
Petroleum Refinery [Carquinez Strait (<i>East</i>)]	• Shell Refinery [location: Martinez, CA across from Port of Benicia]
Petroleum Refinery [Suisun Bay Channel (West)]	Marathon Refinery [location: Concord, CA]
Port of Stockton [Inland San Joaquin Delta waterway]	• Port of Stockton is an embarkation port to load emergency relief supplies destined for the impacted areas within the San Francisco Bay.

Table 3-2: Infrastructure Listed in the Bay Area Earthquake Plan

WATERWAYS (Deep-Draft Channels)	PLANNED FUNCTION
1-a: Oakland Inner Harbor Channel 1-b: Oakland Bar Harbor Channel	• MARAD vessels will transit from Point Alameda to Port of Benicia to load emergency relief supplies.
1-c: San Francisco Bay North Channel1-d: San Pablo Bay Channel1-e: Pinole Shoal Channel1-f: Carquinez Strait Channel	[Port of Benicia is a Federal Staging Area staging area for Embarkation, and is (roll- on/roll/off) port to load emergency relief supplies destined for the impacted areas within the San Francisco Bay]
2-a: San Francisco Bar Channel	• Vessel traffic route availability in and out of the San Francisco Bay
3-a: Same channels as defined in PRI # 01	• The MARAD vessel will transit from Port of Benicia –to– Port of Oakland.
	[Port of Oakland is a debarkation point, and is a debarkation point to deliver and stage emergency relief supplies for Alameda County and surrounding areas]
4-a: Oakland Inner Harbor Channel 4-b: Oakland Bar Harbor Channel	• MARAD vessel will transit from Port of Oakland –to– Port of San Francisco (Pier 96).
4-c: SF Bay preferred channel, lighted buoy (SC) towards Pier 96.	[Pier 96 is a Federal Staging Area, and is a debarkation point to deliver and stage resources for San Francisco]
5-a: San Bruno Shoal Channel	• MARAD vessel will transit within the South San Francisco Bay to the Port of Redwood City.
	[Port of Redwood City is a Federal Staging Area, and is a debarkation point to deliver and stage resources for Division O (San Mateo County) and vicinity]
6-a: Suisun Bay Channel (West)	• Vessel traffic route availability to MOTCO and various major Petro-Chemical Refineries.
7-a: Southampton Shoal Channel	• Vessel transit route availability to Richmond Long Wharf (major petroleum refinery).
	• Refinery barges petroleum products to tank farm in Eureka, and tank farm supports five counties in Northern, CA
8-a: Suisun Bay Channel (West & Central)	• Vessel traffic route availability to various Petroleum Refineries
 8-b: Suisun Bay Channel (East) 8-c: Stockton Deepwater Channel New York Slough Channel San Joaquin River Channel 	• Ships, crews, and ESF 1 staff are critical components of the strategy to gain access to isolated areas via the ports of Benicia and Stockton" and Stockton is a "Secondary embarkation point for commodities (containers) using marine transportation (M-580 system)

Table 3-3: Waterways Listed in the Bay Area Earthquake Plan

Table 3-4: Essential ATON to support Reopening of Waterway Deep-Draft Channels

The following listing of essential ATON was established through collaborative meetings with USCG – Sector San Francisco and San Francisco Bar Pilots during the month of July 2019 – August 2019, to identify, from the bar pilots perspective, the most critical ATON for deep draft commercial vessel navigation within each Geographic Waterway Zone in order to prioritize ATON revalidation and restoration following a natural disaster. For MTSRU personnel, refer to the MTSRU Go-Kit electronic files to locate ATON spreadsheet showing ATON and USCG entity responsible for repairing the ATON.

Geographic Waterway Zone (Deep-Draft Channels)	Essential ATON for Navigation of Deep-Draft Channel
GWZ: A (Humboldt Bay)	• Entrance Light 3, and Light 19
GWZ: B Central San Francisco Bay	 Blossom Rock Lighted Bell Buoy BR Harding Rock Lighted Buoy HR Point Potrero: Reach Range Front Light, and Reach Range Rear Light Richmond Harbor: Channel Approach Range, Front Light, and Rear Light San Francisco Bay North Channel: Lighted Buoy 12, Lighted Buoy A, Lighted Buoy B, and Lighted Buoy C San Francisco Main Ship Channel: Lighted Bell Buoy 1, Lighted Bell Buoy 8, and Lighted Bell Buoy 7
GWZ: C (South San Francisco Bay)	 Oakland Harbor Bar Channel: Lighted Bell Buoy 1, and Lighted Buoy 2A Oakland Inner Harbor: Lighted Buoy 4 Oakland Outer Harbor: Centerline Range Front Light, Centerline Range Rear Light, and Lighted Buoy 3 Redwood Creek Channel: Entrance Light 2, Light 6, Light 7, and Light 13
GWZ: D (San Pablo Bay)	 Pinole Shoal: Range Front Light, and Range Rear Light San Pablo Bay Channel: Lighted Buoy 7, Lighted Buoy 8, and Lighted Buoy E
GWZ: E (Carquinez Strait)	Carquinez Strait: Light 21, and Lighted Buoy 25
GWZ: F (Suisun Bay)	 Point Edith Crossing South Range Front Light Point Edith Crossing South Range Light Channel Light Buoy 9 Point Edith Crossing Range Front Light Point Edith Crossing Range Rear Light Roe Island Channel Range Front Light Roe Island Channel Range Rear Light Suisun Bay Light 34
GWZ: G (Sacramento River)	• Sacramento River Deep Water Ship Channel: Light 1, Light 2, Light 3, Light 6, Light 9, Light 12, Light 17, Light 22, Light 29, and Light 49A
GWZ: H (San Joaquin River)	 San Joaquin River Deep Water Ship Channel (<i>beginning at New York Point</i>): Light 8 – West End of West Island, Light 11 – Eastern End of West Island, Light 18 – After passing through Antioch Bridge, Light 19 – After Blind Point, Light 25 – False River, Light 30, Light 33A, Light 39 – After Oulton Point, Light 43, Light 40 – Seven mile Slough, Light 47 – At Webb Point, and Light 54 – At Potato Point.
GWZ: I (Monterey Bay)	• Monterey Harbor: Point Pinos Light, Bay Lighted Buoy 4, and Harbor Light 6

3-7. MTS Recovery – Agency / Industry Operational Responsibilities (Type I event):

For a major incident with a Stafford Act disaster declaration, the PORT workgroup has consolidated anticipated resource deployment, assessment, and recovery operations by Agency and Industry.

MTS Recovery Actions by Agency and Industry						
Agency / Industry	Resource Deployment	Assessment and Clearance Operations				
Port Task Force (<i>Refer to Figure 3-3</i> , <i>topic block "JFO</i> <i>activated"</i>)	• Support MTS Recovery Operations.	 Provide / sustain support of the recovery of the MTS until waterway and commerce is restored. Facilitate compiling timely, accurate, and relevant information regarding overall trade status. 				
USCG – Sector SF	 Captain of the Port activates MTSRU to facilitate MTS Recovery operations. Sends Agency Representatives to EOCs and SOC (as needed). Mobilizes teams to restore Aids to Navigation. 	 Provide initial assessment of overall damage to port waterways, anchorages, aids to navigation, water hazards, and port infrastructure, and enters data into CART. Issues Notice to Mariners of waterway status, manages waterway access and port operations as needed for safety and security. Provide oversight for non-tactical salvage planning. Coordinates with USACE for removal of obstructions from federal navigable waterways. MTSRU interfaces with port stakeholders collecting relevant information regarding port facility status. Works with agencies and port stakeholders to identify and prioritize critical cargo needs, and develops recommended priority vessel transit schedule. 				
USACE (Activities may require Mission Assignment or funding through Economy Act)	 Mobilize teams and resources to remove obstructions from the federal navigation channel. Conduct debris clearance, removal and disposal operations. 	 Coordinate with USCG and other partners to perform a rapid assessment of the general condition of the federal navigation channel. Conduct hydrographic surveys to identify possible submerged obstructions, debris and shoaling in the priority areas. 				

Table 3-5:I	MTS Recovery	Actions by	Agency and I	ndustry	
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MTS Recovery Actions by Agency and Industry					
Agency / Industry	Resource Deployment	Assessment and Clearance Operations			
USACE Continued	 Identify and mobilize resources that will be employed to conduct post-disaster hydro-graphic surveys to assess the physical conditions of federal navigation channel relative to depth and obstructions Consult with USACE Regulatory 	 Provide assessment results to USCG to assist with decisions related to opening, closing, and restricting waterways Remove sunken vessels or other obstructions from federal navigation channel, unless HAZMAT present Coordinate with USCG and other agencies 			
	Division regarding applicable permit requirements	to perform a rapid assessment of the general condition of the port facility.			
	• Deploy teams and resources to support temporary emergency power needs, conduct infrastructure assessment, and	 Provide generator assistance until power grid is restored (California prioritizing generators via MAC). 			
	operations.	 Provide removal of debris on land that impacts port operations. Rebuilding and repair of federal facilities 			
FEMA	 Work with USCG MTSRU to coordinate maritime operations focusing on designate port(s) to be used as Port of Embarkation / Debarkation referenced in the 2016 Bay Area Earthquake Plan. 				
MARAD	• Work with FEMA to activate MARAD vessels to support mission request set forth by FEMA / Cal OES.	 Work with USCG MTSRU and FEMA / Cal OES MARAD vessels will support movement of resources via maritime transit to and from Port of Embarkation / Debarkation referenced in the 2016 Bay Area Earthquake Plan. 			
NOAA	 Deploy a mobile Navigation Response Team (NRT) to establish hydrographic survey vessels and other survey assets. Coordinate with USCG MTSRU, and 	• Provide observational data, modeling, forecast, and warning capabilities to ensure the safety of response, to include airborne imagery surveys.			
	provide technical expertise to facilitate the planning and management of hydrographic survey operations.	 Perform oil and chemical hazard assessments and trajectories, and natural resource damage assessments. 			
	• If applicable, deploy larger NOAA Fleet vessels to support the response effort, and mobilize airborne surveying assets for aerial imagery.	 Conduct hydrographic surveys to identify possible submerged obstructions, debris and shoaling in the priority areas. Assess any vertical or lateral land 			
	 Deploy regional Scientific Support Coordinator (SSC) to support response to pollution events 	movement that may have resulted. (Earthquake Scenario).			

MTS Recovery Actions by Agency and Industry						
Agency / Industry	Resource Deployment	Assessment and Clearance Operations				
NOAA Continued		• Update nautical charts, map marine debris and document other changes to the National Shoreline and impacts to coastal infrastructure.				
Cal OES	• Cal OES coordinates overall state agency response to major disasters in support of local government. OES is responsible for assuring the state's readiness to respond to and recover from natural, manmade, and war-caused emergencies, and for assisting local governments in their emergency preparedness, response and recovery efforts.					
Cal OES – Ports and Harbor Representative	 Deploy Ports & Harbors Emergency Services Coordinator to the Incident area (as a member of the USCG MTSRU) to lead in the Cal OES coordination of state resources and to provide technical expertise to facilitate requesting and obtaining of state resources, and serves as the conduit between Cal OES and USCG – Sector San Francisco. 					
Cal – State Lands Commission (SLC)	 Deploy Northern CA SLC representative to the Incident area (as a member of the USCG MTSRU) to assure local oil refineries and oil terminals within the Northern California Region's maritime community are represented, and will serve as the conduit between CA SLC – Northern Region and USCG – Sector San Francisco. 					
Cal Trans	 Deploy CalTrans Bridge Assessment Team. 	 Conduct Bridge Assessments over Deep Draft Channels. 				
Union Pacific (UP) Railroad	• Deploy UP Bridge Assessment Team	 Conduct Bridge Assessments over Deep Draft Channels. 				
Cal OES – Reg. II [Coastal Region]	 Receive requests for resources from city Agency's and coordination with California Office of Emergency Services – State Operations Center (SOC) / FEMA Joint Field Office (JFO). 					
City Agency's	 City Emergency Operations Center(s) will coordinate resource request through Cal OE – Reg. II [Coastal Region]. 					
Private Sector Port Tenants	• Coordinate with USCG MTSRU regarding damage impact to the facility and vessel movement coordination based on cargo prioritization.					
Bar Pilots	 Ensure safe navigational passage and uninterrupted commerce. Work with USCG MTSRU / VTS. 					
Salvage Operations	 Deploy command / operational mobile facilities, contracted support ships, cranes, barges and tugs and engineering and technical support. Provide on-site / off-site technical advice and support in ship salvage, diving, and oil spill response. 	 Conduct underwater search and survey operations. Request public and private support (e.g., SCRIPPS, SPAWAR, Harbor Police Dive Team, public safety dive teams) Coordinate with Bar Pilots. Conduct salvage operations within the federal channel. 				

MTS Recovery Actions by Agency and Industry						
Agency / Industry	Resource Deployment	Assessment and Clearance Operations				
Salvage Operations Continued		 Conduct oil booming, oil and/or water pumping operations and ship-raising. Conduct salvage operations for ships blocking piers and loading facilities. 				

3-8. Vessel Movement:

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

The MSTRU shall manage vessel queues by utilizing the VASPT to document priorities and decisions.

3-9. Identify industry solutions:

Industry will make the final 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.

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. Sector San Francisco will ensure the internal and external MTS Status Reporting expectations are met.

4-1. 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:

- a. Description(s) of the MTS in the impacted area,
- b. Recovery Actions by the IC/UC,
- c. Summary description of the impact of the incident on the MTS,
- d. Summary of condition and impact to each of the EEIs appropriate for the incident,
- e. Vessels in the queue,
- f. Future plans to facilitate MTS Recovery and resumption of commerce, and
- g. 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 on thee next page provides recommended information elements to insert during critical stages of Incident Action Plan development.

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 AWS to Port Operations Recovery Team members. 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	Subject Matter Experts 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 operations.
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.

 Table 3-6: Incident Action Plan Development Meeting Cycle

4-2. External Communications:

MTS Stakeholders do not have access to CART for real-time status reporting, however, the MSTRU will distribute updates of the CART MTS Executive Summary Report to all maritime stakeholders sharing incident specific information.

For external communications to a broader audience, the MTSRU will leverage the external outreach capabilities of Homeport to communicate critical MTS Status information and operational restriction updates to an unlimited number of users. Examples of stakeholder information will be displayed in Homeport include:

- Port Status Information;
- Operational Restrictions; and
- Critical Cargo Management Information.
- a. Port Status

Sector San Francisco will use Homeport to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by the Port Security Specialist. The MTSRU will monitor this closely when expected changes occur and require adjustment in Homeport.

b. 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. Sector San Francisco will ensure that appropriate operationally restricting information will be uploaded to HOMEPORT.

c. Critical Cargo Management Information

CBP provides for real-time critical trade messaging via their website <u>https://www.cbp.gov/newsroom</u>. 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.

d. Currency and Accuracy

Homeport will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.

4-3. Reporting Standards

Sector San Francisco 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:

a. Baseline

The PSC or MTSL will determine if the entire baseline of all EEIs will be entered into the event or only the impacted EEIs. If all EEIs are not entered into the event, Sector San Francisco will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.

b. <u>Status</u>

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.

c. 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.

d. Report Summaries

The MTSL is responsible for reviewing the Report Summary entries prior to entering into CART. The Report Summaries should be reviewed for: format, accuracy, spelling, currency, and alignment with any other Public Messaging/Homeport or other internal-external MTS Status reporting source.

When updating a summary report, delete the outdated text and paste in the new text with a revision time/date stamp.

See the Appendix A (MTSRU Job-Aid Handbook) for detailed guidance and recommended templates for the Report Summaries.

4-4. Alternative Reporting Process

In the event Sector San Francisco 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 "Alternative EEI Reporting form" (Refer to Appendix A, Annex K). 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.

- a. Sector San Francisco maintains an export of all EEIs from CART in a separate spreadsheet to include EEI Name, Category, and Latitude/Longitude in a Decimal Degree format (MTSRU Go-Kit).
- b. Guidelines for reporting in the template will adhere to the Reporting Standards previously described.
- c. Alternative Reporting Template

Alternative Reporting Template is located in Appendix A (Sector San Francisco's MTSRU Job-Aid Handbook).

RECOVERY TASK 5: Demobilizing 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 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).

Refer to Appendix A for a sample demobilization report.

TAB E:MTS Reporting Template:

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 San Francisco will align its reporting with the templates noted below. Electronic versions of this template will be maintained by the Sector San Francisco in accessible Public Folders as well as maintained on a portable hard drive/laptop stored in the MTSRU Go-Kits.

Refer to Appendix A (Sector San Francisco's MTSRU Job-Aid Handbook), Annex L for guidance on the following CART Summary Template instruction:

TAB F: MTSRU Job-Aid Handbook:

Sector San Francisco's MTSRU SOP is referred to as MTSRU Job Aid-Handbook, and is located in Appendix B. A detailed job specific checklist are located in the Job-Aid Handbook addressing the five below headings as follows:

TAB G: Infrastructure Checklist(s):

Refer to Appendix A (MTSRU Job-Aid Handbook).

 TAB H:
 MTS Recovery Unit – Demobilization Report Template:

Refer to Appendix A (MTSRU Job-Aid Handbook).

 TAB I:
 MTS Recovery Unit – Notification Process Guide – AWS Process:

Refer to Appendix A (MTSRU Job-Aid Handbook).

TAB J: MTS Recovery Unit – Port Coordination Call Script:

Refer to Appendix A (MTSRU Job-Aid Handbook).

SECTION 4: MTS RECOVERY PLAN 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. MTS RECOVERY PLAN - VALIDATION:

1. <u>Annual MTSRP Validation</u>

The MTSRP shall be reviewed regularly and exercised at least annually to assure so it remains effective as preparedness response tool for MTS Recovery Incidents. The Annual Plan Review and Maintenance cycle is defined in Chapter 7 of the U.S. Coast Guard Emergency Management Manual, Volume I: Emergency Management Planning Policy (COMDINST M3010.11E).

- a. Sector San Francisco 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 Eleven and/or PACAREA.

2. CART Validation

- a. CART is a critical element to support post-incident stabilization and short term recovery of the MTS.
- b. Sector San Francisco shall review all EEI data for accuracy annually, but no later than 31 May.
- c. Each EEI has data integrity standards that provide uniformity to report current status and potential consequences from the event. Sector San Francisco will utilize the MTSR EEI Form (CG-11410) to capture the necessary information form port stakeholders. Once the survey has been completed, the information will then be entered into CART.

Note: An example of the CG-11410 form is located on next page.

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard MARINE TRANSPORTATION SYSTEM RECOVER ESSENTIAL ELEMENTS OF INFORMATION				OMB No.1625-0127 Expires: 04/30/2021		
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	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		Lic	quid 🗌	Dry 🗌	Container	
Cargo Name			quid	Dry 🗌	Container	
Cargo Name			quid 🗌	Dry 🗌	Container	
Cargo Name			quid 🗌	Dry 🗌	Container	
Cargo Name			quid 🗌	Dry 🗌	Container	
Cargo Name Lie			quid 🗌	Dry 🗌	Container	
SECTION III: SHIP - BARGE ARRIVALS						
10. On a weekly basis, how many s	hips/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)		1	1		Page 1 of 2 Reset	

Figure 4-1: EEI Form for Annual Revalidation (Page: 1)
SECTION IV: CRITICALITY OF CARGO TO RECOVERY			
11. Does facility transfer cargoes critical* to port recovery? Yes No	(If yes, list critical	cargoes b	elow)
*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.			
An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-FAC), U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr Ave SE, Washington,DC 20593-7318 or Office of Management and Budget, Paperwork Reduction Project (1625-0127), Washington, DC 20503.			
CG-11410 (01/18)			Page 2 of 2 Reset

Figure 4-1: EEI Form for Annual Revalidation (Page: 2)

Section 4: MTS Recovery Plan Maintenance

C. MTS RECOVERY PLAN – UPDATES:

1. Five Year Review and Approval of MTSRP

- a. Sector San Francisco 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.
 - a. Sector San Francisco will ensure that the five year review plan is forwarded to the cognizant District Commander Plan Review Authority for review.
 - b. Review the plan and forward to the Plan Approval Authority for approval.

2. Immediate MTSRP Program Updates

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