Sector Maryland-National Capitol Region (MD-NCR) Captain of the Port (COTP) Zone

Marine Transportations System Recovery Plan (MTSRP)

[This page intentionally left blank]

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

[This page intentionally left blank]

REFERENCES

(a) Ports and Waterways Safety Act of 1972

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

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

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

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

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

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

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

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

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

(k) National Disaster Recovery Framework, September 2011

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

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

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

(o) National Incident Management System

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

(q) Area Contingency Plan

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

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

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

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

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

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

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

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

[This page intentionally left blank]

SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for Sector Maryland-National Capitol Region (MD-NCR) Captain of the Port (COTP) Zone supports recovery and restoration of the MTS. Responsibilities extend to incident and non-incident areas, requiring engagement with a broad spectrum of port stakeholders. The MTSRP may be referenced in other contingency plans (Area Maritime Security Plan (AMSP), Area Contingency Plan (ACP), Mass Rescue Plan, Severe Weather Plan, etc.) that have recovery elements.

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

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

   - Hurricane/Tropical Storm/Heavy Weather,
   - Flood,
   - Major Infrastructure Casualty to Bridges, Roads, or Public Infrastructure,
   - Cyber Attack with Infrastructure Damage, and
   - Terrorist attack.

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

   - Maritime Security (MARSEC) Level Increase,
   - Cyber Attack without infrastructure damage,
   - Labor Shortage-Disruption Event, and
   - Security or Casualty-related incident in a different COTP Zone causing enhanced cargo movement within Sector MD-NCR COTP Zone.

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:

   - Oil Discharge/Hazardous Substance Release,
   - Mass Rescue Operations (MRO), and

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

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

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:

   - System stabilization,
   - Short-term recovery, and
   - 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., AMSPs, ACPs, Mass Rescue Plans, Salvage Response Plans, 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:

   - Inventory and identify MTS capabilities and constraints,
   - Communication of capabilities and constraints with Port Stakeholders,
   - Collaboration on mitigation plans between public and private stakeholders,
   - Alignment of resources, and
   - Unity of effort to mitigate constraints and maximize use or return to service of available capabilities.

C. **OVERARCHING GOALS AND OBJECTIVES**:

1. **Overarching Goals** – To ensure preparedness and unity of effort between the USCG and Port Stakeholders to safely, effectively, and efficiently recover from a MTS disruption. The COTP has outlined three overarching goals for the MTSRP:

   a. **Goal 1** - Develop processed-based assessment of the critical Aids to Navigation (ATON), infrastructure, and federally-maintained, deep-draft channels.

   b. **Goal 2** - Develop streamlined and inclusive process with Other Government Agencies (OGA's) and industry in partnership to develop communication standards and priorities.

c. **Goal 3** - Exercise the MTSRP and evaluate its effectiveness post-incident.

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

a. Establish a Marine Transportation System Recovery Unit (MTSRU) within the Planning Section of the Incident Command System (ICS) structure. Refer to Section 2.D.1 and 2.F. of this plan for MTSRU Staffing/Training.

b. Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area.

c. Prioritize MTS Recovery operations by identifying critical ATON, infrastructure, and waterways prior to an event.

d. Identify and prioritize cargo streams, maritime Critical Infrastructure/Key Resources (CI/KR), and methods to aid in their recovery. A prioritized list of infrastructure, cargo, and vessels can be found in Section 3.B.3.b.

e. Review and maintain the Essential Elements of Information (EEI) to support recovery planning and operations.

f. Track and report the status of MTS infrastructure recovery through the use of Common Assessment and Reporting Tool (CART) and EEIs.

D. **ORGANIZATION**: As the lead federal agency within the maritime domain, USCG COTPs will work with OGAs, Advisory Committees, and Port Stakeholders to coordinate recovery of the MTS. Incident communications, coordination, requests for support, infrastructure liaison and similar requirements will be guided by the NRF.

1. **Area of Responsibility** – The Sector MD-NCR COTP Zone, as defined in 33 CFR § 3.25-15, encompasses the State of Maryland and National Capitol Region, as defined in 10 U.S.C. § 2674 (f)(2), including the Upper Chesapeake Bay, tributaries thereof, and Maryland coastline out to 150 miles, see Figure 1.

Figure 1 Sector MD-NCR COTP Zone

2. **COTP Zone Overview** – Sector MD-NCR COTP Zone's primary port area, the Port of Baltimore (also known as the Helen Delich Bentley Port of Baltimore), is located on the Patapsco River, 150 nautical miles from the mouth of the Chesapeake Bay and includes five public Maryland Port Administration (MPA) and several other private MTSA regulated marine terminals. Other Sector MD-NCR COTP Zone priority port areas include; in Annapolis, MD on the Severn River is the US Naval Academy, in Lusby, MD just north of the Patuxent River is Cove Point Liquefied Natural Gas Facility and the Calvert Cliffs Nuclear Power Plant, in Washington, DC on the Potomac River a jet fuel pipeline runs from Joint Base Anacostia to Andrews Air Force Base, and Salisbury, MD on the Wicomico River has 2 MTSA regulated petroleum facilities that are the primary suppliers of consumer petroleum products to Eastern Shore of Maryland.

   a. **Local MTS Facts** - Tab A is a one-page Sector MD-NCR COTP Zone MTS fact sheet. This sheet expands on the COTP Zone overview and include; major waterways, ports, and intermodal connections, annual average amount and types of vessel arrivals, and other pertinent facts.

   b. **Uniqueness of the COTP Zone** –The Chesapeake Bay is the largest estuary in the US, the watershed covers 64,299 square miles with more than 150 rivers and streams draining into the Bay, and produces over 500 million pounds of seafood a year, to include the famous Maryland blue crabs. The Port of Baltimore, strategically located in the Mid-Atlantic region of the U.S. East Coast, is one of only a few East Coast ports with a 50 ft. deep channel and berth, the furthest inland East Coast Port, and closest seaboard port to the Midwest making it an overnight drive of one-third of the nation's population. To get to the Port of Baltimore vessels must transit through either Sector Delaware Bay COTP Zone to the North via the Chesapeake and Delaware (C&D) Canal or Sector Hampton Roads COTP Zone to the south.

   c. **Immediate Impacts** –

      (1) **Significant Weather Event** - To include hurricanes, tropical storms, and nor'easters represent the most probable threat to the Sector MD-NCR COTP Zone MTS. The power outages, debris, and physical damages associated with high winds, massive amount of precipitation, large waves, and storm surge to coastal areas would prove devastating. Less impactful is ice formed in the Chesapeake Bay and tributaries during winter months, however often result in vessel restrictions.

      (2) **Major Oil/Hazardous (HAZMAT) Spill** - The probability of major oil/HAZMAT spill occurring is low, however the impact to the MTS could be severe. The ACP contains plans and procedures oil/HAZMAT spill response.

      (3) **Transportation Security Incident (TSI)** - The probability of a TSA occurring is low, however the impact to the MTS could be severe. The AMSP discusses the three TSIs that pose the highest potential risk to the MTS.

   d. **Maritime Critical Infrastructure Covered by EEI** - Table 1 lists the 5 EEI Groups and 36 EEI Types available in CART to report the status of MTS Recovery in an

affected COTP Zone. See CART and/or Tab J for a list of individual Sector MD-NCR EEIs. Figure 7 lists the primary EEI types that will normally require post-incident assessments to determine the operational status, recovery strategies, and resources necessary to recover from any significant MTS disruption effecting the entire Sector MD-NCR COTP Zone. Additional EEI types may be added as necessary.

Waterways and Navigation Systems	**Port Area – Critical Infrastructure**
• Aids to Navigation • Anchorage • Deep Draft Channels • Hazardous Materials Incidents • Locks • Non-Deep Draft Channels • Oil Pollution Incidents • Vessel Salvage/Wreck Removal	• Barge Fleeting Areas • Break Bulk Facility • Bridges • Bulk Facilities • Bulk Liquid Facilities • Chemical Facility • Container Facilities • LNG/LPG Facility • Non-Container Facilities • Oil Refinery • Passenger/Ferry Terminals • Petroleum Facility • Ports • Ro-Ro Facility • Shipyards • USCG Unit
Port Area –Vessels	
• Barge Traffic • Commercial Fishing • Gaming • Passenger and Ferries • Small Passenger	
Offshore Energy	**Monitoring Systems**
• Mobile Offshore Drilling Units • Offshore Platforms • Offshore Platforms (Top 100 Producers) • Offshore Production • Offshore Renewable Energy Installations	• Ice Reporting Locations • Monitoring Systems

Table 1 CART EEI Groups and Types

E. LEGAL CONSIDERATIONS: MTSR authorities include:

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

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

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

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

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

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

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

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

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

G. USCG GOVERNING RESPONSIBILITIES: The USCG is 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 lead federal agency, the USCG is responsible for protecting Maritime Critical Infrastructure within the MTS. 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.

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

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

I. <u>OUTSIDE SUPPORT</u>: Government agency and private industry entities listed in other contingency plans may have overlapping capabilities pertinent to MTS recovery, and may be leveraged to support recovery efforts.

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

State assets may be available through State Mutual Aid processes coordinated through USCG liaison officials and the Maryland Emergency Management Agency.

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

1. <u>Federal</u> -

Agency	Functions
Department of Commerce (DOC)	The DOC has the mission to "foster, promote, and develop the foreign and domestic commerce of the United States."
	International Trade Administration (ITA) • Promotes U.S. exports, particularly by small and medium-sized enterprises, and provides commercial diplomacy support for U.S. business interests around the world. • Enforces U.S. trade laws and agreements to prevent unfairly traded imports and to safeguard the competitive strength of U.S. businesses.
	National Oceanic and Atmospheric Administration (NOAA) Provides the following products and information to support MTS Recovery activities. • Emergency hydrographic surveys, search and recovery support, obstruction location and vessel traffic rerouting advice for ports and waterways. • Remote aerial and orbital imagery through the DOC/NOAA desk at the National Operations Center. • Scientific Support Coordination to the FOSC during response operations including dispersion modeling for waterborne and airborne hazards. • Weather forecasting.
Department of Defense (DOD)	Provides military transportation capacity from the U.S. Transportation Command (USTRANSCOM) or other organizations to move essential resources, including DOD response personnel and associated equipment

	and supplies, when requested and upon approval by the Secretary of Defense.
	U.S. Army Corps of Engineers (USACE) • Provides support in the emergency operation and restoration of inland waterways, ports, and harbors under the supervision of DOD/USACE, including dredging operations, channel depth surveys, and clearing obstructions from channels. • Through Public Law 84-99 (Flood Control, Coastal Emergencies) USACE can self-deploy without waiting for a FEMA Stafford Act mission order or funding. At the District level, USACE can spend up to $100,000 to initiate wreck removal and channel clearing operations.
	U.S. Navy Supervisor of Salvage and Diving (SupSalv) • Provides technical, operational, and emergency support to the Navy, DOD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, system certification, and underwater ship husbandry.
	National Geospatial Intelligence Agency • Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.
	Civil Air Patrol (CAP) • Is the auxiliary component of the U.S. Air Force comprised of the world's largest fleet of single-engine piston aircraft. The CAP performs 95 percent of nation's inland search and rescue, aerial reconnaissance for homeland security, counter-narcotic missions, disaster relief and damage assessment. They also can be utilized to transport for time-sensitive medical materials.
Department of Energy (DOE)	The DOE is responsible for overseeing domestic energy production. The Department also provides information on status of, needs for, and plans for restoration of interdependent infrastructure. During Stafford Act responses, the DOE is the coordinating agency for ESF-12 (Energy).
Department of Homeland Security (DHS)	**Customs and Border Protection (CBP)** • Lead agency for screening of crew/passenger manifests, cargo inspections/screenings, and is a critical component of the Resumption of Trade initiative post-incident and Jones Act Waivers.
	Federal Emergency Management Agency (FEMA) • The lead federal agency responsible for planning, managing, and coordinating all federal government efforts supporting U.S. territories, states, and local disaster relief operations as directed by Executive Order 12148. • Provides funding for disaster response and recovery activities under the Stafford Act.

	Transportation Security Administration (TSA) • Protects transportation infrastructure through preventive measures from acts of terrorism, and supports the protection of transportation infrastructure from all hazards.
	United States Coast Guard (USCG) • Identifies and provides assets and resources in support of MTS Recovery pursuant to authorities. • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure.
	Office of Infrastructure Protection • Provides information and assistance concerning the recovery and restoration of transportation critical infrastructure. • Protective Security Advisors can provide information on regional industrial impacts due to loss of the marine transportation system.
	Office of Cyber Security & Communications • Responsible for enhancing the security, resilience, and reliability of the Nation's cyber and communications infrastructure. • Works to prevent or minimize disruptions to critical information infrastructure in order to protect the public, the economy, and government services.
Department of Justice (DOJ)	**Federal Bureau of Investigation (FBI)** • The FBI has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism. In each region, the RETCO is designed to represent the Secretary to ensure preparedness, response, and recovery activities are effectively carried out.
Department of Transportation (DOT)	**USDOT National Response Program (NRP)** • Responsible for coordinating the Department's preparedness, response, and recovery activities in all-hazard incidents and to support the Secretary's responsibilities under the NRF ESF-1 Transportation. • The NRP team includes 7 Regional Emergency Transportation Coordinators (RETCOs) representing all DOT Operating Administrations. • In each region, the RETCO is designed to represent the Secretary to ensure preparedness, response, and recovery activities are effectively carried out.
	Federal Aviation Administration (FAA) • During contingency operations, the FAA can establish temporary flight restrictions providing clear airspace for operational, support, or

	security purposes. The FAA can also assist with transportation issues under ESF-1.
	Federal Motor Carrier Safety Administration (FMCSA) • FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is improving the safety of commercial motor vehicles (CMV) and truck drivers through enactment and enforcement of safety regulations. FMCSA can assist with outreach efforts to commercial drivers after a transportation disruption.
	Federal Railroad Administration (FRA) • The purpose of FRA is to promulgate and enforce rail safety regulations, administer railroad assistance programs, and conduct research and development in support of improved railroad safety and national rail transportation policy. FRA can also assist with transportation issues under ESF-1.
	Maritime Administration (MARAD) • MARAD is the agency within the U.S. Department of Transportation dealing with waterborne transportation. Its programs promote the use of waterborne transportation, its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine. MARAD works in many areas involving ships and shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. MARAD will be a significant component of ESF-1.
	National Transportation Safety Board (NTSB) • The NTSB investigates and reports accidents involving U.S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB has authority and responsibility for investigation of major transportation incidents. They have no direct MTS Recovery role. The NTSB may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism per the Memorandum of Understanding (MOU) Between the NTSB and the USCG Regarding Marine Casualty Investigation (signed December 19, 2008). NTSB Headquarters would mobilize an incident response investigation team.
	Pipeline and Hazardous Materials Administration (PHMSA) • PHMSA's main mission is to protect the people and the environment from the inherent risks associations with the transportation of hazardous materials, whether it is by pipeline or other modes of transport.

Environmental Protection Agency (EPA)	Controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances. During Stafford Act responses, the USCG and EPA will coordinate ESF-10 functions within their respective zones as per the National Response Plan and 40 CFR Part 300.
Department of State (DOS)	In accordance with the NRF International Coordination Support Annex, coordinates international offers of transportation-related assistance and support.

Table 2 Federal Government Support

2. **<u>State of Maryland/District of Columbia Government</u>** -

Agency	Functions
Governor's Office Mayor's Office	Are responsible for declaring civil disaster emergencies within their state, ordering the activation of National Guard units, formally requesting federal assistance subsequent to a Presidential disaster declaration, and directing and controlling public disaster information.
Department of Emergency Management and Office of Homeland Security	Is responsible for the coordination of activities among local government, state, and federal agencies and voluntary organizations to provide resources and expertise in the areas of preparedness, response, recovery, and mitigation.
Department of Transportation (DOT)	Is responsible for the coordination of activities among local government, state, and federal agencies and voluntary organizations to provide resources and expertise in the areas of preparedness, response, recovery, and mitigation.
Department of Environmental Protection (DEP)	Are state enforcement agents for pollution laws.
Law Enforcement Agencies	Usually the State Police in conjunction with Department of Natural Resources will have concurrent jurisdiction over the coastal and inland state waters. Involvement will depend heavily on the nature and location of the incident.

Table 3 State Government Support

3. **<u>Local Government</u>** -

Agency/Entity	Functions
City/County Police and Sheriff Departments	Assist in investigations involving shore side facilities. They also provide traffic control, information on local threats and activities, dive teams and assist in apprehension and detention of suspects. . The departments often operate small watercraft
Fire Departments	Provide shore side fire fighting support at facilities and sites in the applicable city. They maintain evacuation plans for the city and employ HAZMAT teams.
City/County Emergency Operations Centers (EOC)	Provide coordination of emergency services and operations for the city and county region

Table 4 Local Government Support

4. <u>Industry</u> –

All maritime industry stakeholders, while too extensive to list all here, will be valuable resources of information regarding incident effects, and the post-incident performance levels and implications for the national security and defense, economy, and CI/KR sectors. Vessel and facility operating companies will be principally engaged in restoring their infrastructure. Industry will typically leverage resources to assist in recovery effort.

Industry	Functions
Facility Owners and Operators	Are responsible for the operational safety and physical security of their facilities in accordance with applicable laws and regulations.
Vessel Owners and Operators	Are responsible for the safe operation and physical security of their vessels in accordance with applicable laws and regulations.
The Associations of Maryland Pilots	Provides licensed pilots for foreign vessel transiting the waterways within the Sector Baltimore COTP Zone. For additional information see the following website: www.marylandpilots.com.
<u>Baltimore Maritime Exchange</u>	Is an organization that provides communication and information to the maritime industry within the Chesapeake Bay. They work with Federal, State and Local agencies, steamship agents, terminal operators, pilots, tug companies, stevedores, and numerous service providers to develop and disseminate accurate and timely information on vessel activity in the Port of Baltimore. For additional information see the following website: www.balmx.org.

Table 5 Private Industry Support

J. <u>PLANNING ASSUMPTIONS</u>: The following list of assumptions apply to the MTSRP:

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

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

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

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

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

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

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

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

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

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

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

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

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

K. KEY TERMS AND DEFINITIONS:

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

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

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

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

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

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

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

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

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

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

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

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

12. **Marine Transportation System Recovery Unit (MTSRU)** – An Incident Command System (ICS) planning function which is established and staffed for incidents that significantly disrupts the MTS. This unit is primarily staffed by government personnel and is augmented by local marine industry experts.

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

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

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

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

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

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

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

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

21. **Recovery -** Emergency measures, operations and activities in incident and non- incident areas that facilitate the resumption of commerce and re-establish basic functionality of the MTS following a significant disruption. Recovery includes both structural measures (e.g. ATON replacement and channel clearance), and non-structural measures, (e.g. COTP orders and emergency regulations)

    a. **Short-Term Recovery** – That period where impacted infrastructure and supporting activities within the incident have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable within 90 days or less.

    b. **Long-Term Recovery** – That period in which infrastructure and supporting activities have been returned to pre-incident conditions or service or have the capacity or capability to operate or provide service at pre-incident levels. Activities, policies, or mitigation strategies aimed at long-term recovery may take longer than 90 days.

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

23. **System Stabilization** – The process by which the immediate impacts of an incident on community systems are managed and contained. As adapted and used by the USCG for MTSR activities and measures needed to stabilize critical MTS infrastructure functions following a transportation disruption to minimize health, safety, environmental, and

maritime security threats when necessary; and to efficiently restore and revitalize systems and services essential to maritime supply chain support for communities and critical infrastructure sectors.

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

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

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

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

TAB A: SECTOR MD-NCR COTP ZONE MTS FACT SHEET

The MTS

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

4 Break Bulk Facilities
5 Bulk Facilities
9 Bulk Liquid Facilities
3 Chemical Facilities
1 Container Facilities
1 Cruise
1 LNG Facilities
13 Petroleum Facilities
13 Small Passenger PAF's
5 Roll On/Roll Off Facilities
1 Shipyard
2 Other
2 Homeported Cruise Ships
143 Critical ATON
15 Bridges
13 Anchorages

Figure 2 Port of Baltimore

Important Facts:

- Port of Baltimore is 150 miles or an estimated 10 hour transit from the mouth of the Chesapeake Bay with a 186 foot air gap and 50 foot depth.
- C&D Canal has a 131 ft. air gap and 35 ft. channel depth.
- Primary Channels; Chesapeake Bay, C&D Canal, Patapsco River, Potomac River, and Wicomico River.
- Provides 13,650 direct jobs and supports a total of 127,600 jobs in Maryland that are linked to port activities with nearly $3 billion in personal wages and $310 million in tax revenues.
- In 2018, the Port of Baltimore's handled 42.9 million tons of cargo, valued at $59.7 billion. Ranks 1st for imported and exported automobiles and light trucks, Ro/Ro heavy farm and construction machinery, imported sugar, and 2nd for exported coal.
- Rail and road intermodal connections include major highways I-95, I-70, and I-83 and 2 on-dock Class 1 rail carriers; CSX and Norfolk Sothern.
- 2 MTSA regulated petroleum facilities in Salisbury, MD are the primary suppliers of consumer petroleum products to Eastern Shore of Maryland
- 6 MARAD Military Sealift Command's National Defense Reserve Fleet (NDRF) are homeported in Baltimore. 1 USMC aviation logistics support vessel SS Wright and 5 vehicle cargo ships MV Cape Wrath, MV Cape Washington, SS Antares and SS Denebola.

US Port Ranking Tonnage	
Exports	8
Imports	18
Overall	12
Dollar Value	
Exports	11
Imports	9
Overall	9

Vessel Arrivals Average per Year 2014-2018	
Ro-Ro	773
Container	539
Dry Bulk	486
Tank	149
Passenger	108
Other	59
Total	2114

TAB B: MTS RECOVERY-RELATED MOU/MOAs

There are currently no MOU/MOA's between the Sector MD-NCR COTP Zone and the various supporting agencies for MTS recovery.

SECTION 2: PLANNING AND PREPAREDNESS

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

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

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

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

- Describe normal port operations, the average day in the Port of Baltimore,
- Identify key infrastructure,
- Clarify stakeholders' roles, responsibilities and coordination,
- Pre-establish MTSRU membership,
- Identify incident response facility locations,
- Conduct training and exercises, and
- Determine the decision points for transitioning from a Type 3 incident to a Type 1 or Type 2 incident as defined in reference (y).

<u>Bottom Line: Preparation Equals Performance</u>

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

Tab D, Normal Port Operations, describes in general the "normal operations" of the MTS in the Sector MD-NCR COTP Zone. To understand the normal operations of the MTS it is important to consider three distinct elements: Infrastructure, Operations, and Linkages.

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

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

3. **Linkages** – These are downstream impacts that go beyond the local area when an MTS disruption occurs. Cargo and commodity distribution disruptions that could impact other regions of the United States or its 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 Tab D are the major economic elements, operations and physical characteristics of the Sector MD-NCR COTP Zone. It is not intended to replace the EEI database or provide details of all trade activities and is intended to provide MTS Recovery officials a broad understanding of the pre-incident steady state and the general priorities for recovering port operations. For a listing of the EEIs in the Sector MD-NCR COTP Zone, refer to the CART and/or TAB J.

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 local stakeholder groups such as the Area Maritime Security Committees (AMSCs), Area Committee (AC), Harbor Safety Committees (HSC), Delmarva Water Transport Committee (DWTC), and other applicable stakeholder groups are vital to advance preparation and effective incident response and recovery.

   The Sector MD-NCR Port Security/Recovery Specialist (PSRS) will develop, maintain, exercise and validate MTS information during port level normal operations identified in Tab D. Actively engaging as necessary with the AMSCs, AC, and HSC, DWTC, and other applicable stakeholder groups the PSRS shall identify and prioritize critical industries, facilities, and infrastructure with Sector MD-NCR COTP Zone and identify possible port recovery solutions and contingencies that support business continuity planning.

2. **MTS Recovery Workgroup**:

   a. Sector MD-NCR established a MTSRU Workgroup to gather and maintain up-to-date information with respect to MTS Recovery planning, coordination, and best practices,

including the development and maintenance of the MTSRP. The workgroup will meet, at a minimum once a year, typically just before the start of hurricane season.

b. The Sector MD-NCR PSRS will liaison with Port Stakeholder SMEs representatives form OGAs and Industry to identify potential MTSRU Workgroup members.

c. MTSRU Workgroup members include representatives from Tab C, Port Stakeholders to Provide SME Assistance to the MTSRU. Required information for each member includes:

- Port Stakeholder OGA or Industry Name,
- SME POC Name, and
- Business Telephone Number and/or E-Mail Address.

D. <u>PRE-ESTABLISHED MTSRU</u>:

1. The MTSRU shall be staffed by USCG personnel and supplemented with Port Stakeholder SMEs. The MTSRU should at a minimum consist of representatives from:

- USCG MTSRU Leader Type 3 (MTSL3) trained personnel,
- USCG Facilities Inspections SMEs,
- USCG Waterways Management SMEs,
- USCG Port State Control SME, and
- Port Stakeholder SMEs as necessary.

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

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

3. Section 2.F. outlines the recommended training levels for MTSRU personnel.

E. <u>MTSRU RESPONSIBILITIES</u> (see reference (u)):

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

2. Understand critical recovery pathways,

3. Recommend courses of action,

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

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

6. Identify long-term recovery issues and needs.

F. TRAINING:

1. USCG Personnel -

a. MTSRU Leaders (MTSLs) 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.

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

c. 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) shall be familiar with this Plan.

2. Non-USCG MTSRU Personnel -

a. Shall be familiar with and/or have access to this Plan.

b. May attend/participate in MTS Recovery Training Workshops.

c. Are encouraged to participate in MTS Recovery specific exercises and any other exercises involved with the AMSP, ACP, Heavy Weather Plan, Mass Rescue Plan, or other contingency plans that requires MTSRU activation.

G. ICP/IMT LOCATIONS AND EQUIPMENT:

1. **MTSRU Work Space** – The MTSRU should remain near the Incident Command Post (ICP)/Incident Management Team (IMT). This provides a better communication network with other incident command sections or units and reduces the cost of added logistics. The primary location is at the USCG Yard in Berry Hall. See Section 3.B.1.e for greater detail.

2. **MTSRU "Go kits" Equipment –** Sector MD-NCR will establish a "go kit" and should contain the following equipment to support a response to an all threats, all hazard event. Supplies will be in sufficient quantity to allow the MTSRU to function for at least 48

hours without re-supply. Once the Logistics Section is established, the MTSRU can order new supplies through the incident organization.

- 2 Non-Standard Laptops: The laptop should be preloaded with Microsoft Word, Excel, and PowerPoint and geospatial software such as ArcGIS and/or Google Earth, and have wireless internet capability,
- Wireless Internet/MiFi Hotspot,
- Portable Electronic Display System,
- Portable Printer,
- Portable Document Scanner,
- Projector,
- External Hard Drive preloaded with the following:
  - MTSRP for Sector MD-NCR COTP Zone,
  - MTS Recovery Planning and Operations COMDTINST 1600.28(series),
  - LANTAREA MTS Recovery SOP,
  - LANTARE MTSRU Process Guide,
  - USCG MTSL Job Aid,
  - USCG Incident Management Handbook, COMDTPUB P3120.17,
  - CART User Guide,
  - MTS Recovery Facility Status Form CG-11410A,
  - Vessel Scoring and Prioritization Tool,
  - Electronic Charts of Sector MD-NCR COTP Zone,
  - Executive Summary (MTS-209) Template,
  - EEI Alternative Reporting Template,
  - Light List Volume II Atlantic Coast,
- Hard copy of all documents preloaded on external hard drive,
- Paper Charts of Sector MD-NCR COTP Zone,
- Charting Tools (compass, dividers, slide ruler),
- Extension Cords/Surge Protectors, and
- General Office Supplies.

H. TYPE 1 AND TYPE 2 EVENT CONSIDERATIONS:

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

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

or experienced CART user, etc. The District and Area Commands will assist in sourcing the requests.

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

4. **Incident Management Structure** – ESF Support: In a Type 1 or 2 Incident, county and State Emergency Operations Centers (EOCs), FEMA Regional Response Coordination Centers (RRCCs) or Joint Field Offices (JFO), and the National Response Coordination Center (NRCC) will be stood up and fully staffed. Most if not all ESFs will be manned. It is essential for the USCG to provide MTS Recovery SMEs to these organizations. These MTS Recovery SMEs are a direct link to other ESFs at the Federal, State and Local levels. The SMEs can deliver MTS status reports, coordinate emergency supply distribution routes with port opening efforts, and have open communication up and down the chain. The SMEs are critical to ensure seamless communication flow between the Incident/Unified Command, the State/County EOCs, and the Federal incident management.

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

5. **Operational Committees and Task Forces** – An incident may require the activation of various operational units or taskforces within and outside the command structure. The MTSRU Leader should identify such groups and engage them where possible. They may include the, AMSC, HSC, Area Committee, and State Emergency Operations Center.

TAB C: PORT STAKEHOLDERS TO PROVIDE SME ASSISTANCE TO THE MSTRU

OGA/Industry	POC Name	Business Email	Business Telephone
USACE	Dorie Murphy Emergency Management	dorotha.m.murphy@usace.army.mil	410-962-4224 Office 410-320-9358 Cell
USACE	Kevin Brennan Chief, Navigation Branch	kevin.m.brennan@usace.army.mil	410-962-6113 Office 410-292-9091 Cell
USACE	Steven Golder Survey/Debris Section	steven.m.golder@usace.army.mil	410-962-6031 Office
USACE	Jeffery Peacock Debris Removal Team	jeffrey.d.peacock@usace.army.mil	202-546-2132 Office 443-844-9290 Cell
MARAD	Amanda Rutherford Regional Rep	amanda.rutherford@dot.gov	202-366-1332 Office 202-595-4657 Cell
DOT/ ESF1	Lisa Brennan RRAC	lisa.brennan@dot.gov	202-366-9138 Office 202-360-1993
NOAA	Darren Wright Maritime Services	darren.wright@noaa.gov	240-533-0470 Office
NOAA	Frank Csulak Scientific Support	frank.csulak@noaa.gov	732-872-3005 Office
NOAA	Steve Soherr Cartographic Advisor	steve.soherr@noaa.gov	240-533-0080 Office
NWS	Kevin Witt Forecaster	kevin.witt@noaa.gov	703-996-2201 Office
MEMA	John Dulina Regional Liaison	john.dulina@maryland.gov	410-517-3600 Office 443-865-8638 Cell
MD DNR	John Gallagher Director Hydrographic	john.gallagher1@maryland.gov	410-643-1179 Office 443-534-9610 Cell
MD DNR	Matt Negley Abandoned Boat/Debris	matt.negley@maryland.gov	410-739-0185 Office 410-643-6521 Cell
MD DNR	Major Rob Kersey	robert.kersey@maryland.gov	410-260-8838 Office 410-241-2654 Cell
MD DOT	Mark Harris Emergency Manager	mharris@mdot.state.md.us	410-865-1128 Office 443-829-2147 Cell
MPA	Brian Miller Director of Operations	bmiller2@marylandports.com	410-633-1124 Office 410-979-9062 Cell
MPA	Ryan Barry Terminal Ops Manager	rbarry@marylandports.com	410-633-1018 Office 443-676-9984 Cell
MD Pilots	CAPT Eric Nielson President	president@mdpilots.com	410-276-1337 Office 410-804-3606 Cell
Baltimore Maritime Exchange	Ingrid Londoño General Manager	manager@balmx.org	410-342-6610 Office 407-310-8222 Cell
McAllister Towing	Mike Reagoso VP Mid-Atlantic	mreagoso@mcallistertowing.com	410-633-1847 Office 410-952-1301 Cell
Vane Brothers	Bob Forrester Port Engineer	rforrester@vanebrothers.com	757-448-1422 Office 757-752-1998 Cell
DWTC	Becky Robinson Executive Director	dwtc21804@gmail.com	410-742-9559 Cell

TAB D: SECTOR MD-NCR COTP ZONE NORMAL PORT OPERATIONS

COTP Zone Overview:
Sector MD-NCR COTP Zone's primary port area, the Port of Baltimore (also known as the Helen Delich Bentley Port of Baltimore), is located on the Patapsco River, 150 nautical miles from the mouth of the Chesapeake Bay and is one of only a few East Coast ports with a 50-foot deep channel and berth. The Port of Baltimore is the furthest inland East Coast Port, however for vessels to transit to the port they must pass through either Sector Delaware Bay's COTP Zone to the North via the Chesapeake and Delaware (C&D) Canal or Sector Hampton Roads' COTP Zone to the south. The Port of Baltimore consists of five public state owned MTSA regulated marine terminals managed by the Maryland Port Administration (MPA) and several other private MTSA regulated marine terminals. Approximately 90% of all general cargo tons move through the MPA's public marine terminals, while the private marine terminals handled most of the port's bulk commodities. Among the nation's ports, the Port of Baltimore ranks first for autos and light trucks, roll on/roll off heavy farm and construction machinery, and imported sugar. The port ranks second in exported coal. Overall, the port ranks ninth for the total dollar value of cargo and 12th in foreign cargo tonnage. In 2018, the Port of Baltimore handled a record 42.9 million tons of international cargo, valued at $59.7 billion, which included a record 850,147 autos and light trucks, 820,445 tons of farm and construction machinery, 627,144 containers, and over 21.5 million tons of coal. Business at the Port of Baltimore generates about 13,650 direct jobs, while another 127,600 jobs in Maryland are linked to Port activities. The Port is responsible for nearly $3 billion in personal wages and $310 million in state and local tax revenues. Other Sector MD-NCR COTP Zone priority port areas include; in Annapolis, MD on the Severn River is the US Naval Academy, in Lusby, MD just north of the Patuxent River is Cove Point Liquefied Natural Gas Facility and the Calvert Cliffs Nuclear Power Plant, in Washington, DC on the Potomac River a jet fuel pipeline runs from Joint Base Anacostia to Andrews Air Force Base, and Salisbury, MD on the Wicomico River has 2 MTSA regulated petroleum facilities that are the primary suppliers of consumer petroleum products to Eastern Shore of Maryland.

Terminals:
The state owned public MTSA regulated marine facilities of the Port of Baltimore are the Dundalk, Fairfield, North Locust Point, Seagirt, and South Locust Point and handle 90% of all general cargo in the port. General cargo include containerized cargo, Ro/Ro, and break bulk.

Dundalk Marine Terminal is the largest and most versatile general cargo facility at the Port of Baltimore. It handles containers automobiles, light trucks, other Ro/Ro, and break bulk cargo, has 9 container cranes, direct rail access, and 13 berths; 6 general cargo and 7 container berths; 4 berths 34 ft. deep, 7 berths 42 ft. deep, and 2 berths 45 ft. deep.

Fairfield Marine Terminal handles automobiles, light trucks, and other Ro/Ro cargo and has 2 berths; Pier 4 - 832 ft. long and 49 ft. deep and Pier 5 - 1393 ft. long and 23 ft. deep.

North Locust Point Marine Terminal is a multi-use facility that handles break bulk and containerized cargo, has 3 cranes, direct rail access, and 5 34 ft. deep finger piers; 3 are 1200 ft. long, 1 is 1235 ft. long, and 1 is 635 ft. long.

Seagirt Marine Terminal handles containerized cargo, has 27 cranes; 4 Super Post-Panamax, 7 Post-Panamax, and 16 gantry, direct rail access, and 4 berths; 1 berth 1225 ft. long and 50 ft. deep, 2 berths 1028 ft. long and 45 ft. deep, and 1 berth 1071 ft. long and 45 ft. deep.

South Locust Point Marine Terminal is a multi-use facility that handles Ro/Ro and break bulk cargo and is also home to the Cruise Maryland Terminal. The cargo terminal has 1 crane, direct rail access, and 3 berths 36 ft. deep. The passenger terminal has 1 berth that is 1139 ft. long and 35 ft. deep.

Petroleum Facilities:
The port receives over 900,000 short tons (approximately 5 million barrels) of foreign oil annually. In Maryland, oil is transported by pipeline (41.4%), vessel (32.4%), truck (20.9%), and rail (5.3%). Most facilities that receive petroleum products for transfer and bulk storage are located in Baltimore, with the exception of the jet fuel received by barge and transferred to a pipeline that runs from Joint Base Anacostia to Andrews Air Force Base and two facilities in Salisbury, MD that receive petroleum products by barge. There are also few additional facilities that receive small amount of petroleum products for their own consumption. The Sector Baltimore COTP Zone contains both interstate and intrastate pipelines that are critical components to the nation's fuel supply as well as pipelines that serve strategic military bases. Damage to these pipelines would cause economic hardship throughout various areas of the U.S. and possibly impact national military readiness.

LNG Facility:
Dominion Cove Point LNG terminal is located on the western shore of the Chesapeake Bay in Lusby, MD, and shares its northern border with Calvert Cliffs Nuclear Facility. Dominion Cove Point has a storage capacity of 14.6 billion cubic feet (BCF) and a daily send-out capacity of 1.8 BCF.12 The first liquefied natural gas (LNG) exports, 3,317,173 tons, came through the Port in 2018.

Nuclear Facility:
Calvert Cliffs Nuclear Facility is located on the western shore of the Chesapeake Bay in Lusby, MD and has two nuclear reactors.

Dam:
Conowingo Dam is a large hydroelectric dam in the lower Susquehanna River near Conowingo, MD, about 9.9 miles from Chesapeake Bay. The medium-height, masonry gravity dam is one of the largest non-federal hydroelectric dams in the U.S. The dam sits about 9.9 miles (16 km) from the river mouth at the Chesapeake Bay.

Military Sealift Command's National Defense Reserve Fleet (NDRF):
The Port of Baltimore is home to 6 MARAD Military Sealift Command NDRF ships. 1 USMC aviation logistics support vessel SS Wright and 5 vehicle cargo ships MV Cape Wrath, MV Cape Washington, SS Antares and SS Denebola.

Cruise Ships:
In 2018, cruises carrying 218,849 passengers departed from the Port of Baltimore, which ranked 6th in East Coast ports, 11th in U.S. ports, and 20th in world ports. The Port of Baltimore's cruise

industry supports over 500 jobs and brings in over $90 million to Maryland. 2 large cruise lines, Carnival Cruises' Carnival Pride and Royal Caribbean's Grandeur of The Seas both operate out of Cruise Maryland Terminal located at MPA's South Locust Point Marine Terminal and offers year-round cruises and 1 small-ship cruise line American Cruise Line offers cruises from Baltimore around the Chesapeake Bay and down the ICW.

Small Passenger Vessels:
There are over 300 inspected passenger vessels capable of carrying more than six passengers for hire, commonly referred to as T and K boats, in Sector MD-NCR's COTP Zone. A vast majority of these are charter fishing boats, 3 vessels operate as ferry boats; 2 are in Dickerson, MD and 1 is in Crisfield, MD, 6 water taxi services operate a total of 22 boats, and there are over 90 dinner cruise, excursion, and sightseeing vessels.

Intermodal:
As the furthest inland East Coast port, the Port of Baltimore's geographic location is viewed as both an advantage and a constraint. A ship generally must sail an additional 10 hours with increased fuel and other expenses, but it is closer to the Midwest than any other East Coast port. The Port of Baltimore has two Class 1 railroads; CSX and Norfolk Southern, and is in close proximity to major highways; Interstates 95, 7-, and 83. Rail cargo movement is limited by a lack of available high cube double stack rail capabilities to and from the Port of Baltimore. High cube double stack intermodal movement is constrained by antiquated rail tunnel heights.

Mileage To/From Baltimore	
Pittsburgh, PA	224
Parkersburg, WV	314
Buffalo, NY	347
Cleveland, OH	350
Columbus, OH	391
Cincinnati, OH	497
Detroit, MI	503
Indianapolis, IN	561
Louisville, KY	598
Chicago, IL	673
Milwaukee, WI	759
St. Louis, MO	795
Des Moines, IA	990

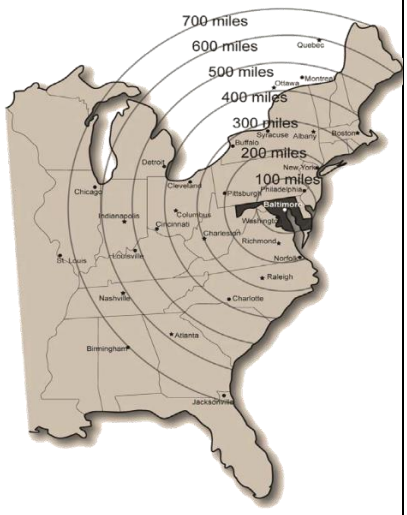


Figure 3 Mileage To/From Baltimore

Waterways:
There are 5 primary deep draft channels for commercial vessel traffic in Sector MD-NCR's COTP Zone; Chesapeake Bay, C&D Canal, Patapsco River, Potomac River, and Wicomico River.

Chesapeake Bay is the primary shipping channel to the Port of Baltimore. It is approximately 150 mile from the mouth of the Chesapeake Bay to the Port of Baltimore, with a 50 ft. depth and 186 ft. air gap.

C&D Canal is the secondary shipping channel to the Port of Baltimore. It is 14 miles long, 450 ft. wide, 35 ft. deep, has a 7 bridge crossing with minimum 131 ft. air gap, and transects the

Delmarva Peninsula across Maryland and Delaware, connecting the Delaware River with the Chesapeake Bay.

Patapsco River connects the Chesapeake Bay to the Port of Baltimore. Its maximum depth is 50 ft. with 185 ft. air gap. There are 24 separate segments ranging in depth from 50 ft. to 15 ft. For a listing of channel segments see Tab J Sector MD-NCR Essential Elements of Information.

Potomac River connects the Chesapeake Bay to Washington, DC. It is 24 ft. deep with 135 ft. air gap.

Wicomico River connects the Chesapeake Bay to Salisbury MD. It is 14 ft. deep.

Bridges:
There are 4 primary bridges in Sector MD-NCR's COTP Zone; William Preston Lane Jr. Memorial Bridge, Francis Scott Key Bridge, Governor Harry W. Nice Memorial Bridge, and Woodrow Wilson Memorial Bridge.

William Preston Lane Jr. Memorial Bridge of RT's 50 & 301, commonly known as the Bay Bridge, is a dual suspension bridge spanning the Chesapeake Bay, connects the connects the Western Shore to the Eastern Shore of MD, and has a 186 ft. air gap.

Francis Scott Key Bridge of I-695, commonly known as the Key Bridge, is a continuous truss bridge spanning the Patapsco River, and has a 185 ft. air gap.

Governor Harry W. Nice Memorial Bridge of RT 301 is a continuous truss bridge spanning the Potomac River, connects MD and VA, and has a 135 ft. air gap.

Woodrow Wilson Memorial Bridge of I-495 is a dual span bascule bridge spanning the Potomac River, connects Alexandria, VA and Prince George's County, MD, and has a 70 ft. air gap in the closed position.

Anchorages:
For a listing of critical anchorages see Tab J Sector MD-NCR Essential Elements of Information.

ATON:
For a listing of critical ATON see Tab J Sector MD-NCR Essential Elements of Information.

Marinas and Boat Ramps:
While the exact number of marinas and boat ramps in Sector Maryland-NCR's AOR is unknown, there are conservatively more than 500 marinas, public and private. There are probably equally as many boat ramps. They are located in virtually every harbor, creek, or ditch along the coastline.

SECTION 3: MTS RECOVERY MANAGEMENT

A. **PURPOSE**: This section outlines the process and procedures for the Incident Commander (IC) / Unified Command (UC) 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:

- Maintains open port concept,
- Mitigates impact on the MTS, trade, and the economy,
- Identifies resources, agencies involved, incident effects, and course of action for the recovery of maritime infrastructure,
- Prioritizes MTS Recovery operations,
- Identifies and prioritizes cargo streams,
- Coordinates with operational elements conducting salvage or marine debris removal operations, and
- 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. Sector MD-NCR will engage and activate key port stakeholders and government agencies to ensure short-term recovery is considered during operational planning, recovery operations, and hand-off to other agencies for long term recovery action. To accomplish this Sector MD-NCR will follow this process:

- Establish the MTSRU,
- Obtain Situational Awareness,
- Determine MTS Impact and Recommend Courses of Action (COAs),
- Determine Reporting Requirements, and
- Demobilize the MTSRU and transition to long-term restoration.

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

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

- An electronic notification process exists to notify all members of the MTSRU that activation is required. The Alert Warning System (AWS) is the primary notification method, email and phone are secondary,
- Members have received appropriate training and have awareness of the priorities, procedures, and protocols of the plan, and
- Members have pre-determined roles and responsibilities with the MTRSU.

b. 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:

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

c. The MTSRU will normally be established under the Planning Section as shown in Figure 4. As the Incident Command System is flexible and scalable, the MTSRU may be placed under the Operations Section as a MTS Recovery Branch or Group to satisfy unique needs of the IC/UC. Moving the MTSRU to the Operations Section should only be done when critically required to address unique elements in the MTS Recovery operation. MTS Recovery Planning and Operational requirements will be addressed during the Incident Action Plan (IAP) development cycle no matter the location of the MTSRU within the organization. There is no standard for the number of personnel to support the MTSRU, however, it is recommended that a basic-staffed MTSRU will include:

- MTSL,
- CART Data Entry representative, and
- Members of the Prevention Department including Waterways, Port State Control, and Facilities.

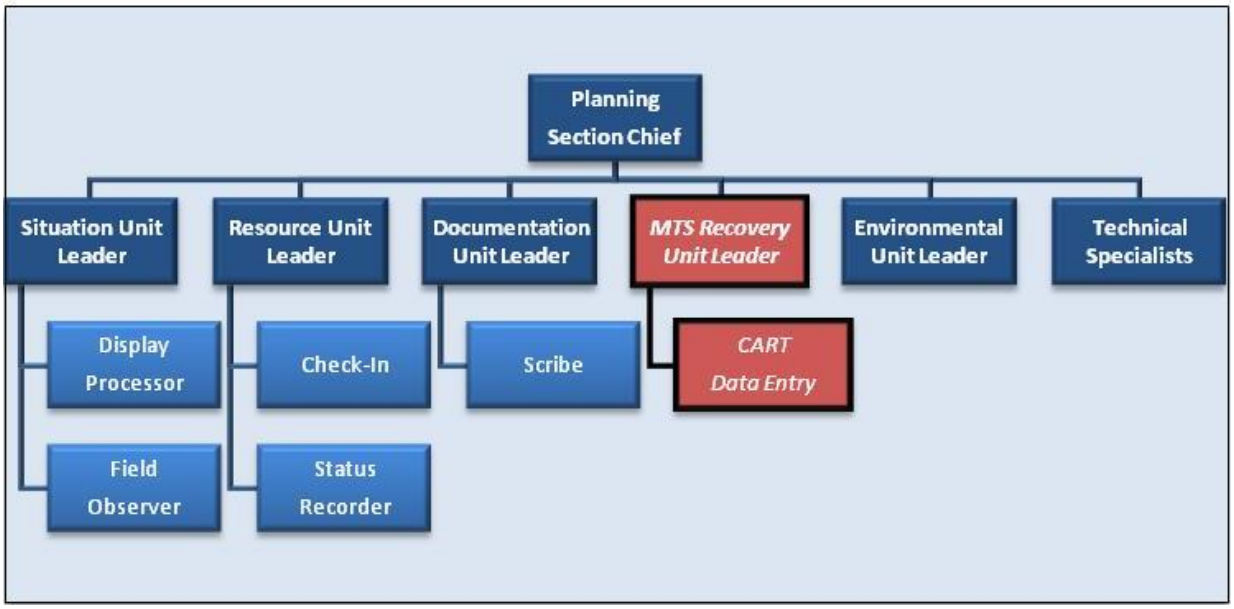


Figure 4 Example of ICS Organization Including MTSRU

d. There are fundamental considerations that are essential to the MTSRU establishment process. Figure 5 is an extract of the basic activities the MTSRU Leader shall consider when activating the MTSRU. This checklist and an expanded checklist of MTSRU Activities are included in Tab E, Sector MD-NCT MTSRU SOP.

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

Figure 5 Example Extract from MTSL Checklist

e. MTSRUs will be established in a location that will provide sufficient space, access, and functionality to support the management of MTS Recovery Planning and Reporting. The space required to establish a functional MTSRU will vary from incident to incident and will depend on the number of personnel assigned and anticipated participation of industry stakeholders. The space should be adequate to accommodate the MTSRU for a minimum of at least 15 days and have the ability to expand if necessary. Some primary considerations for the space include:

- Space for a minimum of 2 tables (recommended 30" x 48") and at least 4 chairs,
- Internet Connectivity to the CGDN and for Non-Standard Laptops
- Access to electrical outlets,
- Adequate lighting,
- Telephone Line,
- Private Space for Industry Discussions/Teleconference, and
- Close Proximity to the Situation Unit.

The primary location for the Sector MD-NCR IMT, including the MTSRU, is at the USCG Yard 2401 Hawkins Point RD Baltimore, MD 21226 in building 28A Berry Hall. Berry Hall is in close proximity to Sector MD-NCR, see Figure 6 the USCG Yard Map. Figure 7 is an example Berry Hall IMT layout.

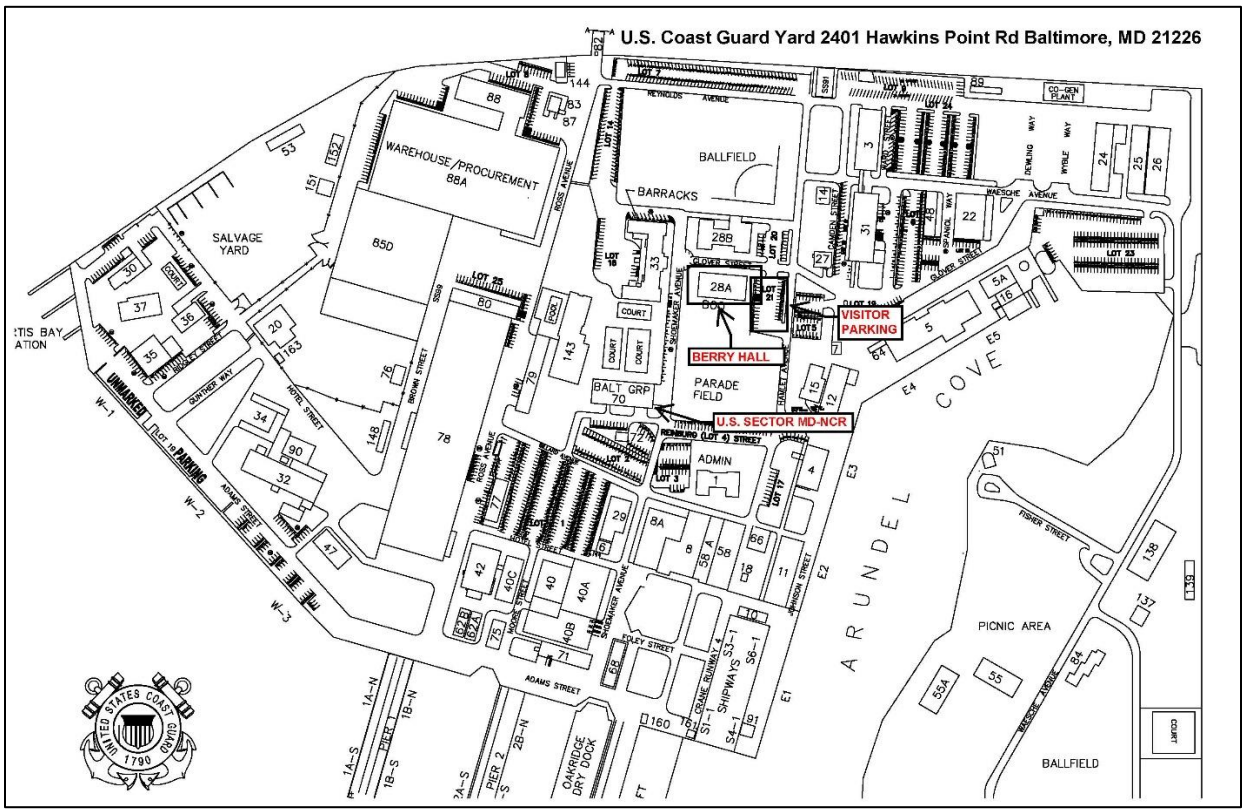


Figure 6 USCG Yard Map

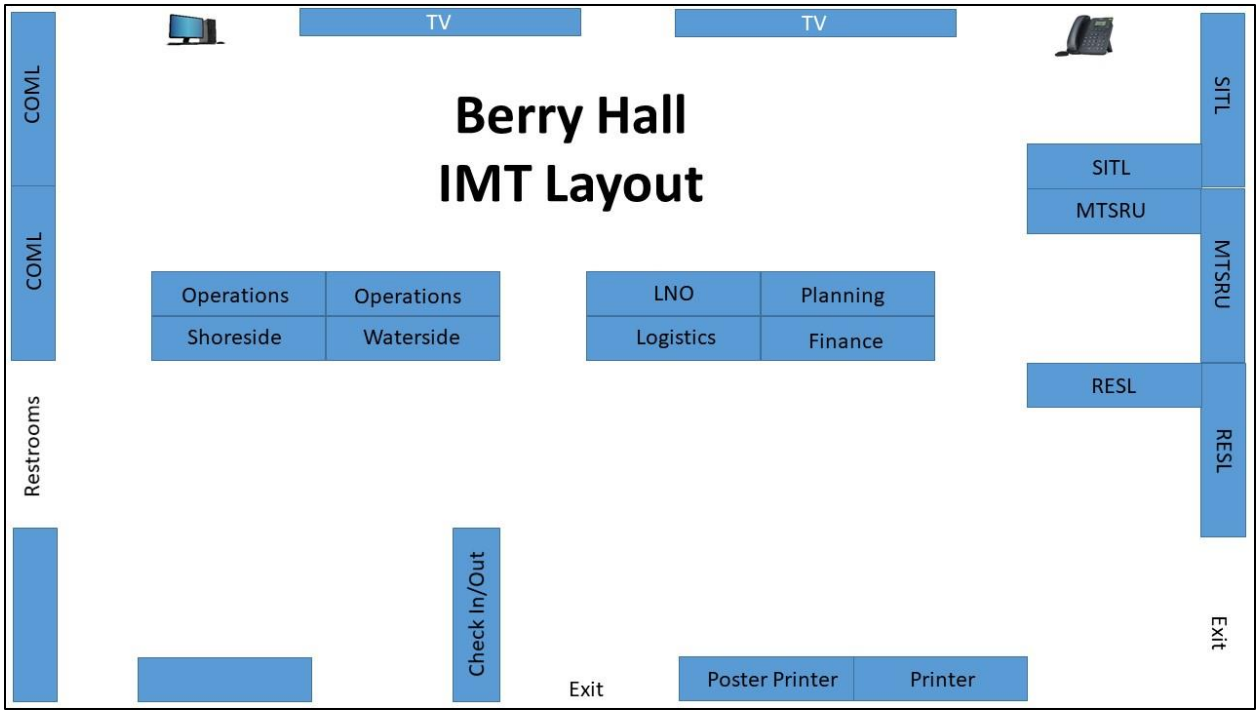


Figure 7 Berry Hall IMT Layout

f. MTSRUs can function only when appropriately supported with resources and materials to ensure sustained operations for a minimum of 48 hours before resupply is required. Sector MD-NCRs MTRSU "go kit" is located in the Contingency Planning Office, see Section 2.G.2 for contents of "go-kit".

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

(1) **<u>USCG Personnel</u>** - The AWS is the primary method used for immediate notification to all IMT personnel, including the MTSRU, that an incident requiring IMT activation has occurred. The Sector MD-NCR Command Center (SCC) is the primary communications manager for IMT notification via the AWS. The AWS Alert will include specific details regarding the establishing of the IMT.

(2) **<u>Non-USCG Personnel</u>** - The AWS is the primary method used for immediate notification to all Port Stakeholder MTSRU personnel that an incident requiring Port Stakeholder support has occurred. The Sector MD-NCR MTSL is the primary communication manager for Port Stakeholder MTSRU personnel notification via AWS. The AWS Alert will include specific details regarding the establishment of the MTSRU.

Tab F, the MTSRU Notification Process Guide, may be used by the SCC for MTSRU notification.

2. **Recovery Task 2** - Obtain Situational Awareness

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

   a. Receive initial briefing on the incident from the MTSL, SITU, PSC, or Command Duty Officer. Review current ICS-201 and/or IAP for overview of command objectives and current operations. This is a critical step in gaining initial situational awareness.

   b. Review the Sector MD-NCR MTSRP's pre-established processes, procedures, and priorities. The identification or development of specific Branches, Divisions, or Groups in the Operations Section to conduct assessments will be developed at this stage based on the type of MTS disruption event.

   c. Open and create an event in CART and input initial information.

   d. Determine which EEI type(s) may have been impacted. Typically for any MTS disruptions within the Sector MD-NCR COTP Zone 13 primary EEI types will likely require assessment to determine their availability or operating status. Figure 8 lists the primary EEI types that should be considered for appropriate operational tasking for assessment via an ICS-204.

Summary | Status | Report Summaries | Port Status | Command Comments

Event Summary: MD-NCR EEI Validation

EEI Group	EEI Type	Baseline	Requires Assessment	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Port Area - Critical Infrastructure	Break-Bulk Facility	4	4 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bridges	15	15 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bulk Facility	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bulk Liquid Facilities	9	9 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Chemical Facility	3	3 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Container Facilities	1	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	LNG/LPG Facility	1	1 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Non-container Facilities	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Pass/Ferry Terminals	14	14 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Petroleum Facility	13	13 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Ro-Ro Facility	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Shipyards	1	1 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
Waterways and Navigation Systems	Aids to Navigation	143	143 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Deep Draft Channel	27	27 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit

Figure 8 Primary EEI Types for Assessment

   e. Recommend to Operations Section the Port Area Critical Infrastructure and Waterways and Navigation Systems to consider for the identification or development

of specific Branches, Divisions, or Groups in the Operations Section to conduct port assessments to identify MTS impacts.

f. Identify potential resources that may be deployed along with their assigned tasks for sizing up the incident.

g. Conduct direct outreach to port stakeholders to determine the operational status of the MTS. Checklists and forms may be used to collect this data and will be determined by the type of MTS disruption. Checklists from another plan such as the AMSP, ACP, and Heavy Weather Plan may be used or an incident specific checklist may be created. Tab G, the MTS Recovery Facility Status Form CG-11410A (01/18), is the preferred facility status data collection method.

h. Convene an information sharing teleconference with Port Stakeholders to:

- Provide a situation brief/update,
- Identify any port security or other areas concerns,
- Identify any additional MTS restrictions,
- Identify key vessel movement, anchorage, or other requirements for vessel queue,
- Identify information distribution requirements, and
- Identify meeting schedule for future port stakeholder outreach.

See Tab H, Port Stakeholder Teleconference Script.

i. Compare the status reports from port assessment teams and information from port stakeholders against the CART baseline data. Maintain a near real-time update to CART and ensure port and harbor status information (Open, Open with Restrictions, Closed) is updated on Sector MD-NCRs Homeport page with any amplifying information.

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

3. **<u>Recovery Task 3</u>** - Determine MTS Impact and Recommend COAs

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

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

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

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

(1) **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 CBP, reference (p). These protocols were not designed to make operational decisions or establish regional and local priorities. This will be done by the COTP using their statutory authority while coordinating MTS recovery at the regional and local level. National priorities that should be factored into the decision-making processes in order are:

- 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

CBP/USCG Joint Protocols for the Expeditious Recovery of Trade National Priorities for Vessel and Cargo Movement

i. **National Response Supplies** - Supplies needed for addressing the short-term, direct effects of an incident at the national level that are necessary to conduct response operations at the national level including materials to minimize loss of life, contain the damage and stabilize the situation.

ii. **National Recovery Supplies** - Supplies necessary to conduct recovery operations at the national level including reconstituting commercial and government operations and services, and public assistance programs with national levels of impact.

iii. **National Defense Materials** - Materials or cargoes that support the national defense industrial base or that are vital to national security.

iv. **Other National Priority Cargo** - Other materials with significant national priority not captured on the preceding national categories.

v. **Local Response Supplies** - Supplies needed for addressing the short-term, direct effects of an incident at the local level that are necessary to conduct response operations at the local level including materials to minimize loss of life, contain the damage and stabilize the situation.

vi. **Local Recovery Supplies** - Supplies necessary to conduct recovery operations at the local level including reconstituting commercial and government operations and services, and public assistance programs with local levels of impact.

vii. **Local Fuels and Energy Cargo** - Fuel and energy related cargo, necessary to address the immediate shortages of crude oil, refined products and coal, and others needed for transportation, power, heating, and other basic needs.

viii. **Local Consumption Foods** - Food items for local consumption, beyond basic life support needs, to address the immediate shortages of "on hand" stock and chemicals necessary for production of drinking water.

ix. **Other Local Priority Cargo** - Other cargo with significant local priority, including materials to restore local economy that are not captured in the preceding local categories.

x. **Other Cargo** - All other cargo that are not captured in the preceding categories.

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

(3) Vessel Movement - When developing vessel movement priorities, the MTSRU will take into account vessel characteristics (cargo, draft, height, port state, security restrictions, or stability issues), waterway restrictions (draft, air gap, visibility, sea state, tug and pilotage requirements), as well as facility restrictions (berth availability, power, security, availability of labor). The MTSRU will work closely with port stakeholders to develop and execute plans that are aligned with industry concerns and capabilities. To accomplish this the MTSRU may use the **Vessel Arrival Scoring and Prioritization Tool (VASPT)** to score vessel arrivals, departures, and movement within the port. The VASPT is a risk-based and weighted scoring system that takes into consideration the cargo, facility status, operating restrictions, and any security or safety issues inherent with the vessel itself. **The results of the VASPT are not final and are designed solely to provide a rational for vessel prioritization discussions.** After evaluating the

results of the VASPT, if used, and in conjunction with port stakeholders vessel movement recommendations, taking into account any incident specific criteria or priorities, the MTSRU will provide recommended vessel queue priorities to the IC/UC.

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

4. **Recovery Task 4** - Determine Reporting Requirements

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 MD-NCR will ensure the internal and external MTS Status Reporting expectations are met.

a. **Internal Communications** - CART is the mandated tool for MTS status reporting. CART provides all levels of the organization 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:

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

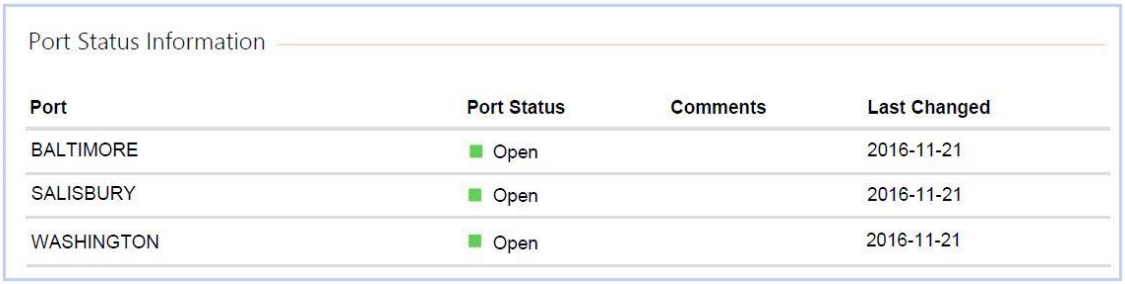
The data integrity standards in the CART User Guide will be strictly followed. Tab I, the Report Summaries Templates, provides guidance to assist in the development of the Report Summaries section of the CART Executive Summary (MTS-209). The MTSL will provide MTS status specific information during all phases of the planning cycle. Table 6 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 Sector MD-NCR MTSRU Port Stakeholder Team. • Identification of critical local and regional cargo needs. • Use of all communication nodes including social media to accurately report the status of the MTS and recovery plans.
Command & General Staff Meeting / Briefing	Brief on objectives for MTS Recovery or provide a status update of current recovery operations. Include a reminder on key priorities.
Preparing for Tactics Meeting	Provide initial assessment results and potential COA. These may include: • Waterway and ATON Status. • Vessel Management Scheme. • Stakeholder concerns and means of input. • Critical economic considerations.
Tactics Meeting	SME for MTS Recovery operations. Monitor discussion and ensure accuracy of recommendations including traffic management, vessel queue management, ATON issues, or recommended/required COTP actions.
Preparing for the Planning Meeting	Finalize plan for recovery operations during the next operational period. Ensure final outreach and assessment via stakeholders for updated waterway and infrastructure status.
Operations Briefing	Entire MTSRU staff should attend if possible. Provide any clarification to field Divisions/Groups/ Branches regarding planned recovery ops.
Monitor Ongoing Operations	Receive, monitor, and assess field-generated information to measure progress toward operational goals and overall incident objectives. Adjust as necessary during the next Command/General Staff meeting.

Table 6 Incident Action Plan Development Meeting Cycle

b. **External Communications** - Port Stakeholders do not have access to CART for real-time status reporting. The MTSRU will leverage the external outreach capabilities of Homeport and HSIN to communicate critical MTS Status information and operational restriction updates to an unlimited number of users. Port Stakeholders may be alerted to changes via the Alert Warning System (AWS) that will direct them to the appropriate platform for more information. Examples of stakeholder information that should be displayed in Homeport include:

- Port Status Information, see example in Figure 9,
- Operational Restrictions, and
- Critical Cargo Management Information.



Port Status Information

Port	Port Status	Comments	Last Changed
BALTIMORE	Open		2016-11-21
SALISBURY	Open		2016-11-21
WASHINGTON	Open		2016-11-21

Figure 9 Homeport Port Status Information

(1) **Port Status** - Sector MD-NCR 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 MTSRU. The MTSRU will monitor this closely when expected changes occur and require adjustment in Homeport.

(2) **Operational Restrictions** - As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners; or other documents describing operational restrictions of the MTS will also be posted in Homeport. The MTSRU will ensure that appropriate operationally restricting information will be uploaded to Homeport.

(3) **Critical Cargo Management Information** - CBP provides for real-time critical trade messaging via their website https://www.cbp.gov/newsroom. This information provides the status of CBP capabilities to manage cargo flow within the affected AOR, future plans and alternative procedures. This site will be provided to stakeholders via CBP.

(4) **Currency and Accuracy** - Homeport will be reviewed daily or as per the incident battle rhythm established by the IC/ UC to ensure the most current information is available to Port Stakeholders and that information is accurate

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

(1) **Baseline** - The 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 MD-NCR will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.

(2) **Status** - The default status for all EEIs entered into an Event is (RA) Requires Assessment. After the EEI has been assessed, the designation of Fully Available

(FA); Partially Available (PA); or Not Available (NA) will be made in accordance with LANTAREA Policy and the Data Integrity Standards. When the designation is PA or NA, comments shall be added as supporting information to the EEI, as well as the Summary Table. This information is critical to understanding impacts to individual EEIs as well as the aggregate impact on the EEI categories themselves along with potential local, regional, or national-level impacts.

(3) **EEI Comments** - As noted above, comments shall be included when status designations are PA or NA. Comments should be brief but include information on the impacts of the disrupted EEI Categories at local thru national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact to the MTS.

(4) **Report Summaries** - The MTSL has the responsibility of reviewing the Report Summary entries prior to entering into CART. The Report Summaries should be reviewed for:

- Format,
- Accuracy,
- Spelling,
- Currency, and
- Alignment with Homeport or other internal/external MTS Status reporting source.

See Tab I, Report Summaries Templates, for detailed guidance.

d. **Alternative Reporting Process** - In the event Sector MD-NCR does not have access to CART or internet access is limited, the MTSRU will manually track EEI Status and any significant changes in MTS recovery actions or recovery plans using the templates provided in Table 7. The manually generated MTS Status tracking and reports will be archived and delivered to the Documentation Unit Leader (DOCL) at the conclusion of each operational period. Transmission of this information will be under the direction of the Situation Unit Leader, consistent with senior management communication requirements, and available means.

(1) Sector MD-NCR will maintain a spreadsheet of EEIs to include EEI Name, Category, and Latitude/Longitude in a Decimal Degree format. See TAB J, Sector MD-NCR Essential Elements of Information.

(2) Guidelines for reporting in the template will adhere to the Sector MD-NCR Reporting Standards previously described.

Alternative Reporting Template						
EEI	**Sector Baseline**	**RA**	**FA**	**PA**	**NA**	**Comment**
Waterways and Navigation Systems						
Aids to Navigation						
Anchorages						
Deep Draft Channels						
Locks						
Non-Deep Draft Channels						
		Open	Invest.	Closed		
Vessel Salvage/Wrecks*						
Oil Pollution Incidents*						
HAZMAT Incidents*						
Port Area Critical Infrastructure						
Break Bulk Facilities						
Bridges						
Bulk Facilities						
Bulk Liquid Facilities						
Chemical Facilities						
Container Facilities						
LNG/LPG Facilities						
Non-Container Facilities						
Pass/Ferry Terminals						
Petroleum Facilities						
Ro/Ro Facilities						
Shipyards						
Port Area Vessels						
Passenger and Ferries						
Small Passenger						
Commercial Fishing						
Monitoring Systems						
Monitoring Systems						
**** Not in Baseline. Must be created for each event.***						

Table 7 EEI Alternative Reporting Template

5. **Recovery Task 5** - Demobilize the MTSRU

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

   a. Recognize when the MTSRU functions are winding down and develop a demobilization strategy.

   b. Identify and develop a list of issues or recovery actions that have not been completed and will need to be transition to long-term restoration.

   c. Determine a timeline for the transition to long-term restoration actions and the agency/stakeholder assigned.

   d. Recommend any legal, regulatory, or policy initiatives needed to address outstanding MTS Infrastructure issues or facilitate future MTS Recovery operations.

   e. List any stakeholder concerns regarding MTS Recovery and restoration issues.

   f. List and provide any MTS Recovery and restoration lessons learned to be included in the overall Incident After-Action Report (if required).

   Tab K provides an example Demobilization Report.

6. **Recovery Task 6** - Additional Tasking

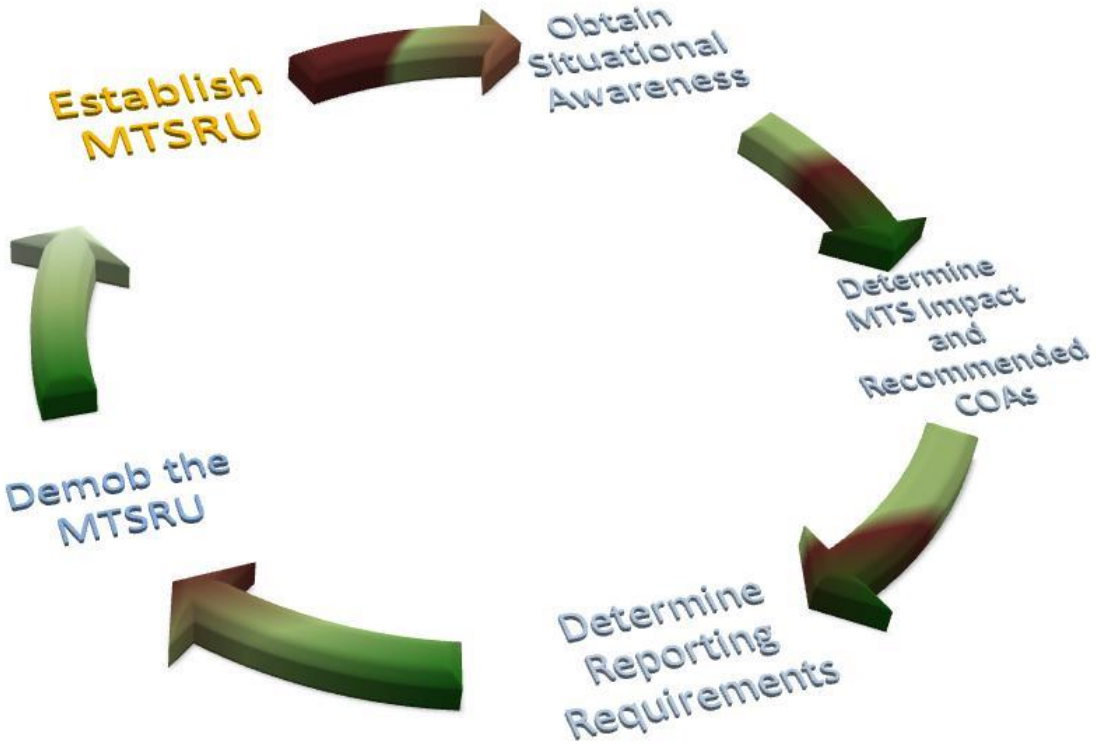
   As determined by Sector MD-NCR.

TAB E: MTSRU SOP

USCG Sector Maryland-National Capitol Region (MD-NCR)

Marine Transportation System Recovery Unit (MTSRU)

Standard Operating Procedure (SOP)



USCG Sector MD-NCR MTSRU SOP

Executive Summary

The MTSRU is part of the Planning Section of the ICS established for every incident that significantly disrupts the MTS in Sector MD-NCR COTP Zone and in accordance with the activation policies outlined in the Sector MD-NCR MTSRP. The MTSRU is primarily staffed by USCG personnel and augmented by port stakeholder maritime industry experts.

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

- Establishing the MTSRU
- Obtaining Situational Awareness
- Determining MTS Impacts and Recommending COAs
- Determining Reporting Requirements
- Demobilizing the MTSRU

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

Table of Contents

References – Hard copies and electronic versions of these references located in MTSRU "go-kit".

A. MTS Recovery Planning and Operations, COMDTINST 16000.28(series)
B. LANTAREA MTS Recovery SOP
C. USCG Incident Management Handbook, COMDTPUB P3120.17
D. CART User Guide
E. USCG MTSL Job Aid

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

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

Stage 1: Establishing the MTSRU

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

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

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

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

Stage 2: Obtaining Situational Awareness

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

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

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

Stage 3: Determining MTS Impact and Recommending COAs

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

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

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

Stage 4: Determining Reporting Requirements

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

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

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

Stage 5: Demobilization of the MTSRU

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

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

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

The MTSRU Planning "P"

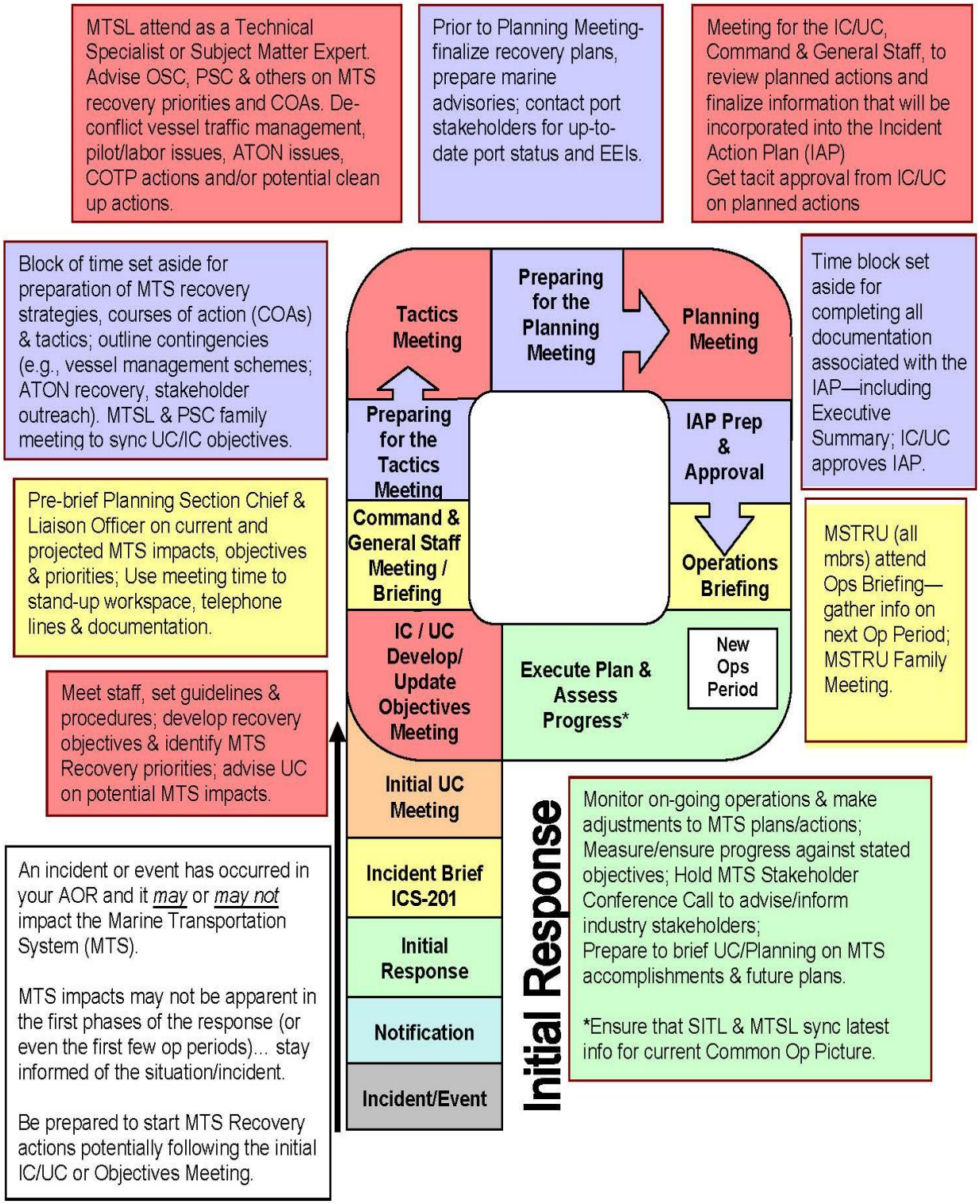


Figure 10 MTSRU Planning P

TAB F: MTSRU NOTIFICATION PROCESS GUIDE

POLICY/PROGRAM INFORMATION
The Sector MD-NCR MTSRU notification is the process by which the Sector Command Center (SCC) alerts the appointed MTSRU members that the team has been activated in response to a MTS disruption incident or an incident that could affect the normal MTS operations. These incidents could range from major infrastructure damage incidents to a MARSEC increase in another port. This team serves as the USCG Captain of the Port's subject matter expertise for all segments of port operations and provides professional advice and status updates on critical infrastructure and key operations within the marine transportation system. REFERENCES: (a) Maryland-National Capitol Region Area Maritime Security Plan (b) Sector MD-NCR COTP Zone Marine Transportation System Recovery Plan

KEY DATA: Establish Situational Awareness	
Person Activating Sector MD-NCR MTSRU:	**Phone Numbers:** *Phone # or Teleconference Info*
Reason for Activation: *Describe incident*	
What action is being taken? *Describe any initial actions of USCG or Port Stakeholders*.	

GATHER OTHER SIGNIFICANT INFO: If reported into the SCC	**ANSWER**
How long will port operations be interrupted?	
Is the security of the port or port facilities at risk as a result of the incident?	
Have any other agencies been notified?	
Has the immediate threat been mitigated?	
What are the short-term effects of the incident on facility, vessel, and MTS operations?	
NOTIFICATIONS: Improve/Strengthen Agency Partnerships	**TIME**
Prepare Incident Brief for Chiefs of Prevention and Contingency Planning	
Utilize the Pre-Developed AWS Scenario Created for this notification guide. Follow the guidance in Alert Warning System (AWS) Alert Quick Reference Card (QRC) for Sector MD-NCR MTRSU Activation. Confirm alert verbiage with Chiefs of Prevention and Contingency Planning. Provide minimum 1 hour from AWS Alert to Teleconference. Recommended alert verbiage: "*The Sector MD-NCR MTSRU has been activated. It is requested that you dial into the Port Stakeholder Teleconference at XXX-XXX-XXXX, pass-code XXXXXX at (date & time). Contact the MTSRU at XXX-XXX-XXXX with any urgent questions. Thank you."*	
Track responses to AWS. If no response within 30 minutes notify Chiefs of Prevention and Contingency Planning. Move on to secondary means of notification; telephone and email.	
Brief Chiefs of Prevention and Contingency Planning 100% notification has been achieved.	
Dial into teleconference line established for Team Notification	

TAB G: MTS RECOVERY FACILITY STATUS FORM

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

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

MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS

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

for the port of _____ following _____.

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

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

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

Name	via Fax	via Email

SECTION I: FACILITY INFORMATION

1. Facility Name

2. Facility Status (Check one)

Fully Available ☐ Partially Available ☐ Not Available ☐

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

(continue on page 2)

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

(continue on page 2)

SECTION II: FACILITY CONTACT INFORMATION

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

Reset

MARINE TRANSPORTATION SYSTEM RECOVERY - FACILITY STATUS

Name of Event: Facility Name:

SECTION 1. FACILITY INFORMATION *(Cont.)*

Privacy Act Statement

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

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

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

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

Reset

TAB H: PORT STAKEHOLDER TELECONFERENCE SCRIPT

The below Teleconference Call Script is provided as a tool to assist in facilitating a port stakeholder teleconference to discuss the status of the MTS, concerns & recommendations from port stakeholders, and provide an overview of current and future operations.

"Good (*morning/afternoon/evening).* My name is (*name*) from USCG Sector MD-NCR. The MTSRU has been activated in response to (*identify the name of the incident*). I will serve as the facilitator for this conference call. This meeting (*is /is not*) recorded.

The USCG has initiated this Port Stakeholder Conference Call to brief you on (*identify the name of the incident*), assess the current status of the MTS, the need to establish any cargo and vessel priorities, the decisions and actions that the (*Incident Command or Unified Command*) have made to effect port recovery efforts, and to solicit input for future decisions and operational planning to achieve our objectives.

At the end of this Status Report Brief, participants will be provided an e-mail address and phone number to forward their issues or concerns for consideration in future decision-making as well as providing the time for the next Port Stakeholder Conference Call. The Port Stakeholder Conference Calls will continue each day at (*time)* until the (*Incident Command /Unified Command*) determines they are no longer necessary.

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

- Please use the MUTE feature on your phone to minimize background noise.
- Please hold all comments and questions to the portion of the meeting where we open the floor to agency/organization/port affiliation comments.
- Please identify yourself and your organization/company when speaking.
- Please do not talk over others as they are offering comments or questions."

"I will now confirm the participants of this call. Please indicate that you are on the line and who you are (***facilitator reads the list of participants***).
Representing (*specific agency/organization/port affiliation*) is: (***participant answers***)
Have I missed anyone?"

Provide a summary of the incident and its impact on the MTS:

- **Impacted Area**
- **Status of Channels/Waterway**
- **Status of Infrastructure**
- **Status of Intermodal transportation systems**
- **Current priorities and location of the Incident/Unified Command**
- **Port recovery actions or decisions taken since last teleconference**
- **Current port recovery operations**
- **Resources enroute and/or requested**

"I will now go down the list of participants so that you may share any strategic information and provide a brief of current and anticipated actions taken by your agency or organization."

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

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

Address the issues presented by the participants.

"Thank you all for the participation. The next conference call is scheduled for (*date & time*). Please refer to Sector MD-NCRs Homeport page for any port status updates." **END**

TAB I: REPORT SUMMARIES TEMPLATES

1. The purpose of CART is to ensure accuracy and consistency among USCG units of port status and recovery operations reporting. To ensure consistency with other USCG units, Sector MD-NCR will align its reporting with the template tables below.

Port Incident/Area Summary Guidance		
Summary Topic	Category	Description
Port Incident/Area Summary Provide a brief description of the date, time, location, and circumstances and initiator of the incident. If a cyber-disruption, the summary should include what cyber elements are disrupted.	Waterways and Navigation	Describe impacts to waterways or specific ATON EEIs.

Table 8 Port Incident/Area Summary Guidance

Example Port Incident/Area Summary
Insert Date/Time Group: Consider using this section to push senior leadership interest info, typically related to energy, significant supply chain interruptions, etc. Details found within the summaries. *Hurricane X-Ray impacted the Sector Hiatusport AOR on 6/1/2018 with Category 2 winds sustained and storm surge of 5'. The Port of Hiatusport was placed in Port Condition ZULU 12 hours prior to the arrival of Tropical Storm Force Winds and remains in this condition until winds subside below that level.* *The Sector Hiatusport Incident Command has been established at Sector facilities and is working with local Emergency Management and stakeholders via port-wide teleconferences to develop initial assessment priorities.* *Senior Leadership Interest:* • *Regional Energy needs remain at approx. 3-4 days of available inventory.* • *Resupply of Caribbean nation islands will receive highest priority as soon as the port reopens along with energy and DOD concerns.*

Figure 11 Example Port Incident/Area Summary

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

Table 9 MTS Impact Guidance

Example MTS Impact
Enter Date/Time Group: The Port of [insert name] is OPEN. *The Port of [insert name] is OPEN WITH RESTRICTIONS. A significant amount of storm debris has accumulated in the vicinity of the Trout River Cut in between Buoys R64 and R66. The debris includes a number of small boats rafted together, vegetation, various size containers/drums. The Port is open to normal deep draft traffic to all facilities N and E of this area. All inbound and outbound traffic W and S of this area has been restricted. Corps of Engineers and City Solid Waste Management Division estimates the debris field to be cleared by 22 May 2017. Due to damaged critical range lights the COTP has directed daylight transits only until repairs are completed. The estimated time for repair to the range lights is 24 May 2017.* *The Port of [insert name] is CLOSED until surveys of the channel have been completed. Corps of Engineers estimates that surveys will be completed by 21 May 2017.* *WATERWAY & NAVIGATION: The following ATON have been reported damaged/missing: River Bar Cut Front Range; Training Wall Front Range Light; SJR Lighted Buoy 69.* *PORT AREA – CRITICAL INFRASTRUCTURE: No critical infrastructure impacted. All Fully Available.* *PORT AREA – VESSELS: The River Ferry allided with the Main St. Bridge during transit to safe haven. Officer in Charge, Marine Inspection (OCMI) and Vessel Operator conducting structural assessment. No operations authorized until OCMI makes final determination. Additional information found in MISLE Case # 1234567.*

Figure 12 Example MTS Impact

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

Table 10 MTS Recovery Actions Guidance

Example MTSR Actions
Enter Date/Time Group: The MTSRU has been established in [location] and currently staffed by USCG Personnel. Non-USCG MTSRU have been notified via the Alert Warning System and in accordance with standing notification protocols. The first Port Stakeholder teleconference is scheduled for [date/time]. No additional support determined to be necessary. MTSL will continue to assess personnel needs and request via Logistics and CG-213RR. *Port Infrastructure Assessment Teams have been deployed in the northern and southern portions of the port area. Priority is assigned to energy and Caribbean Cargo terminals for assessment with secondary priorities assigned to Ro-Ro and bulk aggregate terminals.* *The Incident Command has established the following objectives/goals/milestones:* • *Complete full port infrastructure assessments, taking safety into consideration, within 24 hours of event.* • *Review and determine any vessel queue that may require IC evaluation and prioritization.* • *Identify additional resources required to complete corrective actions to navigational channel(s) and aids to navigation.* *PCT has been activated and participating in all Recovery Planning discussions.* *No Cyber disruption or issues.*

Figure 13 Example MTSR Actions

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

Table 11 Vessels in Queue Guidance

Example Vessels in Queue
Insert Date/Time Group: *Estimated Number of Vessels in the Queue: 24* • *M/V Carnival Glory, 1234567, Cruise, City Dock 29* • *M/V Bow Sun, 9876543, Tank, Gasoline, Shell* • *T/V Ms Sarah, 4567891, 2 Barges, Containers, Pier 7* *Cause of the Queue: The Port of [insert name] remains closed due to impacts from Hurricane SMITH, assessment of the channel and associated ATON pends.* *Date to resolve queue: It is estimated that the assessment will be completed by [insert DD/MM/YY]. The Navigational Assessment Branch will review all data and make appropriate recommendations to the IC/UC.* *Time to Resolve the Vessel Queue: After the IC/UC determines the channel and ATON are in sufficient state to initiate operations, it is estimated that it will take 36 hours to reduce the vessel queue to a normal state and return all scheduling and arrivals back to the appropriate stakeholder groups.*

Figure 14 Example Vessels in Queue

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

Table 12 Waterway Management Actions Guidance

Example Waterway Management Actions
Insert Date/Time-Group: The Port of [insert name] is OPEN WITH RESTRICTIONS. See Attached MSIB xx-xxxx for additional details. *The restrictions currently include daylight operations only due to noted damage to key Priority range lights at the port entrance and high risk areas within the port as determined by the Harbor Safety Committee.* *There are draft restrictions to vessels greater than 20' draft noted in the vicinity of [insert port location] due to identification of submerged objects in the navigable channel. MSIB [insert number] has been issued and currently posted on the unit Homeport page. The PCT has been notified along with the Marine Exchange, who is socializing this restriction.* *[Note any ice-related restrictions here]* *Vessels transiting in the port between Buoys [x] and [x] will require tug assistance due to the missing range light and dayboards. Note MSIB number and location.* *Vessels are restricted to no more than 10kts in the vicinity of [insert name] channel and Buoy [x] due to removal of submerged objects from the navigable waterway.*

Figure 15 Example Waterway Management Actions

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

Table 13 Future Plans Guidance

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

Figure 16 Example Future Plans Guidance

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

Table 14 Intermodal and Supply Chain Impact Guidance

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

Figure 17 Example Intermodal and Supply Chain Impact

TAB J: SECTOR MD-NCR ESSENTIAL ELEMENTS OF INFORMATION

Waterways and Navigation Systems		
Aids to Navigation	**Latitude**	**Longitude**
7440 Chesapeake Channel Lighted Buoy 62	37.774574	-76.171191
7495 Chesapeake Channel Lighted Buoy 64	37.925126	-76.151329
7515 Chesapeake Channel Lighted Buoy 68	37.998181	-76.196885
7560 Point No Point Light	38.128125	-76.29027
7575 Chesapeake Channel Mid-Channel Lighted Whistle Buoy HS	38.205401	-76.242721
7590 Hooper Island Light	38.25625	-76.249806
7680 Chesapeake Channel Lighted Buoy 78	38.555273	-76.427561
7695 Chesapeake Channel Lighted Whistle Buoy CR	38.83375	-76.414951
7740 Chesapeake Channel Lighted Buoy 84	38.757618	-76.418563
7750 Bloody Point Bar Light	38.83375	-76.391667
7751 Bloody Point Bar Warning Light	38.833298	-76.393178
7800 Chesapeake Channel Lighted Buoy 88	38.93553	-76.382178
7825 Chesapeake Channel Lighted Buoy 90	38.971807	-76.388596
7995 Craighill Channel Entrance Range Front Light	39.101981	-76.406524
8000 Craighill Channel Entrance Range Rear Light	39.117793	-76.412518
8001 Craighill Channel Entrance Range Rear Passing Lights	39.117793	-76.412518
8005 Craighill Channel Entrance Lighted Buoy 1C	39.022918	-76.378101
8010 Craighill Channel Entrance Lighted Buoy 2	39.023698	-76.374817
8015 Craighill Channel Lighted Buoy 3	39.036997	-76.383453
8020 Craighill Channel Lighted Buoy 4	39.037679	-76.38057
8025 Craighill Channel Lighted Buoy 5	39.051097	-76.388783
8040 Craighill Channel Range Front Light	39.188614	-76.394399
8050 Craighill Channel Range Rear Light	39.229035	-76.394418
8055 Craighill Channel Lighted Buoy 8	39.022918	-76.378101
8060 Craighill Channel Lighted Buoy 9	39.069416	-76.395792
8065 Craighill Channel Lighted Buoy 10	39.074298	-76.392852
8077 Craighill Channel Lighted Buoy 13	39.101674	-76.395879
8080 Craighill Channel Lighted Buoy 15	39.116496	-76.395858
8085 Craighill Channel Lighted Buoy 16	39.116499	-76.392827
8090 Craighill Channel Upper Range Front Light	39.197058	-76.448271
8095 Craighill Channel Upper Range Rear Light	39.216169	-76.462742
8100 Craighill Channel Lighted Buoy 18	39.126104	-76.392911
8105 Craighill Channel Lighted Buoy 19	39.128573	-76.401678
8110 Craighill Channel Lighted Buoy 20	39.128573	-76.401678
8115 Channel Lighted Buoy 21	39.141069	-76.407662

8135 Craighill Channel Lighted Buoy 25	39.169985	-76.429537
8140 Craighill Channel Lighted Buoy 26	39.17118	-76.426974
8145 Brewerton Channel Lighted Buoy 2B	39.178886	-76.432777
8150 Brewerton Channel Range Front Light	39.205289	-76.523931
8155 Brewerton Channel Range Rear Light	39.213671	-76.551757
8160 Brewerton Channel Lighted Buoy 3	39.180204	-76.445005
8165 Brewerton Channel Lighted Buoy 4	39.182531	-76.444321
8195 Brewerton Channel Lighted Buoy 11	39.19488	-76.493601
8205 Brewerton Channel Lighted Buoy 14	39.200038	-76.502247
8210 Brewerton Channel Lighted Buoy 15	39.198825	-76.506686
8215 Fort McHenry Channel Lighted Buoy 1M	39.200831	-76.51299
8220 Fort McHenry Channel Range Front Light	39.263913	-76.577718
8225 Fort McHenry Channel Range Rear Light	39.275527	-76.589977
8230 Fort McHenry Channel Lighted Buoy 2	39.207573	-76.515303
8235 Fort McHenry Channel Lighted Buoy 3	39.211675	-76.524592
8250 Fort McHenry Channel Lighted Buoy 6	39.222164	-76.531688
8255 Fort McHenry Channel Lighted Buoy 7	39.224317	-76.537921
8260 Fort McHenry Channel Lighted Buoy 8	39.228501	-76.538419
8265 Fort McHenry Channel Lighted Buoy 9	39.230002	-76.543859
8267 Fort McHenry Channel Lighted Buoy 10	39.234439	-76.544716
8305 Fort McHenry Channel Lighted Buoy 16	39.249049	-76.560108
8310 Fort McHenry Channel Lighted Buoy 18	39.255351	-76.566726
8315 Fort McHenry Angle Junction Lighted Buoy FM	39.256609	-76.571756
8325 Swan Point Channel North Range Front Light	39.119326	-76.276851
8330 Swan Point Channel North Range Rear Light	39.128046	-76.26888
8333 Swan Point Channel North Range Rear Passing Lights	39.128046	-76.26888
8350 Swan Point Channel South Range Front Light	39.060886	-76.29197
8355 Swan Point Channel South Range Rear Light	39.053991	-76.290396
8356 Swan Point Channel South Range Rear Passing Lights	39.053991	-76.290396
8385 Brewerton Channel Eastern Extension Lighted Buoy 2BE	39.148619	-76.332985
8390 Brewerton Channel Eastern Extension Range Front Light	39.128046	-76.26888
8395 Brewerton Channel Eastern Extension Range Rear Light	39.116536	-76.231099
8415 Brewerton Channel Eastern Extension Lighted Buoy 5	39.15841	-76.372829
8420 Brewerton Channel Eastern Extension Lighted Buoy 6	39.160354	-76.371589
8425 Brewerton Channel Eastern Extension Lighted Buoy 7	39.164557	-76.392758
8441 Tolchester Channel Range Front Light	39.135508	-76.335524
8443 Tolchester Channel Range Rear Light	39.123509	-76.348959
8444 Tolchester Channel Range Rear Passing Lights	39.123509	-76.348959
8445 Upper Chesapeake Channel Lighted Buoy 11	39.150325	-76.320656

8450 Upper Chesapeake Channel Lighted Buoy 12	39.14853	-76.319156
8460 Upper Chesapeake Channel Lighted Buoy 14	39.161977	-76.303968
8465 Upper Chesapeake Channel Lighted Buoy 15	39.175982	-76.292439
8480 Upper Chesapeake Channel Lighted Buoy 18	39.190966	-76.271531
8485 Upper Chesapeake Channel Lighted Buoy 19	39.205739	-76.258555
8490 Upper Chesapeake Channel Lighted Buoy 20	39.206889	-76.253687
8505 Upper Chesapeake Channel Lighted Buoy 21	39.210256	-76.254675
8545 Upper Chesapeake Channel Lighted Buoy 25	39.234921	-76.240534
8550 Upper Chesapeake Channel Lighted Buoy 26	39.238554	-76.23557
8553 Upper Chesapeake Channel Lighted Buoy 27	39.24393	-76.237676
8555 Pooles Island South Range Front Light	39.292207	-76.236586
8560 Pooles Island South Range Rear Light	39.301951	-76.236573
8561 Pooles Island South Range Rear Passing Light	39.301951	-76.236573
8595 Upper Chesapeake Channel Range Front Light	39.320146	-76.21623
8600 Upper Chesapeake Channel Range Rear Light	39.326996	-76.213796
8601 Upper Chesapeake Channel Range Rear Passing Lights	39.326996	-76.213796
8605 Upper Chesapeake Channel Lighted Buoy 31	39.279461	-76.231767
8610 Upper Chesapeake Channel Lighted Buoy 32	39.278717	-76.229599
8630 Upper Chesapeake Channel Lighted Buoy 36	39.311104	-76.218346
8635 Upper Chesapeake Channel Lighted Buoy 37	39.315479	-76.218712
8640 Upper Chesapeake Channel Lighted Buoy 38	39.317299	-76.213401
8680 Pooles Island East Range Front Light	39.278144	-76.267973
8685 Pooles Island East Range Rear Light	39.278215	-76.270333
8695 Pooles Island North Range Front Light	39.308731	-76.22703
8700 Pooles Island North Range Rear Light	39.301951	-76.236573
8795 Upper Chesapeake Channel Lighted Buoy 41	39.348721	-76.172452
8800 Upper Chesapeake Channel Lighted Buoy 42	39.347417	-76.170471
8870 Upper Chesapeake Channel Lighted Buoy 45	39.369678	-76.129295
8875 Upper Chesapeake Channel Lighted Buoy 46	39.368286	-76.128157
8885 Grove Point Range Front Light	39.402585	-76.037681
8890 Grove Point Range Rear Light	39.408533	-76.020609
8891 Grove Point Range Rear Passing Lights	39.408533	-76.020609
8895 Upper Chesapeake Channel Lighted Buoy 47	39.380762	-76.102835
8900 Upper Chesapeake Channel Lighted Buoy 48	39.37926	-76.101963
8910 Shad Battery Shoal Range Front Light	39.338425	-76.190663
8915 Shad Battery Shoal Range Rear Light	39.326996	-76.213796
8925 Elk River Channel Lighted Buoy 1ER	39.397566	-76.054674
8930 Elk River Channel Lighted Buoy 2	39.397649	-76.04915
8935 Elk River Channel South Range Front Light	39.369981	-76.083063

8940 Elk River Channel South Range Rear Light	39.347178	-76.109721
8945 Elk River Channel Lighted Buoy 3	39.40169	-76.047394
8990 Elk River Channel North Range Front Light	39.493424	-75.938344
8991 Elk River Channel North Range Front Passing Light	39.493424	-75.938344
8995 Elk River Channel North Range Rear Light	39.518511	-75.908835
9005 Elk River Channel Lighted Buoy 11	39.467022	-75.970774
9010 Elk River Channel Lighted Buoy 12	39.465839	-75.969294
9025 Oldfield Point Range Front Light	39.508388	-75.914208
9027 Oldfield Point Range Front Passing Lights	39.508388	-75.914208
9030 Oldfield Point Range Rear Light	39.519423	-75.899513
9045 Elk River Channel Lighted Buoy 18	39.502618	-75.920362
9050 Elk River Channel Lighted Buoy 19	39.505864	-75.919095
9055 Elk River Channel East Range Front Light	39.511615	-75.887969
9060 Elk River Channel East Range Rear Light	39.511981	-75.886152
9065 Elk River Channel West Range Front Light	39.502424	-75.931255
9070 Elk River Channel West Range Rear Light	39.501922	-75.933613
9075 Elk River Channel Lighted Buoy 20	39.505047	-75.914823
9105 Back Creek Channel Range Front Light	39.530241	-75.864273
9110 Back Creek Channel Range Rear Light	39.532456	-75.860989
9180 Back Creek Channel Light 28	39.525907	-75.868832
9185 Back Creek Channel Light 29	39.527379	-75.870218
9190 Back Creek Channel Light 30	39.527952	-75.864636
9195 Back Creek Channel Light 31	39.53089	-75.861182
9200 Back Creek Channel Light 32	39.528976	-75.860358
20870 Curtis Bay Channel Range Front Light	39.221166	-76.576325
20875 Curtis Bay Channel Range Rear Light	39.221058	-76.580614
21055 Seagirt Marine Terminal East Channel Lighted Buoy 5	39.244998	-76.542345
21150 Seagirt Marine Terminal West Channel Buoy 5	39.256696	-76.557731
21205 Ferry Bar Channel Lighted Buoy 1FB	39.25434	-76.57105
21265 Ferry Bar Channel Lighted Buoy 6	39.256529	-76.593668
Anchorage	**Latitude**	**Longitude**
Annapolis Middle Ground Anchorage	38.97506	-76.46626
Annapolis Naval Anchorage For Deep Draft	38.95778	-76.41687
Annapolis Naval Anchorage For Small Craft	38.9802	-76.474
Annapolis South Anchorage	38.97496	-76.47222
Annapolis Spa Creek Anchorage	38.97578	-76.48268
Baltimore Anchorage 1	39.2505	-76.56655
Baltimore Anchorage 2	39.25171	-76.55601
Baltimore Anchorage 3 Lower	39.24156	-76.54759

Baltimore Anchorage 3 Upper		39.24597	-76.5524
Baltimore Anchorage 4		39.23517	-76.54118
Baltimore Anchorage 5		39.22756	-76.54682
Baltimore Anchorage 6		39.228	-76.53394
Baltimore Anchorage 7		39.21857	-76.56236
Deep Draft Channel - Ice Safety Zone			
Ice Safety Zone 1: Head of Chesapeake Bay to C&D Canal			
Ice Safety Zone 2: Baltimore Harbor and Approaches			
Ice Safety Zone 3: Chesapeake Channel to Cove Point			
Ice Safety Zone 4: Chesapeake Channel between Cove Point and Smith Point and Lower Potomac River			
Ice Safety Zone 5: Potomac River			
Deep Draft Channel	**Depth**	**Latitude**	**Longitude**
Anacostia River	24	38.86105	-77.0123
Annapolis Harbor (Severn River)	15	38.97764	-76.4782
Baltimore Inner Harbor (Patapsco River)	25	39.28335	-76.60742
C&D Canal	35	39.53156	-75.84344
Cambridge Harbor (Choptank River)	25	38.57813	-76.06569
Chesapeake Bay Lower (MD/VA Line to Cove Point)	50	37.93891	-76.17363
Chesapeake Bay Middle (Cove Point to Bay Bridge)	50	38.41995	-76.34925
Chesapeake Bay Upper (Bay Bridge to C&D Canal) (Primary EEI)	35	39.06729	-76.33989
Chesapeake Bay Upper Segment 01 (Swan Point Channel)	35	39.09452	-76.30442
Chesapeake Bay Upper Segment 02 (Tolchester Channel)	35	39.15686	-76.31031
Chesapeake Bay Upper Segment 03 (Brewerton Channel Eastern Extension)	35	39.15249	-76.34517
Chesapeake Bay Upper Segment 04 (Worton Point to South End of Pooles Island)	35	39.25216	-76.23586
Chesapeake Bay Upper Segment 05 (Howell Point to Worton Point)	35	39.36366	-76.13784
Chesapeake Bay Upper Segment 06 (Grove Point to Howell Point)	35	39.38951	-76.07322
Chesapeake Bay Upper Segment 07 (Turkey Point to Grove Point)	35	39.42327	-76.01947
Chester River	13	39.01651	-76.26565
Choptank River	25	38.65523	-76.29685
Curtis Creek	35	39.21328	-76.57775
Eastern Bay	25	38.83392	-76.3339
Elk River (Primary EEI)	35	39.4457	-75.99273
Elk River Segment 01 (Bull Minnow Point to Old Town Point Wharf)	35	39.47492	-75.95733
Elk River Segment 02 (Old Town Point Wharf to Turkey Point)	35	39.50774	-75.90282
Patapsco River (Primary EEI)	50	39.18082	-76.45737
Patapsco River Segment 01 (Craighill Entrance Channel)	50	39.04426	-76.38327

Patapsco River Segment 02 (Craighill Channel)	50	39.09568	-76.39294
Patapsco River Segment 03 (Craighill Angle)	50	39.13124	-76.39714
Patapsco River Segment 04 (Upper Range)	50	39.15358	-76.41344
Patapsco River Segment 05 (Cutoff Angle)	50	39.17528	-76.43771
Patapsco River Segment 06 (Brewerton Channel)	50	39.18957	-76.47599
Patapsco River Segment 07 (Brewerton Angle)	50	39.20454	-76.50974
Patapsco River Segment 08 (Fort McHenry Channel)	50	39.21669	-76.52573
Patapsco River Segment 09 (Curtis Bay Channel)	50	39.2228	-76.54672
Patapsco River Segment 10 (Dundalk East Channel)	42	39.23306	-76.53658
Patapsco River Segment 11 (Dundalk Connecting Channel)	42	39.24079	-76.53699
Patapsco River Segment 12 (Dundalk Channel West)	42	39.24017	-76.54212
Patapsco River Segment 13 (Seagrit Marine Terminal Connecting Channel)	42	39.24997	-76.5447
Patapsco River Segment 14 (Seagrit Marine Terminal West Channel)	42	39.25539	-76.55541
Patapsco River Segment 15 (Ferry Bar Channel)	42	39.25646	-76.57998
Patapsco River Segment 16 (South Locust Point)	36	39.25846	-76.5922
Patapsco River Segment 17 (East Channel)	49	39.26314	-76.57349
Patapsco River Segment 18 (West Channel)	40	39.27475	-76.58243
Patapsco River Segment 19 (Penwood Channel - Sparrows Point)	26	39.19239	-76.45787
Patapsco River Segment 20 (Sparrows Point Channel - Sparrows Point)	30	39.19888	-76.48212
Patapsco River Segment 21 (Coal Pier Channel - Sparrows Point)	17	39.21148	-76.50638
Patapsco River Segment 22 (Marine Channel - Sparrows Point)	30	39.21255	-76.51217
Patapsco River Segment 23 (Colgate Creek)	41	39.25149	-76.53821
Patapsco River Segment 24 (Cox Creek)	15	39.19985	-76.52442
Patuxent River	30	38.31746	-76.41217
Potomac River Lower (Entrance to 301 Bridge) (Primary EEI)	24	38.02954	-76.40154
Potomac River Lower Segment 01 (Kettle Bottom Shoal)	24	38.24913	-76.88443
Potomac River Upper (301 Bridge to DC) (Primary EEI)	24	38.40368	-77.02106
Potomac River Upper Segment 01 (Nanjemoy Bar)	24	38.39377	-77.10908
Potomac River Upper Segment 02 (Lower Smith Point)	24	38.36116	-77.23665
Potomac River Upper Segment 03 (Upper Smith Point)	24	38.38272	-77.25529
Potomac River Upper Segment 04 (Maryland Point Bar)	24	38.43252	-77.27052
Potomac River Upper Segment 05 (Mattawomen Bar)	24	38.57716	-77.21638
Potomac River Upper Segment 06 (Marshall Hall Bar)	24	38.69325	-77.09316
Potomac River Upper Segment 07 (Hunting Creek Shoal)	24	38.78201	-77.03524
Potomac River Upper Segment 08 (Alexandria)	24	38.80353	-77.03781
Sassafras River	13	39.38099	-76.04859
Severn River	17	38.96431	-76.45792
South River	14	38.90911	-76.48322

St. Clements Bay	15	38.24749	-76.71621
St. Marys River	20	38.13742	-76.44349
Susquehanna River	13	39.5418	-76.08081
Tangier Sound	15	38.04195	-75.9426
Washington Channel	24	38.8629	-77.02006
Washington Harbor (Potomac River)	24	38.86949	-77.03413
Wicomico River	14	38.22505	-75.87175
Non-Deep Draft Channel	**Depth**	**Latitude**	**Longitude**
Back Creek (Honga River)	7	38.31499	-76.21756
Back Creek (Severn River)	8	38.96839	-76.4737
Back River	7	39.24569	-76.40303
Bear Creek	8	39.232	-76.49843
Big Annemessex River	8	38.05074	-75.85512
Bivalve	7	38.31186	-75.89519
Black Walnut Cove	6	38.6778	-76.33419
Bohemia River	7	39.47982	-75.92572
Bonum Creek	6	38.09628	-76.58098
Branson Cove	7	38.14006	-76.64062
Breton Bay	10	38.25124	-76.68538
Brick Kiln Harbor	7	37.99096	-75.85758
Broad Creek (Somerset County)	6	37.95285	-75.86622
Broad CreeK (Talbot County)	9	38.72158	-76.24709
Bush River	7	39.34803	-76.24861
Cadle Creek	7	38.88167	-76.513333
Claiborne Harbor	4	38.835	-76.28833
Coan River	7	37.98416	-76.46212
Corsica River	8	39.08212	-76.14133
Crab Alley Creek	8	38.92891	-76.29442
Crisfield Harbor	10	37.9704	-75.86933
Cuckold Creek	10	38.31461	-76.92492
Cypress Creek	7	38.33432	-76.52326
Daughtery Creek	7	38.02916	-75.84302
Duck Point Cove (Hearns Cove)	6	38.27485	-76.09112
Farm Creek	6	38.30901	-76.04169
Fishing Bay	9	38.23701	-76.00659
Fishing Creek	7	38.69172	-76.52835
Goose Creek	6	38.27283	-76.02909
Goose Creek (Manokin River)	6	38.09327	-75.86906
Gunpowder River	8	39.30063	-76.30946

Harris Creek	10	38.7294	-76.30765
Herring Bay	7	38.76634	-76.55328
Herring Creek	6	38.17626	-76.54973
Honga River North Entrance	7	38.34927	-76.26736
Honga River South Entrance	10	38.24924	-76.11531
Hooper Strait	12	38.21667	-76.085
Island Creek	8	38.65994	-76.15932
Island Creek (Potomac River)	5	38.11049	-76.46459
Jones Creek	6	39.21675	-76.4578
Kent Island Narrows	7	38.97405	-76.24685
Knapps Narrows	9	38.72172	-76.3414
La Trappe Creek	11	38.62637	-76.12113
Lake Ogleton	6	38.94902	-76.46098
Little Annemessex River	8	37.96345	-75.90735
Little Choptank River	11	38.5352	-76.30698
Little Creek	7	38.93532	-76.28495
Little Wicomico River	8	37.88921	-76.23899
Lower Thorofare	7	38.12347	-75.9524
Lowes Wharf	7	38.76802	-76.34022
Madison Bay	6	38.51738	-76.22005
Magothy River	10	39.05474	-76.43066
Manokin River	9	38.12378	-75.87736
McCreadys Creek	6	38.29499	-76.00966
Middle River	10	39.29218	-76.38455
Miles River	10	38.80927	-76.20558
Mill Creek	12	38.32547	-76.45109
Monroe Bay	8	38.22932	-76.96406
Mount Vernon	10	38.70017	-77.08681
Muddy Hook Cove	6	38.26059	-76.17176
Nan Cove	6	38.42001	-76.55363
Nanticoke	7	38.27124	-75.91668
Nanticoke River	10	38.26013	-75.92584
Neal Sound	7	38.26548	-76.84384
Neavitt Harbor	6	38.72056	-76.27263
Nomini Bay	9	38.14065	-76.72515
Northeast River	7	39.53317	-75.98148
Occoquan Creek	9	38.63191	-77.21634
Ocean City (Isle of Wight Bay)	6	38.33432	-75.08985
Ocean City (Sinepuxent Bay)	6	38.25596	-75.14408

Ocean City Inlet	10	38.32305	-75.08587
Parish Creek	8	38.85084	-76.50644
Piscataway Creek	4	38.70508	-77.03562
Pocomoke River	11	37.9602	-75.70549
Queenstown Harbor	10	39.002	-76.17175
Rhode River	11	38.87061	-76.514
Rock Hall Harbor	10	39.12951	-76.24947
Seneca Creek	8	39.31259	-76.35988
Shallow Creek	5	39.19837	-76.43397
Slaughter Creek	7	38.4975	-76.27529
Smith Creek	12	38.10316	-76.40818
Smith Island Channels (Primary EEI)	6	37.99108	-76.05398
Smith Island Channels Segment 01 (Big Thorofare Between the Jetties)	7	38.00054	-76.05426
Smith Island Channels Segment 02 (Levering Creek)	7	38.00124	-76.03698
Smith Island Channels Segment 03 (Ewell Basin)	7	37.99694	-76.03502
Smith Island Channels Segment 04 (Big Thorofare)	7	37.99572	-76.01977
Smith Island Channels Segment 05 (Tyler Ditch)	7	37.9902	-76.01801
Smith Island Channels Segment 06 (Sheep Pen Gut)	6	37.97887	-76.04868
Smith Island Channels Segment 07 (Rhodes Point Basin)	6	37.97696	-76.04265
Smith Island Channels Segment 08 (Rhodes Point)	6	37.97042	-76.03882
Smith Island Channels Segment 09 (Tylerton Basin)	6	37.96914	-76.02132
Smith Island Channels Segment 10 (Twitch Cove)	7	37.96836	-75.98947
Somers Cove	7	37.9775	-75.85949
Spesutie Narrows	6	39.44151	-76.0964
St. Catherine Sound	6	38.23334	-76.78427
St. George Creek	7	38.13428	-76.50215
St. Inigoes Creek	11	38.15956	-76.43125
St. Jerome Creek	7	38.11878	-76.34005
St. Michaels	6	38.78789	-76.218
St. Patricks Creek	7	38.23243	-76.73974
St. Peters Creek	6	38.14386	-75.82774
Still Pond Creek	9	39.33947	-76.14236
Swan Creek	7	39.14625	-76.26234
Tedious Creek	6	38.24658	-76.04348
Tilghman Island Harbor	6	38.71011	-76.33033
Town Creek	10	38.6972	-76.16646
Tred Avon River	12	38.67257	-76.18713
Tyaskin Creek	9	38.33433	-75.88171
Upper Machodoc Creek	6	38.31478	-77.02681

Upper Thorofare	9	38.16965	-75.9533
Warwick River	10	38.61028	-75.97678
West River	7	38.85552	-76.51749
Whitehall Creek	9	39.00197	-76.432
Wicomico River (Western Shore)	12	38.28307	-76.83231
Worton Creek	10	39.29381	-76.17602
Wye River	6	38.85112	-76.19706

Port Area – Critical Infrastructure			
Bridges		**Latitude**	**Longitude**
Chesapeake Bay Bridge William Preston Lane, Jr. Memorial Bridge RT 50/301		38.99148	-76.37158
Chesapeake City Bridge		39.52927	-75.81395
Curtis Creek I-695 Bridge		39.20749	-76.58059
Curtis Creek CSX Railroad Bridge		39.20118	-76.5762
Curtis Creek Pennington Ave Bridge		39.2079	-76.58046
Francis Scott Key Bridge I-695		39.21723	-76.52809
Ft McHenry Tunnel		39.26035	-76.57707
Governor Harry W. Nice Memorial Bridge RT 301		38.36161	-76.99715
Governor Thomas Johnson Bridge RT 4		38.32534	-76.4726
Harbor Tunnel		39.25381	-76.57161
Millard E. Tydings Memorial Bridge		39.58074	-76.10581
Susquehanna River Amtrak Bridge		39.55439	-76.08625
Susquehanna River CSX Bridge		39.56884	-76.087
Thomas J. Hatem Memorial Bridge RT 40		39.56047	-76.09047
Woodrow Wilson Bridge		38.79301	-77.03184
Facilities		**Depth**	**Latitude**
Break Bulk Facility	Baltimore Metals and Commodities	39.26709	-76.5814
Break Bulk Facility	MPA North Locust Point Marine Terminal	39.26667	-76.58228
Break Bulk Facility	Rukert Terminals	39.26743	-76.56867
Break Bulk Facility	Tradepoint Atlantic	39.21129	-76.4856
Bulk Facility	American Sugar Refining (Domino)	39.27418	-76.59509
Bulk Facility	CNX Marine Terminals	39.26232	-76.56124
Bulk Facility	CSX Transportation	39.22469	-76.58323
Bulk Facility	National Gypsum	39.26363	-76.55432
Bulk Facility	United States Gypsum	39.21387	-76.55564
Bulk Liquid	Bitumar USA	39.211445	-76.5869
Bulk Liquid	Blue Knight Energy Partners	38.55952	-77.26516
Bulk Liquid	Dominion Possum Point Power Station	38.54039	-77.28199
Bulk Liquid	Hart-Miller Island	39.24517	-76.3704

Bulk Liquid	NRG Energy Morgantown	38.36496	-76.97098
Bulk Liquid	NRG Energy Vienna	38.48851	-75.82322
Bulk Liquid	Pike Baltimore Terminal	39.23984	-76.56911
Bulk Liquid	Poplar Island	38.7671	-76.3816
Bulk Liquid	Raven Power	39.18062	-76.53497
Chemical Facility	ContandaTerminals	39.27459	-76.59044
Chemical Facility	Host Terminals	39.20833	-76.54167
Chemical Facility	Liquid Transfer Terminals	39.21088	-76.58366
Container Facilities	MPA Seagirt Marine Terminal	39.25615	-76.53831
LNG/LPG Facility	Dominion Cove Point LNG Terminal	38.38859	-76.40505
Non-Container Facilities	Canton Marine Terminal Vane Brothers	39.26	-76.55566
Non-Container Facilities	TE Connectivity (SUBCOM)	39.26485	-76.60117
Pass/Ferry Terminals	Alexandria City Marina	38.80525	-77.03937
Pass/Ferry Terminals	Annapolis City Dock	38.97658	-76.48521
Pass/Ferry Terminals	Annapolis Landing Marina	38.96566	-76.47741
Pass/Ferry Terminals	Baltimore Inner Harbor	39.2862	-76.61095
Pass/Ferry Terminals	Chesapeake Bay Maritime Museum	38.7885	-76.22314
Pass/Ferry Terminals	Diamond Teague Park	38.87192	-77.006
Pass/Ferry Terminals	Entertainment Cruises	38.87489	-77.02104
Pass/Ferry Terminals	Gankplank Marina	38.87674	-77.02209
Pass/Ferry Terminals	George Washingtons Mount Vernon	38.70522	-77.08829
Pass/Ferry Terminals	Hyatt Regency River Marsh Marina	38.56176	-76.04843
Pass/Ferry Terminals	MPA South Locust Point Passenger	39.26525	-76.59784
Pass/Ferry Terminals	National Harbor Marina	38.78488	-77.01673
Pass/Ferry Terminals	Potomac Party Cruises (Dandy)	38.80292	-77.03924
Pass/Ferry Terminals	Tangier Island Cruises	37.97842	-75.86209
Petroleum Facility	Buckeye Terminals	39.21032	-76.58541
Petroleum Facility	Cato Oil	38.3628	-75.6162
Petroleum Facility	Center Point Marine Terminal	38.36002	-75.62077
Petroleum Facility	CITGO Petroleum	39.22947	-76.56878
Petroleum Facility	Energy Transfer	39.22884	-76.57142
Petroleum Facility	Kinder Morgan Liquid Terminals	39.2084	-76.5866
Petroleum Facility	Motiva Enterprises	39.23602	-76.56525
Petroleum Facility	Naval Air Station Patuxent River	38.29167	-76.44059
Petroleum Facility	NuStar Andrews USAF	38.82193	-76.8836
Petroleum Facility	NuStar Baltimore	39.24375	-76.57716
Petroleum Facility	Nustar Piney Point	38.15858	-76.52343
Petroleum Facility	Origin Baltimore Terminals	39.21756	-76.58658
Petroleum Facility	Petroleum Fuel and Terminal (Apex Oil)	39.27326	-76.57045

Ro-Ro Facility	AMPORTS Atlantic Terminal	39.24552	-76.57908
Ro-Ro Facility	AMPORTS Chesapeake Terminal	39.24124	-76.57167
Ro-Ro Facility	MPA Dundalk Marine Terminal	39.24792	-76.53349
Ro-Ro Facility	MPA Fairfield Marine Terminal	39.24628	-76.58273
Ro-Ro Facility	MPA South Locust Point Marine Terminal	39.26448	-76.593
Shipyards	Sparrows Pt Shipyard Industrial Complex	39.21988	-76.49612
Port Area - Vessels			
Passenger and Ferries			
Carnival Pride			
Catherine Marie			
Cherry Blossom			
Grandeur of the Seas			
Harbor Queen			
Inner Harbor Spirit			
Ninas Dandy			
Odyssey			
Patriot			
Raven			
Spirit of Baltimore			
Spirit of Mount Vernon			
Spirit of Washington			
Steven Thomas			
Monitoring Systems			
Ice Reporting Locations			
ISZ0-1: C & D Canal East of Chesapeake City			
ISZ0-2: C & D Canal West of Chesapeake City			
ISZ1-1: Susquehanna River			
ISZ1-2: Welch Point to Turkey Point			
ISZ1-3: Turkey Point to Howell Point			
ISZ1-4: Howell Point to Pooles Island			
ISZ1-5: Pooles Island to Nine Foot Knoll			
ISZ2-1: Nine Foot Knoll to Fort Caroll			
ISZ2-2: Fort Carroll to Baltimore Inner Harbor			
ISZ2-3: Patapsco River Curtis Bay			
ISZ2-4: Nine Foot Knoll to Bay Bridge			
ISZ2-5: Chester River			
ISZ3-1: Bay Bridge to Holland Point			
ISZ3-2: Eastern Bay			
ISZ3-2: Holland Point to Cove Point			

ISZ3-4: Choptank River Entrance
ISZ4-1: Cove Point to Point Lookout
ISZ4-2: Patuxent River
ISZ4-3: Tangier Sound
ISZ4-4: Nanticoke River
ISZ4-5: Wicomico River
ISZ4-6: Little Annemessex River
ISZ4-7: Point Lookout to Colton Point
ISZ4-8: Colton Point to US-301 Bridge
ISZ5-1: US-301 Bridge to Quantico
ISZ5-2: Quantico to Alexandria
ISZ6-1: DC Harbor & Anacostia River
ISZ7-1: Pocomoke River
ISZ7-2: Assawoman Bay
ISZ7-3: St Martin River & Isle of Wight Bay
ISZ7-4: Ocean City Harbor
ISZ7-5: Sinepuxent Bay

TAB K: MTSRU DEMOBILIZATION REPORT TEMPLATE

["Event Name"]
Marine Transportation System Recovery
Demobilization Report
For
Sector Maryland-National Capitol Region

From: Sector Maryland-National Capitol Region
To: Area
Via: District Five WWM

Ref: (a) LANT Area Marine Transportation System Recovery SOP
(c) Marine Transportation System Recovery Plan for Sector MD-NCR COTP Zone

1. In accordance with reference (a), this Demobilization Report captures the current status of the MTS, including outstanding issues, post <***Event Name***>. This report contains the following:
   a. By category, the status of Essential Elements of Information (EEIs) that remain in a condition of other than fully available.
   b. List of recommended legal, regulatory, or policy initiatives that address outstanding MTS infrastructure issues, and
   c. List of port stakeholder concerns regarding infrastructure restoration.

2. EEI Status Information: The following is a complete list of relevant EEIs and their current status:
   a. Port Area – Critical Infrastructure
      i. Break Bulk Facilities:
      ii. Bridges:
      iii. Bulk Facilities:
      iv. Chemical Facilities:
      v. Container Facilities:
      vi. LNG/LPG Facilities:
      vii. Non-Container Facilities
      viii. Passenger/Ferry Terminals:
      ix. Petroleum facilities:
      x. Ro-Ro Facilities:
      xi. Shipyards
   b. Waterways and Navigation Systems
      i. Aids to Navigation:
      ii. Deep Draft Channels:

3. Policy Recommendations: The following is a list of recommended legal, regulatory, or policy initiatives that address the outstanding MTS infrastructure
   a. Type 2 or higher event MTS Recovery Unit (MTSRU) Staffing (example):

4. Stakeholder Concerns: The following is a list of stakeholder concerns regarding infrastructure restoration.
   a. Regulatory Agency communications (example):

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

SECTION 4: MTSRP MAINTENANCE

A. PURPOSE: This section discusses plan validation, updates, and exercise requirements. Lessons learned and recommended actions from training and exercises identify best practices and areas of needed improvement.

B. MTSRP VALIDATION:

1. Annual MTSRP Validation -

a. Sector MD-NCR 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, whichever occurs first the initial planning phase of any MTS Recovery exercise or the start hurricane season. This will ensure that the MTS Recovery exercise scenario is developed or hurricane season is started with the most accurate information available. A 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 Five or LANTAREA. Any annual changes, updates, or modifications to the plan after promulgation will be recorded in the Record of Changes to this plan.

2. CART Validation -

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

b. Sector MD-NCR 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. Tab L, the MTS Recovery Essential Elements of Information Form CG-11410 (01/18), shall be used to capture facility information.

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP -

a. Sector MD-NCR 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:

- After Action Reports and recommendations from MTS Recovery exercises,

- Lessons learned from local port stakeholder exercises,
- Lessons learned from past disaster recovery events (e.g. severe weather events, oil spill incidents, mass rescue operations),
- 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
- Policy updates.

b. Sector MD-NCR will ensure that the five year review plan is forwarded to the cognizant District Five Commander Plan Review Authority for review.

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.

D. EXERCISES:

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

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

a. Improve capability to:

- Activate MTSRU,
- Implement and conduct coordinated interagency command and control operations in accordance with NIMS,
- Communicate effectively with various OGAs, as well as industry stakeholders across all affected modes of transportation,
- Facilitate sharing, correlating and disseminating MTS Recovery Information among stakeholders, and
- Orderly resume port operations and movement of commerce within the MTS.

b. Validate MTS Recovery procedures and plan elements.

c. Ensure the protocols and procedures used in restoring maritime commerce are coordinated with OGA and industry processes.

d. Coordinate with other required plans and contingency exercises.

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

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

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

   c. **Design** – The exercise can be developed as a standalone exercise or be part of another contingency exercise such as AMSTEP, PREP, severe weather or Mass Rescue Operations. Section 1.A of enclosure 1 identifies multiple categories of MTS disruption that can be used as the initial incident. Combining multiple contingencies within one exercise is encouraged as long as the MTS Recovery exercise objectives are tested. For example, the MTS Recovery exercise could start several days after the initial incident occurs. The exercise can be a USCG led exercise or be part of another OGA and/or industry exercise.

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

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

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

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

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

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

   a. **Discussion** – USCG Area Commanders are authorized to consider credit for real world events to be used towards fulfillment of MTS Recovery exercise requirements. The circumstances of real world events that correspond with elements of the MTSRP must be at a suitable level of effort to satisfy recovery standards in Section 4.D.3.

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

      - The MTSRP was implemented in response to a real world event involving a disruption to the MTS,
      - Appropriate members of the MTSRU and port stakeholders were involved in the response to the actual event,
      - The event was consistent with MTS Recovery program standards for testing the MTSRP,
      - The effectiveness of the MTSRP elements or strategies actually implemented was evaluated and was relevant to the plan, and
      - The response or recovery was adequately documented in CART.

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

      - The type of event causing the disruption,
      - Date, time, and location of the event,
      - Description of the event,
      - The objective met in the event,
      - Lessons learned from the event,
      - A statement verifying that the After Action Report and lessons learned were completed and entered into the CPS,
      - Any sections of the plan that may require improvement, and
      - Additional supporting data. Enclosures may include copies of CART Executive Summaries (MTS-209s) and any other relevant documentation.

   d. **Timeframe** – The memo should be submitted within 6 months of the end of the real world event. Tab M provides an example Request for MTS Recovery Real World Event Credit MEMO.

TAB L: MTS RECOVERY ESSENTIAL ELEMENTS OF INFORMATION FORM

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

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

MARINE TRANSPORTATION SYSTEM RECOVERY ESSENTIAL ELEMENTS OF INFORMATION

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

SECTION I: FACILITY CONTACT INFORMATION

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

SECTION II: CARGOES

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

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

SECTION III: SHIP - BARGE ARRIVALS

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

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

CG-11410 (01/18)

Page 1 of 2

Reset

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

Privacy Act Statement

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

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

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

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

Reset

TAB M: SAMPLE MEMO FOR MTS RECOVERY REAL WORLD EVENT CREDIT

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

Commander
United States Coast Guard
Sector Maryland-NCR

2401 Hawkins Point Road
Baltimore, MD 21226
Staff symbol:
Phone: (410) 576-2648
Email: Frederick.h.dolbow@uscg.mil

3010
Date of Request

MEMORANDUM

From: ***Commanding Officer***
CG SECTOR MD_NCR

Reply to ***Name***
Attn of: ***Phone #***

To: CG LANTAREA (___)
Thru: CCGD Five (___)

Subj: REQUEST FOR MTS RECOVERY REAL WORLD EVENT CREDIT

Ref: NVIC XX-18

1. Sector MD-NCR requests MTS Recovery exercise credit for the period of (***dates***). The MTSRP for Sector MD-NCR COTP Zone was implemented in response to (***type*** *and* ***name*** *of real world event*).

2. (***Provide a description of the event***). Sector MD-NCR certifies that the MTSRU was established and all MTS Recovery objectives were met.

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

   a. (***List Lessons Learned***).

4. Sector MD-NCR has entered an After Action Report and lessons learned into the Coast Guard's Contingency Preparedness System.

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

#

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