MARINE TRANSPORTATION SYSTEM RECOVERY PLAN
FOR
SECTOR COLUMBIA RIVER
2025

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REFERENCES

(a) Ports and Waterways Safety Act of 1972

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

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

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

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

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

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

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

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

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

(k) National Disaster Recovery Framework, September 2011

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

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

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

(o) National Incident Management System

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

(q) Area Contingency Plan

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

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

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

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

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

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

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

(y) Emergency Management Manual, Volume 3: Exercises, COMDTINST 3010.13 (series)

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SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for USCG Sector Columbia River and Columbia River 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), Salvage Plan, Area Contingency Plan (ACP), Mass Rescue Operation (MRO) Plan, Salvage Response Plan, Inclement Weather Instruction, etc.) that have recovery elements.

A. PURPOSE: This plan provides procedures to facilitate a safe, efficient, and timely restoration of the MTS to pre-disruption condition. Potential cascading effects 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:

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

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

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

3. **Constrained by Response Operations** – An incident with response operations whose mitigation activities may disrupt the normal MTS operations beyond ***pre-***

determined steady state thresholds as identified in Section 2 of the MTSRP. Examples include response to:

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

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

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

    a. System stabilization
    b. Short-term recovery
    c. Transition from short-term 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., ACP, AMSPs, MRO Plans, Salvage Response Plan, etc).

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

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

C. OVERARCHING GOALS AND OBJECTIVES:

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

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

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

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

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

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

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

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

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

1. **Area of Responsibility** – USCG Sector Columbia River is in Portland, Oregon. The boundary of the Portland, Oregon, Marine Inspection Zone and Sector Columbia River Captain of the Port Zone starts at the Washington coast at latitude 47°32′00″ N, longitude 124°21′15″ W, proceeding along this latitude east to latitude 47°32′00″ N, longitude 123°18′00″ W; thence south to latitude 46°55′00″ N, longitude 123°18′00″ W; thence east along this latitude to the eastern Idaho state line; thence southeast along the Idaho state line to the intersection of the Idaho-Wyoming boundary; thence south along the Idaho-Wyoming boundary to the intersection of the Idaho-Utah-Wyoming boundaries; thence west along the southern border of Idaho to Oregon and then west along the southern border of Oregon to the coast at latitude 41°59′54″ N, longitude 124°12′42″ W; thence west along the southern boundary of the Thirteenth Coast Guard District, to the outermost extent of the EEZ at latitude 41°38′35″ N, 128°51′26″ W; thence north along the outermost extent of the EEZ to latitude 47°32′00″ N; thence east to the point of origin.

Figure 1: Sector Columbia River AOR

2. **COTP Zone Overview** – The port area description below provides a general overview of cargo types, priorities, and vessels that rely on a functional marine transportation system. Although referencing Economic Impact Studies for key labor, revenue and commodity statistics, it is strongly recommended that any user of the MTSRP ensure that the most current economic measurements are available when providing for media or senior leadership reporting.

   The Columbia River Area of Responsibility (AOR) includes all the navigable waters under this Captain of the Port Zone, although the Columbia, Willamette and Snake Rivers are the main areas of emphasis in this plan. The Ports critical to the maritime transportation system in the AOR are: (Oregon) Astoria, St. Helens, Portland, Hood River, The Dalles, and Umatilla; (Washington) Ilwaco, Longview, Kalama, Vancouver, Walla Walla, Kennewick, Pasco, Benton, Whitman County, and Clarkston; and Lewiston, Idaho. The secondary Ports, still important to river commerce, are (Oregon) Arlington and Cascade Locks; (Washington) Camas-Washougal, Chinook, Columbia, Garfield, Klickitat, Skamania County, Wahkiakum, and Woodland.

   The **Port of Portland's** maritime operation is the second largest exporter of wheat in the United States. The Columbia River is the third largest grain exporting center in

the world. In addition, the Port of Portland is the eighth largest U.S. Port in terms of total tonnage, the fourteenth largest container port, and one of the busiest auto ports on the West Coast, handling the third highest volume of autos in the country.

The **Port of Astoria** is the first deep-draft port available upon entering the Columbia River and is located only 14 miles from the Pacific Ocean. The Port maintains nearly 7,250 feet of total dock space on three piers. These piers and the adjacent property are dedicated to marine-dependent commercial and industrial activities.

The **Port of Vancouver**, WA is located at Columbia River Mile 105. Bulk cargoes account for about 80% of annual throughput at the Port of Vancouver, a leading port in North America for tonnage throughput and the largest foreign tonnage port on the Pacific Coast. The dominance of bulk cargoes began with the Port's traditional role in shipping commodity exports from resource-rich Western Canada. Terminal operators handle a wide range of bulk cargoes such as coal, grain, sulphur, potash, liquid chemicals, and fuel oil. The Port of Vancouver has three terminals, Centerm, Lynnterm and Vancouver Wharves, for handling general cargo. Forest products such as lumber, plywood, pulp, and newsprint account for approximately 10% of the Port's total throughput, and some 95% of all general cargo, which also includes steel and project cargo. Port of Vancouver has three container terminals, Centerm and Vanterm, both located in Burrard Inlet and Deltaport, located at Roberts Bank. Together, their annual capacity is 1.7 million TEUs per year.

The **Port of Longview** has eight marine terminals equipped to handle and store dry bulks, breakbulk, forest products, steel and heavy lifts. Dry bulk cargos include chemicals, minerals, fertilizers, animal feeds and grains. Breakbulk cargo includes forest products, steel, project and heavy-lift cargo.

a. **Local MTS Facts**: Appendix I is a one-page fact sheet of the local MTS in Sector Columbia River's AOR. This sheet provides information on recent annual arrivals by vessel type, a description of key facilities within the port, key cargo streams, and a list of key port stakeholders who participate in MTS Recovery during a disrupting event.

b. **Uniqueness of the COTP Zone**: The Columbia-Willamette-Snake MTS, formed by the navigable portions of the Columbia, Willamette, and Snake Rivers, is a vital element of the economic engine of the American Northwest, and more broadly, to the Nation as a whole. It is one of the few port systems in the Nation to export more goods than it imports. It is also the top gateway for American wheat and barley exports, as well as a major exporter of corn, bulk minerals, timber, and paper products. Its importance is further underscored by the fact that some 45,000 people in Oregon, Washington, and Idaho work in jobs that depend on its functionality.

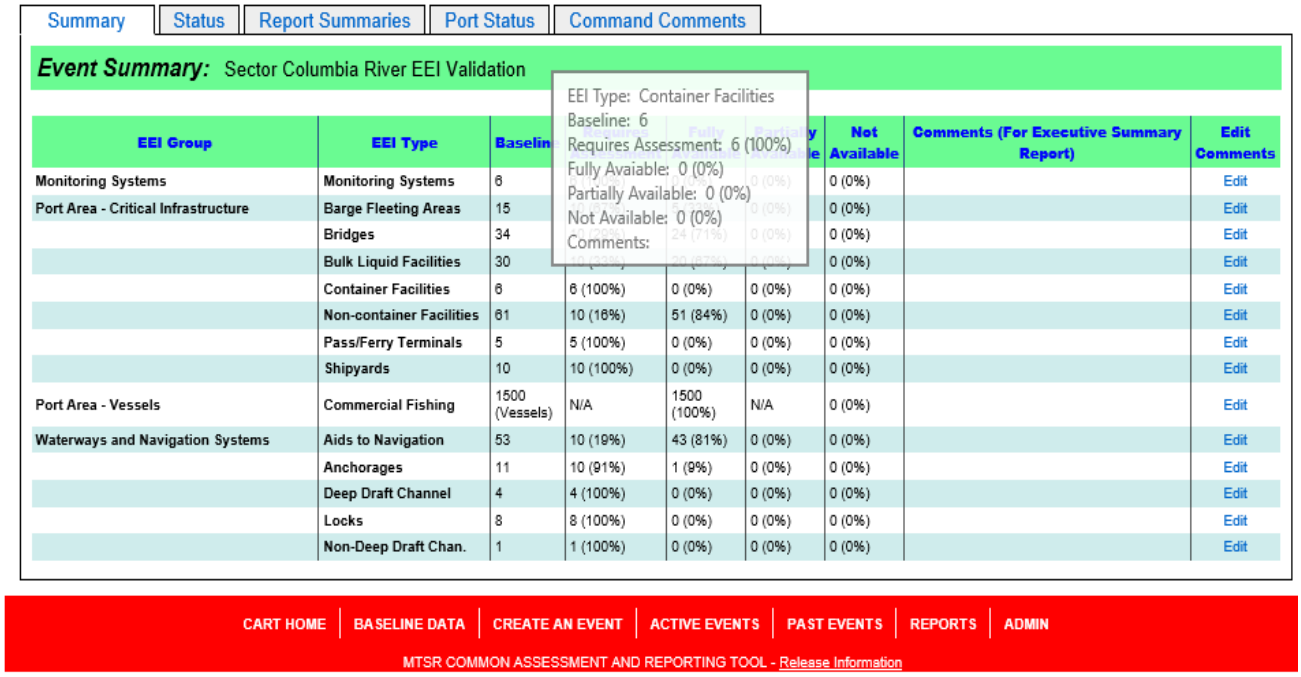
The system's ports are served by different, yet complimentary, types of maritime transportation - ranging from large, oceangoing vessels to inland barges. A series of eight locks and dams support upriver navigation and produce hydroelectric power for the region. In addition to vessel traffic, two Class I railroads operate along the banks

of the Columbia River and form an integral part of this system - both delivering and receiving cargo at the marine terminals. Also present are key pipelines that support the transportation and distribution of petroleum products. Finally, an extensive and complimentary network of highways, roads, and bridges overlays the region, adding a fourth mode of transportation that intersects with this regional MTS.

The interdependent network of waterways, locks and dams, aids to navigation, ports, and marine facilities comprising the regional MTS extends from the mouth of the Columbia River near Astoria, Oregon 465 miles inland, to the heads of navigation of the Snake and Clearwater Rivers at Lewiston, Idaho. This MTS supports a mix of liquid and dry bulk, break-bulk, containerized, and roll-on/roll-off cargoes, as well as passenger traffic. Also sharing the system's waterways is a diverse mix of fishing and recreational craft, as well as key hydroelectric power generation facilities. The waterway is further characterized by a range of operational environments, from industrialized ports like Portland and Vancouver, to small facilities located on very isolated stretches of the Snake River Canyon.

As the MTSRP is an All-Hazard plan, the appropriate incident response plan includes the **Sector Columbia River Natural/Manmade Disaster Plan**, **AMSP, ACP, and Salvage Response Plan** and will be the lead response plan for the specific event. The MTSRP will provide the MTS Recovery strategies to support the overall incident response and Incident Action Plan development process.

c. **Maritime Critical Infrastructure Covered by Essential Elements of Information (EEI)**: There are **37** distinct EEI categories available in CART to report the status of MTS Recovery in an affected port area. ***Figure 2*** provides a breakdown of the **14 EEI categories** in the COTP Columbia River Zone that will normally require the Coast Guard and stakeholders to conduct post-incident assessments to determine the operational status, recovery strategies, and resources necessary for recovery for every event type. Additional EEI categories may be added, however, the key **14 EEI Categories** below will always be considered when developing post-incident recovery strategies:



EEI Group	EEI Type	Baseline	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Monitoring Systems	Monitoring Systems	6			0 (0%)		Edit
Port Area - Critical Infrastructure	Barge Fleeting Areas	15			0 (0%)		Edit
	Bridges	34		24 (71%)	0 (0%)		Edit
	Bulk Liquid Facilities	30			0 (0%)		Edit
	Container Facilities	6	6 (100%)	0 (0%)	0 (0%)		Edit
	Non-container Facilities	61	10 (16%)	51 (84%)	0 (0%)		Edit
	Pass/Ferry Terminals	5	5 (100%)	0 (0%)	0 (0%)		Edit
	Shipyards	10	10 (100%)	0 (0%)	0 (0%)		Edit
Port Area - Vessels	Commercial Fishing	1500 (Vessels)	N/A	1500 (100%)	N/A		Edit
Waterways and Navigation Systems	Aids to Navigation	53	10 (19%)	43 (81%)	0 (0%)		Edit
	Anchorages	11	10 (91%)	1 (9%)	0 (0%)		Edit
	Deep Draft Channel	4	4 (100%)	0 (0%)	0 (0%)		Edit
	Locks	8	8 (100%)	0 (0%)	0 (0%)		Edit
	Non-Deep Draft Chan.	1	1 (100%)	0 (0%)	0 (0%)		Edit

Figure 2: CART EEI Summary Table

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

H. MEMORANDUM OF UNDERSTANDING/MEMORANDUM OF AGREEMENT (MOU/MOA): MTSR activities may require the aid and cooperation of several public and

private entities. When necessary, MOU/MOAs may be established beforehand between various agencies to facilitate cooperation.

There are currently no MOU/MOA's between COTP Zone Columbia River, Sector Columbia River and the various supporting agencies for MTS recovery.

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

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

State assets may be available through State Mutual Aid processes coordinated through USCG liaison officials and the State of Washington and State of Oregon's identified Emergency Management Agency.

The table in APPENIX J: LIST OF ORGANIZATIONS TO PROVIDE SME ASSISTANCE provides a list of public and private entities that may have MTS Recovery support capabilities.

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

1. The MTSRP was developed for response to a Type 3 or larger 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. Apart from 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 Columbia River will implement their Continuity of Operations Plan and will relocate operations as directed by that plan.

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

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

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

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

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

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

K. KEY TERMS AND DEFINITIONS:

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

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

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

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

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

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

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

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

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

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

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

11. **Maritime Transportation System Recovery Support Cell (MTSRSC)** – MTSRSCs are Coast Guard personnel at a district, area, or headquarters unit that support the flow of information from the MTSRU to other elements of Coast Guard, DHS, and maritime industry during the response to and recovery from a disruption of the MTS. These cells are not normally augmented by other agencies 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 non-governmental organizations to identify threats, determine vulnerabilities, and identify required resources to prevent, respond to, and recover from major incidents.

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

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

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

21. **Recovery**

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

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).

SECTION 2: PLANNING AND PREPAREDNESS

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

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

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

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

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

B. NORMAL PORT OPERATIONS: In order to facilitate the recovery of the MTS or restore the basic functionality of the port after a major disruption, it is necessary to know and understand the port's critical infrastructure and operations including the intermodal dependencies required to support commerce. Appendix K of the plan, describes in general the "normal operations" of the MTS in the COTP Zone Columbia River." Another way to say it is "what's normal or what's happening" in the Columbia River COTP Zone on an average day. To understand the normal operations of the MTS it is important to consider three distinct elements: Infrastructure, Operations, and Linkages.

1. **Infrastructure** – Ports are complex entities, involving facilities and structures supporting transportation by several modes: water, rail, road, or even air. Consequently, ports are a

vitally important part of the nationwide MTS, which includes not only ports, but also inland and coastal waterways, and inter-modal connectors.

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

3. **Linkages** – These are downstream impacts that go beyond the local area when an MTS disruption occurs. Cargo and commodity distribution disruptions that could impact other regions of the United States or its 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 Columbia River 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 with a broad understanding of the pre-incident normal state and the general priorities for recovering port operations. Refer to the EEI database in CART and Appendix D for a complete list of EEIs.

    a. Sector Columbia River is part of the Coast Guard's Northwest District which includes major deep-water ports in addition to multiple commercial ports and smaller, recreational-based port areas. Significant operations that span all thirty-six ports include: Grain export; refined petroleum product reception/storage/delivery terminals with waterfront transfer locations; containerized-cargo operations including critical supply routes to Asia; Ro-Ro service including automobiles and barge cargoes; and passenger vessel operations.

    b. Although there are a significant number of bridges crossing navigable waterways in the COTP Columbia River Zone including highway and rail, there are 4 bridges that span key navigable commercial waterways, are key intermodal links for cargo/vessel operations with their direct link to port areas, or that may disrupt key operations if compromised.

There are **18 Essential Aids to Navigation** throughout the lower Columbia River that have been prioritized for immediate post-damage or post-impact assessments if required. In addition to the Aids to Navigation, there are **deep draft channel segments within the Willamette and Snake Rivers**. These River segments have been prioritized for assessment by the U.S. Corps of Engineers, NOAA, or stakeholder teams with specific equipment and training.

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 engagement with stakeholder groups is vital to advance preparation and effective incident response and recovery. The **Sector Columbia River Port Coordination Team (PCT)**, the **Lower Columbia Region Safety Committee (LCRHSC)**, **River Safety Task Force (RSTF)**, and other applicable stakeholder groups are key to advance planning and preparation for effective incident response and recovery of the MTS

   USCG Sector Columbia River will develop and maintain mutual supporting relationships that promote teamwork with the **PCT**, **AMSC**, **LCRHSC**, and **RSTF.** Sector Columbia River will also encourage local committees to participate in the ICS training whenever possible.

   The Port Security Specialist (MTS Recovery/Salvage) at Sector Columbia River will develop, maintain, exercise and validate MTS information during port level normal operations identified in Tabs E through G. Working as necessary with the **PCT, AMSC Recovery Groups, Area Contingency Planning Committees,** and **Harbor Safety Committees**, this representative shall identify and prioritize critical industries, facilities, and infrastructure within the AOR. In addition, this representative shall identify potential port recovery solutions and contingencies that support business continuity planning.

2. **MTS Recovery Workgroup**

   a. Sector Columbia River will establish and maintain a Port Coordination Team to gather and maintain up-to-date information with respect to MTS Recovery planning, coordination, and best practices, including the development and maintenance of the MTSRP.

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

   c. Membership in the Sector Columbia River PCT includes representatives from port stakeholders listed in Tab C, of Section 2 of this plan. Required information for each member includes:

      - Local stakeholder agency
      - POC Name
      - Business Telephone number

- Business e-mail address

D. PRE-ESTABLISHED MTSRU:

MTSRU Staffing – The MTSRU shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts. The staffing, organization, and location of the MTSRU within the Incident Command organization will be dependent upon the type of incident and the direction of the Captain of the Port or On-Scene Coordinator. 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. The MTSRU may consist of representatives from:
   a. USCG members with facilities subject matter expertise.
   b. USCG member with waterways management subject matter expertise; and,
   c. USCG member with Port State Control subject matter expertise.
   d. USCG MTSRU Leader Type 3 (MTSL3) trained personnel
3. Additional members of the MTSRU will come from port stakeholders, as incidents require. The stakeholder group developed to support MTS Recovery planning and execution during a port disruption event in the COTP Columbia River Zone is the ***Sector Columbia River Port Coordination Team*** supporting the Ports in the Columbia/Snake Rivers. See Tab C for a list of organizations providing SME Assistance to the MTSRU.
4. USCG MTSRU personnel shall be familiar with MTS Recovery policies, procedures, and EEIs. The initial USCG representatives shall be MTSL3 qualified and be prepared for rapid activation to establish a MTSRU.

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

1. Track, document, and report MTS status in the CART,
2. Understand critical recovery pathways,
3. Recommend courses of action,
4. Provide pertinent MTS stakeholders with a communication channel to the Incident/Unified Command (IC/UC),
5. Provide IC/UC with recommended priorities for cargo flow resumption and vessel movement, and

6. Identify long-term recovery issues and needs.

F. TRAINING:

1. **Training Requirements for CG Personnel**

   a. **MTSRU Leaders (MTSL)** – The MTSL 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** – Members should be familiar with port facilities, vessels and/or waterways management functions. They should be proficient using CART.

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

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

2. **Non-CG MTSRU Members**

   a. Members will be familiar with or have access to this plan. Some members of the PCT may attend/participate in MTS Recovery Training Workshops (i.e. DHS Infrastructure Protection or U.S. CBP) however due to agency workload and priorities it is not likely that any will receive CART, MTS Recovery Unit Leader, or other advanced training.

   b. Exercises of the MTSRU and non-CG MTSRU Members will take place during any exercises involved with the Port Heavy Weather Plan, AMSP, ACP, Military Outload Plan, or other contingency plan including the MRO Plan. Section 4 of this plan provides further guidance on MTS Recovery Plan maintenance and exercises.

G. ICP/IMT LOCATIONS AND EQUIPMENT:

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

2. **MTSRU "Go kits" Equipment:** Sector Columbia River will establish a "go kit" with the following equipment to support a response to an all threats, all hazard events. Supplies will be in sufficient quantity to allow the MTSRU to function for at least 48 hours without re-supply. Once the Logistics Section is established, the MTSRU can order new supplies through the incident organization.

- Non-Standard Laptops: Already issued to MTSL/Deputy MTSL/ Port Security Specialist (Recovery/Salvage). The laptop should include MS

Word/Access/PowerPoint and have wireless capability. If additional laptops are available, note the number and location. Non-standard laptops should be upgraded as required.

- External Hard Drive/Dirty Computer: Loaded with the following minimum files/documents:
  - The Sector Baseline EEIs in Excel Format (exported from CART)
  - COMDTINST M16000.28(series)
  - AREA Guidance for MTS Recovery
  - CART User Guide (Current version)
  - Electronic Executive Summary for use in non-CART accessible environment
  - Vessel Scoring and Prioritization Tool (Optional)
  - ICS Forms (ICS 213RR; ICS 214; ICS 233)
  - Stock GIS Imagery or Satellite Imagery/Electronic Charts specific to the MTS within AOR (Optional)
  - CART Executive Summary Templates (Word Document)
  - Post Incident Assessment Forms
  - Additional Checklists as determined by the MTSRU Leader
  - Electronic copy of unit MTSR Plan
- Cell phone
- Remote access to MANTA
- Portable Printers
- Wi-Fi Hotspot/Mobile Internet connection: Minimum capability should enable wireless access for up to 5 wireless-capable laptops for access to CART and can be used for CAC-RAS into the CGDN for additional services such as GIS, CG E-mail.
- Projector: Portable projector for display purposes. Enhances ability to adequately display MTS Status, Satellite Photos, etc. along with SITU Status Boards.
- Extension Cords/Surge Protectors
- Copies of Plans, charts, maps, policy, procedures and protocols (electronic and paper)
- ICS forms catalog digital and hard copy
- Easel pads/markers
- In/Out Trays
- Paper/Pens/Masking, Duct, and Painter's Tape/Paper Clips/Staplers/ Folders/Markers/Accordion Folder/Notebooks
- Incident Management Handbook (IMH)
- Empty Binders
- Reference Binder: Contains hard copies of all reference documents/procedures/ policies
- General office supplies to support anticipated unit members.

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 ESF-1 (Transportation) mission under the NRF.

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. 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 with the State EOC ESF-1 desk. Local knowledge of port infrastructure and operations is critical at the local level of the incident management/response. To support the success of the recovery effort the Sector MTSRU shall develop and maintain a strong working relationship with the State's DOT ESF-1 representatives.

SECTION 3: MTS RECOVERY MANAGEMENT

A. PURPOSE: This section outlines the process and procedures for the Incident Commander / Unified Command to ensure MTS Recovery Objectives are met, providing effective management of MTS Recovery operations in an all-hazard framework. It also defines and describes short-term recovery priorities and the transition to long-term recovery. When an

MTS event occurs, there is a normal cycle to the incident management response. This cycle provides a pathway for the Planning and Operations Sections when considering strategies and tactics during incident management planning including key stakeholder involvement, execution of pre-identified priorities and procedures, and a seamless transition into a long-term restoration phase, when appropriate.

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

    a. Maintains an open port concept,
    b. Mitigates impact on the MTS, trade, and the economy,
    c. Identifies resources, agencies involved, incident effects, and course of action for the recovery of maritime infrastructure,
    d. Prioritizes MTS Recovery operations,
    e. Identifies and prioritizes cargo streams,
    f. Coordinates with operational elements conducting salvage or marine debris removal operations, and
    g. Reports on 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 Columbia River 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 Columbia River will follow this process:

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

1. Recovery Task 1 - Establishing the MTSRU

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

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

(3) Members have pre-determined roles and responsibilities with the MTRSU.

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 directions. This is vital to establishing a sound foundation for MTS Recovery reporting and should include at a minimum:

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

c. The MTSRU will be established under the Planning or Operations Section as shown in Figure 3.1. As the Incident Command System is flexible and scalable, the MTSRU may be placed in other ICS positions to satisfy unique needs of the IC/UC.

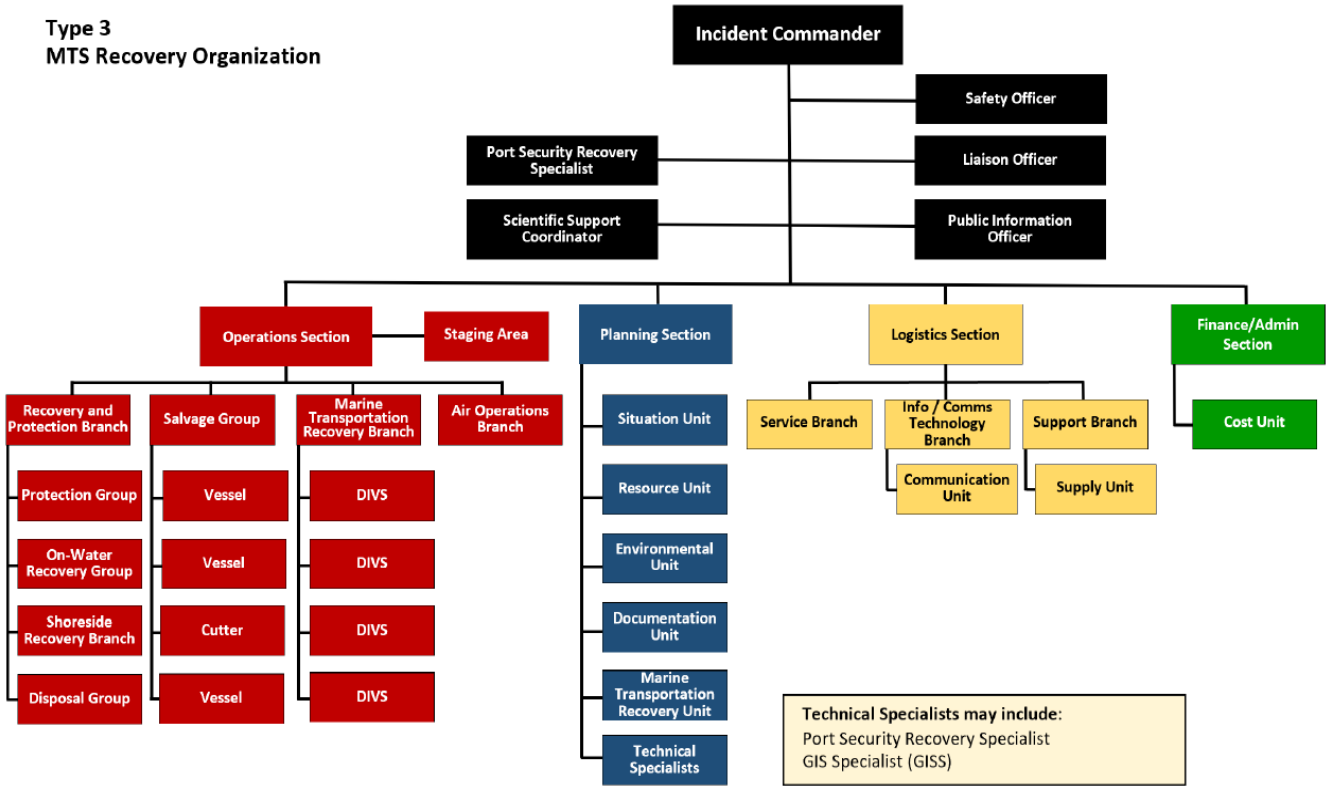


Figure 3: Example of ICS Organization including MTSRU

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 can expand if necessary. Some primary considerations for space include:

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

The location(s) of the MTSRU are listed below:

Primary MTSRU location:
USCG Sector Columbia River
Training Deck
6767 N Basin Ave
Portland Oregon, 97217

Secondary MTSRU location:
Clean Rivers Cooperative
5814 NW Balboa Ave
Portland Oregon, 97210

Figure 4 is an example of a standard MTSRU footprint within the Incident/Unified Command.

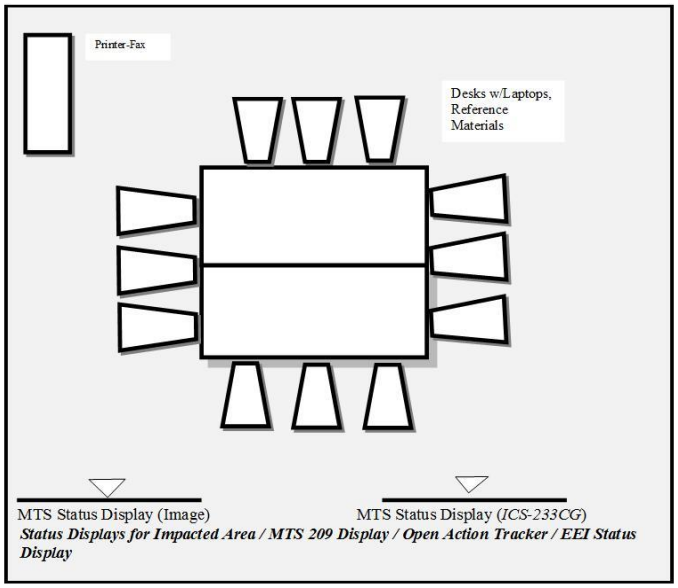


Figure 4: Example MTSRU Space Organization

f. MTSRUs can function only when appropriately supported with resources and materials to ensure sustained operations for a minimum of 48 hours before resupply is required. Standard MTSRU Go-Kits or ICS MTSRU Kits are located at Sector Columbia River.

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 Columbia River will activate its USCG Personnel using the process and protocols outlined below:

(1) USCG Personnel Notification: Upon notification of the incident, the Sector Columbia Command Center will follow the appropriate QRC and notify applicable divisions.
(2) Port Stakeholder/State-Local Government/Other Government Agency: Alert Warning System (AWS) notification process (could be combined with CG Personnel Notification). The Port Coordination Team and MTSRU members will be notified by telephone or email with the future goal being AWS notification.

2. Recovery Task 2 - Obtaining Situational Awareness

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

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

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

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

d. Identify potential resources that may be deployed along with their application.

e. Conduct outreach to port partners and maritime stakeholders to determine the status of the MTS, including commercial vessel traffic. The Sector Columbia River PCT will convene via phone, in person, and via email to determine the status of the MTS.

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

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

3. **Recovery Task 3** - Determine Impact to the MTS and Develop Courses of Action (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 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. The following information on cargo, infrastructure and vessel priorities will assist in this development.

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

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

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

(3) Vessel Movement. When developing vessel movement priorities, the MTSRU will consider 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).

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

4. Recovery Task 4 - MTS Status Reporting

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

CART is the primary MTS recovery communication tool within the USCG. In addition to internal reporting through CART, there are external communication nodes that the MTSRU will be required to maintain and validate for accuracy. These include the Homeland Security Information Network (HSIN), if utilized for response communications. *Sector Columbia River* 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 with the ability to quickly access key recovery process measurements and information in the form of an Executive Summary/MTS Status Report. The executive summary provides senior managers and other appropriate incident management groups with the following:

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

   The data integrity standards in the CART User Guide will be strictly followed. The MTSL will provide MTS status specific information during all phases of the planning cycle. See the MTSRU Planning "P" in Appendix H for IAP development and meeting cycle.

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

   (1) Port Status: Sector Columbia River will use HSIN to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by Sector Staff. The MTSRU will monitor this closely when expected changes occur and require adjustment in HSIN.
   (2) Operational Restrictions: As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners (BTM); and other documents describing operational restrictions of the MTS will also be posted. Sector Columbia River

will ensure that appropriate operationally restricting information will be uploaded to HSIN.

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

(4) Business Resumption Messaging Merchants Exchange*:* https://www.pdxmex.com The Merchants Exchange has posted information about ship cargo, docking and various services and has since expanded to keep pace with the ever-changing maritime trade and advancing technology which can be used by the MTSRU to disseminate information for businesses to make their own decisions.

c. Reporting Standards: Sector Columbia River 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: 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 Columbia River will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.

(2) Status: The designation of Fully Available (**FA**); Partially Available (**PA**); or Not Available (**NA**) will be made in accordance with AREA Policy and the Data Integrity Standards. When the designation is PA or NA, comments will be added in the EEI as well as the Summary Table. This information is critical to understanding the 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 data into CART. The Report Summaries should be reviewed for:

- Format
- Accuracy
- Spelling
- Currency
- Alignment with any other Public Messaging or other internal-external MTS Status reporting source.

d. Alternative Reporting Process: In the event Sector Columbia River 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 Appendix Section at the end of this plan. 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 SITL, consistent with senior management communication requirements, and available means.

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

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

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

6. **Recovery Task 6** – Additional Tasking

As determined by the local Sector.

SECTION 4: MTSRP MAINTENANCE

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

B. MTSRP VALIDATION:

1. Annual MTSRP Validation

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

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

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

2. CART Validation

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

b. Sector Columbia River's Port Security Specialist (Recovery/ Salvage) 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 status and potential consequences from the event. Sector Columbia River will use MTSR EEI Form (CG-11410) to capture the necessary information. (See Appendix B)

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP

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

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

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

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

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

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

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

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

MARINE TRANSPORTATION SYSTEM RECOVERY ESSENTIAL ELEMENTS OF INFORMATION

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

SECTION I: FACILITY CONTACT INFORMATION

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

SECTION II: CARGOES

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

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

SECTION III: SHIP - BARGE ARRIVALS

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

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

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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.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-FAC), U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr Ave SE, Washington,DC 20593-7318 or Office of Management and Budget, Paperwork Reduction Project (1625-0127), Washington, DC 20503.

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

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

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

MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS

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

for the port of _____ following _____.

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

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

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

Name	via Fax	via Email

SECTION I: FACILITY INFORMATION

1. Facility Name

2. Facility Status (Check one)

Fully Available ☐ Partially Available ☐ Not Available ☐

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

(continue on page 2)

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

(continue on page 2)

SECTION II: FACILITY CONTACT INFORMATION

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

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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.

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

The U. S. Coast Guard and the Sector Columbia River Area Maritime Security Committee have developed a detailed listing of the **Essential Elements of Information (EEIs)** determined to be critical for the recovery of the MTS and resumption of trade. The EEIs form the basis of recovery operations and reporting of the status of MTS recovery operations. The **Sector Columbia River MTSRU/Port Coordination Team** will consider the impacts on all EEIs and determine their status as Fully Available (**FA**); Partially Available (**PA**); and Not Available (**NA**). Any determination of a **PA** or **NA** status will require the **EEI** to be formally assessed and a determination made as to whether jurisdiction or regulatory limitations will allow for additional resources or actions to assist in recovery.

Refer to the CART for a comprehensive list of all EEIs in the Sector Columbia River Area of Responsibility.

APPENDIX D: MTSRU NOTIFICATION PROCESS GUIDE

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

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

GATHER OTHER SIGNIFICANT INFO: If reported into the CC…	**ANSWER**
How long will port operations be interrupted?	
Is the security of the port or port facilities at risk because of the incident?	
Have any other agencies been notified?	
Has the immediate threat been mitigated?	

What are the short-term effects of the incident on facility, vessel, and MTS operations?	

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

APPENDIX E: MTSRU DEMOBILIZATION REPORT TEMPLATE

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

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

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

1. In accordance with reference (a), this Demobilization Report captures the 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 other than fully available.
   b. List of recommended legal, regulatory, or policy initiatives that address outstanding MTS infrastructure issues, and
   c. List of stakeholders concerns regarding infrastructure restoration.
2. EEI Status Information: The following is a complete list of relevant EEIs and their status:
   a. Waterways and Navigation Systems
      i. Aids to Navigation:
      ii. Deep Draft Channels:
      iii. Non-Deep Draft Channels:
      iv. Locks:
   b. Waterway Incidents
      i. Vessel Salvage/Wrecks:
      ii. Oil Pollution Incidents:
      iii. HAZMAT Incidents:
   c. Port Area – MTS Infrastructure
      i. Bridges:
      ii. Bulk Liquid Facilities:
      iii. Container Facilities:
      iv. Non-Container Facilities:
      v. Shipyards:
      vi. Passenger Ferry Terminals:

d. Port Area – Vessels

i. Commercial Fishing:

ii. Passenger and Ferries:

iii. Barges:

e. Monitoring Systems

i. Radar:

ii. Communications:

iii. Cameras:

iv. Automated Identification System:

v. Vessel Traffic Service:

vi. Cyber / Information Systems

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

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

   b.

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

   a. Regulatory Agency communications (example):

   b.

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

   a. Best Practices:

      i. (example)

   b. Lessons Learned:

      i. (example)

APPENDIX F: INFRASTRUCTURE CHECKLIST

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

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

Notes:

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

Notes:

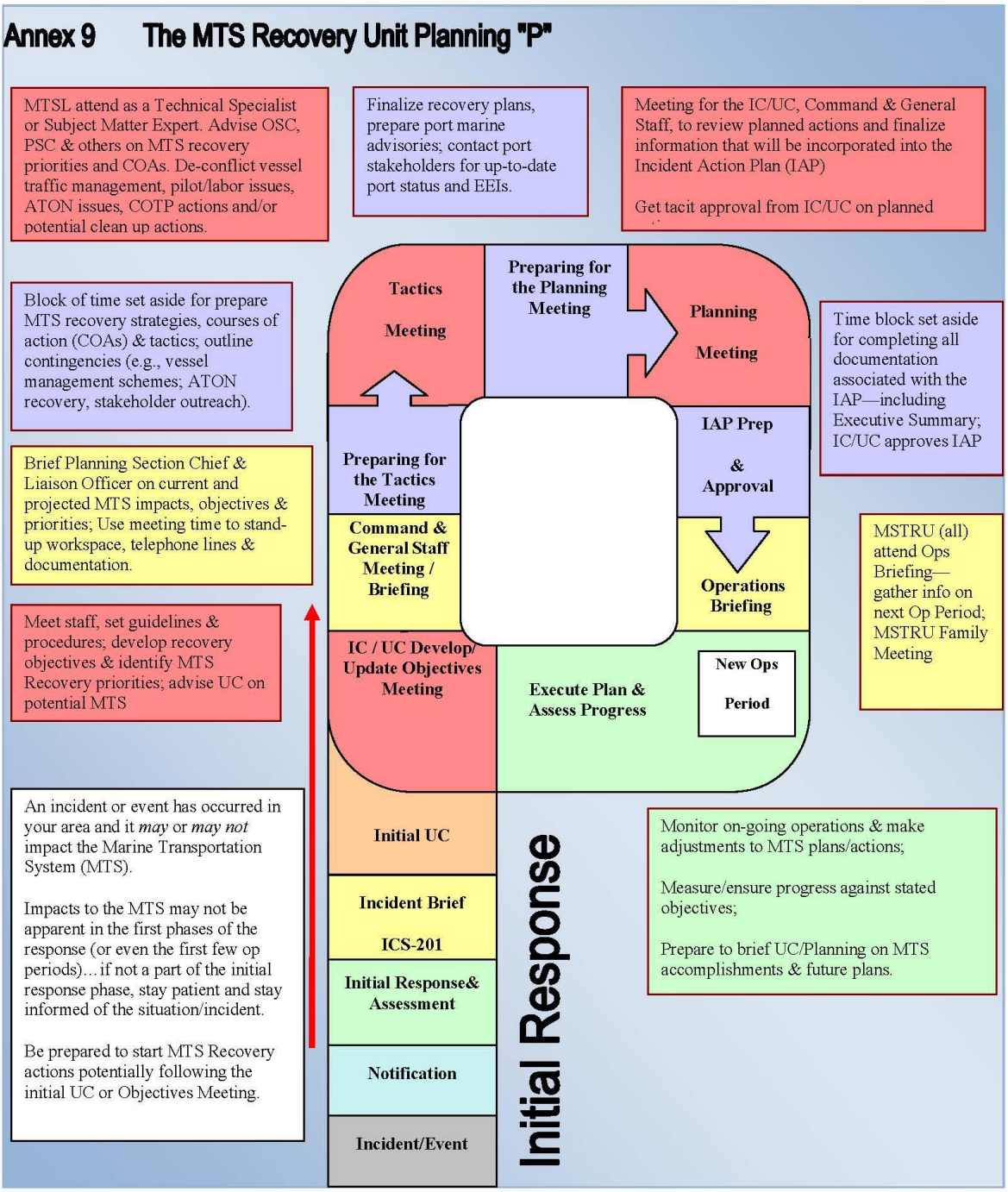
APPENDIX G: MTS REPORTING TEMPLATE

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

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

A printed copy of the CART user guide can be found in the Emergency Management Division Office and an electronic version can be found here: Microsoft Word - CART 2.0 User Manual vAPR 2024

APPENDIX H: MTSRU PLANNING P



APPENDIX I: LOCAL MTS FACT SHEET

The MTS

The Marine Transportation System (MTS) in the Columbia River 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:

34 bridges
33 ports
13 anchorages
08 dams and locks
10 shipyards
420 miles of coast
465 miles of River
61 marine terminals

The Astoria-Megler bridge was completed in 1966 and connects Oregon to Washington.

Important Facts

The Ports in the Columbia River COTP Zone accounted for over $29 billion in commerce in 2019 and support approximately 100 thousand jobs in the Northwest. As the number one U.S. exporter of wheat and barley, the Ports within the Columbia River COTP Zone account for 42 million tons of commercial cargo sent overseas.

2024 Vessel Calls in the Port of Grays Harbor

Vessel Type	Amount
Grain	58
Forest Products	5
Autos	23
Chemicals and Minerals	10
Non-Petroleum Oil	11
Total	107

2023 Vessel Calls in the Ports of the Columbia and Snake Rivers

Vessel Type	*Amount*
Autos	**147**
Containers	**74**
Grain	**557**
Forest Products	**55**
Metals/Ore/Steel	**102**
Chemicals and Minerals	**116**
Soda Ash, Pot Ash	**190**
Clay, Cement, Limestone	**76**
Petroleum Products	**216**
Other Cargos	**82**
Total	**1,615**

Source: Portland Merchant Exchange 2021 Annual Report

APPENIX J: LIST OF ORGANIZATIONS TO PROVIDE SME ASSISTANCE

Federal Partners		
Agency	**Name**	**E-Mail**
USACE Portland	Mark McKay	Mark.d.mccay@usace.army.mil
USACE Seattle	Brad Schultz	bradford.l.schultz@usace.army.mil
NOAA	Jeff Ferguson	Jeffrey.ferguson@noaa.gov
USTRANSCOM	Stephen Dowd	Stephen.b.dowd.mil@mail.mil
CBP	Ian Bow	ian.t.bow@cbp.dhs.gov
FEMA RX	Randy Branson	Randel.branson@fema.dhs.gov
DHS (CISA)	Chass Jones	Chass.jones@hq.dhs.gov
MARAD	Xochitl Castaneda	Xochitl.castaneda@dot.gov

State, Local and Tribal Partners		
Agency	**Name**	**E-Mail**
OEM	Erin McMahon	erin.mcmahon@oem.oregon.gov
ODOJ	Shannon Marheine	Shannon.m.marheine@doj.state.or.us
ODOE	Traci Naile	Traci.l.naile@energy.oregon.gov
ODHS	Nathan Reynolds	nathan.reynolds@odhs.oregon.gov
WEMD Tsunami Program	Elyssa Tappero	elyssa.tappero@mil.wa.gov
OEM Tsunami Program	Althea Rizzo	althea.rizzo@oem.oregon.gov
Oregon Tribal Liaison	Sophie Beym	sophi.beym@oem.oregon.gov

Local Partner Representation		
Agency	**Name**	**E-Mail**
River Safety Task Force	Tom O'Conner	thomas.oconnor@cityofvancouver.us
Portland Harbormaster	Sean Whalen	Sean.whalen@portlandoregon.gov
Vancouver Fire Department	Tom O'Conner	thomas.oconnor@cityofvancouver.us
Port of Portland Fire	Jarett Kays	jerett.kays@portofportland.com
Merchants Exchange	Curtis Cannizzaro	cannizzaro@pdxmex.com
Maritime Firefighting and Safety Association	Carl Obermier	obermeier@pdxmex.com
Columbia River Steamship Operators	Kate Mickelson	kate@crsoa.net
Columbia River Pilots	Jeremy Nielsen	officers@colrip.com
Columbia River Bar Pilots	Steve Ackerman	info@columbiariverbarpilots.com
Port of Portland	Bill McCormack	Bill.McCormack@portofportland.com
Port of Vancouver	Kent Cash	KCash@Portvanusa.com
Port of Astoria	Matt McGrath	mmcgrath@portofastoria.com
Port of Longview	Larry Landgraver	llandgraver@portoflongview.com
Port of Coos Bay	Mike Dunning	mdunning@portofcoosbay.com
Port of Grays Harbor	Nolan Wyatt	nwyatt@portgrays.org
Clean Rivers Cooperative	Vanessa Green	vgreen@pdxmex.com

APPENDIX K: NORMAL PORT OPERATIONS – SECTOR COLUMBIA RIVER

Columbia River

Port Overview: The Sector Columbia River MTS includes 33 ports and 420 nautical miles of coast (and offshore) in Oregon and southwest Washington, and 465 miles of navigable rivers (the Columbia, Willamette and Snake River systems to Idaho. The AOR is divided into 4 main economic and operational port clusters; Coos Bay, Lower Columbia River, Grays Harbor and Tri- Cities. Approximately $29 Billion dollars a year in commerce transits the COTP Zone. The river system is accessed from offshore by crossing the Columbia River Bar in Astoria, Oregon. A series of eight locks and dams support upriver navigation and produce hydroelectric power for the region. In addition to vessel traffic, two Class I railroads operate along the banks of the Columbia River and form an integral part of this system with both delivering and receiving cargo at marine terminals. Also present are key pipelines that support the transportation and distribution of petroleum products.

Entrance and Scheduling: The Columbia River Bar Pilots Association and Portland Merchant Exchange provides pilot scheduling and arrival services for vessels arriving in the Columbia River COTP Zone. Pilots in Coos Bay and Grays Harbor coordinate scheduled arrivals and departures. Utilizing vessels and aircraft, pilots will board vessels from the open sea to a berth or anchorage. Columbia River Bar Pilots board inbound vessels in the vicinity of the CR Buoy (Columbia River Entrance Buoy), and navigate ships beyond the Astoria-Megler Bridge, where vessels are turned over the Columbia River Pilots.

Channel: There are 4 deep-draft channel segments assigned to USACE for immediate and prioritized post-impact assessment when there is the potential of a compromised channel from heavy weather or other channel compromising events.

Deep Draft Channel	Channel Depth MLLW
01 Columbia River Channel	42’
02 Coos Bay Channel	37’
03 Grays Harbor Channel	36’
04 Yaquina Bay	40’

Aids to Navigation: There are 18 Essential (1-S) Aids to Navigation in the Lower Columbia River and 22 in Grays Harbor. These have been determined by a workgroup of USCG personnel and stakeholders including the Bar Pilots and USN representatives. The Critical and Stakeholder Essential ATON list will be amended as necessary. The updated list of Critical and Stakeholder Essential ATON will be maintained in the Common Assessment and Reporting Tool (CART), which will be used to guide the prioritized assessment post-incident when required.

Columbia River (to Portland/ Vancouver) Essential Aids to Navigation	
ATON	**LIGHT LIST NUMBER (LLNR)**
1-S Cape Disappointment Light	LLNR 695
1-S Grays Harbor Light	LLNR 720
1-S Fort Stevens Wharf Light	LLNR 10005
1-S Astoria Light 36	LLNR 10095
1-S Pillar Rock Lower Range Front Light	LLNR 10235
1-S Pillar Rock Lower Range Rear Light	LLNR 10240
1-S Pillar Rock Upper Range Front Light	LLNR 10275
1-S Pillar Rock Upper Range Rear Light	LLNR 10280
1-S Rockland Light 27	LLNR 10320
1-S Bybee Ledge Channel Range Front Light	LLNR 10950
1-S Bybee Ledge Channel Range Rear Light	LLNR 10955
1-S St. Helens Range Front Light	LLNR 11030
1-S St. Helens Range Rear Light	LLNR 11035
1-S Warrior Rock Range Front Light	LLNR 11065
1-S Warrior Rock Range Rear Light	LLNR 11070
1-S Warrior Rock Reef Lighted Buoy 4	LLNR 11075
1-S Coffin Rock Light	LLNR 10895
1-S La Du Rock Lighted Buoy 19	LLNR 10765

Grays Harbor (Offshore Westport to Aberdeen) Essential Aids to Navigation	
ATON	**LIGHT LIST NUMBER (LLNR)**
Grays Harbor Light	15530
Grays Harbor Entrance Lighted Whistle Buoy 2	15550
Grays Harbor Entrance Lighted Whistle Buoy 8	
Point Chehalis Range Front Light	15585
Point Chehalis Range Rear Light	15590
Grays Harbor Channel Lighted Whistle Buoy 11	15595
Grays Harbor South Reach Range Front Light	15610
Grays Harbor South Reach Range Rear Light.	15615

Grays Harbor South Reach Gong Buoy 21	15655
Grays Harbor South Reach Junction Buoy SC	15560
Grays Harbor North Channel Light Buoy 25	15695
Grays Harbor North Channel Light Buoy 32	15755
Grays Harbor Channel Lighted Whistle Buoy 35	15765
Grays Harbor Channel Lighted Whistle Buoy 40	15775
Grays Harbor North Channel Range F Front Light	15786
Grays Harbor North Channel Range F Rear Light	15790
Grays Harbor North Channel Light 46	15805
Grays Harbor North Channel Light Buoy 52	15841
Cow Point Reach Range G Front Light	15810
Cow Point Reach Range G Rear Light	15815
Cow Point Reach Range H Front Light	15850
Cow Point Reach Range H Rear Light	15855

Anchorages: There are thirteen commercial anchorages in the COTP Columbia River Zone. Anchorages Astoria North and South are in Astoria, OR. Rainier anchorage is in Rainier, OR and is 4.5 miles long and can hold vessels under 650'. The Henrici Bar Anchorage is located on the Columbia River between River Miles 91.6 and 93.9 and holds vessels less than 600'. The Prescott anchor buoy is reserved for heavily laden vessels and is located on the Columbia River between river miles 72.1 and 72.5. Kalama Anchorage is located on the Columbia River between River Miles 73.2 and 76.2 and can hold vessels under 600'. Woodland anchorage is seldom used and is on the Columbia River between River Miles 83.6 and 84.3. Additional anchorages include Kelley Point, Longview, and Vancouver Upper and Lower. Coordination of these anchorages will be made through the Columbia River Pilots Association and the Columbia River Bar Pilots. Full details of the restrictions and operations within these anchorages may be found in 33 CFR 110.

Regulated Facilities: There are approximately 52 regulated facilities in the COTP Zone. Refer to CART for the most updated listing of facility EEIs in the COTP Zone Columbia River.

Port of Portland Terminal 6

Container Terminals – The Port of Portland's Terminal 2 has over 2695' of pier space with 37' depth maintained at MLW, 310,000 sq. ft. of covered storage, and two gantry cranes. The Port of Vancouver, WA has four common-user container terminals with a total annual capacity of nearly three million TEUs. Grain is currently the leading export, however the Ports within the region are making efforts to lure additional cargo, tourist type vessels.

Critical Energy Infrastructure Hub – Regulated in part under 33 CFR Part 154, this facility is in Portland, OR on the Willamette River includes a significant portion or Oregon's Natural gas, electricity, and fuel oil infrastructure.

Critical Energy Infrastructure Hub, Willamette River

Military: There is a direct military nexus with the commercial Port of Portland. The same port-entrance waterway from the Pacific Ocean, the ***Columbia River Entrance Channel***, provides access to the commercial Ports of the Columbia, Willamette, and Snake Rivers, it allows access for military vessels to be dry-docked and repaired at Vigor Shipyards. Vigor Shipyards is located on Swan Island, across from MSU Portland.

APPENDIX L: LIST OF UNITS FOR PORT SURVEYS

Port Survey Teams			
Team	**Focus/Task**	**Area/Location**	**Report to:**
USCG Assets			
AIRSTA Astoria	PWCS/ATON	AOR/Impacted Area	SCC
USCG ANT Astoria	ATON- Day Boards/Lights/Buoys	Port of Astoria	WWM/SCC
USCG ANT Kennewick	ATON- Day Boards/Lights/Buoys	Upper Columbia/Snake River	WWM/SCC
USCG Sta Portland	ATON- All/ PWCS	Port of Portland/ Vancouver	WWM/SCC
USCGC Bluebell	ATON- All	Columbia/ Willamette River	SCC
USCG Sta Cape Disappointment	ATON- All/ PWCS	Ilwaco, WA	SCC
USCG Sta Tillamook Bay	ATON- All/ PWCS	Tillamook/ Oregon Coast	SCC
USCG Sta Grays Harbor	ATON- All/ PWCS	Grays Harbor/Aberdeen/ Westport/Hoquiam	SCC
USCG ANT Coos Bay	ATON- Day Boards/Lights/Buoys	Coos Bay, Oregon Coast	WWM/SCC
SCR IMD	Oil/Hazmat/Wrecks	Portland/ Vancouver/Longview	IMD/NRC
Sector INSP	MTSA/ISPS/Facility Status	Columbia River	FAC/SCC
USCG Aux. Patrols	Marina Surveys	Impacted Area	SCC
Port Partners			
USACE Nav. Team	Federal Navigation Channels	Impacted Areas	MTSRU/EOC