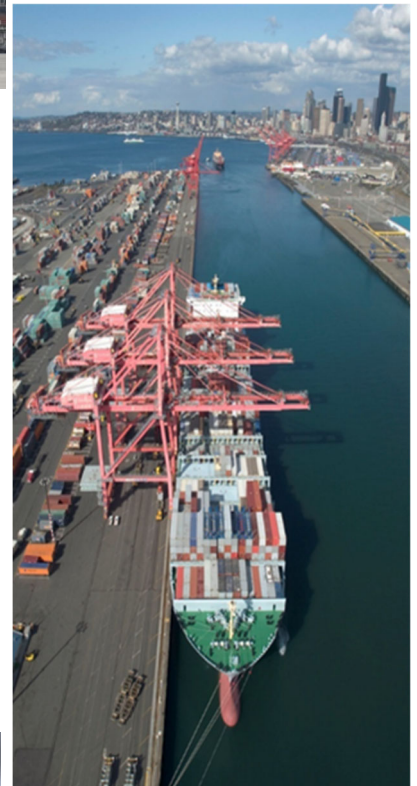
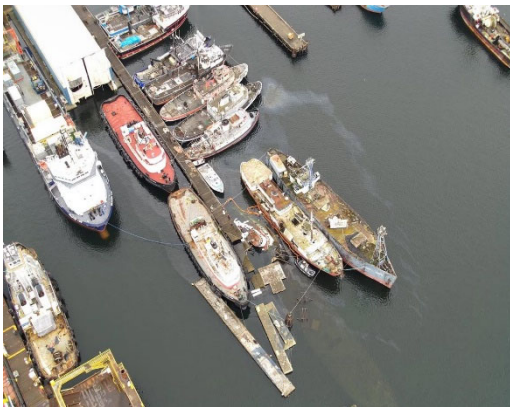
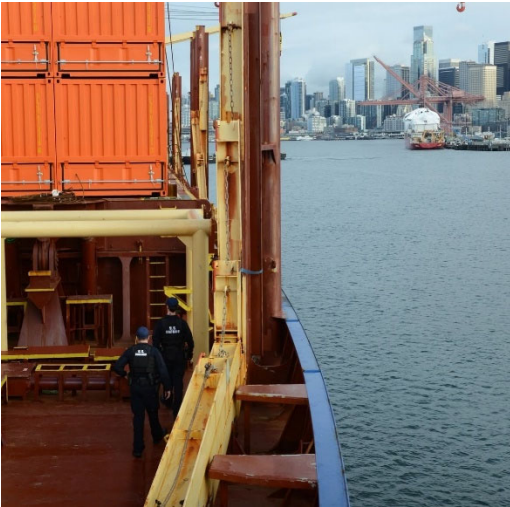




Marine Transportation System Recovery Plan (MTSRP) for COTP Zone Puget Sound



United States Coast Guard
Sector Puget Sound
1519 Alaskan Way South
Seattle, WA 98134

Revised: 27 January 2026

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SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) 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. This plan supports pre-incident preparation activities and post-incident recovery and restoration efforts of the Marine Transportation System for the Puget Sound Captain of the Port Zone. Responsibilities in this plan extend to incident and non-incident areas, requiring engagement with a broad spectrum of port stakeholders. This Marine Transportation System Recovery Plan (MTSRP) may be referenced in other contingency plans such as the Area Maritime Security Plan (AMSP), Area Contingency Plan (ACP), Mass Rescue Plan, Natural Disaster Plan, and other contingencies that have maritime transportation disruption and recovery elements.

A. PURPOSE: The MTSRP provides procedures to facilitate a safe, efficient, and timely restoration of the MTS to pre-disruption conditions. 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 Captain of the Port (COTP) that exceed Vessel Traffic Services (VTS) capability prior to resumption of MTS operations. Examples include but not limited to:
 - a. Heavy Weather
 - b. Earthquake/Tsunami
 - c. Lahar
 - d. Major infrastructure casualty causing obstruction to shipping channels
 - e. Transportation infrastructure failure with damages to bridges, roads, or other public infrastructure
 - f. Cyber Attack with Infrastructure Damage
 - g. Terrorist attack

2. **Constrained Operational Capacity** – An event without infrastructure damage that interrupts the normal port rhythm, including cargo operations, vessel movement that exceed VTS capability, and physical security capabilities. Examples include but not limited to:
 - 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. Severe Weather Conditions
 - f. Marine Mammal Interactions
 - g. Oil Discharge/Hazardous Substance Release
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 but not limited 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.
 - d. Natural Disasters
 - e. Terrorism or Security Threat
 - f. Cyber Attack with Infrastructure Damage
 - g. Marine Mammal Interactions

These incidents often require coordinated efforts from multiple agencies and stakeholders to manage and mitigate their impact on the marine transportation system.

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

1. **Framework** – The MTS Recovery incident management structure is a scalable and cooperative process for restoring MTS functionality within the incident area, to include resumption of trade outside of incident areas. The incident management structure must address three key operational planning factors when implementing the MTS Recovery function:
 - a. System stabilization;
 - b. Short-term recovery; and
 - c. Transition from short-term recovery to long-term recovery.
2. **National Incident Management System (NIMS) Incident Command System (ICS)** – The MTSRP supports the National Response Framework (NRF) through use of the NIMS ICS planning process. This process is used in several other response plans (i.e., Area Contingency Plan, AMSP, Mass Rescue Plans, Salvage Response Plan, etc.).
3. **Critical Success Factors** – The processes outlined in the MTSRP address five critical success factors for efficient and effective MTS Recovery preparedness and response activities, which include:
 - a. Inventory and identify MTS capabilities and constraints;
 - b. Communication of capabilities and constraints with stakeholders;
 - c. Collaboration on mitigation plans between public and private stakeholders;

- d. Alignment of resources; and
- e. Unity of effort to mitigate constraints and maximize use or return to service of available capabilities.

C. OVERARCHING GOALS AND OBJECTIVES:

1. **Plan Overarching Goal** – 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 an MTS disruption, including the resumption of normal or new-normal operations.
2. **MTSRP 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 or Marine Transportation System Recovery Branch (MTSRB) within the Operations Section of the Incident Command System (ICS) structure. Refer to Section 2.D.1 and 2.F for MTSRU/MTSRB Staffing/Training and Section 3.D of this plan for establishing a MTSRU/MTSRB.
 - 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 through the use of Common Assessment and Reporting Tool (CART) and EEIs.
 - g. Assess damage to MTS infrastructure and post-incident functional capabilities, tracking MTS stabilization and recovery status (e.g., levels of functional restoration by Essential Elements of Information category).
 - h. Determine support needed in the local area (e.g., Federal Emergency Management Agency (FEMA) mission assignments such as Emergency Support Function (ESF) 1 Transportation).

D. COTP GOALS AND OBJECTIVES

1. Establish a Unified Command that can meet the initial and long-term challenges required for incident mitigation, to include the restoration of maritime commerce and operations.

2. Identify impacts to MTS infrastructure and cargo flow.
3. Determine and recommend MTS stabilization and short-term recovery activities needed to restore basic functionality of the MTS.
4. Incorporate security awareness measures into MTS response and recovery planning, to include the physical security of facilities and the vessels interfacing with them.
5. Restore basic functionality of MTS infrastructure to facilitate the rapid resumption of commerce.
6. Support Private sector efforts to adjust cargo flow.

E. 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 MTS recovery efforts. Incident communications, coordination, requests for support, infrastructure liaison and similar requirements will be guided by the National Response Framework.

1. **Area of Responsibility** – U.S. Code of Federal Regulations, Title 33, Part 3.65-10, defines the Puget Sound COTP Zone as:

The boundaries of Sector Puget Sound's Captain of the Port Zones start at latitude 48°29'35" N, longitude 124°43'45" W, proceeding along the Canadian border east to the Montana-North Dakota boundary; thence south along this boundary to the Wyoming state line; thence west and south along the Montana-Wyoming boundary to the Idaho state line; thence northwest along the Montana-Idaho boundary to latitude 46°55'00" N; thence west along latitude 46°55'00" N to longitude 123°18'00" W; thence north to a point latitude 47°32'00" N, longitude 123°18'00" W; thence west along latitude 47°32'00" N to the outermost extent of the EEZ; thence northeast along the outermost extent of the EEZ to the Canadian border; thence east along the Canadian border to the point of origin.

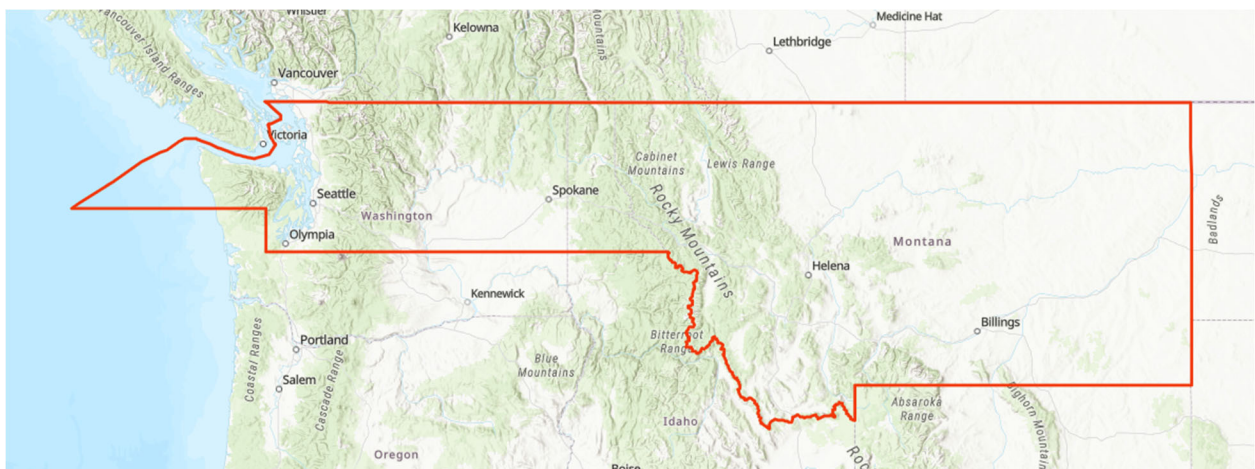


Figure 1: Sector Puget Sound COTP Zone

2. **COTP Zone Overview** – The Puget Sound Region is made up of nine counties with more than 80 cities and towns and is home to over four million residents, all still heavily dependent on the maritime industry. The region is a bustling maritime hub with a multitude of vital functions. It boasts the largest passenger ferry system in the nation, facilitating waterborne travel for commuters and tourists alike. Major oil refineries contribute significantly to the energy sector, while cargo and cruise ship terminals handle goods and accommodate passengers. Anchoring the Alaskan fishing fleet, it also serves as a gateway to the Alaska Marine Highway. Additionally, the area hosts three strategic Department of War seaports and other key military installations. The Ports of Everett, Seattle, and Tacoma collectively form the third-largest port complex in the U.S. Beyond commerce, it acts as a commercial gateway to Alaska and a logistics hub for United States Coast Guard operations in the Arctic. With over 1.3 million recreational boaters and more than 2,600 deep-draft vessel arrivals annually, the waters teem with activity, making this dynamic maritime ecosystem a significant contributor to regional and national prosperity. Making up one of the top five key sectors in the state of Washington, the maritime sector includes more than 2,300 companies generating more than \$24.1 billion in revenue and directly employs nearly 62,000 people. Including indirect and induced impacts, the sector is responsible for 2% of jobs in the state and \$30 billion in economic activity. Various maritime military and federal activities, such as the U.S. Navy, U.S. Coast Guard, U.S. Army Corps of Engineers, and National Oceanic and Atmospheric Administration (NOAA), are also a prominent part of the region’s maritime economy.

- a. **Local MTS Facts:** Tab A is a one-page Sector Puget Sound COTP Zone MTS fact sheet. This sheet expands on the COTP Zone overview and includes major waterways, ports, and intermodal connections, annual average amount and types of vessel arrivals and other pertinent facts.
- b. **Uniqueness of the COTP Zone:** The northern waters of the Salish Sea are economically and militarily critical for both the United States and Canada. The Strait of Juan de Fuca is the primary shipping lane for nearly all commercial and military vessels entering and exiting the Salish Sea. Should any disruption to the maritime transportation system (MTS) occur in this region, there would be immediate impacts at the ports of Seattle, Tacoma, Everett, Olympia, and Bellingham. Additionally, the Port of Vancouver, British Columbia, is Canada’s largest port and the third largest in North America, measured by total tonnage.

There are four large commercial marine terminals in the Southern Puget Sound region: Seattle, Tacoma, Everett, and Olympia. These ports are major import and export gateways, accepting freight from Asia and beyond. Some of these imports are transported within Washington for final use by the state’s businesses and residents. However, for most of the state’s imports, Washington is just one step in a global route that ends elsewhere in the nation. These goods are often transported east via Washington’s extensive rail lines, and many will find their final destination in the Midwest or East Coast of the United States. The Northwest Seaport Alliance, which includes the cargo handling activities of the ports of Seattle and Tacoma, moved 2.9 million twenty-foot equivalent units (TEUs) in 2023, making it the fourth-largest North American port.

The maritime commerce connection between Puget Sound and the Port of Anchorage is particularly critical to Alaska. The sound serves as the southern terminus of the Inside Passage to Alaska. With its southernmost port in Bellingham, WA, the Alaska Marine Highway extends more than 3,500 miles to Dutch Harbor, AK, with over 30 stops along the way. Virtually all containerized freight destined for Alaska originates in Puget Sound. Southeast Alaska is supplied almost entirely by barge. Northbound barges transport materials for construction and resource development, while southbound barges largely transport seafood products.

- c. **Washington State Maritime Trade:** The Puget Sound region, with its strategically located deep-water ports, serves as the economic engine and a vital global gateway for Washington State and the broader Pacific Northwest. Marine transportation within the Puget Sound is not merely a component of the regional economy; it is a foundational pillar that sustains industries, connects local businesses to international markets, and ensures the flow of essential goods to communities. A robust, resilient, and environmentally sustainable marine transportation system within Puget Sound is paramount for the region's economic recovery, long-term prosperity, and ecological health. This section outlines the current landscape of maritime trade, its strategic importance, and the critical challenges and opportunities it presents for the Puget Sound Marine Transportation Recovery Plan.

1. Washington State's Top 5 Maritime Exports

- (1) Aerospace Products & Parts: The aerospace sector remains a flagship industry for the region. Exports, including specialized components, machinery, and sub-assemblies for aircraft manufacturing and maintenance worldwide, are primarily shipped through the Ports of Seattle and Tacoma due to their proximity to major manufacturing facilities and extensive container/breakbulk capabilities. The Port of Everett also plays a significant role in handling oversized aerospace components and assemblies.
- (2) Agricultural Products: Washington's agricultural prowess translates into significant exports. These are predominantly handled as containerized cargo or in bulk facilities. Wheat, Hay/Alfalfa, and Apples are primarily exported through the container terminals of the Ports of Seattle and Tacoma, which handle vast volumes of refrigerated (for apples) and dry containerized agricultural goods.
- (3) Forest Products: Timber, logs, processed lumber, wood pulp, and paper products continue to be crucial exports from the region. The Port of Everett is a major hub for log and lumber exports, while the Ports of Seattle and Tacoma handle containerized forest products and some break-bulk.
- (4) Machinery: This broad category encompasses industrial, construction, and specialized manufacturing equipment, reflecting Washington's technological and manufacturing capabilities. These are predominantly exported as

containerized or oversized breakbulk cargo through the general cargo and container terminals of the Ports of Seattle and Tacoma, and also through the Port of Everett for larger project cargo.

- (5) Seafood: Drawing from the rich bounty of Alaskan and Pacific Northwest fisheries, substantial volumes of processed and frozen seafood (e.g., salmon, Alaska Pollock, crab) are handled and exported to international markets. The Ports of Seattle and Tacoma, particularly Seattle, serves as a primary hub for processing, cold storage, and containerized export of seafood due to its extensive cold chain infrastructure and transshipment capabilities.

2. Washington State's Top 5 Maritime Imports

- (1) Consumer Goods & Electronics: This category consistently dominates imports into the Puget Sound, primarily from Asia. The vast majority of these goods arrive in containers through the major container terminals of the Ports of Seattle and Tacoma, which are equipped to handle the high volumes and rapid turnaround required for these products.
- (2) Motor Vehicles & Parts: Puget Sound ports serve as major entry points for imported automobiles, trucks, and vehicle components. The Port of Tacoma (within the NWSA) is a particularly prominent auto import hub, with dedicated auto processing and distribution centers that serve the Western U.S.
- (3) Industrial Machinery & Equipment: Essential for the state's diverse industries, imports of heavy machinery for manufacturing, construction, energy production, and other industrial applications arrive through the general cargo and container terminals of the Ports of Seattle and Tacoma. The Port of Everett also specializes in handling oversized and heavy-lift project cargo, including industrial equipment.
- (4) Chemical & Plastics: This covers a wide range of raw materials for various manufacturing processes, specialty chemicals, fertilizers, and diverse plastic products. These are primarily imported as containerized cargo through the Ports of Seattle and Tacoma. Some specialized bulk liquid chemicals may also arrive at designated terminals within these or other Puget Sound ports.
- (5) Metal & Metal Products: Imports of basic metals (e.g. – steel, aluminum) and fabricated metal products are vital for construction, manufacturing, and other sectors within the state and region. These are handled as containerized cargo or breakbulk at the general cargo terminals of the Ports of Seattle and Tacoma, and also by the Port of Everett for some larger steel and break-bulk shipments.

- d. **MTS Disruption Immediate Impacts**: A disruption to the MTS in the Puget Sound region would impact on a wide array of ports and marine facilities, ranging from major international hubs to smaller community lifeline terminals. A significant marine

transportation system disruption would cause a ripple effect through many industries, depending on the nature, location, and duration.

1. Port Area MTS Disruption Impacts:

(1) Major Container, Cargo, and Cruise Ports:

- Port of Seattle: A primary gateway for international trade on the West Coast, handling containerized cargo, cruise ships (major tourism impact), bulk, breakbulk, and vehicle operations. Its various terminals (e.g. – Terminal 5, T-18, T-30, Bell Street Pier for cruise) would all be affected. Two major cruise terminals (Pier 66/Bell Street Pier, Pier 91) that serve as homeports for Alaskan cruises.
- Port of Tacoma: Also, a critical international gateway, known for container operations (e.g., Husky Terminal, Olympic Container Terminal), vehicle imports/exports, grain, and other bulk cargoes.
- Port of Everett: Handles aerospace components (Boeing), breakbulk, bulk, and some containerized cargo. Also, home to Naval Station Everett.
- Port of Bellingham: Though smaller, it handles various cargoes (e.g., petroleum, breakbulk, some agricultural products) and is a gateway to Alaska.

(2) Specialized and Industrial Terminals:

- Oil Refineries (Anacortes, Ferndale, Tacoma): Have their own marine terminals for receiving crude oil and shipping refined products.
- Grain Terminals (Tacoma, Seattle, Vancouver WA - though Vancouver is on the Columbia, its disruption could impact regional supply): Export significant amounts of agricultural products.
- Wood Products Terminals (various): For timber and wood chip exports.
- Private Industrial Docks: Numerous smaller private docks serve specific industries (e.g., sand & gravel, cement, chemicals, construction materials) throughout the Sound.
- Port Angeles: While technically on the Strait of Juan de Fuca (the entrance to Puget Sound), it's a significant port for timber, industrial cargo, and is a key deep-water harbor for vessels entering/exiting the Sound.

(3) Washington State Ferries (WSF) Terminals: These are absolutely vital for commuting, tourism, and essential services for island and peninsula communities. Disruptions would severely impact daily life.

e. **Washington State Ferries (WSF)**

Washington State Ferries is an integral part of the maritime transportation system, offering passenger and vessel ferrying services across various locations along Washington State's coastlines and islands. As the largest ferry service in the United

States and the third largest in the world, it plays a critical role in regional connectivity and transportation. The extensive network of terminals ensures that residents and visitors can easily travel between the mainland and the islands, supporting the local economy and providing essential access to remote communities.

Each terminal operates under uniform plans and procedures, ensuring consistency and reliability in ferry services. This standardization helps maintain high levels of safety, efficiency, and customer satisfaction across all locations. Washington State Ferries' vast fleet and comprehensive schedule accommodate millions of passengers and vehicles annually, making it an indispensable part of the state's transportation infrastructure.

The ferry system not only supports daily commutes but also contributes to tourism, allowing visitors to explore the natural beauty and cultural attractions of Washington's islands and coastal regions. By providing a dependable and efficient means of transportation, Washington State Ferries enhances the overall resilience and functionality of the maritime transportation system, ensuring that communities remain connected and accessible year-round. The following lists all terminals associated with Washington State Ferries:

- Anacortes
- Bainbridge Island
- Bremerton
- Clinton
- Coupeville
- Edmonds
- Fauntleroy
- Friday Harbor
- Kingston
- Lopez Island
- Mukilteo
- Orcas Island
- Point Defiance
- Port Townsend
- Seattle
- Shaw Island
- Sidney, BC
- Southworth
- Tahlequah
- Vashon Island

f. **Tsunami**

Tsunamis, formidable waves triggered by the sudden displacement of water, pose a significant threat to coastlines across the United States, with Washington State being particularly vulnerable. Local tsunamis generated by nearby seismic activities, such as those from the Cascadia Subduction Zone (CSZ), can swiftly endanger coastal communities, with waves arriving within minutes to hours. Conversely, distant tsunamis originating from events in the broader Pacific Ocean basin, notably from Alaska, present additional response time but still carry substantial risks for Washington.

An earthquake along the CSZ could produce catastrophic tsunami waves that hit Washington's outer coast within 10-20 minutes in some locations. The last major earthquake along the CSZ occurred in 1700 and produced large tsunami waves and subsidence along the coast. These waves would then hit low-lying parts of the northern inland waters and Puget Sound within two hours or more. Similarly, a large earthquake along the Seattle Fault Zone (SFZ), such as the estimated magnitude 7.5

event that occurred in 923 C.E., could generate destructive tsunami waves within Puget Sound. Strong currents and water level changes would continue for 12-24 hours or longer. These waves would inundate coastal areas within minutes, with strong currents and significant water level changes persisting for hours.

The SFZ scenario also poses unique risks to the densely populated and industrialized areas around central Puget Sound, where the proximity to the fault could exacerbate both shaking impacts and tsunami hazards. As with the CSZ, earthquake shaking along the SFZ could trigger landslides that generate additional localized tsunamis, compounding the immediate impacts. Aftershocks of sufficient size may also produce secondary tsunamis in the days, weeks, and months following major CSZ earthquakes. Tsunami velocity and inundation maps as well as useful resources for Washington counties can be found at: [Tsunami Resources | Washington State Military Department](#)

g. Native American Tribes

The Pacific Northwest region is home to a diverse array of Native American tribes, each with its unique cultural heritage and traditions. Among these tribes, the maritime tribes hold a special place, given their deep connection to the coastal waters and rich fishing grounds. Maritime tribes have thrived in this region for millennia, relying heavily on the bountiful resources of the ocean, rivers, and estuaries. Fishing, particularly for salmon, has been central to their way of life, both economically and culturally. These tribes have developed sophisticated fishing techniques and equipment, including cedar canoes, fishing weirs, and nets, to harvest the abundant marine life. The concept of "usual and accustomed fishing grounds" is of paramount importance to these tribes. These are specific areas where tribes have historically fished, hunted, and gathered resources, and they are often enshrined in treaties with the U.S. government. These treaties, such as the Treaty of Point Elliott (1855) and the Treaty of Neah Bay (1855), have guaranteed the tribes' rights to continue their traditional practices in these areas. Today, the maritime Native American tribes of the Pacific Northwest remain stewards of their ancestral lands and waters, advocating for the protection and sustainable management of their natural resources. They continue to celebrate their rich heritage through cultural events, ceremonies, and community gatherings, ensuring that their traditions are passed down to future generations. Below are some of the federally recognized Native American tribes in the Pacific Northwest.

- Makah Indian Tribe
- Quileute Tribe
- Hoh Indian Tribe
- Quinault Indian Nation
- Lower Elwha Tribal Community
- Jamestown S’Klallam Tribe
- Lummi Tribe
- Nooksack Indian Tribe
- Samish Indian Nation
- Upper Skagit Indian Tribe
- Swinomish Indian Tribe
- Tulalip Tribes of WA
- Port Gamble S’Klallam Tribe
- Suquamish Indian Tribe
- Muckleshoot Indian Tribe
- Puyallup Tribe
- Skokomish Indian Tribe
- Squaxin Island Tribe
- Nisqually Indian Tribe
- Swinomish Indian Tribe

h. **International Border**

1. Geographic Complexity

- **Navigational Challenges:** The intricate network of islands, inlets, and narrow channels requires precise navigation and extensive knowledge of local waters. This complexity is further heightened by frequent fog, strong currents, and tidal fluctuations.
- **Strategic Location:** Puget Sound's proximity to the Pacific Ocean makes it a crucial entry and exit point for vessels engaged in international trade. This location also necessitates robust security measures to safeguard against potential threats.

2. High Maritime Traffic

- **Navigational Challenges:** The intricate network of islands, inlets, and narrow channels requires precise navigation and extensive knowledge of local waters. This complexity is further heightened by frequent fog, strong currents, and tidal fluctuations.
- **Commercial Shipping:** The combined Ports of Seattle and Tacoma, now known as the Northwest Seaport Alliance, rank among the top container ports in North America. They handle millions of cargo containers annually, serving as a vital link in global supply chains.
- **Fishing Industry:** The region is a significant hub for both commercial and subsistence fishing. Fisheries here support local economies and supply seafood to national and international markets.
- **Recreational Use:** Puget Sound's scenic beauty and diverse marine environment attract a significant number of recreational boaters, sailors, and kayakers, adding to the traffic density and necessitating careful traffic management.

3. Environmental Sensitivity

- **Marine Biodiversity:** Puget Sound is home to a wide variety of marine species, including endangered orcas, salmon, sea lions, and numerous seabirds. Protecting these species requires stringent environmental regulations and active conservation efforts.
- **Pollution Control:** The area faces challenges related to stormwater runoff, industrial discharge, and maritime pollution. Efforts to reduce pollution include stricter waste management protocols for ships and extensive monitoring of water quality.
- **Climate Change Impact:** Rising sea levels, changing water temperatures, and ocean acidification pose long-term challenges to the health of Puget Sound's ecosystems. Mitigation and adaptation strategies are essential to preserve its ecological balance.

4. Regulatory Framework

- Vessel Traffic Service (VTS): The U.S. Coast Guard operates the Vessel Traffic Service Puget Sound, which provides vessel monitoring and navigational assistance to ensure safe and efficient maritime traffic flow.
- Security Measures: Given its strategic importance, the Puget Sound COTP Zone implements rigorous security measures to protect against terrorism, smuggling, and other illicit activities. This includes port security patrols, vessel inspections, and collaboration with law enforcement agencies.
- Oil Spill Response: The region has a comprehensive oil spill response strategy, including pre-positioned equipment and trained personnel to quickly address any incidents and minimize environmental damage.

5. Integrated Operations

- Collaboration with federal, tribal, state, and international partners, as well as non-governmental organizations and the maritime industry.
- Unified Command: The U.S. Coast Guard Sector Puget Sound coordinates multiple missions, such as search and rescue, environmental protection, port security, and law enforcement. This integrated approach ensures a swift and efficient response to various maritime incidents.
- Collaborative Efforts: Sector Puget Sound collaborates with local, state, and federal agencies, as well as private sector partners, to enhance maritime safety and security. This includes joint exercises, information sharing, and coordinated response planning.
- Community Engagement: Engaging with the local communities and stakeholders is crucial for effective maritime management. This involves public awareness campaigns, stakeholder meetings, and partnerships with environmental and industry groups.

These factors collectively make the Puget Sound COTP Zone a unique and challenging area to manage, requiring a comprehensive and coordinated approach to ensure maritime safety, security, and environmental protection.

- Maritime Critical Infrastructure Covered by EEI:** Table 1 lists the 5 EEI Groups and 37 EEI Types available in CART to report the status of MTS Recovery in an affected COTP Zone. See CART and/or Appendix C for a list of individual Sector Puget Sound EEIs. Additional EEI types may be added as necessary.

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

Table 1: CART EEI Groups and Types

F. 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.

G. 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.

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

I. 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/MOAs between Sector Puget Sound and the various supporting agencies for MTS recovery.

J. 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 Washington State Emergency Management Department.

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

1. Federal

Agency	Functions
Department of Commerce (DOC)	<p>The DOC has the mission to “foster, promote, and develop the foreign and domestic commerce of the United States.”</p> <p>International Trade Administration (ITA)</p> <ul style="list-style-type: none"> • Promotes U.S. exports, particularly by small and medium-sized enterprises, and provides commercial diplomacy support for U.S. business interests around the world. • Enforces U.S. trade laws and agreements to prevent unfairly traded imports and to safeguard the competitive strength of U.S. businesses. <p>National Oceanic and Atmospheric Administration (NOAA)</p> <p>Provides the following products and information to support MTS Recovery activities.</p> <ul style="list-style-type: none"> • Emergency hydrographic surveys, search and recovery support, obstruction location and vessel traffic rerouting advice for ports and waterways. • Remote aerial and orbital imagery through the DOC/NOAA desk at the National Operations Center. • Scientific Support Coordination to the FOSC during response operations including dispersion modeling for waterborne and airborne hazards. • Weather forecasting.
Department of War (DOW)	<p>Provides military transportation capacity from the U.S. Transportation Command (USTRANSCOM) or other organizations to move essential resources, including DOW response personnel and associated equipment and supplies, when requested and upon approval by the Secretary of War.</p>

Agency	Functions
	<p>U.S. Army Corps of Engineers (USACE)</p> <ul style="list-style-type: none"> • Provides support in the emergency operation and restoration of inland waterways, ports, and harbors under the supervision of DOW/USACE, including dredging operations, channel depth surveys, and clearing obstructions from channels. • Through Public Law 84-99 (Flood Control, Coastal Emergencies) USACE can self-deploy without waiting for a FEMA Stafford Act mission order or funding. At the District level, USACE can spend up to \$100,000 to initiate wreck removal and channel clearing operations.
	<p>U.S. Navy Supervisor of Salvage and Diving (SupSalv)</p> <ul style="list-style-type: none"> • Provides technical, operational, and emergency support to the Navy, DOW, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, system certification, and underwater ship husbandry.
	<p>National Geospatial Intelligence Agency</p> <ul style="list-style-type: none"> • Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.
<p>Department of Energy (DOE)</p>	<p>The DOE is responsible for overseeing domestic energy production. The Department also provides information on the status of, needs for, and plans for restoration of interdependent infrastructure. During Stafford Act responses, the DOE is the coordinating agency for ESF-12 (Energy).</p>
<p>Department of Homeland Security (DHS)</p>	<p>Customs and Border Protection (CBP): Office of Field Operations</p> <ul style="list-style-type: none"> • Lead agency for screening of crew/passenger manifests, cargo inspections/screenings, and is a critical component of the Resumption of Trade initiative post-incident and Jones Act Waivers.
	<p>Federal Emergency Management Agency (FEMA)</p> <ul style="list-style-type: none"> • The lead federal agency responsible for planning, managing, and coordinating all federal government efforts supporting U.S. territories, states, and local disaster relief operations as directed by Executive Order 12148. • Provides funding for disaster response and recovery activities under the Stafford Act.
	<p>Transportation Security Administration (TSA)</p> <ul style="list-style-type: none"> • Protects transportation infrastructure through preventive measures from acts of terrorism and supports the protection of transportation infrastructure from all hazards.
	<p>United States Coast Guard (USCG)</p> <ul style="list-style-type: none"> • Identifies and provides assets and resources in support of MTS Recovery pursuant to authorities.

Agency	Functions
	<ul style="list-style-type: none"> • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure. <p>Cybersecurity and Infrastructure Security Agency (CISA)</p> <ul style="list-style-type: none"> • Responsible for enhancing the security, resilience, and reliability of the Nation’s cyber and communications infrastructure. • Works to prevent or minimize disruptions to critical information infrastructure in order to protect the public, the economy, and government services. • Provides information and assistance concerning the recovery and restoration of transportation critical infrastructure. • Protective Security Advisors can provide information on regional industrial impacts due to loss of the marine transportation system.
<p>Department of Transportation (DOT)</p>	<p>USDOT National Response Program (NRP)</p> <ul style="list-style-type: none"> • Responsible for coordinating the Department’s preparedness, response, and recovery activities in all-hazard incidents and supporting the Secretary’s responsibilities under the NRF ESF-1 Transportation. • The NRP team includes 7 Regional Emergency Transportation Coordinators (RETCOs) representing all DOT Operating Administrations. • In each region, the RETCO is designed to represent the Secretary to ensure preparedness, response, and recovery activities are effectively carried out. <p>Federal Aviation Administration (FAA)</p> <ul style="list-style-type: none"> • During contingency operations, the FAA can establish temporary flight restrictions providing clear airspace for operational, support, or security purposes. The FAA can also assist with transportation issues under ESF-1. <p>Federal Motor Carrier Safety Administration (FMCSA)</p> <ul style="list-style-type: none"> • FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is to improve the safety of commercial motor vehicles (CMV) and truck drivers through enactment and enforcement of safety regulations. FMCSA can assist with outreach efforts to commercial drivers after a transportation disruption. <p>Federal Railroad Administration (FRA)</p> <ul style="list-style-type: none"> • The purpose of FRA is to promulgate and enforce rail safety regulations, administer railroad assistance programs, and conduct research and development in support of improved railroad safety and national rail transportation policy. FRA can also assist with transportation issues under ESF-1.

Agency	Functions
	<p data-bbox="492 233 992 264">Maritime Administration (MARAD)</p> <ul data-bbox="492 279 1437 569" style="list-style-type: none"> <li data-bbox="492 279 1437 569">• MARAD is the agency within the U.S. Department of Transportation dealing with waterborne transportation. Its programs promote the use of waterborne transportation, its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine. MARAD works in many areas involving ships and shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. MARAD will be a significant component of ESF-1. <p data-bbox="492 583 1127 615">National Transportation Safety Board (NTSB)</p> <ul data-bbox="492 630 1437 989" style="list-style-type: none"> <li data-bbox="492 630 1437 989">• The NTSB investigates and reports accidents involving U.S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB has authority and responsibility for investigation of major transportation incidents. They have no direct MTS Recovery role. The NTSB may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism per the Memorandum of Understanding (MOU) Between the NTSB and the USCG Regarding Marine Casualty Investigation (signed December 19, 2008). NTSB Headquarters would mobilize an incident response investigation team. <p data-bbox="492 1003 1321 1035">Pipeline and Hazardous Materials Administration (PHMSA)</p> <ul data-bbox="492 1050 1437 1157" style="list-style-type: none"> <li data-bbox="492 1050 1437 1157">• PHMSA’s main mission is to protect the people and the environment from the inherent risks associated with the transportation of hazardous materials, whether it is by pipeline or other modes of transport.
Environmental Protection Agency (EPA)	Controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances. During Stafford Act responses, the USCG and EPA will coordinate ESF-10 functions within their respective zones as per the National Response Plan and 40 CFR Part 300.
Department of State (DOS)	In accordance with the NRF International Coordination Support Annex, coordinates international offers of transportation-related assistance and support.

Table 2: Federal Government Support

2. State of Washington

Agency	Functions
Washington State Department of Emergency Management	Manages the State Emergency Operations Center for the state as the central location for information gathering, disaster analysis, and response coordination. Other state agencies with emergency roles may co-locate to the EOC to help coordinate the state response.
Washington State Department of Transportation (WSDOT)	Responsible for coordinating the Department's preparedness, response, and recovery activities in all-hazard incidents and to support the State's responsibilities under the NRF ESF-1 Transportation.
Washington State Patrol (WSP)	Responsible for coordinating the Department's law enforcement preparedness, response, and recovery activities in all-hazard incidents.
Washington State Ferry (WSF)	As the largest Ferry system in the country, they maintain their own Emergency Operations Center while reporting to Washington State Department of Transportation.
Washington State Department of Ecology	Controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances. During a pollution event, the Dept. of Ecology will coordinate state ESF-10 responses.

Table 3: State Government Support

3. Local Government

Agency	Functions
Mayor's Office	Declare civil disaster emergencies, activate the National Guard, direct public disaster information, and request federal assistance after a Presidential disaster declaration.
Police and Sheriff Departments	Assist in investigations involving shore side facilities. They also provide traffic control, information on local threats and activities, dive teams and assist in apprehension and detention of suspects. The departments often operate small watercraft.
Fire Departments	Provide shore side and marine firefighting support at facilities and sites in the applicable city. They maintain evacuation plans for the city and employ HAZMAT teams.
Emergency OPS Centers (EOC)	Provide coordination of emergency services and operations for the city and county region

Table 4: Local Government

4. Port Authorities

Agency/Entity	Functions
Northwest Seaport Alliance	The Northwest Seaport Alliance (NWSA) is a strategic partnership between the Ports of Seattle and Tacoma, unifying their marine cargo operations and infrastructure. This centralized operational structure is crucial for coordinated resource deployment and efficient reactivation of trade flows during marine transportation system recovery efforts.
Port of Seattle (Authority & Police)	Manages the Port property in the maritime domain and has an Emergency Operations Center for information gathering, disaster analysis, and response coordination.
Port of Tacoma (Authority & Police)	Manages the Port property and has an Emergency Operations Center for information gathering, disaster analysis, and response coordination.
Port of Olympia (Authority)	Manages all aspects of the Port and stands up an Emergency Operations Center for information gathering, disaster analysis, and response coordination.
Port of Everett (Authority)	Manages the Port property and works with the city Emergency Operations Center for information gathering, disaster analysis, and response coordination.
Port of Bellingham (Authority)	Manages the Port property and coordinates with the city and county Emergency Operations Centers for information gathering, disaster analysis, and response coordination.
Port of Port Angeles (Authority)	Manages the Port property in the maritime domain and works with city and county Emergency Operations Centers for information gathering, disaster analysis, and response coordination.
Port of Bremerton (Authority)	Manages the Port property and coordinates with the city and county Emergency Operations Centers for information gathering, disaster analysis, and response coordination.

Table 5: Port Authorities

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

Representative	Functions
Marine Exchange of Puget Sound	The Marine Exchange monitors the arrival of commercial vessels to U.S. ports in Puget Sound. The Exchange provides projected arrival, arrival and departure information on these vessels with its standard report or it can also provide special reports. The Exchange also handles oil spill notifications.
Organized Labor Organizations	<p>International Longshoremen & Warehousemen’s Union (ILWU). The International Longshore and Warehouse Union is a labor union, which primarily represents dockworkers on the West Coast of the United States, Hawaii and Alaska, and in British Columbia, Canada.</p> <p>Port of Seattle</p> <ul style="list-style-type: none"> • ILWU Local 19 – Longshore • ILWU Local 52 – Marine Clerks/Walking Bosses • ILWU Local 98 – Foremen/Walking Bosses <p>Port of Tacoma</p> <ul style="list-style-type: none"> • ILWU Local 22 - General • ILWU Local 23 – Longshore <p>Port of Everett</p> <ul style="list-style-type: none"> • ILWU Local 32 – Longshore <p>Port of Port Angeles</p> <ul style="list-style-type: none"> • ILWU Local 27 – Longshore <p>Port of Anacortes</p> <ul style="list-style-type: none"> • ILWU Local 25 – Longshore <p>Port of Bellingham</p> <ul style="list-style-type: none"> • ILWU Local 7 – Longshore <p>Port of Olympia</p> <ul style="list-style-type: none"> • ILWU Local 47 – Longshore <p>Port Gamble</p> <ul style="list-style-type: none"> • ILWU Local 51 – Longshore
The American Waterways Operators	The American Waterways Operators is the national advocate for the U.S. tugboat, towboat and barge industry. Membership includes tugboat, towboat, and Barging companies.
Pacific Merchant Shipping Association	The Pacific Merchant Shipping Association (PMSA) is an independent, not-for-profit association focused on global trade. PMSA represents owners and operators of marine terminals and U.S. and foreign vessels operating throughout the world.
Recreational Boating	RBAW actively represents the nearly 240K registered recreational boaters in the State of Washington through both individual memberships,

Association of Washington	the membership of over 50 supporting boating clubs in the State and is the only organization representing recreational boaters in the State.
Pacific Maritime Association	The principal business of the PMA is to negotiate and administer maritime labor agreements with the International Longshore and Warehouse Union (ILWU).
Puget Sound Pilots	Puget Sound Pilots is an organization of marine pilots dedicated to the protection of Puget Sound's marine environment, economy and security. Pilots help navigate cargo vessels, passenger ships, container ships, and tankers through Puget Sound waterways.
Facility Owners and Operators	Responsible for the operational safety and physical security of their facilities in accordance with applicable laws and regulations.
Vessel Owners and Operators	Responsible for the safe operation and physical security of their vessels in accordance with applicable laws and regulations.

Table 6: Private Industry Support

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

1. The Coast Guard strives to maintain an “Open Ports” strategy in which every effort should be taken to keep ports operable.
2. The MTSRP was developed for response to a **Type 3** or smaller incident as described in reference (y).
3. The threat of a Transportation Security Incident (TSI) resulting in an increased MARSEC Level and associated security measures may require coordinated recovery actions among stakeholders to restore the flow of commerce.
4. Except for severe weather events, most MTS disruptions will occur with little or no warning.
5. Cargo diversions from areas impacted by large-scale MTS disruptions will require surge management and increased safety and security measures.
6. Large-scale cargo diversions may require reallocation of federal resources and regulatory waivers to support reestablishment of trade.
7. A catastrophic event may seriously degrade local USCG capabilities and require large-scale support from resources outside the affected area.
8. If USCG facilities are adversely affected, Sector Puget Sound will implement their Continuity of Operations Plan and will relocate operations as directed by that plan.
9. An MTS disruption may have regional and national implications.
10. An incident of any nature may adversely affect the MTS.

11. Other contingency plans may be executed in conjunction with the MTSRP.
12. The discharge or potential discharge of oil or release of a hazardous substance may impede recovery.
13. USCG missions' performance standards may be impacted during recovery.
14. USCG Reservists may be recalled to active duty to meet contingency operational requirements.

L. KEY TERMS AND DEFINITIONS:

1. **All Hazards** – A threat or an incident, natural or manmade, that warrants action to protect life, property, the environment, and public health or safety, and to minimize disruptions of government, social, or economic activities. It includes natural disasters, cyber incidents, industrial accidents, pandemics, acts of terrorism, sabotage, and destructive criminal activity targeting critical infrastructure.
2. **Business Continuity** – The ability of an organization to ensure that critical business functions will be available to customers and suppliers before, during, and after a disaster. Business Continuity should not be confused with disaster recovery.
3. **Common Assessment and Reporting Tool (CART)** – CART is a USCG database designed to collect maritime Essential Elements of Information data and communicate their status after a transportation disruption. CART is used to provide a consistent, nationwide method for timely documentation, tracking, and communication of MTS status, minimizing the administrative and performance burden on field commanders, and satisfying USCG and incident management information needs and requirements.
4. **Critical Infrastructure** – Systems, assets, and networks, whether physical or virtual, so vital that the incapacitation or destruction would have a debilitating impact on the security, economy, public health or safety, environment, or any combination of these matters, across any federal, state, regional, territorial, or local jurisdiction. DHS has identified 16 Critical Infrastructure sectors.
5. **Emergency Support Function (ESF)-1 Transportation** – ESF-1 provides DHS with a single point to obtain key transportation-related information, planning, and emergency management, including prevention, preparedness, response, recovery, and mitigation capabilities at the headquarters, regional, state, and local levels. The ESF-1 structure integrates DOT and support agency capabilities and resources into the *National Response Framework (NRF)* and the *National Incident Management System (NIMS)*. Initial response activities that ESF-1 conducts during emergencies include the following:
 - Monitoring and reporting the status of and damage to the transportation system and infrastructure;

- Identifying temporary alternative transportation solutions to be implemented by others when primary systems or routes are unavailable or overwhelmed;
 - Implementing appropriate air traffic and airspace management measures; and
 - Coordinating the issuance of regulatory waivers and exemptions.
6. **Essential Element of Information (EEI)** – Quantitative and objective information that will be used to ascertain, communicate, and track the status of MTS infrastructure and activity. The information will also be used to complete status report templates. These templates are designed to facilitate the collection and dissemination of consistent information regarding the status of the MTS during and following an incident.
 7. **Interdependency** – Mutually reliant relationship between entities (objects, individuals, or groups). The degree of interdependency does not need to be equal in both directions.
 8. **Jones Act Waivers** – The Merchant Marine Act of 1920 (Jones Act), 46 U.S.C. § 55102, requires that all merchandise transported by water between U.S. points be carried on U.S. flagged ships. Waivers of this requirement are granted by the Secretary of Homeland Security. Requests for waivers can be made at JonesActWaiverRequest@cbp.dhs.gov. Further information on waivers can be found at <https://www.cbp.gov/trade/jones-act-waiver-request>.
 9. **Key Resource** – Public or privately controlled resources essential to the minimal operations of the economy and government.
 10. **Marine Transportation System (MTS)** – The MTS consists of navigable waterways, ports, and intermodal landside connections that allow the various modes of transportations to move people and goods to, from, and on the water as part of the overall global supply chain or domestic commercial operations. The MTS also includes vessels, port facilities, and intermodal connections and users, including crew, passengers, and workers.
 11. **Maritime Transportation System Recovery Support Cell (MTRSC)** – MTRSCs are Coast Guard personnel at a district, area, or headquarters unit that support the flow of information from the MTSRU to other elements of Coast Guard, DHS, and maritime industry during the response to and recovery from a disruption of the MTS. These cells are not normally augmented by other agency or industry personnel.
 12. **Marine Transportation System Recovery Branch (MTRB)** – An Incident Command System (ICS) operations function which is established and staffed for incidents that significantly disrupts the MTS. An MTRB is a reconfiguration of the typical Planning Section and Operations Section constructs that may be necessary due to the complexity of some incidents. This branch is primarily staffed by government personnel and is augmented by local marine industry experts.
 13. **Marine Transportation System Recovery Unit (MTRU)** – 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.

14. **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.
15. **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.
16. **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.
17. **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.
18. **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.
19. **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.

20. **Resilience** – The capability of an asset, system, or network to maintain its function during or following a terrorist attack, natural disaster, or other incident.
21. **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.
22. **Recovery** – Emergency measures, operations and activities in incident and non-incident areas that facilitate the resumption of commerce and re-establish basic functionality of the MTS following a significant disruption. Recovery includes both structural measures (e.g., ATON replacement and channel clearance), and non-structural measures, (e.g., COTP orders and emergency regulations).
 - a. **Short-Term Recovery** – That period where impacted infrastructure and supporting activities within the incident have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable within 90 days or less.
 - b. **Long-Term Recovery** – That period in which infrastructure and supporting activities have been returned to pre-incident conditions or service or have the capacity or capability to operate or provide service at pre-incident levels. Activities, policies, or mitigation strategies aimed at long-term recovery may take longer than 90 days.
23. **Restoration** – The level or degree to which recovery efforts are capable of returning the MTS to pre-incident capacity. Measurement is based upon industry potential movement of cargoes.
24. **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.
25. **Sector-Specific Agency (SSA)** – Federal departments and agencies identified in Homeland Security Presidential Directive 7 (HSPD-7) as responsible for CI/KR protection activities in specified CI/KR sectors. The USCG is the sector-specific agency for maritime transportation.
26. **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.

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

TAB A: LOCAL MTS FACT SHEET

The MTS

The MTS in the Puget Sound 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:

- 23 Deep Draft Channels
- 7 Break Bulk Facilities
- 8 Bulk Facilities
- 16 Container Facility
- 2 Cruise Terminal
- 36 Passenger & Ferry Terminals
- 1 LNG/LPG Facility
- 14 Petroleum Facilities
- 3 Roll On/Roll Off Facilities
- 39 Shipyards
- 5 Small Transfer Facilities
- 96 Critical ATON
- 32 Bridges
- 29 Anchorages



Important Facts

- 3,500 square miles of navigable waterways, including North America's largest international Cooperative Vessel Traffic Service.
- Puget Sound hosts the 3rd largest concentration of Naval assets in North America, serving as a cornerstone for nuclear deterrence and providing essential maintenance for large warships, including aircraft carriers, at its major shipyards.
- Puget Sound's deep-draft vessels annually move over 50M metric tons of maritime cargo, generating over \$115B in critical regional maritime commerce.
- The Northwest Seaport Alliance (Ports of Seattle & Tacoma) handles 3.7M TEUs annually, making it the 5th largest container gateway in North America.
- Supporting nearly 200K jobs, Puget Sound's maritime trade serves as a vital catalyst for Washington's aerospace, technology, agriculture, and manufacturing sectors.
- 10B gallons of oil processed and transported through Puget Sound's 5 major refineries and associated marine infrastructure annually.
- The Washington State Ferry System, the largest in the US, operates 21 ferries and transports over 19.1M riders annually.
- A top 3 cruise ship homeport on the West Coast and typically ranking among the top 10 nationally by passenger volume, the Port of Seattle annually hosts 290 cruise ship arrivals, transporting over 1.7M passengers.
- Renowned as North America's largest fishing port by dollar value, with over \$939M in exports, the Port of Seattle serves as a vital hub for North Pacific and Alaskan seafood, processing and exporting 740.5 metric tons annually via its extensive cold chain infrastructure, which is essential for supporting Alaska's fishing fleet's operational, maintenance, and logistical needs.
- Over 80% of Alaska's general consumer goods, groceries, vehicles, and construction materials originate from Puget Sound.
- One of the nation's highest recreational vessel densities, w/ over 230K recreational vessels registered in WA.
- The Puget Sound's intricate geography, a network of inlets, bays, and islands, provides inherent resilience to its MTS through its distributed and diverse port facilities, enabling effective diversion and mitigation during MTS disruptions.
- Olympic Coast National Marine Sanctuary is dedicated to conserving WA's marine ecosystems and cultural heritage.

2024 Vessel Arrivals Overview

Vessel Type	Arrivals
Bulk	341
Container	786
Passenger	277
General	95
Other	48
RoRo	111
Articulate Tug & Barge	141
Tanker	518
Vehicle	279
Total	2596



Top 5 Maritime Imports

Top 5 Maritime Imports	Top 5 Maritime Exports
Consumer Goods & Electronics	Aerospace Products & Parts
Motor Vehicles & Parts	Agricultural Products
Industrial Machinery & Equipment	Forest Products
Chemicals & Plastics	Machinery
Metals & Metal Products	Seafood

TAB B: MTS RECOVERY-RELATED MOU/MOAs

The agreements listed below are general standing pacts between the U.S. Coast Guard and other response agencies/entities that may be enacted to support response and recovery efforts.

- **Memorandum of Understanding between the Department of Army & the U.S. Coast Guard, Coast Guard and Department of Army; Responses to Marking and Removal of Sunken Vessels and Other Obstructions to Navigation, October 1985.** The MOU defines each agency's respective authorities for the marking and removal of sunken vessels and other obstructions to navigation. The MOU provides procedures on coordination to determine whether an obstruction is a hazard to navigation and procedures to determine the appropriate corrective actions to be taken by both parties.
- **Interagency Agreement between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations, 15 September 1980.** The IAA established procedures for requesting and providing assistance between the two agencies and established reimbursement procedures and policies. The Supervisor of Salvage and Diving is the Navy's designated point of contact for other agencies concerning salvage in US waters.
- **Memorandum of Understanding between the American Salvage Association and U.S. Coast Guard executing Marine Salvage and Firefighting Partnership, June, 2007.** The purpose of the partnership is to strengthen the communication and working relationship between the Coast Guard and the marine and firefighting industry in part to enhance national maritime security preparedness and response and to promote timely, responsible and professional salvage response to marine casualties. The parties agreed to promote the partnership within their respective organizations and, as may seem best, involve their representatives at all levels in steps to be taken at the national, regional, or local levels. The parties agreed to interpret and implement the MOU so as to supplement and not adversely affect regulatory relationships.
- **Interagency Agreement between the United States Coast Guard Director of Response Policy and National Oceanic and Atmospheric Administration National Ocean Service for Coordination of Activities to Assess, Prepare for, and Respond to Oil Pollution from Sunken and Stranded Shipwrecks; USCG/NOAA MOA-2009-020/7848.** The purpose of this agreement is to develop protocols to reduce the risk posed by oil spills from sunken or stranded shipwrecks in U.S. waters. This includes developing and maintaining a database of sunken or stranded vessels that pose pollution threats, provide a detailed assessment on the vessels, prioritize the wrecks, and provide a planning document describing the potential response options.
- **Memorandum of Understanding between the Department of the Interior Office of Aviation Services and the Department of Homeland Security United States Coast Guard Office of Aviation Forces Regarding Air Support Operations, January 2013.** The MOU authorizes the USCG to support the full range of DOI missions, at the discretion of the local USCG commander. This may include supporting USGS scientists with

overflights to observe ground deformations and assess damages following a catastrophic earthquake.

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 regional priorities, levels of performance, and capability requirements allows for the assessment of present state capabilities, vulnerabilities, and mitigating strategies.

Planning and preparedness include establishing regional 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 Area of Responsibility (AOR) and the general description of its MTS are described in Section 1.D. This section, however, focuses on the Port Areas that make up the COTP Zone and describes the port's normal operations. The process of understanding port operations provides the initial planning outlook. It should identify key infrastructure, operations, and linkages within each port. The end product will assist the COTP/FMSC in triaging the state of the MTS following an incident.

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

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

Bottom Line: Preparation Equals Performance

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

Tab D, located in Section 2 of the plan, describes in general the "normal operations" of the MTS in Sector Puget Sound ports 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.

Examples of regional linkages include:

Alaska

The Puget Sound region serves as Alaska's indispensable economic lifeline, with over 80% of Alaska’s general consumer goods, groceries, vehicles, and construction materials originating from its ports. Due to its limited road connections and internal production, Alaska relies almost singularly on this maritime supply chain, making Puget Sound (particularly Seattle and Tacoma) the primary gateway where logistics companies consolidate and dispatch everything from fresh produce to heavy machinery. This critical reliance contributes to Alaska's higher cost of living and underpins its food security and development, highlighting the profound vulnerability of the entire state to any disruption affecting Puget Sound's maritime system; consequently, maintaining efficient, reliable, and resilient connections to Alaska is a top strategic priority for the Puget Sound region.

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

MTS recovery priorities and related critical infrastructure will be tailored to location, size and consequences of a specific event. Generally, the priorities will begin with the recovery of the waterways and its most critical supporting infrastructure including: VTS, aids to navigation and deep draft anchorages that will enable the recovery of regional priorities which are:

1. Health and Safety of regional population to include transportation of responders and response equipment.
2. Health and Safety of national population.
3. Movement of goods essential for national defense.
4. Transportation of regional workforce.
5. Regional movement of petroleum and fuel resources.
6. Movement of critical cargos, especially cargos such as food supplies, chemicals into the U. S. commercial sector to include Alaska and Hawaii.
7. Commerce of non-essentials.
8. Recreation.

Individual facilities within each industry segment will be further prioritized based on criticality and redundancy. Closely associated with the MTS will be the recovery of the maritime inter-modal connections with the petroleum distribution system and other energy distribution systems, which in turn support a network of emergency services and transportation modalities. These modalities may be dependent on rail and highway bridges, which intersect the MTS. Also, on the priority list, are individual general cargo facilities and their supporting infrastructures such as docks, cranes, and tugs.

C. STAKEHOLDER COORDINATION:

1. **MTS Recovery Planning Coordination** – Advanced planning and preparedness requires the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagements with local stakeholder groups such as the Area Maritime Security Committees (AMSCs), Area Committee (AC), Harbor Safety Committees (HSC), and other applicable stakeholder groups are vital to advance preparation and effective incident response and recovery.

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

2. **MTS Recovery Subcommittee**
 - a. Sector Puget Sound established a Port Recovery Subcommittee within the AMSC 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 Port Recovery Subcommittee will develop, maintain, exercise and validate MTS information during port level normal operations. The workgroup shall identify critical industries, facilities, and infrastructure with its AOR. In addition, the workgroup shall identify possible maritime transportation system 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 Port Recovery Subcommittee includes representatives from stakeholders listed in Tab C of this plan.

D. PRE-ESTABLISHED MTSRU/MTSRB:

1. **MTSRU/MTSRB Staffing** – The MTSRU/MTSRB shall be staffed by USCG personnel and should be supplemented by public and private stakeholder subject matter experts based on the event. The MTSRU/MTSRB may consist of representatives from:
 - USCG MTSRU/MTSRB Leader level 3 (MTSL3) trained personnel
 - USCG Facilities and Vessel Inspectors
 - USCG Waterways Management
 - USCG Port State Control
 - U.S. Customs & Border Protection
 - U.S. Maritime Administration
 - U.S. Army Corps of Engineers
 - National Oceanic and Atmospheric Administration
 - Port Representatives
 - Puget Sound Marine Exchange
 - Puget Sound Pilots
 - Private Stakeholders
 - Industry Representatives

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

2. Additional members of the MTSRU/MTSRB will come from maritime stakeholders, as incidents require. Maritime stakeholders, who are jurisdictionally or organizationally responsible for assisting with port recovery, may be identified through the Area Maritime Security Committee and the MTS Recovery Workgroup. Tab C of this plan lists organizations and potential members.
3. USCG MTSRU/MTSRB 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/MTSRB.
4. Section 2.F (Training) outlines the recommended training levels for MTSRU/MTSRB personnel.

E. MTSRU/MTSRB RESPONSIBILITIES: MTSRU/MTSRB core responsibilities are:

1. Track, document, and report MTS status in the CART,
2. Understand critical recovery pathways,
3. Recommend courses of action,
4. Provide pertinent MTS stakeholders a communication channel to the Incident/Unified Command (IC/UC),
5. Provide IC/UC with recommend priorities for goods and services flow resumption and vessel movement, and
6. Identify long-term recovery issues and needs.

F. TRAINING:

1. **Training Requirements for CG Personnel**

- a. **MTSRU Leaders (MTSL)** – The MTSRU Leader will be trained to meet the USCG Performance Qualification Standard (PQS) for MTSL Type 3 which includes completion of ICS-100, ICS-200, ICS-300 training and the performance-based tasks in the ICS position-specific MTSL3 PQS Workbook. The MTSRU leader shall be proficient using the Coast Guard’s Common Assessment and Reporting Tool (CART) (<https://cgcart.uscg.mil>).

ICS-100 and ICS-200 are available on the internet at no cost through FEMA at <https://training.fema.gov/is/crslist.aspx?lang=en>

- b. **MTSRU/MTSRB Members** – Members should be familiar with maritime facilities, vessels, and/or waterways management functions. They should be proficient using CART.
- c. All MTSRU/MTSRB 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 (SITLs), Emergency Preparedness Liaison Officer) shall be familiar with this Plan.

2. **Non-CG MTSRU/MTSRB Members**

- a. Members will be familiar with this Plan.
- b. Members are encouraged to participate in unit led MTSL3 training.

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

G. ICP/IMT LOCATIONS AND EQUIPMENT:

1. **MTSRU/MTSRB Work Space** – The MTSRU/MTSRB should remain near the Incident Command Post (ICP)/Incident Management Team (IMT). This provides a better communication network with other incident command sections or units and reduces the cost of added logistics. The primary location is in Sector Puget Sound’s Rainer Room. A secondary location may be need for a larger incident to accommodate Federal, State, Local, and industry representation as need based on the event.
2. **MTSRU “Go kits” Equipment** - Sector Puget Sound 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 Laptop: The laptop should be preloaded with Microsoft Word, Excel, and PowerPoint and geospatial software such as ArcGIS Earth and/or Google Earth, and have wireless internet capability,
 - Wi-Fi Hotspot/Mobile Internet connection,
 - Portable Electronic Display System,
 - Portable Printer
 - Portable Document Scanner,
 - Projector,
 - The Non-Standard laptops are loaded with the following files/documents:
 - MTSRP for Sector Puget Sound COTP Zone,
 - Salvage Response Plan for Sector Puget Sound COTP Zone,
 - Natural Disaster Plan for Sector Puget Sound COTP Zone,
 - MTS Recovery Planning and Operations COMDTINST 1600.28(series),
 - PACAREA Guidance MTS Recovery,
 - PACAREA MTSRU Work Instruction 16001.1 (series)
 - USCG MTSL Job Aid,
 - USCG Incident Management Handbook, COMDTPUB P3120.17(series),
 - CART User Guide (Current Version),
 - Electronic Executive Summary for use in non-CART accessible environment
 - MTS Recovery Facility Status Form CG-11410A,
 - Vessel Scoring and Prioritization Tool,
 - Electronic Charts of Sector Puget Sound COTP Zone,
 - CART Executive Summary Templates (Word Document)
 - The Sector/MSU Baseline EEIs in Excel Format (exported from CART)
 - Light List Volume VI Pacific Coast & Pacific Islands,
 - ICS Forms (ICS 213RR; ICS 214; ICS 233)

- Post Incident Assessment Forms
- Hard copy of all documents preloaded on external hard drive,
- ICS forms catalog digital and hard copy,
- Paper Charts of Sector Puget Sound COTP Zone,
- Reference Binder: Contains hard copies of all reference documents/procedures/policies,
- Admin/office supply kit (pens, markers, paper clips, staples, Post-it notes, tape flags, scissors),
- Painter's and duct tape,
- Extension Cords/Surge Protectors

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/MTSRB 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/MTSRB 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/MTSRB Leader may require additional resources to support the expanding roles and responsibilities. Should the MTSRU/MTSRB identify the 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 commodities, supplies, consumables, equipment, personnel, medications, etc., movement in the aftermath of a catastrophic event is an Emergency Support Function (ESF) -1 (Transportation) mission under the National Response Framework.
4. **Incident Management Structure** – ESF Support: In a Type 1 or 2 Incident, county, and State Emergency Operations Centers (EOCs), FEMA Regional Response Coordination Centers (RRCCs) or Joint Field Offices (JFO), and the National Response Coordination Center (NRCC) will be stood up and fully staffed. Most if not all ESFs will be manned. It is essential for the USCG to provide MTS Recovery SMEs to these organizations. These MTS Recovery Subject Matter Experts (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 staff the State EOC ESF-1 desk. Local knowledge of maritime infrastructure and operations are 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.

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

I. CYBER EVENT CONSIDERATION

1. An incident that impairs the performance or availability of cyber systems that control the operation of MTS infrastructure and equipment, or system that manage cargo inventory and cargo flow operations could necessitate MTS recovery measures to facilitate maritime commerce.

While the Coast Guard will not play an active role in mitigating the cyber intrusion, it has a role in responding to the non-cyber effects of the incident (physical security compromise, oil/chemical spills, MTS/supply chain disruption, etc.) and information sharing to ensure the safety and security of the port complex.

- a. Cyber incidents may be initiated by a malicious actor outside of an organization but may also be caused by a company insider- accidentally (phishing) or intentionally (data exfiltration).
- b. There are numerous methods used to compromise an organization's cyber defenses, generally falling under four basic categories:
 - i. unauthorized system access (*external*);
 - ii. unauthorized system access (*internal*);
 - iii. website attacks; and
 - iv. internal supply chain compromise.
- c. Some of the more prevalent methods of compromise encompassed within the 4 basic categories include:
 - i. The introduction of malware causing **loss of access to data** (*encryption-ransomware*).

- ii. **Destruction of data** (*wipers*).
 - iii. **Manipulation of data** (*GPS spoofing*); and
 - iv. **Website attacks** such as denial-of-service attacks (*overloading a network/system with requests*) causing a system to be unavailable to users/customers.
- d. The discovery of a cyber-incident/attack is not always instantaneous; it can take several months to determine if a compromise has occurred.
 - e. Recovery from a cyber-event will involve technical specialists that may not normally be engaged in physical MTS recovery planning and operations.

TAB C: LIST OF ORGANIZATIONS TO PROVIDE SME ASSISTANCE

Sector Puget Sound utilizes the Alert Warning System (AWS) SPSMTRS list for notification of federal, State, local, and industry representation. The AWS alert may be modified based on the event, location, or information needed for the near-term operational requirements. Potential representation include:

Federal Representation

- Department of War, Navy Region Northwest
- United States Army Corps of Engineer (USACE), Seattle District, Navigation Division
- Customs and Border Protection (CBP)
- Immigration and Customs Enforcement (ICE)
- Transportation Security Administration (TSA)
- Maritime Administration (MARAD)
- U.S. Environmental Protection Agency (EPA)
- USCG Atlantic/Pacific Area, Incident Management Assistance Team (IMAT)
- Tribal Nations

State and Local Government Representation Recommendation

- Port Authority representation for the Ports of Port Angeles, Bellingham, Everett, Seattle, Tacoma, Olympia, and the naval bases Bremerton, Bangor, and Everett.
- State/County/City Emergency Management
- Local Law Enforcement and Firefighting Departments with jurisdiction
- Tribal Nations with U/A areas impacted
- Washington State Ferries

Local Industry Representation Recommendation

- Puget Sound Pilots Association
- Deep-Draft Vessel Operators
- MTSA Facility Owner/Operators
- Other Facility Owner/Operators
- Terminal Owner/Operators
- Recreational Boating Associations
- Railroad Companies
- Shipyards
- Tow Operators
- American Waterways Operators Representatives
- Marine Exchange
- Organized Labor
- Vendors and Ship Chandlery Service Operators
- Salvage Companies
- Commercial Fishing Organizations

TAB D: COTP ZONE PUGET SOUND NORMAL PORT OPERATIONS

Overview of Marine Transportation Operations in the Puget Sound Region:

The Puget Sound region represents the most significant economic maritime zone in the U.S. Pacific Northwest, serving as a critical hub for international commerce, military operations, energy infrastructure, and regional transportation systems essential to both national and regional economic stability. This coastal area of Washington State encompasses Puget Sound proper, the Puget Sound lowlands, and the surrounding region bounded by the Cascade Range to the east and Olympic Mountains to the west, characterized by a complex array of saltwater bays, islands, and peninsulas carved by prehistoric glaciers that created naturally deep waterways ideally suited for maritime operations. The region's unique geography supports diverse maritime activities including major container ports facilitating billions of dollars in international cargo transportation, extensive petroleum refining and distribution infrastructure, the Pacific Northwest commercial fishing fleet, a thriving cruise ship industry generating substantial tourism revenue, critical military outload operations and strategic seaports, comprehensive ferry system providing essential transportation links, and numerous specialized maritime facilities serving regional and international markets. The maritime-dependent economy spans nine counties with significant maritime nexus including Island, Jefferson, King, Kitsap, Mason, Pierce, Skagit, Snohomish, and Thurston Counties, while the region's intermodal transportation network is constrained by geography to two primary north-south corridors and east-west access limited to three mountain passes, making the maritime transportation system absolutely critical for regional connectivity and economic resilience. This geographic constraint amplifies the importance of maritime transportation infrastructure as alternative routes are limited, positioning the Puget Sound waterways as essential arteries for both domestic and international commerce, emergency response capabilities, and regional economic recovery, requiring comprehensive planning and priority protection to ensure continued functionality during natural disasters, security threats, or other disruptions that could compromise the maritime transportation system upon which the entire Pacific Northwest economy fundamentally depends.

The Puget Sound region operates as a highly integrated maritime transportation system supporting diverse critical operations that collectively form the backbone of Pacific Northwest economic activity and national security infrastructure. The Northwest Seaport Alliance, a special purpose government business development district combining the operational management of Seattle and Tacoma port container facilities, represents the fifth largest container port in the United States by TEU volume, with approximately 80 percent of containerized cargo moving inland via intermodal rail and truck networks, making the region a crucial gateway for trans-Pacific trade and domestic distribution throughout North America. This container operation depends on seamless coordination between maritime terminals, rail infrastructure operated by BNSF Railway and Union Pacific, trucking networks, and supporting services including pilotage, tugboat operations, stevedoring, and customs processing to maintain the flow of international commerce valued at over \$80 billion annually.

The region's petroleum refining infrastructure encompasses five major refineries including HF Sinclair Puget Sound (145,000 bpd), Marathon Petroleum Anacortes (120,000 bpd), Phillips 66

Ferndale (121,000 bpd), BP Cherry Point (236,000 bpd), and U.S. Oil & Refining Tacoma (42,000 bpd), which collectively process over 625,000 barrels per day of crude oil received via oceangoing tankers and pipeline systems to produce refined petroleum products serving the entire U.S. Northwest region. Of critical importance to regional energy security, these refineries supply transportation fuels, heating oil, marine bunker fuels, and aviation fuel throughout Washington, Oregon, northern California, and parts of Idaho and Montana, with refined product distribution occurring exclusively through marine barge systems, rail tank cars, and truck transportation, as no pipeline infrastructure exists for refined products distribution in the Northwest. This petroleum infrastructure supports not only civilian transportation and heating needs but also provides essential fuel supplies for military installations, commercial fishing fleets, ferry operations, cruise ships, and emergency response vessels throughout the region.

Washington State Ferries operates the largest public ferry system in the United States, maintaining 23 vessels serving 20 terminals across 10 routes that provide essential transportation links for island communities, peninsula residents, and regional commuters, with vessel assignments determined by fleet availability, maintenance schedules, breakdowns, and inspection requirements. This ferry system carries over 24 million passengers and 11 million vehicles annually, serving as designated state highways and providing the sole vehicular access for many island and peninsula communities while supporting tourism, commerce, and emergency evacuation capabilities throughout the Salish Sea region. Ferry operations require coordination with vessel traffic management, fuel supply systems, terminal maintenance, crew scheduling, and emergency response protocols to maintain continuous service essential for regional connectivity and economic activity.

The Alaska maritime trade route represents a critical supply chain lifeline originating in Puget Sound ports, with Northland Services Inc. and Alaska Marine Lines operating from the Port of Seattle, and Tote Maritime operating from the Port of Tacoma, providing essential cargo services including provisions for human consumption, oversized equipment, refrigerated containers for fresh and frozen goods, bulk cargo, rolling stock, general breakbulk cargo, project cargo, and hazardous materials shipments. These Alaska services support over 730,000 Alaska residents and numerous remote communities with no alternative transportation access, while facilitating Alaska's resource extraction industries, tourism economy, and military installations, making this trade route essential for Alaska's economic stability and strategic defense requirements. The integrated nature of these operations requires coordinated recovery planning that addresses container terminal operations, petroleum refining and distribution, ferry system continuity, Alaska trade route maintenance, pilotage services, vessel traffic management, intermodal transportation networks, and supporting infrastructure including fuel supplies, communication systems, and emergency response capabilities to ensure comprehensive maritime transportation system resilience and rapid recovery following natural disasters, security incidents, or other major disruptions.

Port of Anacortes

The Port of Anacortes serves as a critical maritime transportation hub strategically positioned on Fidalgo Island in northern Puget Sound, providing essential infrastructure supporting petroleum refining operations, commercial cargo handling, recreational boating, and regional connectivity within the Salish Sea maritime network. Located adjacent to the major petroleum refining complex

on March Point, the port facilitates essential maritime support services for HF Sinclair Puget Sound Refinery and Marathon Petroleum Corporation's Anacortes facility, while operating diverse maritime infrastructure including commercial cargo terminals handling forest products, agricultural commodities, and specialized cargo, marina facilities supporting recreational boating and commercial fishing operations, and ferry connections linking the San Juan Islands to mainland transportation networks.

The port's strategic location provides deep-water access to Rosario Strait and the broader Salish Sea, enabling efficient vessel movements for petroleum tankers, cargo ships, fishing vessels, and recreational craft, while serving as a critical staging area for emergency response operations and search and rescue activities throughout the northern island region. Port operations integrate with regional transportation infrastructure through highway connections to State Route 20 and the broader Washington State highway system, supporting intermodal freight movement, tourism access, and emergency evacuation capabilities, while maintaining specialized facilities for hazardous materials handling, marine fuel distribution, and vessel services essential to the petroleum industry and commercial maritime operations.

The Port of Anacortes' diverse operational capabilities, strategic location near major refineries, and role in supporting island connectivity make it an essential component of regional maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued support for petroleum industry operations, island community connectivity, commercial fishing activities, emergency response coordination, and recreational boating that contribute to the economic stability and transportation functionality of the northern Puget Sound maritime corridor.

Cap Sante Marina

Located in the protected waters of Cap Sante Boat Haven with direct access to Fidalgo Bay and the broader Salish Sea, the marina features extensive berthing facilities accommodating recreational vessels, commercial fishing boats, charter operations, and specialized marine service providers, while offering comprehensive support services including fuel docks, boat repair facilities, marine supply retailers, and fish processing infrastructure essential to the regional commercial fishing industry. The marina serves as a homeport for a significant portion of the northern Puget Sound commercial fishing fleet engaged in salmon, crab, and shellfish harvesting operations, while providing critical staging areas for search and rescue operations, emergency vessel services, and disaster response coordination throughout the San Juan Islands and northern maritime corridor. Cap Sante Marina's strategic location near major petroleum refining facilities on March Point, ferry terminals serving the San Juan Islands, and regional transportation networks makes it an essential component of maritime transportation system resilience, supporting not only recreational boating and commercial fishing activities but also serving as a potential emergency staging area for marine response operations, fuel distribution backup capabilities, and vessel services that contribute to the overall functionality and recovery capacity of the Anacortes maritime transportation hub and broader northern Puget Sound regional connectivity.

Anacortes Marina

Anacortes Marina serves as a critical recreational and commercial maritime facility within the northern Puget Sound region, providing essential vessel services, emergency response capabilities, and waterfront access that support both local maritime activities and regional transportation

connectivity within the broader Anacortes maritime transportation hub. Located with direct access to Fidalgo Bay and the Salish Sea shipping channels, the marina operates comprehensive services including permanent and guest moorage for recreational vessels, commercial fishing boat support, fuel docks, vessel maintenance facilities, marine supply services, and boat launching capabilities that serve the diverse maritime community while providing strategic staging areas for emergency response operations and search and rescue coordination throughout the San Juan Islands and northern maritime corridor.

The marina's strategic position near major petroleum refining facilities on March Point, Washington State Ferries terminal serving San Juan Islands routes, and regional transportation networks enables it to serve as a critical backup facility for emergency vessel operations, alternative fuel distribution, and maritime response coordination during regional disruptions or natural disasters. Anacortes Marina's integration with local transportation infrastructure via State Route 20 connections, proximity to commercial fishing operations, comprehensive vessel services including fuel and repair capabilities, and role in supporting recreational boating that contributes significantly to regional tourism positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued support for recreational boating activities, commercial fishing fleet operations, emergency response staging capabilities, alternative marina services during facility disruptions, and tourism industry support that contributes to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network and Anacortes regional economic stability.

Dakota Creek Industries, Inc.

Dakota Creek Industries, Inc. in Anacortes serves as a critical marine vessel construction, repair, and maintenance facility providing essential shipyard services that support the regional maritime transportation system's operational readiness and emergency response capabilities within the northern Puget Sound corridor. Located on Fidalgo Bay with deep-water access and specialized marine industrial infrastructure, Dakota Creek operates comprehensive shipyard capabilities including vessel construction, major repairs, dry dock services, hull maintenance, mechanical systems overhaul, and specialized marine engineering services that support commercial fishing vessels, tugboats, barges, passenger ferries, military vessels, and other commercial craft operating throughout the Pacific Northwest maritime network.

The facility's strategic location near major petroleum refining operations on March Point, ferry terminals, and commercial fishing operations positions it as an essential service provider for vessel maintenance and emergency repairs that keep the regional maritime fleet operational, while its specialized capabilities enable rapid response for vessel casualties, mechanical failures, and emergency repairs that could otherwise disrupt critical maritime transportation services. Dakota Creek Industries' comprehensive shipyard infrastructure, skilled marine workforce, vessel construction and repair capabilities, emergency response capacity for marine casualties, and role in maintaining the operational readiness of commercial fishing fleets, passenger vessels, cargo ships, and emergency response craft positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or

emergency situations requiring rapid vessel repair and maintenance services to restore critical maritime operations.

Stabbert Yacht & Shipyard - Anacortes

Stabbert Yacht & Shipyard in Anacortes serves as a specialized marine vessel construction, repair, and maintenance facility providing critical yacht and commercial vessel services that support the regional maritime transportation system's operational capacity and emergency response capabilities within the northern Puget Sound corridor. Located on Fidalgo Bay with deep-water access and specialized marine industrial infrastructure, Stabbert operates comprehensive shipyard capabilities including custom yacht construction, vessel repairs, hull maintenance, mechanical systems service, marine electronics installation, and specialized marine engineering services that support recreational yachts, commercial fishing vessels, passenger craft, and other maritime vessels operating throughout the Pacific Northwest region.

The facility's strategic location within the Anacortes maritime industrial area, proximity to major petroleum refining operations on March Point, ferry terminals, and commercial fishing operations positions it as an essential service provider for vessel maintenance, emergency repairs, and specialized marine construction that maintains the operational readiness of the regional maritime fleet while providing rapid response capabilities for vessel casualties and mechanical failures that could disrupt critical maritime transportation services. Stabbert Yacht & Shipyard's specialized marine construction and repair capabilities, skilled maritime workforce, custom fabrication services, emergency repair capacity, and role in maintaining recreational and commercial vessel operational readiness positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, specialized marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair, maintenance services, and specialized marine construction to restore and maintain critical maritime operations throughout the regional transportation system.

Port of Bellingham

The Port of Bellingham serves as a critical northern gateway in the Puget Sound maritime transportation system, operating diverse facilities including cargo terminals, cruise ship operations, marina complexes, and specialized maritime services that support regional commerce, international trade, and cross-border connectivity near the U.S.-Canada border. Located approximately 90 miles north of Seattle with deep-water access to Bellingham Bay and the Strait of Georgia, the port operates cargo facilities handling forest products, agricultural exports, and break-bulk cargo, while serving as a homeport for Alaska cruise operations offering passengers scenic departures through the San Juan Islands with shorter transit times to Southeast Alaska compared to southern ports.

The port's extensive marina operations include Squilicum Harbor Marina with over 1,900 slips serving as the Pacific Northwest's largest recreational boating facility and supporting a significant commercial fishing fleet, and Blaine Harbor Marina with approximately 600 slips functioning as a designated Port of Entry for U.S.-Canada recreational boating and supporting cross-border

maritime commerce. All intermodal road connections from Bellingham's maritime terminals depend entirely on city-owned and maintained roadway infrastructure that provides the sole connection to the Interstate 5 corridor, creating unique municipal responsibilities for supporting maritime commerce and potential vulnerabilities during emergency situations requiring coordination between city authorities, port operations, and regional transportation networks.

The port's strategic location, diverse operations encompassing cargo handling, cruise tourism, recreational boating, commercial fishing support, and international connectivity make it an essential component of regional maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued support for northern Puget Sound commerce, cross-border activities, Alaska tourism, fishing industry operations, and emergency response capabilities that contribute to the economic stability and transportation connectivity of the broader Pacific Northwest maritime corridor.

Bellingham Shipping Terminal

The Bellingham Shipping Terminal serves as a critical deep-water cargo facility operated by the Port of Bellingham, providing essential break-bulk cargo handling capabilities, cruise ship operations, and specialized maritime services that support regional commerce and international connectivity in the northern Puget Sound maritime corridor. Located on Bellingham Bay with direct access to the Strait of Georgia and international shipping lanes, the terminal features deep-water berths capable of accommodating large cargo vessels and cruise ships, specialized cargo handling equipment for forest products and agricultural commodities, covered warehouse facilities, open storage yards, and passenger processing capabilities for Alaska-bound cruise operations offering shorter transit times to Southeast Alaska compared to southern ports. The terminal's strategic position near the U.S.-Canada border enables efficient handling of cross-border cargo movements, international trade operations, and cruise ship services, while its integration with city-maintained roadway networks provides direct connections to Interstate 5 for freight distribution throughout the Pacific Northwest region.

The Bellingham Shipping Terminal's comprehensive infrastructure including cargo handling capabilities, cruise passenger facilities, deep-water access, proximity to major petroleum refining operations on March Point, and role in supporting Alaska tourism and regional freight operations positions it as an essential component of northern Puget Sound maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued support for international cargo operations, cruise industry economic contributions, cross-border commerce, emergency response staging capabilities, and alternative cargo handling capacity that contributes to the overall functionality and recovery capacity of the regional maritime transportation network during natural disasters, infrastructure disruptions, or other emergency situations requiring maintained cargo flow and passenger services in the northern maritime corridor.

Bellingham Cruise Terminal

The Bellingham Cruise Terminal, operated by the Port of Bellingham, serves as a specialized passenger facility providing critical Alaska cruise operations and tourism infrastructure that supports regional economic activity and offers alternative cruise embarkation capabilities within the northern Puget Sound maritime transportation system. Located at the Bellingham Shipping Terminal with deep-water berth access capable of accommodating cruise vessels up to mid-size

capacity, the terminal features passenger processing facilities, baggage handling systems, ground transportation coordination, and customs processing capabilities that enable cruise operations to Southeast Alaska with strategic advantages including shorter transit times to Alaska destinations and scenic departures through the San Juan Islands.

The cruise terminal operations support the regional tourism economy by attracting thousands of passengers annually who utilize local hotels, restaurants, transportation services, and attractions, while providing cruise lines with an alternative embarkation port that reduces congestion at major southern terminals and offers unique market positioning for Alaska cruise products. The terminal's integration with city-maintained roadway networks connecting to Interstate 5, proximity to Bellingham-Whatcom County Airport, coordination with regional transportation services, and seasonal operations typically running from spring through fall position it as an important component of regional tourism infrastructure and maritime transportation system resilience. The Bellingham Cruise Terminal's role in supporting Alaska cruise tourism, providing alternative embarkation capacity, contributing to regional economic diversification, and offering emergency passenger processing capabilities makes it an essential consideration in recovery planning to ensure continued support for tourism industry recovery, alternative cruise operations during southern port disruptions, economic activity generation, and passenger transportation coordination that contributes to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network and regional economic stability.

Bellingham Bay Shipyard

Bellingham Bay Shipyard serves as a critical marine vessel construction, repair, and maintenance facility providing essential shipyard services that support the regional maritime transportation system's operational readiness and emergency response capabilities within the northern Puget Sound corridor. Located on Bellingham Bay with deep-water access and comprehensive marine industrial infrastructure, the shipyard operates extensive capabilities including vessel construction, major repairs, dry dock services, hull maintenance, mechanical systems overhaul, marine electronics installation, and specialized marine engineering services that support commercial fishing vessels, tugboats, barges, passenger ferries, Coast Guard cutters, and other commercial and government vessels operating throughout the Pacific Northwest maritime network.

The facility's strategic location within the Port of Bellingham's industrial waterfront area, proximity to commercial fishing operations at Squalicum Harbor, petroleum distribution facilities, and regional transportation networks positions it as an essential service provider for vessel maintenance and emergency repairs that keep the regional maritime fleet operational, while its specialized capabilities enable rapid response for vessel casualties, mechanical failures, and emergency repairs that could otherwise disrupt critical maritime transportation services including ferry operations, commercial fishing activities, and emergency response vessels. Bellingham Bay Shipyard's comprehensive marine industrial infrastructure, skilled maritime workforce, vessel construction and repair capabilities, emergency response capacity for marine casualties, and role in maintaining the operational readiness of commercial fishing fleets, passenger vessels, Coast Guard cutters, cargo ships, and emergency response craft positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity

of the northern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair and maintenance services to restore critical maritime operations.

Fairhaven Shipyard - Bellingham

Fairhaven Shipyard in Bellingham serves as a specialized marine vessel repair and maintenance facility providing critical shipyard services that support the regional maritime transportation system's operational capacity and emergency response capabilities within the northern Puget Sound maritime corridor. Located in the historic Fairhaven district with access to Bellingham Bay and comprehensive marine industrial infrastructure, the shipyard operates vessel repair capabilities including hull maintenance, mechanical systems service, marine electronics repair, engine overhaul, and specialized marine maintenance services that support commercial fishing vessels, recreational craft, tugboats, and other maritime vessels operating throughout the Pacific Northwest region.

The facility's strategic location within Bellingham's waterfront industrial area, proximity to commercial fishing operations at Squalicum Harbor, recreational boating facilities, and regional transportation networks via city-maintained roads connecting to Interstate 5 positions it as an essential service provider for vessel maintenance and emergency repairs that maintain the operational readiness of the regional maritime fleet while providing backup repair capabilities during facility disruptions or emergency situations. Fairhaven Shipyard's specialized marine repair and maintenance capabilities, skilled maritime workforce, emergency repair capacity, and role in maintaining commercial fishing vessel and recreational boat operational readiness positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring distributed repair facilities and specialized marine maintenance services to restore and maintain critical maritime operations throughout the regional transportation system.

Bellingham Cold Storage

Bellingham Cold Storage (BCS) serves as critical refrigerated storage and processing infrastructure supporting the regional seafood industry, commercial fishing operations, and cold chain logistics within the northern Puget Sound maritime transportation system, operating multiple warehouse centers equipped with advanced refrigeration systems to store perishable goods at optimal temperatures while handling millions of pounds of food products annually including seafood, vegetables, fruits, and meats distributed locally, throughout North America, and globally.

Located within the Port of Bellingham's waterfront industrial area with direct access to fishing fleet docking facilities and cargo handling operations enhanced by port investments in maintaining and modernizing waterfront infrastructure including dredging projects to ensure safe and efficient vessel access, BCS provides essential services including fish processing, blast freezing capabilities, long-term frozen storage, cold chain packaging, and distribution coordination that support the commercial fishing fleet operating from Squalicum Harbor and regional agricultural producers throughout Whatcom County. The facility's specialized refrigeration infrastructure

enables processing and storage of products harvested by the regional commercial fishing fleet and local agricultural operations, while providing critical supply chain support for food distribution throughout the Pacific Northwest and international markets via refrigerated truck transportation connecting to Interstate 5 and regional distribution networks, serving as a vital economic driver for Whatcom County by supporting approximately 1,200 year-round jobs and generating over \$600 million in annual commerce. BCS operations integrate with maritime transportation through direct coordination with fishing vessel unloading, processing schedules aligned with fleet arrivals, coordination with refrigerated cargo transportation for product distribution, and partnership with port infrastructure improvements that ensure continued vessel access and operational efficiency, while providing essential infrastructure for maintaining food quality, supporting fishing and agricultural industry economic viability, and ensuring food security within regional and global supply chains.

Bellingham Cold Storage's role as a crucial facility for fishing and agricultural sectors, maintaining critical cold chain infrastructure, providing large-scale food processing and storage capabilities, and contributing significantly to regional economic activity and employment positions it as an essential component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued support for fishing industry operations, agricultural supply chains, food security maintenance, emergency food distribution capabilities, and economic stability that contribute to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network and regional economic resilience during natural disasters or supply chain disruptions.

Squalicum Harbor Marina

Squalicum Harbor Marina, operated by the Port of Bellingham, represents a critical maritime infrastructure component serving as the Pacific Northwest's largest recreational boating facility and an essential commercial fishing hub supporting regional maritime transportation and emergency response capabilities. Located in Bellingham Bay with direct access to the Salish Sea and international waters, the marina encompasses over 1,900 boat slips accommodating vessels ranging from small recreational craft to large commercial fishing vessels, along with extensive support facilities including fuel docks, boat repair services, marine supply retailers, and specialized commercial fishing infrastructure.

The facility serves as homeport for a significant portion of the regional commercial fishing fleet, including vessels engaged in Alaska salmon fishing, Puget Sound crab and shellfish harvesting, and Pacific Ocean commercial operations, contributing substantially to the regional seafood industry and maritime economy. Squalicum Harbor's strategic location near the Canadian border provides essential services for recreational boaters transiting between U.S. and Canadian waters, while its comprehensive marine services infrastructure supports emergency response operations, search and rescue activities, and serves as a potential staging area for maritime emergency operations during natural disasters or security incidents. The marina's fuel distribution capabilities, boat repair and maintenance services, and extensive berthing capacity make it an essential component of regional maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued support for commercial fishing operations, recreational boating activities, emergency response capabilities, and cross-border maritime commerce that

contributes to the economic stability and transportation connectivity of the northern Puget Sound region.

Blaine Harbor Marina

Blaine Harbor Marina, operated by the Port of Bellingham, serves as the northernmost major marina facility in the Puget Sound region, providing critical maritime infrastructure at the U.S.-Canada border that supports international recreational boating, commercial fishing operations, and cross-border maritime commerce essential to regional connectivity and emergency response capabilities. Located in Drayton Harbor with direct access to the Strait of Georgia and international waters, the marina features approximately 600 boat slips accommodating recreational vessels, commercial fishing boats, and charter operations, along with essential support facilities including fuel docks, customs and immigration processing areas, marine services, and specialized infrastructure for cross-border boating activities.

The facility serves as a designated Port of Entry for recreational boaters traveling between the United States and Canada, making it a critical component of international maritime transportation and tourism, while supporting a substantial commercial fishing fleet engaged in salmon, crab, and shellfish harvesting operations throughout the northern Salish Sea and adjacent Canadian waters. Blaine Harbor's strategic border location provides essential services for emergency response coordination between U.S. and Canadian maritime authorities, serves as a staging area for search and rescue operations in international waters, and maintains fuel distribution and vessel services capabilities that support both civilian and emergency response vessels operating in the northern maritime zone. The marina's comprehensive infrastructure, international port of entry status, and proximity to Canadian waters make it an essential component of regional maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued support for cross-border commerce, international emergency response coordination, commercial fishing operations, and recreational boating activities that contribute to the economic stability and international connectivity of the northernmost Puget Sound maritime corridor.

Seaview Boatyard – Bellingham

Seaview Boatyard in Bellingham serves as an important marine vessel repair and maintenance facility providing essential boatyard services that support the regional maritime transportation system's operational capacity and emergency response capabilities within the northern Puget Sound maritime corridor. Located with access to Bellingham Bay and marine industrial infrastructure, Seaview Boatyard operates vessel repair and maintenance capabilities including hull work, mechanical systems service, haul-out services, marine electronics repair, fiberglass repair, and specialized boat maintenance services that support recreational vessels, commercial fishing boats, and other maritime craft operating throughout the Pacific Northwest region.

The facility's strategic location within Bellingham's waterfront area, proximity to recreational boating facilities, commercial fishing operations at Squalicum Harbor, and regional transportation networks via city-maintained roads connecting to Interstate 5 positions it as a supporting service provider for vessel maintenance and repairs that help maintain the operational readiness of the regional maritime fleet while providing additional repair capacity during peak demand periods or emergency situations. Seaview Boatyard's marine repair and maintenance capabilities, vessel haul-out services, emergency repair capacity, and role in supporting recreational and commercial vessel

operational readiness positions it as a contributing component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued vessel maintenance capabilities, distributed repair services, marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring multiple repair facilities and specialized marine maintenance services to restore and maintain critical maritime operations throughout the regional transportation system.

Seaview Boatyard - Fairhaven

Seaview Boatyard in Fairhaven serves as an important marine vessel repair and maintenance facility providing essential boatyard services that support the regional maritime transportation system's operational capacity and emergency response capabilities within the historic Fairhaven district of Bellingham. Located in the Fairhaven waterfront area with access to Bellingham Bay and marine industrial infrastructure, Seaview Boatyard operates vessel repair and maintenance capabilities including hull work, mechanical systems service, haul-out services, marine electronics repair, fiberglass repair, and specialized boat maintenance services that support recreational vessels, commercial fishing boats, and other maritime craft operating throughout the northern Puget Sound region.

The facility's strategic location within the Fairhaven maritime district, proximity to recreational boating facilities, commercial fishing operations, tourist activities, and regional transportation networks via city-maintained roads connecting to Interstate 5 positions it as a supporting service provider for vessel maintenance and repairs that help maintain the operational readiness of the regional maritime fleet while providing additional repair capacity during peak demand periods or emergency situations. Seaview Boatyard Fairhaven's marine repair and maintenance capabilities, vessel haul-out services, emergency repair capacity, and role in supporting recreational and commercial vessel operational readiness within the historic Fairhaven maritime community positions it as a contributing component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued vessel maintenance capabilities, distributed repair services, marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring multiple repair facilities and specialized marine maintenance services to restore and maintain critical maritime operations throughout the regional transportation system.

Bellingham Intermodal Connections

The intermodal transportation network connecting maritime terminals in Bellingham relies entirely on city-owned and maintained roadway infrastructure that serves as the critical link between port facilities and the regional highway system, creating a unique municipal responsibility for supporting maritime commerce and emergency transportation access. All roadways providing access from Bellingham's maritime terminals, including the main port facilities, Squalicum Harbor Marina, and Blaine Harbor Marina, are owned and operated by the City of Bellingham rather than state or federal transportation authorities, placing the burden of maintaining these essential transportation corridors on local municipal resources and budgets. These city roads serve as the sole connection between maritime facilities and the Interstate 5 corridor, which represents the primary north-south transportation artery for the Pacific Northwest and the essential link for freight

movement, passenger transportation, and emergency vehicle access between Bellingham's maritime operations and regional, national, and international destinations.

This municipal ownership structure creates both vulnerabilities and coordination challenges for maritime transportation system recovery planning, as the city must maintain roadway infrastructure capable of supporting heavy commercial truck traffic, oversized cargo movements, hazardous materials transportation, and emergency response vehicles without the direct support of state or federal highway funding typically available for interstate commerce corridors. The city roads must accommodate diverse traffic including container trucks serving the port's cargo operations, fuel tankers supplying marina facilities, commercial fishing vessel support traffic, recreational vehicle traffic accessing marinas, emergency response vehicles, and regular municipal traffic, while maintaining connectivity to I-5 for freight distribution throughout the region. During emergency situations or natural disasters, these city-maintained roads become critical for evacuation routes, emergency supply delivery, fuel distribution, and maritime emergency response operations, requiring coordination between municipal public works departments, port authorities, state transportation officials, and federal emergency management agencies.

The dependence on city-owned infrastructure for maritime terminal connectivity necessitates comprehensive recovery planning that addresses municipal road maintenance capabilities, emergency repair resources, traffic management during disruptions, alternative routing options, and coordination protocols between city authorities and maritime operators. Recovery planning must ensure that the City of Bellingham has adequate resources, equipment, and coordination mechanisms to rapidly restore roadway access to maritime facilities following natural disasters, infrastructure failures, or other disruptions that could isolate port operations from the regional transportation network. This includes provisions for emergency road repairs, debris clearance, traffic signal restoration, bridge inspections, and coordination with state authorities for I-5 access management, while maintaining the capacity to support the diverse transportation needs of commercial port operations, marina facilities, emergency response activities, and regional freight movement essential to the economic stability and transportation connectivity of the northernmost Puget Sound maritime corridor.

Port of Bremerton

The Port of Bremerton serves as a critical maritime transportation hub in the central Puget Sound region, operating diverse facilities including passenger ferry terminals, cargo operations, marina services, and specialized waterfront infrastructure that support both civilian commerce and coordination with adjacent naval facilities. Located on Sinclair Inlet with direct connections to Seattle via Washington State Ferries and strategic proximity to Naval Base Kitsap and Puget Sound Naval Shipyard, the port operates passenger ferry terminals handling thousands of daily commuters, cargo facilities supporting regional freight operations, marina services for recreational and commercial vessels, and waterfront industrial facilities serving regional maritime industries. The port's ferry operations provide essential transportation links between the Kitsap Peninsula and Seattle's downtown core, carrying passengers, vehicles, and freight while serving as critical backup transportation during regional highway disruptions or emergencies, with terminal facilities integrated into downtown Bremerton's transportation network and regional highway systems.

The Port of Bremerton's strategic location adjacent to major naval installations, comprehensive ferry and cargo operations, marina facilities providing vessel services and emergency staging capabilities, and integration with regional transportation networks via State Route 3 and ferry connections positions it as an essential component of regional maritime transportation system resilience, supporting civilian-military coordination, emergency response operations, alternative transportation during crisis situations, and critical supply chain connectivity that contributes to the overall functionality and recovery capacity of the central Puget Sound maritime transportation network during natural disasters, security incidents, or infrastructure disruptions requiring coordinated response and maintained connectivity between peninsula communities and regional economic centers.

Bremerton Marina

Located in downtown Bremerton with direct ferry connections to Seattle and strategic proximity to Naval Base Kitsap facilities, the marina operates comprehensive services including permanent and guest moorage, fuel docks, vessel maintenance facilities, and marine supply services that support both civilian recreational boating and provide backup capabilities for military and emergency response operations. The marina's protected harbor location within Sinclair Inlet offers sheltered anchorage during severe weather conditions while maintaining direct access to Rich Passage and the main Puget Sound shipping channels, making it an essential staging area for search and rescue operations, emergency vessel coordination, and maritime response activities throughout the central Sound region. Bremerton Marina's integration with ferry terminal operations, proximity to naval facilities, comprehensive fuel and vessel services, and connection to regional transportation networks via State Route 3 and local road systems positions it as an important component of regional maritime transportation system resilience, providing civilian vessel services, emergency response staging capabilities, fuel distribution backup, and alternative harbor access that contribute to the overall functionality and recovery capacity of the central Puget Sound maritime transportation network during natural disasters, military operations, or emergency situations requiring coordinated marine response and civilian-military maritime infrastructure integration.

Port Orchard Marina

Located in downtown Port Orchard with direct access to Rich Passage and the main Puget Sound shipping channels, the marina operates comprehensive services including permanent and guest moorage, fuel docks, vessel maintenance facilities, marine supply services, and waterfront amenities that support recreational boating while providing strategic backup capabilities for emergency response operations and potential military coordination. The marina's sheltered location within Sinclair Inlet offers protected anchorage during severe weather conditions and serves as an essential staging area for search and rescue operations, emergency vessel coordination, and maritime response activities throughout the Kitsap Peninsula region, while its proximity to naval facilities enables potential civilian-military coordination during emergency operations. Port Orchard Marina's integration with local transportation networks via State Route 16 and ferry connections to Seattle, comprehensive vessel services including fuel distribution and repair capabilities, and strategic position near major naval installations positions it as an important component of regional maritime transportation system resilience, providing civilian vessel support, emergency response staging areas, alternative harbor access, and potential military support capabilities that contribute to the overall functionality and recovery capacity of the

southwestern Puget Sound maritime transportation network during natural disasters, security incidents, or emergency situations requiring coordinated marine response and enhanced civilian-military maritime infrastructure cooperation.

Gig Harbor Marina & Boatyard

Gig Harbor Marina and Boatyard serves as a critical maritime infrastructure facility in the southern Puget Sound region, providing essential vessel services, emergency response capabilities, and recreational boating support within the protected waters of Gig Harbor Bay near the Tacoma Narrows. Located approximately 10 miles northwest of Tacoma with direct access to Puget Sound's main shipping channels, the facility operates comprehensive marina services including guest moorage, permanent slip rentals, fuel docks, and extensive boatyard capabilities featuring vessel haul-out services, repair facilities, and specialized marine maintenance operations supporting both recreational and commercial vessels throughout the region.

The marina's strategic location provides sheltered harbor access during severe weather conditions, making it an essential refuge for vessels transiting between the southern Sound ports and northern destinations, while its boatyard operations offer critical vessel repair and maintenance capabilities that support the broader regional maritime fleet including commercial fishing vessels, recreational boats, and emergency response craft. Gig Harbor Marina's comprehensive infrastructure, including fuel distribution systems, vessel services, emergency staging capabilities, and proximity to major transportation corridors via State Route 16 and local road networks, positions it as an important component of regional maritime transportation system resilience, providing backup vessel services, emergency harbor facilities, fuel distribution capabilities, and marine repair resources that contribute to the overall functionality and recovery capacity of the southern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or other emergency situations requiring alternative vessel services and sheltered harbor access.

Puget Sound Naval Shipyard

Puget Sound Naval Shipyard (PSNS) in Bremerton serves as the Pacific Northwest's premier naval vessel maintenance, repair, overhaul, and nuclear refueling facility, representing critical military infrastructure that supports U.S. Navy Pacific Fleet operations while providing potential emergency response capabilities and specialized marine industrial capacity within the regional maritime transportation system. Located on Sinclair Inlet adjacent to Naval Base Kitsap with deep-water access, extensive dry dock facilities, and comprehensive marine industrial infrastructure, PSNS operates as the Navy's primary West Coast facility for nuclear submarine maintenance, aircraft carrier overhauls, surface ship repairs, and specialized naval vessel modifications, employing thousands of highly skilled maritime workers and maintaining some of the most advanced marine engineering and construction capabilities in the Pacific Northwest.

The shipyard's strategic location within the central Puget Sound region, proximity to civilian ferry operations, integration with regional transportation networks, and coordination with civilian maritime industries positions it as a potential resource for emergency marine engineering support, specialized vessel repairs, and technical expertise during major regional disasters or maritime emergencies requiring advanced shipyard capabilities beyond civilian facility capacity. PSNS's extensive marine industrial infrastructure, specialized nuclear and conventional vessel repair capabilities, skilled workforce, advanced engineering resources, dry dock facilities, and role in maintaining naval vessel readiness positions it as a critical component of regional maritime

infrastructure resilience, requiring coordination consideration in recovery planning to ensure potential civilian-military cooperation for emergency marine repairs, technical expertise sharing, specialized equipment access, and advanced marine industrial capacity that could contribute to the overall functionality and recovery capacity of the Puget Sound maritime transportation network during catastrophic events, infrastructure failures, or emergency situations requiring the most advanced marine engineering and repair capabilities available in the Pacific Northwest region.

Port of Everett

The Port of Everett plays a crucial role in maritime critical infrastructure, handling a diverse array of operations that are essential to the region's economy and logistics. Among its key activities is the management of cargo with particular hazards, ensuring safe and efficient handling of potentially dangerous materials. The port processes around 8,000 containers annually, demonstrating its capacity to manage significant volumes of freight. In addition to container cargo, the Port of Everett handles break-bulk cargo, which includes goods that are not containerized, such as machinery, vehicles, and construction materials. The port is equipped to manage roll-on/roll-off (RO/RO) cargo, which involves the transportation of vehicles and other wheeled equipment that can be driven on and off ships. Agricultural products, mining equipment, and wind energy components are also significant commodities handled by the port.

The port's specialization in heavy lifts and oversized containers is particularly important for the aerospace industry, enabling the transportation of large and specialized equipment essential for aerospace manufacturing and development. One of the notable facilities at the port is the bulk cement storage dome, which has both truck and rail access. This infrastructure ensures efficient handling and distribution of bulk cement, supporting the construction and infrastructure development needs of the region. Although the Port of Everett does not maintain a pipeline, it effectively manages 8,000 gallons of stored diesel, which is crucial for the operation of equipment within the port. The presence of the U.S. Naval Base Everett, situated between the port's marine terminal and marina, further emphasizes the strategic importance of the location. The naval base's proximity enhances the port's role in supporting national security and defense operations.

Boeing Everett Factory Waterfront

The Boeing Everett Factory Waterfront serves as a specialized industrial maritime facility supporting the world's largest aircraft manufacturing operation, providing critical transportation infrastructure for oversized aircraft components and emergency response capabilities within the central Puget Sound maritime transportation system. Located on the Snohomish River with direct access to Possession Sound and Puget Sound shipping channels, the waterfront facility operates specialized deep-water dock infrastructure designed to receive massive aircraft components including wing sections, fuselage segments, and other oversized parts transported via specialized barges and ships from Boeing manufacturing facilities worldwide, supporting production of wide-body commercial aircraft including the 747, 767, 777, and 787 Dreamliner models. The facility's unique capabilities for handling extremely large and specialized cargo, combined with direct rail and highway connections to the main Boeing assembly facility, position it as a potential emergency resource for transporting oversized equipment, emergency supplies, or specialized materials during regional disasters or infrastructure emergencies requiring heavy-lift maritime transportation capabilities beyond conventional cargo handling facilities.

The Boeing Everett Factory Waterfront's specialized heavy-lift infrastructure, deep-water access, oversized cargo handling capabilities, integration with major transportation networks, proximity to Paine Field airport operations, and role in supporting critical aerospace manufacturing operations positions it as an important component of maritime transportation system resilience, requiring coordination consideration in recovery planning to ensure potential emergency utilization of specialized transportation capabilities, heavy-lift maritime resources, oversized cargo handling capacity, and industrial infrastructure that could contribute to the overall functionality and recovery capacity of the central Puget Sound maritime transportation network during catastrophic events or emergency situations requiring specialized transportation resources beyond conventional maritime facility capabilities.

Everett Shipyard

Everett Shipyard serves as a critical marine vessel construction, repair, and maintenance facility providing essential shipyard services that support the regional maritime transportation system's operational readiness and emergency response capabilities within the central Puget Sound corridor. Located on the Snohomish River with access to Possession Sound and comprehensive marine industrial infrastructure, Everett Shipyard operates vessel repair and construction capabilities including hull maintenance, mechanical systems overhaul, dry dock services, marine electronics installation, engine repair, and specialized marine engineering services that support commercial fishing vessels, tugboats, barges, passenger vessels, and other commercial craft operating throughout the Pacific Northwest maritime network.

The facility's strategic location within the Port of Everett industrial area, proximity to Naval Station Everett, commercial port operations, recreational boating facilities, and regional transportation networks via Interstate 5 and State Route 526 positions it as an essential service provider for vessel maintenance and emergency repairs that maintain the operational readiness of the regional maritime fleet while providing potential coordination with naval operations and rapid response capabilities for vessel casualties and mechanical failures that could disrupt critical maritime transportation services. Everett Shipyard's comprehensive marine industrial infrastructure, skilled maritime workforce, vessel construction and repair capabilities, emergency repair capacity, proximity to major naval installations, and role in maintaining the operational readiness of commercial vessels, fishing fleets, and emergency response craft positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, potential civilian-military coordination, marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity of the central Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair and maintenance services to restore critical maritime operations.

Port of Friday Harbor

The Port of Friday Harbor serves as the critical maritime transportation hub for the San Juan Islands, providing essential ferry terminal operations, marina facilities, and emergency response capabilities that support island connectivity, tourism, and regional maritime transportation within the northern Puget Sound archipelago. Located on San Juan Island with deep-water access to San Juan Channel and serving as the primary destination for Washington State Ferries inter-island routes and mainland connections, the port operates comprehensive facilities including the main

ferry terminal handling thousands of passengers and vehicles daily, extensive marina facilities with moorage for recreational and commercial vessels, commercial fishing support infrastructure, customs and border protection facilities serving as a designated Port of Entry for vessels arriving from Canadian waters, and waterfront services supporting the region's tourism economy.

The port's strategic position as the administrative and transportation center of San Juan County, integration with island road networks, proximity to Friday Harbor Shipyard for vessel repairs, and role in coordinating emergency response operations throughout the scattered island communities makes it the essential lifeline for supplies, medical evacuations, emergency services, and transportation connectivity that island residents and businesses depend upon for survival and economic activity. The Port of Friday Harbor's comprehensive infrastructure including ferry operations, marina services, international border facilities, emergency coordination capabilities, tourism support, and role as the primary transportation gateway for the San Juan Islands positions it as a critical component of maritime transportation system resilience, requiring highest priority consideration in recovery planning to ensure continued ferry service operations, emergency response coordination, supply chain connectivity, medical evacuation capabilities, and tourism industry support that are absolutely essential to the survival, economic stability, and recovery capacity of the isolated San Juan Islands communities that have no alternative transportation access to mainland services and supplies.

Port of Friday Harbor Marina

The Port of Friday Harbor Marina serves as a critical maritime infrastructure facility providing essential vessel services, emergency response capabilities, and economic support within the San Juan Islands transportation network, operating as the primary marina serving San Juan Island and the broader archipelago region. Located in Friday Harbor with protected deep-water access to San Juan Channel and direct proximity to the Washington State Ferries terminal, the marina operates extensive moorage facilities accommodating recreational vessels, commercial fishing boats, charter operations, and visiting yachts, along with comprehensive services including fuel docks, vessel maintenance support, marine supply services, waste reception facilities, and waterfront amenities that serve both the local maritime community and thousands of annual visitors contributing significantly to the island tourism economy.

The marina's strategic position adjacent to ferry operations, customs and border protection facilities for international vessels, commercial fishing infrastructure, and island transportation networks enables it to serve as a critical staging area for emergency response operations, search and rescue coordination, supply vessel operations, and medical evacuation support throughout the scattered San Juan Islands communities that depend on maritime transportation for survival and connectivity. The Port of Friday Harbor Marina's comprehensive vessel services, protected moorage facilities, fuel distribution capabilities, emergency staging potential, integration with ferry and customs operations, and essential role in supporting the tourism economy that sustains island communities positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued vessel support services, emergency response staging capabilities, fuel distribution continuity, tourism industry support, and critical maritime infrastructure that contributes to the overall functionality and recovery capacity of the San Juan Islands transportation network during natural disasters, infrastructure disruptions,

or emergency situations where maritime access represents the only viable transportation option for isolated island communities.

Friday Harbor Shipyard

Friday Harbor Shipyard serves as a critical marine vessel repair and maintenance facility providing essential shipyard services that support the operational readiness of vessels throughout the San Juan Islands maritime transportation network, representing vital infrastructure for maintaining ferry operations, commercial fishing fleets, and emergency response vessels serving the isolated island communities. Located in Friday Harbor on San Juan Island with deep-water access and marine industrial infrastructure, the shipyard operates comprehensive vessel repair capabilities including hull maintenance, mechanical systems overhaul, engine repair, marine electronics service, haul-out facilities, and specialized marine engineering services that support Washington State Ferries vessels, commercial fishing boats, Coast Guard cutters, charter operations, and recreational craft operating throughout the archipelago region where alternative repair facilities are extremely limited or nonexistent.

The facility's strategic location adjacent to the primary ferry terminal, Port of Friday Harbor Marina, customs facilities, and island transportation networks positions it as an absolutely essential service provider for emergency vessel repairs, scheduled maintenance operations, and technical support that keeps the maritime fleet operational, while its specialized capabilities enable rapid response for vessel casualties, mechanical failures, and emergency repairs that could otherwise strand island communities without critical transportation links to mainland services and supplies. Friday Harbor Shipyard's comprehensive marine repair infrastructure, skilled maritime workforce, emergency repair capabilities, proximity to ferry operations, and essential role in maintaining the operational readiness of vessels that provide the only transportation access for San Juan Islands communities positions it as an indispensable component of maritime transportation system resilience, requiring highest priority consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, technical expertise, and marine industrial capacity that are absolutely critical to maintaining transportation connectivity, emergency response capabilities, and survival infrastructure for the isolated San Juan Islands communities that depend entirely on maritime transportation for access to mainland medical services, supplies, and emergency assistance during natural disasters or infrastructure disruptions.

Port of Olympia

The Port of Olympia serves as a critical maritime transportation hub at the southern terminus of Puget Sound, providing essential cargo handling, military outload, and regional connectivity infrastructure that supports both civilian commerce and national security operations within the broader Pacific Northwest maritime network. Located at the head of Budd Inlet with deep-water access and comprehensive intermodal transportation connections, the port operates diverse facilities including marine terminals for breakbulk and general cargo operations, log export terminals handling regional forest products, limited container handling capabilities, bulk cargo facilities for agricultural products, and specialized military outload terminals supporting strategic deployment operations from Joint Base Lewis-McChord through direct rail and highway connections to Interstate 5.

The port's strategic position as the southernmost deep-water port in Puget Sound, integration with regional rail networks operated by BNSF Railway, proximity to state government operations, and role in supporting both civilian cargo operations and military strategic mobility requirements makes it an essential component of regional supply chains, emergency response capabilities, and force projection infrastructure. The Port of Olympia's comprehensive maritime infrastructure including cargo handling capabilities, military outload facilities, intermodal transportation connections, recreational marina operations at associated facilities like Swantown Marina, emergency response coordination potential, and strategic location connecting Puget Sound maritime operations with regional transportation networks positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued cargo operations, military deployment capabilities, supply chain connectivity, emergency staging areas, and alternative port capacity that contributes to the overall functionality and recovery capacity of the southern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring distributed port operations and strategic mobility support throughout the Pacific Northwest region.

Swanton Marina

Swantown Marina serves as a critical recreational boating facility and maritime infrastructure component in the southern Puget Sound region, providing essential vessel services, moorage capabilities, and emergency response staging areas that support both recreational maritime activities and regional transportation connectivity within the Olympia area maritime network. Located in Olympia's West Bay with protected harbor access to Budd Inlet and direct connectivity to the main Puget Sound waterways, Swantown Marina operates one of the largest recreational boating facilities in the southern Sound with extensive slip capacity accommodating vessels from small recreational craft to large yachts, along with comprehensive services including fuel docks, vessel maintenance facilities, marine supply retailers, boat launching capabilities, pump-out services, and waterfront amenities that serve the regional boating community while providing strategic staging areas for emergency response operations and search and rescue coordination throughout the southern maritime corridor.

The marina's strategic position adjacent to the Port of Olympia commercial operations, proximity to state government facilities, integration with regional transportation networks via Interstate 5 and local road systems, and location at the southern terminus of Puget Sound enables it to serve as a critical backup facility for emergency vessel operations, alternative fuel distribution, maritime response coordination, and potential staging area for emergency supplies and response equipment during regional disasters or infrastructure disruptions. Swantown Marina's extensive recreational boating infrastructure, comprehensive vessel services including fuel and repair capabilities, protected moorage facilities, emergency staging potential, proximity to major port and government operations, and role in supporting recreational boating that contributes to regional tourism and maritime commerce positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued recreational boating support, emergency vessel staging capabilities, alternative marina services during facility disruptions, government coordination potential, and tourism industry support that contributes to the overall functionality and recovery capacity of the southern Puget Sound maritime transportation network and regional economic stability.

Swanton Boatworks

Swantown Boatworks serves as a critical marine vessel construction, repair, and maintenance facility providing essential shipyard services that support the operational readiness of vessels throughout the southern Puget Sound maritime transportation network, representing vital infrastructure for maintaining recreational craft, commercial vessels, and emergency response boats serving the Olympia region. Located in the Olympia area with access to protected waters and marine industrial infrastructure, Swantown Boatworks operates comprehensive vessel services including custom boat construction, hull repairs, mechanical systems overhaul, engine service, marine electronics installation, fiberglass work, and specialized marine craftsmanship that supports recreational vessels, commercial fishing boats, passenger craft, and emergency response vessels operating throughout the southern Sound region where alternative repair facilities may be limited.

The facility's strategic location near the Port of Olympia, Swantown Marina, state government operations, and regional transportation networks positions it as an essential service provider for vessel maintenance and emergency repairs that maintain the operational readiness of the local maritime fleet, while its specialized capabilities enable rapid response for vessel casualties, mechanical failures, and emergency repairs that could otherwise disrupt critical maritime transportation services including emergency response, commercial operations, and recreational activities. Swantown Boatworks' comprehensive marine construction and repair infrastructure, skilled maritime workforce, custom fabrication capabilities, emergency repair capacity, and role in maintaining the operational readiness of vessels serving the southern Puget Sound region positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, marine industrial capacity, and technical expertise that contribute to the overall functionality and recovery capacity of the southern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair and maintenance services to restore critical maritime operations throughout the regional transportation system.

Port of Port Angeles

The Port of Port Angeles is a multifaceted hub of maritime critical infrastructure, playing a crucial role in both the logging and cruise ship industries. Strategically located on the Strait of Juan de Fuca, the port boasts a deep-water harbor that makes it an ideal site for a variety of maritime operations. One of the primary activities at the port is handling logging operations. The port's facilities are equipped to manage the loading and offloading of forest products, such as logs, which are a significant export commodity for the region. These operations support the local forestry industry and contribute to the regional economy by facilitating the efficient movement of timber to both domestic and international markets. In addition to its logging operations, the Port of Port Angeles also serves as a key destination for cruise ships. The port's infrastructure is designed to accommodate these large vessels, providing essential services for the smooth boarding and disembarkation of passengers. This aspect of the port's operations enhances tourism in the region, bringing in visitors who contribute to the local economy through spending on accommodations, dining, and various attractions. The dual functionality of the Port of Port Angeles, in supporting both industrial and recreational maritime activities, highlights its importance as a versatile and resilient component of the maritime transportation system.

Port Angeles Pilot Station

The Port Angeles Pilot Station serves as the primary gateway pilot boarding facility for the entire Puget Sound maritime transportation system, providing critical pilotage services for international vessels entering Pacific Northwest waters from the Pacific Ocean and Strait of Juan de Fuca, representing an absolutely essential chokepoint for regional maritime commerce and navigation safety. Located strategically at the entrance to Puget Sound with deep-water access and comprehensive pilot boat operations, the station coordinates the boarding and disembarkation of highly trained marine pilots who provide mandatory navigation expertise and local knowledge for foreign-flag vessels, large domestic vessels over 300 gross tons, and petroleum tankers transiting the complex waterways throughout the Salish Sea region, with operations coordinated through VHF working channels 68, 69, 71, and 72, while dispatch services are available at (206) 444-1010 for vessel scheduling and emergency coordination.

The facility operates specialized pilot boats designed for safe pilot transfers in challenging weather and sea conditions, maintaining 24-hour, year-round operations that enable over \$80 billion annually in international maritime commerce while coordinating with Coast Guard Air Station Port Angeles for emergency response operations, customs and border protection for international vessel processing, and vessel traffic services for safe navigation management throughout the regional waterway system. The Port Angeles Pilot Station's role as the essential entry point for virtually all major commercial vessel traffic entering Puget Sound, its integration with emergency response coordination, critical position for maintaining safe navigation throughout the regional maritime network, and function as the gateway for international trade operations positions it as an absolutely vital component of maritime transportation system resilience, requiring highest priority consideration in recovery planning to ensure continued pilot services, emergency response coordination, international commerce facilitation, and navigation safety that are fundamental to the functionality and recovery capacity of the entire Puget Sound maritime transportation system during natural disasters, infrastructure disruptions, or emergency situations that could compromise regional economic stability and transportation connectivity.

Cruise Ship Berth – Port Angeles

The Port Angeles cruise ship berth serves as a critical tourism infrastructure facility and secondary cruise embarkation point within the Pacific Northwest maritime transportation system, providing essential passenger vessel capabilities and alternative cruise operations that support regional economic activity and tourism connectivity. Located at the Port of Port Angeles with deep-water berth access capable of accommodating mid-size cruise vessels, the facility features passenger processing areas, ground transportation coordination, customs and immigration capabilities for international passengers, and integration with the adjacent MV Coho ferry terminal serving Victoria, BC, creating a strategic position for cruise operations that can offer unique itineraries combining Alaska-bound cruising with Olympic Peninsula and British Columbia destinations.

The cruise berth's strategic location at the gateway to the Olympic Peninsula, proximity to Olympic National Park attractions, integration with international ferry services, and connection to regional transportation networks via U.S. Highway 101 positions it as an important alternative to major southern cruise terminals while supporting regional tourism development and providing backup cruise embarkation capabilities during capacity constraints or disruptions at Seattle and

Bellingham terminals. The Port Angeles cruise ship berth's passenger processing infrastructure, deep-water access, integration with international transportation services, proximity to major tourist attractions, and role in supporting regional tourism economy positions it as a valuable component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued cruise operations, alternative passenger vessel capabilities, tourism industry support, emergency passenger processing potential, and economic diversification that contributes to the overall functionality and recovery capacity of the Pacific Northwest cruise industry and regional maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring distributed passenger vessel operations and alternative tourism gateway capabilities.

MV Coho Ferry Terminal

The MV Coho ferry terminal in Port Angeles serves as a critical international transportation link and the only vehicle ferry connection between the continental United States and Victoria, British Columbia, providing essential cross-border passenger and vehicle transportation that supports regional economic activity, tourism, and emergency connectivity between the Olympic Peninsula and Vancouver Island. Operated by Black Ball Ferry Line with deep-water berth facilities capable of accommodating the MV Coho ferry, the terminal features comprehensive passenger and vehicle processing areas, U.S. Customs and Border Protection facilities for international border crossings, vehicle staging areas, and integration with regional transportation networks via U.S. Highway 101, enabling efficient movement of tourists, commercial vehicles, emergency responders, and residents between the two countries.

The terminal's strategic position as the sole vehicle ferry crossing in the northern Strait of Juan de Fuca, its role in supporting substantial cross-border tourism contributing millions annually to regional economies, integration with Olympic Peninsula transportation networks, and coordination with Canadian immigration and customs authorities makes it an essential component of binational transportation connectivity and emergency response coordination. The MV Coho ferry terminal's international border crossing capabilities, vehicle and passenger processing infrastructure, customs and immigration facilities, emergency coordination potential with Canadian authorities, and critical role in maintaining cross-border connectivity for tourism, commerce, and emergency response positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued international ferry operations, cross-border emergency coordination, tourism industry support, alternative transportation during regional disruptions, and binational cooperation capabilities that contribute to the overall functionality and recovery capacity of the Pacific Northwest maritime transportation network during natural disasters, security incidents, or infrastructure disruptions requiring coordinated international response and maintained cross-border transportation connectivity.

Port Angeles Boat Yard

The Port Angeles Boatyard serves as a critical marine vessel repair and maintenance facility providing essential shipyard services that support the operational readiness of vessels throughout the Olympic Peninsula and northern Strait of Juan de Fuca maritime transportation network, representing vital infrastructure for maintaining commercial fishing fleets, recreational craft, emergency response vessels, and specialized maritime operations serving the region. Located in Port Angeles Harbor with deep-water access and comprehensive marine industrial infrastructure,

the boatyard operates vessel repair and maintenance capabilities including hull work, mechanical systems overhaul, engine repair, marine electronics service, haul-out facilities, fiberglass repair, and specialized marine craftsmanship that supports recreational vessels, commercial fishing boats, Coast Guard cutters, pilot boats, ferry vessels, and charter operations serving the Olympic Peninsula region where alternative repair facilities may be limited due to geographic isolation.

The facility's strategic location adjacent to Coast Guard Air Station Port Angeles, pilot station operations, international ferry terminal, commercial port facilities, and regional transportation networks positions it as an essential service provider for emergency vessel repairs, scheduled maintenance operations, and technical support that keeps the maritime fleet operational, while its specialized capabilities enable rapid response for vessel casualties, mechanical failures, and emergency repairs that could otherwise compromise critical transportation links, emergency response capabilities, or economic activities dependent on maritime access. The Port Angeles Boatyard's comprehensive marine repair infrastructure, skilled maritime workforce, emergency repair capabilities, proximity to Coast Guard and pilot operations, and essential role in maintaining the operational readiness of vessels that provide transportation access, emergency response, and economic support for Olympic Peninsula communities positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, technical expertise, and marine industrial capacity that are critical to maintaining transportation connectivity, emergency response capabilities, and economic stability for the geographically isolated Olympic Peninsula region during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair and maintenance services.

John Wayne Marina

John Wayne Marina in Sequim Bay serves as a critical recreational boating facility and maritime infrastructure component providing essential vessel services, emergency response capabilities, and tourism support within the Olympic Peninsula's northern maritime transportation network. Located in the protected waters of Sequim Bay with deep-water access to the Strait of Juan de Fuca, the marina operates as one of the largest and most comprehensive recreational boating facilities on the Olympic Peninsula, featuring extensive moorage capacity accommodating vessels from small recreational craft to large yachts, along with comprehensive services including fuel docks, vessel maintenance facilities, marine supply retailers, boat launching capabilities, pump-out services, haul-out facilities, and waterfront amenities that serve both the regional boating community and visiting vessels exploring the Olympic Peninsula and cross-border destinations.

The marina's strategic position between Port Angeles and the broader Puget Sound region, proximity to Olympic National Park attractions, integration with regional transportation networks via U.S. Highway 101, and sheltered location in Sequim Bay enables it to serve as a critical refuge during severe weather conditions, staging area for emergency response operations, and essential support facility for recreational boating that contributes significantly to the Olympic Peninsula tourism economy. John Wayne Marina's extensive recreational boating infrastructure, comprehensive vessel services including fuel distribution and repair capabilities, protected harbor facilities, emergency staging potential, strategic location for weather protection, and essential role in supporting the tourism economy that sustains Olympic Peninsula communities positions it as an important component of maritime transportation system resilience, requiring consideration in

recovery planning to ensure continued recreational boating support, emergency vessel staging capabilities, fuel distribution continuity, weather refuge operations, tourism industry support, and critical maritime infrastructure that contributes to the overall functionality and recovery capacity of the Olympic Peninsula maritime transportation network during natural disasters, severe weather events, or emergency situations requiring sheltered harbor access and comprehensive vessel services.

Armstrong Marine

Armstrong Marine serves as a critical marine vessel construction, repair, and specialized service facility providing essential maritime industrial capabilities that support the operational readiness of commercial, military, and emergency response vessels throughout the Pacific Northwest maritime transportation network. Operating comprehensive shipyard and marine services including vessel construction, major repairs, hull maintenance, mechanical systems overhaul, marine electronics installation, specialized fabrication, and engineering services, Armstrong Marine supports diverse vessel types including commercial fishing boats, tugboats, barges, Coast Guard cutters, military vessels, passenger craft, and specialized maritime equipment that form the backbone of regional maritime operations.

The facility's advanced marine industrial capabilities, skilled maritime workforce, specialized fabrication equipment, and expertise in handling complex vessel projects position it as an essential service provider for emergency vessel repairs, scheduled maintenance operations, vessel modifications, and technical support that maintains the operational readiness of the regional maritime fleet while providing rapid response capabilities for vessel casualties, mechanical failures, and emergency repairs that could otherwise disrupt critical maritime transportation services. Armstrong Marine's comprehensive marine construction and repair infrastructure, specialized engineering capabilities, emergency repair capacity, and role in maintaining the operational readiness of commercial vessels, military craft, emergency response vessels, and specialized maritime equipment positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, specialized marine industrial capacity, technical expertise, and advanced fabrication resources that contribute to the overall functionality and recovery capacity of the Pacific Northwest maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair, modification, and maintenance services to restore critical maritime operations throughout the regional transportation system.

Platypus Marine Inc

Platypus Marine Inc. serves as a critical marine vessel construction, repair, and specialized service facility providing essential maritime industrial capabilities that support the operational readiness of commercial, recreational, and emergency response vessels throughout the Pacific Northwest maritime transportation network. Operating comprehensive marine services including custom vessel construction, major repairs, hull maintenance, mechanical systems overhaul, marine electronics installation, specialized fabrication, and engineering services, Platypus Marine supports diverse vessel types including commercial fishing boats, recreational craft, tugboats, passenger vessels, and specialized maritime equipment that form essential components of regional maritime operations.

The facility's advanced marine industrial capabilities, skilled maritime workforce, specialized fabrication equipment, and expertise in handling complex vessel projects and custom marine construction position it as an essential service provider for emergency vessel repairs, scheduled maintenance operations, vessel modifications, and technical support that maintains the operational readiness of the regional maritime fleet while providing rapid response capabilities for vessel casualties, mechanical failures, and emergency repairs that could otherwise disrupt critical maritime transportation services. Platypus Marine Inc.'s comprehensive marine construction and repair infrastructure, custom fabrication capabilities, emergency repair capacity, and role in maintaining the operational readiness of commercial vessels, recreational craft, and specialized maritime equipment positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency repair services, specialized marine industrial capacity, technical expertise, and custom fabrication resources that contribute to the overall functionality and recovery capacity of the Pacific Northwest maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair, modification, and maintenance services to restore critical maritime operations throughout the regional transportation system.

Port of Port Townsend

The Port of Port Townsend serves as a critical maritime transportation hub at the northeastern tip of the Olympic Peninsula, providing essential ferry connections, vessel construction and repair services, and regional connectivity that supports both Olympic Peninsula communities and the broader Puget Sound maritime network. Located on Port Townsend Bay with direct access to Admiralty Inlet and featuring comprehensive maritime infrastructure, the port operates the Washington State Ferries Keystone route providing the primary vehicle and passenger connection between the Olympic Peninsula and Whidbey Island, extensive marina facilities including Port Townsend Marina and Point Hudson Marina serving recreational boating and commercial fishing operations, and the renowned Port Townsend Shipyard representing one of the Pacific Northwest's premier vessel construction and repair facilities capable of handling everything from recreational craft to large commercial vessels and military ships.

The port's strategic position as a gateway between the Olympic Peninsula and central Puget Sound, integration with State Route 20 transportation networks, proximity to the Canadian border enabling international recreational vessel traffic, and role in supporting maritime heritage tourism, commercial fishing, and vessel construction industries makes it an essential component of regional transportation connectivity and maritime commerce.

The Port of Port Townsend's comprehensive infrastructure including ferry terminal operations, extensive marina facilities, major shipyard capabilities, emergency response coordination, commercial fishing support, and maritime heritage tourism positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued ferry service connectivity, vessel construction and repair capabilities, recreational boating support, emergency response coordination, and regional transportation links that are essential to Olympic Peninsula accessibility, maritime industry support, and the overall functionality and recovery capacity of the northern Puget Sound maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations that could isolate

Olympic Peninsula communities from mainland services and compromise critical vessel repair capabilities serving the broader regional maritime fleet.

Port of Seattle

The Port of Seattle serves as the premier maritime gateway and economic engine for the Pacific Northwest, operating critical infrastructure that supports international container operations, cruise tourism, ferry services, and Alaska trade routes essential to regional economic stability and national commerce. As the principal component of the Northwest Seaport Alliance in partnership with the Port of Tacoma, Seattle operates major container terminals including Terminals 5, 18, and 46 with advanced cargo handling equipment and direct intermodal rail connections to BNSF and Union Pacific networks, collectively handling billions of dollars in international trade while serving as the fifth largest container port complex in the United States.

The port's comprehensive cruise infrastructure encompasses Terminals 66, 90, and 91 serving major cruise lines with over 1.2 million annual passengers embarking for Alaska destinations, while Colman Dock provides essential ferry services connecting downtown Seattle to Bainbridge Island and Bremerton, and specialized terminals support Alaska trade routes through Northland Services and Alaska Marine Lines providing critical supply chains to over 730,000 Alaska residents. The Port of Seattle's strategic location on Elliott Bay with deep-water channel access, integration with regional transportation networks including Interstate 5 and transcontinental rail systems, comprehensive vessel services including pilotage and tugboat operations, emergency response coordination capabilities, and role in facilitating over \$80 billion in annual maritime commerce positions it as an absolutely critical component of maritime transportation system resilience, requiring highest priority consideration in recovery planning to ensure continued container operations, cruise industry support, ferry service connectivity, Alaska supply chain maintenance, emergency response coordination, and international trade facilitation that are fundamental to the economic stability and transportation functionality of the entire Pacific Northwest region during natural disasters, infrastructure disruptions, or emergency situations that could compromise regional commerce and transportation connectivity.

Container Terminal Infrastructure

The Port of Seattle's container terminal infrastructure represents critical maritime transportation assets essential to Pacific Northwest economic stability, featuring three major terminals with advanced cargo handling capabilities and comprehensive intermodal connections that collectively process billions of dollars in international trade annually.

Terminal 5 operates as a major container facility with deep-water berths accommodating ultra-large container vessels, automated container handling equipment, extensive container yard capacity, and direct on-dock rail connections enabling seamless transfer between maritime and rail transportation modes.

Terminal 18 provides large-scale container operations with multiple berths, high-capacity ship-to-shore gantry cranes, expansive container storage yards, and integrated rail facilities supporting efficient cargo flow to inland destinations.

Terminal 46 offers specialized container and breakbulk capabilities with flexible cargo handling equipment, dedicated container storage areas, and rail connectivity supporting diverse cargo requirements, while the terminals collectively feature dozens of ship-to-shore gantry cranes capable of handling the largest container vessels, rubber-tired gantry cranes for yard operations, reach stackers for container positioning, and extensive container storage yards providing staging capacity for thousands of TEUs with organized retrieval systems.

The comprehensive on-dock rail facilities include direct connections to BNSF Seattle International Gateway and Union Pacific networks, enabling containers to transfer directly from ships to unit trains without intermediate handling, supported by rail-mounted gantry cranes, container loading equipment, and coordination systems that facilitate approximately 65-70% of cargo moving inland via rail transportation. This integrated container terminal infrastructure, representing the core of the Northwest Seaport Alliance's position as the fifth largest container port complex in the United States, requires highest priority protection and recovery planning to ensure continued international trade operations, supply chain connectivity, intermodal transportation functionality, and economic stability that supports regional commerce, employment, and the broader Pacific Northwest's role as a critical gateway for trans-Pacific trade during natural disasters, infrastructure disruptions, or emergency situations that could compromise the maritime transportation system's fundamental cargo handling capabilities.

Cruise Terminal Infrastructure

The Port of Seattle's cruise terminal infrastructure represents critical tourism and passenger transportation assets essential to the Pacific Northwest's position as the premier Alaska cruise gateway, featuring three specialized terminals with advanced passenger processing capabilities that collectively handle over 1.2 million annual passengers and generate substantial regional economic impact.

Terminal 66 at Bell Street Pier serves as the downtown cruise facility with 56,000 square feet of terminal space accommodating vessels up to 1,000+ feet in length, featuring comprehensive passenger processing systems, customs and immigration facilities, baggage handling capabilities, and direct integration with downtown Seattle's transportation network and tourist attractions.

Terminal 90 at Smith Cove provides 70,000 square feet of modern passenger processing infrastructure designed for vessels carrying up to 5,000 passengers with advanced baggage handling, retail spaces, and shuttle coordination to downtown locations.

Terminal 91 at Smith Cove represents the newest and most advanced cruise facility with over 90,000 square feet of Leadership in Energy & Environmental Design (LEED)-certified terminal space featuring state-of-the-art passenger processing technology, biometric systems, shore power capabilities for environmental compliance, and capacity to handle mega-cruise ships carrying 6,000+ passengers with simultaneous embarkation and disembarkation capabilities.

The comprehensive passenger processing facilities across all terminals include advanced security screening, customs and immigration processing for international passengers, baggage handling systems, ticketing and check-in areas, and coordination with federal agencies, while ground transportation coordination encompasses shuttle services to downtown hotels and attractions, tour

bus staging areas, taxi and ride-share coordination, parking facilities for passenger vehicles, and direct connections to regional transportation networks including links to Seattle-Tacoma International Airport. This integrated cruise terminal infrastructure, supporting the region's \$500+ million annual cruise industry economic impact and serving as the primary embarkation point for Alaska tourism, requires priority consideration in recovery planning to ensure continued passenger operations, tourism industry support, emergency passenger processing capabilities, and regional economic stability that depends on seamless cruise operations during the critical Alaska cruise season and recovery from natural disasters, infrastructure disruptions, or emergency situations that could compromise the Pacific Northwest's cruise tourism economy.

Navigation & Channel Infrastructure

The Port of Seattle's navigation and channel infrastructure represents critical maritime access systems essential to maintaining safe vessel movements and operational continuity for one of the nation's largest container ports and cruise gateways, featuring comprehensive deep-water channels and navigation support systems that enable billions of dollars in annual maritime commerce. Elliott Bay shipping channels provide maintained deep-water access with depths sufficient to accommodate ultra-large container vessels, cruise ships carrying thousands of passengers, and Alaska cargo vessels, while harbor entrance channels are continuously dredged and maintained to ensure safe navigation for the diverse vessel traffic including international container ships, petroleum tankers, passenger ferries, and emergency response vessels that transit these waters daily.

The comprehensive navigation aids system includes strategically positioned buoys, channel markers, electronic navigation beacons, lighting systems, and modern electronic chart systems that provide precise guidance for vessels navigating the complex waterways of Elliott Bay and approaches to port terminals, while coordinating with regional navigation infrastructure throughout Puget Sound. Vessel traffic management operations integrate closely with Puget Sound Pilots who provide mandatory pilotage services for international vessels and large domestic ships, Coast Guard Vessel Traffic Service coordination for marine safety and security, and real-time communication systems using VHF channels 68, 69, 71, and 72 for operational coordination, with pilot dispatch available at (206) 444-1010 for emergency and scheduling coordination.

This integrated navigation and channel infrastructure, essential for maintaining the safe movement of over 8,000 annual vessel transits carrying international cargo, cruise passengers, ferry commuters, and emergency response operations, requires highest priority consideration in recovery planning to ensure continued deep-water access, navigation safety, vessel traffic coordination, and pilotage services that are fundamental to the Port of Seattle's operational capacity and the broader Pacific Northwest maritime transportation system during natural disasters, severe weather events, or infrastructure disruptions that could compromise navigation safety and maritime commerce continuity.

Cargo Handling & Storage Infrastructure

The Port of Seattle's cargo handling and storage infrastructure represents critical logistical assets essential to maintaining the flow of international commerce and supporting diverse cargo operations that collectively process billions of dollars in trade annually across container, breakbulk, agricultural, and specialized cargo sectors. The port operates extensive warehouse

facilities totaling hundreds of thousands of square feet of covered storage space equipped with modern cargo handling equipment, climate-controlled environments, and specialized storage systems that support containerized cargo consolidation, breakbulk operations, project cargo staging, and value-added logistics services while providing protection from Pacific Northwest weather conditions for sensitive cargo and equipment.

Open storage yards encompass vast acreage designed for bulk commodity staging, oversized equipment positioning, container overflow storage, automotive vehicle processing, and project cargo assembly, featuring heavy-duty surfacing capable of supporting massive cargo loads, organized inventory management systems, and flexible configuration capabilities that accommodate diverse cargo types from agricultural exports to construction equipment destined for Alaska markets.

Refrigerated facilities provide essential cold chain infrastructure supporting perishable cargo operations including seafood exports, agricultural products, and temperature-sensitive containerized goods, featuring advanced refrigeration systems, temperature monitoring capabilities, and coordination with refrigerated container operations that maintain product quality during international transportation cycles.

Hazardous materials handling infrastructure includes specialized storage areas, containment systems, safety equipment, emergency response capabilities, and trained personnel certified for handling dangerous goods including chemicals, petroleum products, and other regulated materials, with compliance systems meeting federal safety standards and coordination with emergency response agencies for incident management. This comprehensive cargo handling and storage infrastructure, essential for maintaining supply chain continuity, supporting diverse international trade operations, and ensuring safe cargo management across all commodity types, requires priority consideration in recovery planning to ensure continued cargo processing capabilities, supply chain functionality, cold storage operations for perishable goods, hazardous materials safety, and logistics support that are fundamental to the Port of Seattle's role as a major Pacific gateway and the broader Pacific Northwest's economic stability during natural disasters, infrastructure disruptions, or emergency situations that could compromise cargo operations and regional supply chains.

Marine Support Infrastructure

The Port of Seattle's marine support infrastructure represents critical operational assets essential to maintaining vessel safety, navigation assistance, and logistical support that enables the safe and efficient movement of international container ships, cruise vessels, ferries, and specialized cargo operations throughout Elliott Bay and the broader Puget Sound maritime network. Tugboat operations provide essential vessel assistance services including ship docking and undocking assistance, emergency towing capabilities, ice breaking during winter conditions, and specialized heavy-lift support for oversized cargo vessels, with multiple tugboat companies operating powerful vessels strategically positioned throughout the harbor to respond rapidly to vessel assistance requests and emergency situations that could compromise maritime safety or port operations.

Pilot boat facilities coordinate with Puget Sound Pilots to provide mandatory pilotage services for international vessels and large domestic ships, featuring specialized high-speed pilot boats designed for safe pilot transfers in challenging weather conditions, communication systems monitoring VHF working channels 68, 69, 71, and 72, and coordination with the central dispatch center at (206) 444-1010 for scheduling and emergency response throughout the regional pilotage district.

Ship chandlery and supply operations encompass comprehensive vessel provisioning services including marine equipment, spare parts, provisions, technical supplies, and specialized services that support the diverse international fleet calling at Seattle, while bunker fuel facilities provide marine fuel distribution through shoreside storage tanks, fuel barges, and specialized fuel delivery systems that supply diesel fuel, marine gas oil, and specialized fuels for container ships, cruise vessels, ferries, and emergency response vessels. This integrated marine support infrastructure, essential for maintaining vessel operational readiness, navigation safety, emergency response capabilities, and logistical support for the thousands of vessel calls annually at the Port of Seattle, requires priority consideration in recovery planning to ensure continued tugboat assistance, pilot services, vessel supply operations, and fuel distribution that are fundamental to maritime safety, operational continuity, and the port's capacity to support international commerce and emergency response during natural disasters, severe weather events, or infrastructure disruptions that could compromise vessel operations and maritime transportation system functionality throughout the Pacific Northwest region.

Intermodal Transportation Connections

The Port of Seattle's intermodal transportation connections represent critical infrastructure linking maritime operations with continental transportation networks, enabling the efficient movement of international cargo from ships to rail and highway systems that serve markets throughout North America and support the port's position as a major Pacific gateway.

The BNSF Seattle International Gateway operates as a 192-acre intermodal facility with capacity for 1.1 million annual container lifts, featuring advanced rail-mounted gantry cranes, direct on-dock rail connections to container terminals, unit train staging areas, and sophisticated coordination systems that enable seamless transfer of containers from ships to trains destined for Chicago, Minneapolis, and other major inland distribution centers via the transcontinental rail network through mountain passes including the Cascade Tunnel.

Union Pacific rail connections provide alternative rail service and competitive transportation options through direct terminal access, specialized automotive and container handling capabilities, coordination with Union Pacific's transcontinental network, and integration with the broader regional rail infrastructure serving destinations throughout the western United States and Mexico.

Highway access infrastructure includes direct connections to Interstate 5 providing north-south corridor access throughout the Pacific Coast, State Route 99 offering alternative highway routing, sophisticated truck routing systems designed to minimize conflicts with urban traffic, and coordination with regional transportation authorities to manage the substantial commercial vehicle traffic generated by port operations.

Truck gates and staging areas feature advanced gate processing systems with automated identification technology, extensive queuing areas designed to accommodate hundreds of commercial vehicles during peak periods, weighing and inspection facilities, customs processing coordination, and traffic management systems that optimize truck flow while maintaining security and regulatory compliance. This comprehensive intermodal transportation infrastructure, essential for moving approximately 65-70% of port cargo inland via rail and the remainder via highway transportation, requires highest priority consideration in recovery planning to ensure continued cargo flow, supply chain connectivity, transportation network functionality, and economic stability that depends on seamless integration between maritime operations and continental distribution systems during natural disasters, infrastructure disruptions, or emergency situations that could compromise the critical transportation links supporting international commerce and regional economic activity throughout the Pacific Northwest and North America.

Alaska Trade Route Infrastructure

The Port of Seattle's Alaska Trade Route Infrastructure represents critical supply chain lifelines essential to supporting over 730K Alaska residents and remote communities with no alternative transportation access, featuring specialized terminals, cargo handling capabilities, and logistics services that collectively facilitate the movement of essential goods, equipment, and supplies to America's largest state.

Alaska Marine Lines facilities operate dedicated terminals with specialized cargo handling equipment designed for Alaska trade requirements including oversized machinery, construction equipment, vehicles, containerized goods, and breakbulk cargo, featuring heavy-lift capabilities, specialized loading systems, and coordination with Alaska-bound vessel schedules that maintain regular weekly service to major Alaska ports including Anchorage, Fairbanks, and remote communities throughout the state.

Northland Services operations provide comprehensive Alaska cargo services including specialized terminals for containerized freight, vehicle shipments, general cargo, and passenger services, with facilities designed to handle the unique logistics requirements of Alaska commerce including seasonal cargo surges, emergency supply shipments, and coordination with Alaska's challenging transportation infrastructure and weather conditions.

Refrigerated cargo facilities provide essential cold chain infrastructure supporting Alaska's food security through specialized refrigerated container handling, frozen and fresh food distribution, temperature-controlled storage, and coordination with Alaska-bound reefer vessels that transport perishable goods including fresh produce, frozen foods, dairy products, and medical supplies critical to remote Alaska communities with limited local food production.

Oversized cargo handling capabilities encompass specialized heavy-lift equipment, roll-on/roll-off facilities, project cargo staging areas, and coordination systems designed to transport massive equipment including mining machinery, construction equipment, power generation systems, and infrastructure components essential to Alaska's resource industries, military installations, and community development projects that cannot be transported by other means. This integrated Alaska Trade Route Infrastructure, representing the primary supply chain for Alaska's economy and essential services, requires highest priority consideration in recovery planning to ensure

continued cargo operations, food security maintenance, emergency supply capabilities, and economic stability for Alaska communities that depend entirely on maritime transportation from Seattle for survival, economic activity, and emergency response during natural disasters, infrastructure disruptions, or emergency situations that could compromise the critical maritime lifeline connecting Alaska to continental supply chains and services.

Pier 69

Pier 69 serves as a critical waterfront infrastructure facility within the Port of Seattle's maritime transportation network, providing essential passenger vessel operations, emergency response capabilities, and specialized marine services that support regional connectivity and maritime commerce throughout the central Puget Sound corridor. Located along the downtown Seattle waterfront with deep-water access to Elliott Bay and comprehensive passenger processing facilities, Pier 69 operates as a multi-purpose terminal accommodating passenger ferry services, charter vessel operations, excursion boats, water taxis, and specialized passenger transportation services that connect Seattle to regional destinations including island communities, waterfront attractions, and cross-Sound transportation networks.

The facility's strategic position adjacent to other major port terminals, cruise operations, ferry services, and downtown transportation networks enables it to serve as a critical staging area for emergency passenger evacuation, water taxi services during transportation disruptions, alternative passenger transportation during ferry system interruptions, and coordination point for maritime emergency response operations throughout the central Sound region. Pier 69's passenger vessel infrastructure, waterfront access capabilities, emergency staging potential, integration with downtown transportation systems, and role in supporting regional passenger transportation services positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued passenger vessel operations, emergency transportation capabilities, alternative passenger services during system disruptions, waterfront access maintenance, and regional connectivity support that contributes to the overall functionality and recovery capacity of the Seattle maritime transportation network during natural disasters, infrastructure failures, or emergency situations requiring flexible passenger transportation options and emergency response coordination throughout the central Puget Sound maritime corridor.

Fisherman's Terminal/Salmon Bay Marina

Fisherman's Terminal/Salmon Bay Marina serves as the critical home port for the Pacific Northwest commercial fishing fleet and a vital maritime infrastructure facility providing essential vessel services, emergency response capabilities, and economic support within Seattle's maritime transportation network. Located on Salmon Bay with access to the Lake Washington Ship Canal and Ballard Locks connecting to Puget Sound, the facility operates as the largest commercial fishing terminal on the West Coast, accommodating hundreds of commercial fishing vessels including Alaska salmon boats, crab fishing vessels, longline boats, and purse seiners, along with comprehensive services including fuel docks, ice plants, vessel maintenance facilities, marine supply retailers, fish processing operations, and specialized infrastructure supporting the regional fishing industry that contributes hundreds of millions annually to the Pacific Northwest economy.

The terminal's strategic position with direct access to Alaska fishing grounds via Puget Sound shipping channels, integration with seafood processing and distribution networks, proximity to marine repair facilities and shipyards, and coordination with regional transportation systems enables it to serve as a critical staging area for emergency response operations, search and rescue coordination, emergency vessel mobilization, and maritime disaster response throughout the regional waterway system.

Fisherman's Terminal/Salmon Bay Marina's comprehensive commercial fishing infrastructure, vessel services including fuel and repair capabilities, emergency response staging potential, specialized maritime industrial capacity, and essential role in supporting the commercial fishing industry that provides regional food security and economic stability positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued fishing fleet operations, emergency vessel mobilization capabilities, fuel distribution continuity, marine repair services, and commercial fishing industry support that contributes to the overall functionality and recovery capacity of the Seattle maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring commercial vessel resources, emergency response coordination, and maritime industrial capabilities essential to regional economic stability and food security.

Harbor Island

Harbor Island in Seattle serves as a critical maritime industrial hub and the largest artificial island in the United States, providing essential marine transportation infrastructure, vessel services, and emergency response capabilities that support the broader Seattle maritime transportation network and regional economic activity.

Located between the Duwamish River and Elliott Bay with comprehensive deep-water access and marine industrial infrastructure, Harbor Island houses Vigor Shipyard as its primary maritime industrial facility, featuring extensive shipbuilding and repair capabilities including dry dock facilities, naval vessel construction and maintenance operations, commercial ship repairs, Washington State Ferries overhauls, Coast Guard cutter services, and specialized marine fabrication that supports the operational readiness of military vessels, ferry systems, commercial fleets, and emergency response craft throughout the Pacific Northwest region.

The island's strategic position with direct access to major shipping channels, proximity to Port of Seattle container terminals, integration with regional transportation networks via the West Seattle Bridge and Highway 99, and coordination with civilian and military maritime operations enables it to serve as a critical staging area for emergency vessel repairs, maritime disaster response, vessel casualty management, and specialized marine industrial support during regional emergencies or infrastructure disruptions. Harbor Island's comprehensive maritime industrial infrastructure centered around Vigor Shipyard's advanced capabilities, deep-water access for large vessels, emergency repair capacity, proximity to major port operations, and essential role in maintaining the operational readiness of ferry systems, military vessels, and commercial maritime fleets positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued vessel maintenance capabilities, emergency shipyard services, specialized marine industrial capacity, naval support operations, and technical expertise that are critical to maintaining transportation connectivity, military readiness,

emergency response capabilities, and maritime commerce throughout the Pacific Northwest during natural disasters, infrastructure disruptions, or emergency situations requiring rapid vessel repair, construction, and maintenance services to restore critical maritime operations and support regional transportation system recovery.

Bell Harbor Marina

Bell Harbor Marina serves as a critical downtown Seattle waterfront facility providing essential recreational boating services, emergency response capabilities, and maritime access within the central Puget Sound transportation network, strategically positioned adjacent to major cruise terminals and ferry operations. Located on the Seattle waterfront with protected harbor access to Elliott Bay and comprehensive marina infrastructure, Bell Harbor operates extensive guest moorage facilities accommodating recreational vessels, charter operations, and visiting yachts, along with services including fuel docks, vessel maintenance support, marine supply access, and waterfront amenities that serve both the local maritime community and thousands of visitors exploring the Puget Sound region while providing strategic staging areas for emergency response operations and search and rescue coordination throughout the central Sound corridor.

The marina's strategic position adjacent to cruise terminals 66, 90, and 91, proximity to Colman Dock ferry operations, integration with downtown transportation networks including hotels and tourist attractions, and direct access to major shipping channels enables it to serve as a critical backup facility for emergency vessel operations, alternative moorage during facility disruptions, passenger vessel coordination, and maritime response staging during regional emergencies or natural disasters. Bell Harbor Marina's downtown waterfront location, comprehensive recreational boating infrastructure, vessel services including fuel and maintenance capabilities, emergency staging potential, integration with cruise and ferry operations, proximity to major maritime facilities, and essential role in supporting the tourism economy and recreational boating that contributes to Seattle's maritime commerce positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued recreational boating support, emergency vessel staging capabilities, alternative marina services during infrastructure disruptions, tourism industry support, downtown waterfront access, and maritime coordination capabilities that contribute to the overall functionality and recovery capacity of the Seattle maritime transportation network during natural disasters, infrastructure failures, or emergency situations requiring distributed marina facilities and coordinated emergency response throughout the central Puget Sound maritime corridor.

Shilshole Marina

Shilshole Marina serves as one of the largest and most critical recreational boating facilities in the Pacific Northwest, providing essential vessel services, emergency response capabilities, and maritime infrastructure that supports both recreational activities and regional transportation connectivity within the Seattle maritime network. Located in Ballard with protected harbor access to Puget Sound and comprehensive marina infrastructure, Shilshole operates over 1,400 boat slips accommodating vessels from small recreational craft to large yachts, along with extensive services including fuel docks, vessel maintenance facilities, marine supply retailers, boat launching capabilities, pump-out services, haul-out facilities, and waterfront amenities that serve the diverse maritime community while providing strategic staging areas for emergency response operations,

search and rescue coordination, and emergency vessel mobilization throughout the central and northern Puget Sound region.

The marina's strategic position with direct access to major shipping channels, proximity to the Ballard Locks and Lake Washington Ship Canal system, integration with regional transportation networks via major arterials, and location near Fisherman's Terminal commercial fishing operations enables it to serve as a critical staging area for emergency vessel operations, alternative fuel distribution, maritime response coordination, and backup facilities during disruptions to other maritime infrastructure throughout the region. Shilshole Marina's extensive recreational boating infrastructure, comprehensive vessel services including fuel distribution and repair capabilities, protected moorage facilities, emergency staging potential, proximity to commercial fishing and shipyard operations, and essential role in supporting the recreational boating economy that contributes significantly to regional tourism and maritime commerce positions it as a vital component of maritime transportation system resilience, requiring priority consideration in recovery planning to ensure continued recreational boating support, emergency vessel staging capabilities, fuel distribution continuity, marine repair coordination, alternative marina services during facility disruptions, and tourism industry support that contributes to the overall functionality and recovery capacity of the Seattle maritime transportation network during natural disasters, infrastructure disruptions, or emergency situations requiring distributed marina facilities and comprehensive emergency response coordination throughout the Puget Sound maritime corridor.

Elliot Bay Marina

Elliott Bay Marina serves as a critical recreational boating facility and maritime infrastructure component providing essential vessel services, emergency response capabilities, and waterfront access within the central Seattle maritime transportation network. Located on Elliott Bay with direct access to Puget Sound shipping channels and comprehensive marina infrastructure, Elliott Bay Marina operates extensive moorage facilities accommodating recreational vessels, charter operations, and visiting boats, along with comprehensive services including fuel docks, vessel maintenance facilities, marine supply retailers, boat launching capabilities, pump-out services, and waterfront amenities that serve both the local maritime community and visiting vessels while providing strategic staging areas for emergency response operations and search and rescue coordination throughout the central Sound region.

The marina's strategic position with direct access to major shipping channels, proximity to Port of Seattle container and cruise terminals, integration with regional transportation networks via Interstate 5 and local arterials, and location within the central Elliott Bay maritime corridor enables it to serve as a critical backup facility for emergency vessel operations, alternative moorage during facility disruptions, maritime response coordination, and potential staging area for emergency supplies and response equipment during regional disasters or infrastructure emergencies. Elliott Bay Marina's recreational boating infrastructure, comprehensive vessel services including fuel distribution and repair capabilities, protected moorage facilities, emergency staging potential, proximity to major port and commercial maritime operations, and role in supporting recreational boating that contributes to regional tourism and maritime commerce positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued recreational boating support, emergency vessel staging capabilities, alternative marina services during infrastructure disruptions, fuel distribution continuity, tourism

industry support, and maritime coordination capabilities that contribute to the overall functionality and recovery capacity of the Seattle maritime transportation network during natural disasters, infrastructure failures, or emergency situations requiring distributed marina facilities and coordinated emergency response throughout the central Puget Sound maritime corridor.

Port of Tacoma

The Port of Tacoma serves as a critical component of the Pacific Northwest's maritime transportation infrastructure and economic engine, operating as the southern anchor of the Northwest Seaport Alliance in partnership with the Port of Seattle to create the fifth largest container port complex in the United States while supporting diverse military, industrial, and commercial operations essential to regional and national security. Located on Commencement Bay with deep-water access through multiple waterways including the Blair Waterway and Hylebos Waterway, the port operates major container terminals including Husky Terminal, Washington United Terminals, APM Terminals Tacoma, and Pierce County Terminal with advanced cargo handling equipment and direct intermodal rail connections to BNSF and Union Pacific networks, while serving as home to Terminal 7, the designated Military Ocean Terminal providing critical strategic sealift capabilities for Joint Base Lewis-McChord operations and force projection throughout the Indo-Pacific theater.

The port's comprehensive infrastructure encompasses automotive import/export facilities, petroleum operations including the U.S. Oil & Refining marine terminal on Blair Waterway, Alaska trade route services through Tote Maritime, bulk cargo terminals, specialized heavy-lift capabilities, and extensive industrial waterfront facilities that collectively process billions of dollars in international trade while supporting military deployment operations, regional petroleum distribution, and Alaska supply chains serving over 730,000 residents. The Port of Tacoma's strategic location with multiple deep-water channels, integration with transcontinental rail networks enabling cargo movement to Chicago and inland markets, proximity to major military installations, comprehensive container and specialized cargo handling capabilities, and role in facilitating international commerce, military strategic mobility, and regional energy distribution positions it as an absolutely critical component of maritime transportation system resilience, requiring highest priority consideration in recovery planning to ensure continued container operations, military outload capabilities, petroleum product distribution, Alaska trade route maintenance, emergency response coordination, and international trade facilitation that are fundamental to the economic stability, national security, and transportation functionality of the entire Pacific Northwest region during natural disasters, infrastructure disruptions, or emergency situations that could compromise regional commerce, military readiness, and transportation connectivity.

Container Terminal Infrastructure

The Port of Tacoma's container terminal infrastructure represents critical maritime transportation assets essential to Pacific Northwest economic stability and international trade, featuring four major terminals with advanced cargo handling capabilities and comprehensive intermodal connections that collectively process billions of dollars in containerized cargo annually as part of the Northwest Seaport Alliance.

Husky Terminal operates as a major container facility with deep-water berths accommodating ultra-large container vessels, advanced ship-to-shore gantry cranes, extensive container yard capacity with rubber-tired gantry cranes for efficient container movement, and direct on-dock rail connections enabling seamless transfer between maritime and rail transportation modes.

Washington United Terminals provides large-scale container operations with multiple berths, high-capacity container handling equipment, expansive container storage yards with organized retrieval systems, and integrated rail facilities supporting efficient cargo flow to transcontinental destinations.

APM Terminals Tacoma offers advanced container operations with specialized cargo handling capabilities, modern terminal operating systems, automated gate processing, and rail connectivity supporting diverse shipping line requirements, while Pierce County Terminal provides container and breakbulk operations with flexible cargo handling equipment, dedicated container storage areas, and multimodal transportation connections supporting regional and international trade requirements.

The terminals collectively feature dozens of ship-to-shore gantry cranes capable of handling the largest container vessels calling at West Coast ports, extensive fleets of rubber-tired gantry cranes and reach stackers for efficient yard operations, and comprehensive container storage yards providing staging capacity for tens of thousands of TEUs with sophisticated inventory management and retrieval systems.

The comprehensive on-dock rail facilities include direct connections to BNSF Tacoma Rail Yard and Union Pacific facilities, enabling containers to transfer directly from ships to unit trains without intermediate handling, supported by rail-mounted gantry cranes, specialized container loading equipment, and coordination systems that facilitate approximately 65-70% of cargo moving inland via rail transportation to Chicago, Minneapolis, and other major distribution centers.

This integrated container terminal infrastructure, representing a core component of the Northwest Seaport Alliance's position as the fifth largest container port complex in the United States, requires highest priority protection and recovery planning to ensure continued international trade operations, supply chain connectivity, intermodal transportation functionality, military cargo support, and economic stability that supports regional commerce, employment, and the broader Pacific Northwest's role as a critical gateway for trans-Pacific trade during natural disasters, infrastructure disruptions, or emergency situations that could compromise the maritime transportation system's fundamental cargo handling capabilities.

Military Outload Terminal Infrastructure

The Port of Tacoma's Military Outload Terminal Infrastructure represents critical national security assets essential to U.S. strategic mobility and force projection capabilities, centered around Terminal 7 as the designated Military Outload Terminal providing specialized facilities for rapid deployment of military personnel, equipment, and supplies from Joint Base Lewis-McChord to global theaters of operation.

Terminal 7 operates as a comprehensive military outload facility with deep-water berths capable of accommodating Large, Medium-Speed Roll-on/Roll-off vessels and commercial Heavy Lift Ships, featuring specialized infrastructure designed to handle the massive logistical requirements of brigade combat team deployments typically involving 300+ vehicles ranging from 19-ton Stryker infantry fighting vehicles to 70-ton M1A2 Abrams tanks, along with 1,500+ containers of supplies and thousands of tons of ammunition and sustainment materials.

The terminal's roll-on/roll-off capabilities include adjustable ramp systems, specialized dock configurations, and heavy-duty loading infrastructure designed to accommodate military vehicles driving directly onto vessels, while heavy-lift equipment encompasses specialized cranes, cargo handling systems, and loading mechanisms capable of managing oversized military equipment, armored vehicles, and complex weapon systems requiring precise positioning and secure loading procedures. Secure staging areas provide classified and sensitive military equipment storage with enhanced security protocols, access controls, and coordination with federal security agencies, while offering organized staging capacity for pre-positioning equipment and supplies during deployment preparation phases that require rapid mobilization timelines often demanding complete unit movement within 30-96 hours of deployment orders.

Direct rail connections to Joint Base Lewis-McChord enable efficient movement of military equipment and personnel from the installation to port facilities through dedicated rail infrastructure, coordination with BNSF and Union Pacific networks, and specialized rail car configurations designed for military cargo transportation, creating seamless integration between military installations and strategic sealift capabilities. This integrated Military Outload Terminal Infrastructure, essential to U.S. force projection capabilities throughout the Indo-Pacific theater and global military operations, requires highest priority consideration in recovery planning to ensure continued strategic mobility capabilities, rapid deployment operations, national security readiness, and coordination with civilian maritime infrastructure that supports both military requirements and regional economic stability during natural disasters, infrastructure disruptions, or emergency situations that could compromise critical military transportation capabilities and national defense readiness.

Automotive & Specialized Cargo Infrastructure

The Port of Tacoma's Automotive and Specialized Cargo Infrastructure represents critical maritime transportation assets essential to supporting regional automotive imports, heavy industrial projects, and specialized cargo operations that collectively contribute billions of dollars to Pacific Northwest economic activity and supply chain connectivity.

Auto processing facilities encompass extensive vehicle storage yards, specialized automotive terminals with vehicle preparation areas, quality control inspection facilities, and coordination systems that handle thousands of imported vehicles monthly from major Asian manufacturers including Toyota, Subaru, and Hyundai, featuring specialized equipment for vehicle unloading, processing, and distribution throughout the western United States via rail and truck transportation networks.

Heavy lift capabilities include specialized cranes capable of handling oversized industrial equipment, construction machinery, power generation systems, and project cargo exceeding

conventional container dimensions, supported by reinforced dock infrastructure, specialized rigging equipment, and coordination with heavy-haul transportation for inland delivery of massive equipment serving regional industries, infrastructure projects, and energy development throughout the Pacific Northwest.

Break-bulk terminals provide comprehensive facilities for non-containerized general cargo including steel products, machinery, forest products, and project components, featuring covered warehouse facilities, open storage yards, mobile cranes, forklifts, and specialized handling equipment that accommodates diverse cargo types requiring individual piece handling rather than standardized container operations.

Roll-on/roll-off terminals offer specialized infrastructure for vehicles, construction equipment, and wheeled cargo that can be driven directly onto vessels, including adjustable ramp systems, specialized dock configurations, and coordination with automotive carriers and equipment transport vessels serving both civilian commercial requirements and military vehicle movements.

This integrated Automotive and Specialized Cargo Infrastructure, essential to supporting regional automotive imports, industrial development, construction projects, and specialized transportation requirements, requires priority consideration in recovery planning to ensure continued automotive trade operations, heavy industrial project support, breakbulk cargo handling capabilities, and specialized transportation services that contribute to the overall functionality and recovery capacity of the Pacific Northwest maritime transportation system during natural disasters, infrastructure disruptions, or emergency situations that could compromise specialized cargo operations and regional economic stability dependent on diverse maritime transportation capabilities.

Petroleum & Bulk Cargo Infrastructure

The Port of Tacoma's Petroleum and Bulk Cargo Infrastructure represents critical energy and industrial transportation assets essential to regional fuel security, materials processing, and specialized cargo operations that collectively support Pacific Northwest economic stability and supply chain connectivity.

The U.S. Oil & Refining marine terminal on Blair Waterway operates dual deep-water docks with Dock 1 accommodating vessels up to 900 feet for ships and barges handling both crude oil imports and refined product exports, and Dock 2 serving barges up to 392 feet exclusively for petroleum products, supporting the facility's 42K barrels per day refining capacity and 2.7 million barrel storage infrastructure that distributes refined products via marine barge, truck, and the McChord Pipeline to military installations and regional markets.

Bulk cargo terminals provide comprehensive facilities for grain exports, coal shipments, agricultural products, and dry bulk commodities, featuring specialized loading equipment, conveyor systems, storage silos, and coordination with rail and truck transportation for efficient cargo movement from regional producers to international markets, while liquid bulk facilities encompass petroleum product storage, chemical handling capabilities, and specialized transfer systems for hazardous and non-hazardous liquid commodities.

Specialized cargo handling infrastructure includes Schnitzer Steel operations that process and ship ferrous and nonferrous metals through integrated barge, ship, and rail transportation utilizing mobile material handlers for flexible cargo positioning and whirly cranes for efficient loading of scrap metal exports destined for Asian steel mills, representing a critical component of regional recycling and materials recovery operations. The comprehensive petroleum and bulk cargo infrastructure, essential to regional energy security through refined product distribution, agricultural export capabilities, materials recycling operations, and specialized industrial cargo handling, requires priority consideration in recovery planning to ensure continued fuel supply operations, agricultural export capabilities, metals processing and shipping, emergency fuel distribution, and industrial cargo handling that contribute to the overall functionality and recovery capacity of the Pacific Northwest maritime transportation system during natural disasters, infrastructure disruptions, or emergency situations that could compromise regional energy security, agricultural exports, and industrial materials transportation critical to economic stability and recovery operations.

Navigation & Channel Infrastructure

The Port of Tacoma's Navigation and Channel Infrastructure represents critical maritime access systems essential to maintaining safe vessel movements and operational continuity for one of the nation's largest container ports, military outload facilities, and petroleum distribution centers, featuring a complex network of maintained waterways that collectively enable billions of dollars in annual maritime commerce and strategic military operations.

Commencement Bay serves as the primary harbor providing deep-water access for large container vessels, military sealift ships, petroleum tankers, and bulk cargo carriers, with maintained channels sufficient to accommodate ultra-large container vessels and strategic sealift vessels while coordinating complex vessel traffic including commercial shipping, military operations, recreational boating, and emergency response activities.

Tacoma Harbor shipping channels provide the main navigation corridors connecting Commencement Bay to individual terminal facilities with continuously dredged and maintained depths ensuring safe passage for international container ships, automotive carriers, and specialized cargo vessels, while Blair Waterway offers deep-water access specifically serving petroleum operations including the U.S. Oil & Refining marine terminal and other industrial facilities requiring specialized navigation for tanker vessels and hazardous cargo operations.

Thea Foss Waterway provides urban waterfront access serving recreational marinas, waterfront development, and specialized marine services, while Puyallup Waterway connects to industrial facilities and provides alternative routing for smaller commercial vessels and emergency response operations. Sitcum Waterway serves specialized industrial operations and provides additional waterway access for regional maritime activities, while Hylebos Waterway offers protected deep-water access for container terminals, recreational marinas, and industrial facilities requiring sheltered navigation conditions and coordination with major shipping operations.

This comprehensive navigation and channel infrastructure, essential for maintaining safe vessel movements across diverse maritime operations including container shipping, military strategic mobility, petroleum transportation, recreational boating, and emergency response, requires highest priority consideration in recovery planning to ensure continued deep-water access, navigation

safety, vessel traffic coordination, channel maintenance, and waterway management that are fundamental to the Port of Tacoma's operational capacity and the broader Pacific Northwest maritime transportation system during natural disasters, severe weather events, or infrastructure disruptions that could compromise navigation safety, military readiness, and maritime commerce continuity throughout the southern Puget Sound region.

Intermodal Transportation Connections

The Port of Tacoma's Intermodal Transportation Connections represent critical infrastructure linking maritime operations with continental transportation networks, enabling the efficient movement of international cargo, military equipment, and specialized freight from waterborne vessels to rail and highway systems that serve markets throughout North America and support the port's position as a major component of the Northwest Seaport Alliance.

BNSF Tacoma Rail Yard operates as a major intermodal facility with extensive container handling capabilities, direct on-dock rail connections to container terminals and the Military Ocean Terminal, unit train staging areas, and sophisticated coordination systems that enable seamless transfer of containers and military cargo from ships to trains destined for Chicago, Minneapolis, Kansas City, and other major inland distribution centers via the transcontinental rail network through mountain passes including Stevens Pass and the Cascade Tunnel.

Union Pacific facilities provide alternative rail service and competitive transportation options through direct terminal access, specialized automotive handling capabilities for vehicle imports, container operations, coordination with Union Pacific's transcontinental network serving destinations throughout the western United States and Mexico, and integration with military outload operations requiring flexible rail transportation for strategic mobility requirements.

Interstate 5 access provides the primary north-south highway corridor for freight movement throughout the Pacific Coast, connecting the port to Seattle, Portland, California markets, and Canadian destinations, while State Route 509 operates as a dedicated freight corridor designed specifically for port traffic, reducing congestion on urban highways and providing efficient truck access between port terminals and the broader regional highway network.

Truck gates and staging areas feature advanced gate processing systems with automated identification technology, extensive queuing facilities designed to accommodate hundreds of commercial vehicles during peak periods, weighing and inspection capabilities, customs processing coordination for international cargo, security screening systems, and traffic management technologies that optimize truck flow while maintaining regulatory compliance and security requirements. This comprehensive intermodal transportation infrastructure, essential for moving approximately 65-70% of port cargo inland via rail and the remainder via highway transportation while supporting military strategic mobility and specialized cargo requirements, requires highest priority consideration in recovery planning to ensure continued cargo flow, supply chain connectivity, military deployment capabilities, transportation network functionality, and economic stability that depends on seamless integration between maritime operations and continental distribution systems during natural disasters, infrastructure disruptions, or emergency situations that could compromise the critical transportation links supporting international

commerce, military readiness, and regional economic activity throughout the Pacific Northwest and North America.

Marine Support Infrastructure

The Port of Tacoma's Marine Support Infrastructure represents critical operational assets essential to maintaining vessel safety, navigation assistance, logistical support, and maritime industrial capabilities that enable the safe and efficient movement of container ships, military vessels, petroleum tankers, and specialized cargo operations throughout Commencement Bay and the broader southern Puget Sound maritime network.

Tugboat operations provide essential vessel assistance services including ship docking and undocking assistance at multiple waterways, emergency towing capabilities throughout the complex harbor system, ice breaking during winter conditions, and specialized heavy-lift support for oversized cargo and military vessels, with multiple tugboat companies operating powerful vessels strategically positioned throughout Commencement Bay, Blair Waterway, and connecting channels to respond rapidly to vessel assistance requests and emergency situations.

Pilot boat coordination integrates with Puget Sound Pilots to provide mandatory pilotage services for international vessels and large domestic ships calling at Tacoma terminals, featuring specialized pilot boats and communication systems monitoring VHF working channels 68, 69, 71, and 72, with coordination through the central dispatch center at (206) 444-1010 for scheduling and emergency response throughout the regional pilotage district.

Ship supply and chandlery operations encompass comprehensive vessel provisioning services including marine equipment, spare parts, provisions, and technical supplies supporting the diverse international fleet, while bunker fuel facilities provide marine fuel distribution through shoreside storage tanks, fuel barges, and specialized delivery systems supplying diesel fuel, marine gas oil, and specialized fuels for container ships, military vessels, and emergency response craft.

Maritime repair facilities include Modutech providing specialized marine equipment repair and manufacturing, Jesse Engineering offering marine systems engineering and repair services, and Vigor Industrial operating comprehensive shipyard capabilities for vessel construction, repair, and maintenance, while marine construction companies including American Construction and Orion Construction provide specialized marine infrastructure development, pier construction, dredging support, and waterfront facility maintenance essential to port operations and emergency response capabilities.

This integrated marine support infrastructure, essential for maintaining vessel operational readiness, navigation safety, emergency response capabilities, industrial support, and logistical services for the thousands of vessel calls annually at the Port of Tacoma, requires priority consideration in recovery planning to ensure continued tugboat assistance, pilot services, vessel supply operations, fuel distribution, maritime repair capabilities, and construction support that are fundamental to maritime safety, operational continuity, military readiness, and the port's capacity to support international commerce and emergency response during natural disasters, severe weather events, or infrastructure disruptions that could compromise vessel operations and maritime transportation system functionality throughout the Pacific Northwest region.

Alaska Trade Route Infrastructure

The Port of Tacoma's Alaska Trade Route Infrastructure represents critical supply chain lifelines essential to supporting over 730,000 Alaska residents and remote communities with no alternative transportation access, featuring specialized terminals, cargo handling capabilities, and logistics services operated primarily by Tote Maritime that collectively facilitate the movement of essential goods, equipment, and supplies to America's largest state through regular weekly vessel services.

Tote Maritime facilities operate dedicated terminals with specialized cargo handling equipment designed specifically for Alaska trade requirements including containerized goods, vehicles, construction equipment, heavy machinery, and breakbulk cargo, featuring roll-on/roll-off capabilities for vehicle shipments, heavy-lift systems for oversized equipment, and coordination with Alaska-bound vessel schedules that maintain regular service connections to Anchorage and other major Alaska ports essential to the state's economic stability and community survival.

Refrigerated cargo facilities provide essential cold chain infrastructure supporting Alaska's food security through specialized refrigerated container handling, frozen and fresh food distribution systems, temperature-controlled storage capabilities, and coordination with Alaska-bound reefer vessels that transport perishable goods including fresh produce, frozen foods, dairy products, medical supplies, and other temperature-sensitive cargo critical to remote Alaska communities with extremely limited local food production capabilities.

Alaska-bound cargo staging areas encompass extensive facilities for consolidating diverse freight including consumer goods, industrial supplies, construction materials, fuel, and emergency supplies, while oversized cargo handling capabilities feature specialized heavy-lift equipment, project cargo staging areas, and coordination systems designed to transport massive equipment including mining machinery, power generation systems, construction equipment, and infrastructure components essential to Alaska's resource industries, military installations, and community development projects that cannot be transported by alternative means.

This integrated Alaska Trade Route Infrastructure, representing the primary maritime supply chain for Alaska's economy, food security, and essential services, requires highest priority consideration in recovery planning to ensure continued cargo operations, supply chain connectivity, food security maintenance, emergency supply capabilities, and economic stability for Alaska communities that depend entirely on maritime transportation from Tacoma for survival, economic activity, medical supplies, fuel, and emergency response during natural disasters, infrastructure disruptions, or emergency situations that could compromise the critical maritime lifeline connecting Alaska to continental supply chains, services, and emergency assistance capabilities essential to the state's population and strategic defense requirements.

Chinook Landing Marina

Chinook Landing Marina serves as a critical recreational boating facility and maritime infrastructure component providing essential vessel services, emergency response capabilities, and waterfront access within the southern Puget Sound maritime transportation network near the Tacoma area. Located with protected harbor access to Puget Sound waterways and comprehensive marina infrastructure, Chinook Landing operates recreational boating facilities including permanent and guest moorage accommodating diverse vessel types, fuel docks providing marine

diesel and gasoline, vessel maintenance services, marine supply access, boat launching capabilities, pump-out services, and waterfront amenities that serve both the local maritime community and visiting vessels while providing strategic staging areas for emergency response operations and search and rescue coordination throughout the southern Sound region.

The marina's strategic position with access to major shipping channels, proximity to Port of Tacoma operations and regional industrial facilities, integration with local transportation networks, and protected harbor location enables it to serve as a backup facility for emergency vessel operations, alternative fuel distribution, maritime response coordination, and potential staging area for emergency supplies and response equipment during regional disasters or infrastructure disruptions. Chinook Landing Marina's recreational boating infrastructure, comprehensive vessel services including fuel distribution and maintenance capabilities, protected moorage facilities, emergency staging potential, proximity to major maritime operations, and role in supporting recreational boating that contributes to regional maritime commerce positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued recreational boating support, emergency vessel staging capabilities, alternative marina services during infrastructure disruptions, fuel distribution continuity, and maritime coordination capabilities that contribute to the overall functionality and recovery capacity of the southern Puget Sound maritime transportation network during natural disasters, infrastructure failures, or emergency situations requiring distributed marina facilities and coordinated emergency response throughout the Tacoma maritime corridor.

Hylebos Marina

Hylebos Marina serves as a critical recreational boating facility and maritime infrastructure component providing essential vessel services, emergency response capabilities, and waterfront access within the southern Puget Sound maritime transportation network near the Port of Tacoma industrial complex. Located on the Hylebos Waterway with protected harbor access to Commencement Bay and direct connectivity to major shipping channels, the marina operates comprehensive recreational boating facilities including permanent and guest moorage accommodating diverse vessel types, fuel docks providing marine diesel and gasoline, vessel maintenance services, marine supply access, boat launching capabilities, and waterfront amenities that serve both the local maritime community and visiting vessels while providing strategic staging areas for emergency response operations and search and rescue coordination throughout the southern Sound region.

The marina's strategic position adjacent to major industrial waterfront operations, proximity to Port of Tacoma container terminals and petroleum facilities, integration with regional transportation networks via State Route 509 and local arterials, and location within the protected Hylebos Waterway enables it to serve as a critical backup facility for emergency vessel operations, alternative fuel distribution, maritime response coordination, and potential staging area for emergency supplies and response equipment during regional disasters or infrastructure disruptions. Hylebos Marina's recreational boating infrastructure, comprehensive vessel services including fuel distribution and repair capabilities, protected moorage facilities, emergency staging potential, proximity to major port and industrial operations, and role in supporting recreational boating that contributes to regional maritime commerce positions it as an important component of maritime transportation system resilience, requiring consideration in recovery planning to ensure continued

recreational boating support, emergency vessel staging capabilities, alternative marina services during infrastructure disruptions, fuel distribution continuity, and maritime coordination capabilities that contribute to the overall functionality and recovery capacity of the southern Puget Sound maritime transportation network during natural disasters, infrastructure failures, or emergency situations requiring distributed marina facilities and coordinated emergency response throughout the Tacoma maritime corridor.

Vessel Pilotage

Vessel pilotage in the Puget Sound region represents an essential component of maritime safety and navigation, providing mandatory pilotage services for all foreign-flag vessels and most domestic vessels over 300 gross tons transiting the complex waterways of the Salish Sea. The Puget Sound Pilots Association operates under the regulatory authority of the Washington State Board of Pilotage Commissioners, comprising approximately 50-55 licensed marine pilots who provide highly specialized local knowledge and navigation expertise for vessels entering and departing the region's major ports, refineries, and marine terminals. With over 8,000 annual vessel movements requiring pilot services, the pilotage system ensures safe navigation through challenging waters characterized by strong tidal currents, complex geography, dense marine traffic, and weather conditions that demand intimate knowledge of local maritime hazards.

Pilot dispatch operations are coordinated through VHF Channel 16 for initial contact, with primary working channels on VHF Channels 68, 69, 71, and 72 for operational communications, while the Puget Sound Pilots dispatch center can be reached at (206) 444-1010 for 24-hour scheduling and coordination services. The pilots serve as the critical human interface between international maritime commerce and regional port infrastructure, making their operations indispensable to the continued functioning of the Pacific Northwest's maritime transportation system and economic stability.

The pilotage system operates through strategically positioned pilot stations including Port Angeles as the primary boarding point for vessels entering from the Pacific Ocean and Strait of Juan de Fuca, Port Townsend Area for northern Puget Sound ports, Seattle Pilot Station for central Puget Sound container terminals and cruise facilities, Tacoma Pilot Operations for southern Sound commercial traffic, and specialized Anacortes operations for major petroleum refineries on March Point. The pilot boat fleet consists of approximately 12-15 specialized vessels designed for safe pilot transfers in challenging weather conditions, operating 24 hours per day, 365 days per year with strategic positioning throughout the pilotage district to minimize response times and ensure efficient vessel traffic flow. All pilot boats monitor working channels VHF 68, 69, 71, and 72 for coordination with incoming vessels and dispatch operations, while maintaining emergency monitoring capabilities and coordination with the central dispatch center. Mandatory pilotage requirements apply to all foreign-flag commercial vessels regardless of size, U.S.-flag vessels exceeding 300 gross tons, all petroleum tankers regardless of flag or tonnage, and large passenger vessels including cruise ships, while Washington State Ferries and small domestic vessels under 300 gross tons with qualified operators may operate without pilots in designated areas.

The economic impact of pilotage operations extends throughout the region, directly employing pilots, pilot boat operators, dispatchers, and support personnel while enabling over \$80 billion annually in international trade through regional ports, making pilotage services essential to the

economic foundation of Pacific Northwest maritime commerce. Professional pilotage services reduce maritime accidents, environmental incidents, and insurance costs while enhancing the region's reputation as a safe, efficient gateway for international shipping. Pilots coordinate closely with port terminals, tugboat operators, and stevedoring companies to ensure efficient vessel movements, while serving as first responders for maritime emergencies, coordinating with Coast Guard, port authorities, and emergency services during vessel casualties, pollution incidents, and search and rescue operations. The complex navigation environment includes significant tidal ranges and strong currents in restricted passages, frequent fog and severe weather conditions, heavy commercial traffic mixed with recreational boating and ferry operations, and complex bathymetry with underwater obstructions requiring detailed local knowledge beyond standard chart information.

Recovery planning for pilotage operations must address critical dependencies including marine fuel supplies, boat maintenance facilities, communication infrastructure, and staging areas that require protection and rapid recovery during emergencies. Reliable VHF radio networks on working channels 68, 69, 71, and 72, satellite communications, and coordination with vessel traffic services are essential for safe pilotage operations and emergency response, while the dispatch center at (206) 444-1010 requires backup communication systems and continued operation during regional disruptions. Recovery operations must ensure coordination between pilot operations and Coast Guard vessel traffic services, port recovery operations, and international coordination with Canadian pilotage services for seamless vessel movements during binational recovery operations. Pilotage services require priority designation for fuel allocation, communication restoration, and personnel transportation during regional recovery operations, while ensuring adequate pilot personnel availability through backup pilots, extended duty schedules, and mutual aid agreements with other regions. Recovery operations must maintain pilotage safety standards even under emergency conditions to prevent maritime accidents that could further compromise regional recovery efforts, while rapid restoration of pilotage services is essential for resuming maritime commerce, international trade, and port operations critical to regional economic recovery. Vessel pilotage in the Puget Sound region represents critical maritime infrastructure requiring priority consideration in recovery planning due to its essential role in enabling safe navigation, supporting international commerce, coordinating emergency response through established communication protocols, and maintaining the operational foundation upon which the entire regional maritime transportation system depends for economic stability and public safety throughout the Pacific Northwest.

Military Outload Operations in the Puget Sound Region

The Puget Sound region serves as one of the most critical military outload and strategic mobility hubs on the U.S. West Coast, providing essential infrastructure for Department of War force projection, logistics support, and strategic mobility operations throughout the Indo-Pacific theater. The region's strategic importance is anchored by two designated Strategic Seaports—the Port of Tacoma and the Port of Everett—which provide essential military outload capabilities and deep-water access for large military vessels. Joint Base Lewis-McChord (JBLM), housing over 40,000 active duty personnel including I Corps headquarters and multiple Stryker Brigade Combat Teams, drives the majority of regional outload operations requiring rapid deployment of entire brigade combat teams within 30-96 hours of deployment orders. These deployments typically involve 300+ vehicles ranging from 19-ton Stryker infantry fighting vehicles to 70-ton M1A2 Abrams

tanks, 1,500+ containers of supplies and equipment, and thousands of tons of ammunition, fuel, and sustainment materials. The Port of Tacoma's Terminal 7 serves as the designated Military Ocean Terminal with dedicated berths for Large, Medium-Speed Roll-on/Roll-off vessels and commercial Heavy Lift Ships, while the Port of Everett provides additional strategic seaport capacity and homeports Naval Station Everett's fleet of destroyers, frigates, and support vessels, with large-scale deployments expanding to utilize commercial container terminals throughout both strategic ports, requiring complex coordination with civilian cargo operations and potential displacement of commercial activities during surge operations.

Military operations are deeply integrated with civilian maritime infrastructure throughout the region, requiring extensive coordination and resource sharing across multiple sectors utilizing both strategic seaports' comprehensive capabilities. Naval Station Everett's fleet operations require logistics support delivered through commercial maritime channels at the Port of Everett Strategic Seaport, while military fuel requirements depend on civilian petroleum infrastructure including regional refineries, pipelines, and marine terminals serving both ports. Strategic sealift operations utilize both dedicated Military Sealift Command assets and commercial vessels through the Voluntary Intermodal Sealift Agreement and Maritime Security Program, requiring integration with civilian shipping operations and port traffic management systems across both Tacoma and Everett Strategic Seaports. Military equipment movement from JBLM to ports requires extensive use of civilian rail infrastructure including BNSF and Union Pacific networks serving both strategic seaports, while military convoys and oversized equipment transport require coordination with state and local transportation authorities, potentially affecting civilian freight operations and traffic during large-scale movements between military installations and both strategic port facilities.

The economic impact of military outload operations extends throughout the Puget Sound region, contributing hundreds of millions annually through port fees, transportation services, fuel purchases, and support services at both Strategic Seaports while supporting thousands of civilian jobs in stevedoring, transportation, logistics, security, and support services. Military requirements drive continuous infrastructure improvements benefiting both military and civilian maritime operations across both Tacoma and Everett Strategic Seaports, with military logistics requirements deeply integrated with civilian supply chains for fuel, food, medical supplies, and equipment maintenance. During emergency mobilization scenarios, military operations may require immediate deployment of combat forces during international crises, priority access to facilities at both strategic seaports, temporary expansion of port facilities beyond normal civilian requirements, and potential commandeering of civilian transportation assets under national emergency authorities, creating unprecedented demands on regional port capacity and transportation networks spanning both strategic port complexes.

Military outload infrastructure at both Tacoma and Everett Strategic Seaports requires highest priority protection and recovery during natural disasters, cyber attacks, or other disruptions to ensure national security capabilities, while recovery planning must ensure alternative outload capabilities between the two strategic seaports and clear command relationships between military and civilian authorities during emergency operations. Recovery plans must address priority allocation of limited resources between military requirements and civilian economic recovery needs across both strategic seaport facilities, optimize shared use of limited infrastructure between

military outload requirements and civilian maritime transportation recovery needs, and ensure continuity of military supply chains while supporting civilian economic recovery. The seamless integration of military outload operations with civilian maritime transportation systems across both Tacoma and Everett Strategic Seaports requires comprehensive coordination protocols and priority consideration in regional recovery planning to ensure both military readiness and civilian economic resilience, making these operations critical national security infrastructure essential to maintaining force projection capabilities, regional security, and international stability throughout the Pacific Northwest and Indo-Pacific theater.

Ferry Systems

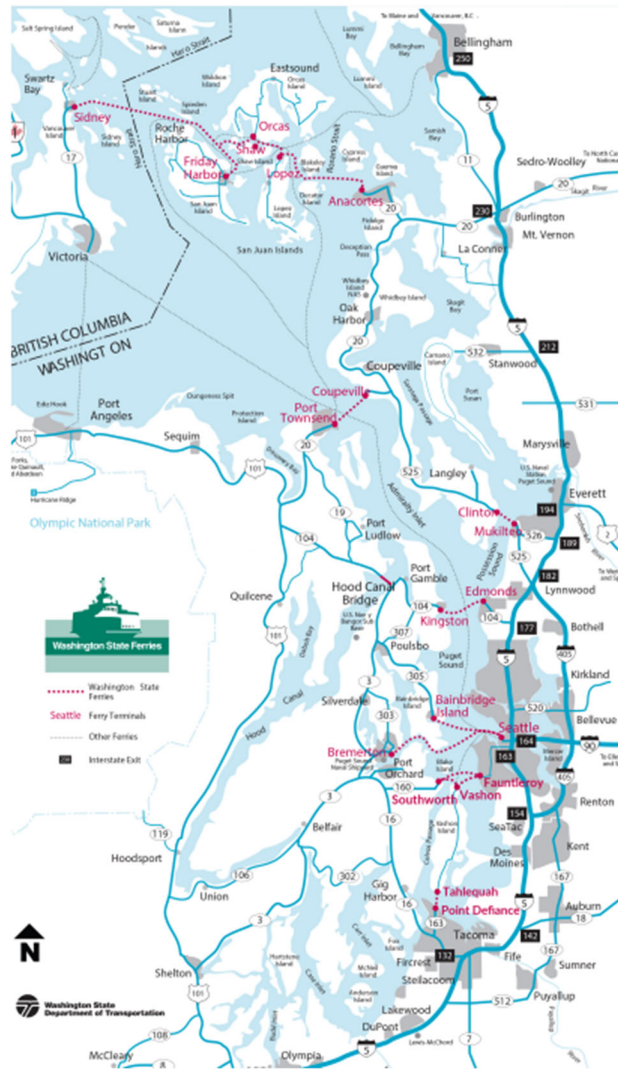


Figure 2: WSF Routes Map

Washington State Ferries (WSF) is an integral part of the maritime transportation system, offering passenger and vessel ferrying services across various locations along Washington State's coastlines and islands. As the largest ferry service in the United States and the third largest in the world, it plays a critical role in regional connectivity and transportation. The extensive network of terminals ensures that residents and visitors can easily travel between the mainland and the islands,

supporting the local economy and providing essential access to remote communities. WSF operates under the Washington State Department of Transportation (WSDOT) and is designated as State Route 160, legally classifying ferries as floating highway segments essential to the state transportation network.

Each terminal operates under uniform plans and procedures, ensuring consistency and reliability in ferry services. This standardization helps maintain high levels of safety, efficiency, and customer satisfaction across all locations. Washington State Ferries' vast fleet and comprehensive schedule accommodate millions of passengers and vehicles annually, making it an indispensable part of the state's transportation infrastructure.

The ferry system not only supports daily commutes but also contributes to tourism, allowing visitors to explore the natural beauty and cultural attractions of Washington's islands and coastal regions. By providing a dependable and efficient means of transportation, Washington State Ferries enhances the overall resilience and functionality of the maritime transportation system, ensuring that communities remain connected and accessible year-round. The following lists all terminals associated with Washington State Ferries:

- Anacortes
- Bainbridge Island
- Bremerton
- Clinton
- Coupeville
- Edmonds
- Fauntleroy
- Friday Harbor
- Kingston
- Lopez Island
- Mukilteo
- Orcas Island
- Point Defiance
- Port Townsend
- Seattle
- Shaw Island
- Sidney, BC
- Southworth
- Tahlequah
- Vashon Island

Regional Connectivity

Island Communities: Sole vehicular access for San Juan Islands, Vashon Island, and parts of Whidbey Island

Commuter Transportation: Essential workforce mobility between peninsula communities and urban centers

Tourism Economy: Critical infrastructure supporting \$1+ billion annual tourism industry

Freight and Supply Chain: Essential for goods movement to island and peninsula communities

Emergency Transportation Capabilities

Mass Evacuation: Vessels can serve as emergency evacuation platforms during natural disasters

Medical Emergency Response: Coordination with Coast Guard and EMS for medical evacuations

Emergency Supplies: Critical for delivering emergency supplies to isolated communities

Backup Transportation: Alternative to bridge or highway closures during emergencies

Security and Safety Infrastructure

Vessel Safety Systems: Advanced navigation, communication, and safety equipment

Terminal Security: TSA coordination and enhanced security protocols

Emergency Coordination: Integration with state emergency management systems

Coast Guard Cooperation: Regular coordination for marine safety and security

System Vulnerabilities

Single Points of Failure: Limited alternative routes for many island communities

Weather Dependency: Service disruptions during severe weather

Mechanical Failures: Vessel breakdowns causing significant service impacts

Labor Disruptions: Potential for service interruptions during labor disputes

Refineries

The Puget Sound region hosts five major petroleum refining facilities that collectively represent critical infrastructure components essential to regional energy security, maritime operations, and economic stability. These refineries process approximately 625,000 barrels per day (bpd) of crude oil from diverse global and domestic sources, producing transportation fuels, marine bunker fuels, and specialty petroleum products that directly support the maritime transportation system throughout the Pacific Northwest.

MTS Dependencies

Crude Oil Supply Chain: All facilities depend on marine transportation for crude oil deliveries via deep-water tankers from Alaska (Trans-Alaska Pipeline/Valdez), international sources, and coastal domestic production, making maritime access critical to operational continuity.

Product Distribution Network: Marine terminals at each facility support extensive barge operations serving island communities, coastal markets, and emergency fuel distribution throughout the Salish Sea, with combined loading capacity exceeding regional pipeline alternatives.

Emergency Response Capability: Refinery marine terminals provide critical backup fuel distribution during pipeline disruptions, natural disasters, or transportation emergencies, with deep-water access enabling large-scale fuel imports during regional supply shortages.

Economic Impact: Combined facilities support over 4,500 direct jobs and generate \$1+ billion annual economic impact, while marine operations facilitate fuel supply to commercial fishing fleets, ferry systems, cruise ships, cargo vessels, and emergency response vessels essential to regional maritime commerce.

BP Cherry Point Refinery – Ferndale, WA

- **Capacity:** 236,000 bpd (largest regional facility)
- **Infrastructure:** 1,091 acres with 1,100-foot deep-water pier on Strait of Georgia
- **Distribution:** Rail, barge, ship, and Olympic Pipeline system
- **Critical Role:** Processes nearly 40% of regional refining capacity, supplying transportation fuels across Washington, Oregon, British Columbia, and Alaska through comprehensive multi-modal distribution network including marine terminal operations essential for island communities and commercial shipping.

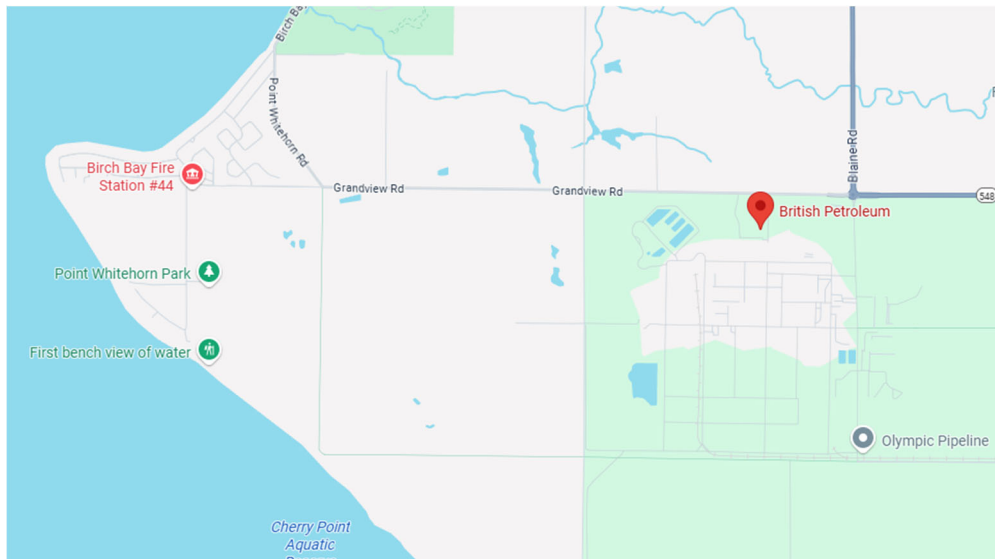


Figure 3: BP Cherry Point Refinery - Ferndale, WA

The BP Cherry Point Refinery, strategically positioned on northern Rosario Strait near Blaine, Washington, represents the largest and most critical petroleum refining facility in the Pacific Northwest, operating as an essential component of the region's marine transportation system and energy security infrastructure with its massive processing capacity of up to 236,000 barrels per day. This expansive 1,091-acre industrial complex serves as a major hub in the North American energy supply chain, receiving and processing crude oil feedstocks from diverse global sources including Alaska North Slope crude delivered via the Trans-Alaska Pipeline System and marine tankers, Canadian heavy crude from Alberta oil sands operations, international crude oils from Middle Eastern, South American, and Asian suppliers, and domestic crude from various U.S. production regions, all facilitated by the facility's sophisticated 1,100-foot deep-water pier capable of accommodating very large crude carriers (VLCCs) and Suezmax tankers.

The refinery's advanced processing capabilities and substantial scale enable it to transform these diverse crude oil inputs into a comprehensive portfolio of transportation fuels including multiple grades of gasoline for automotive markets throughout the Pacific Northwest, diesel fuel for commercial transportation and heating applications, jet fuel for major regional airports including Seattle-Tacoma International and Vancouver International, marine bunker fuels essential for commercial shipping operations, and specialty petroleum products serving industrial and chemical manufacturing sectors across Washington, Oregon, British Columbia, and Alaska. The facility's

strategic location on Rosario Strait provides optimal deep-water access for large crude oil tankers while positioning it as a critical distribution hub through its comprehensive transportation network that includes rail loading facilities capable of dispatching unit trains of refined products to inland markets, marine terminal operations utilizing barges and tankers to serve coastal communities and island populations throughout the Salish Sea, oceangoing vessel loading capabilities for product exports to Pacific Rim markets, and direct connection to the Olympic Pipeline system that distributes gasoline, diesel, and jet fuel to major population centers including Seattle, Tacoma, Portland, and Spokane. This integrated refining and distribution operation serves as a cornerstone of Pacific Northwest energy resilience, processing nearly 40% of the region's total refining capacity and supplying critical transportation fuels that support regional economic activity, emergency response operations, military installations including Naval Air Station Whidbey Island and Joint Base Lewis-McChord, commercial fishing fleets, ferry systems serving island communities, and the extensive maritime transportation network that connects Puget Sound ports to global markets.

The refinery's massive scale and comprehensive distribution capabilities make it an indispensable element of any marine transportation system recovery plan, as disruptions to this facility could significantly impact fuel availability for commercial shipping, emergency vessels, Coast Guard operations, ferry services, fishing fleets, and recreational boating throughout the Salish Sea region, while its deep-water pier and marine terminal operations provide critical backup distribution capacity during pipeline or rail transportation emergencies that could otherwise compromise regional fuel security and maritime transportation system functionality across the entire Pacific Northwest corridor.

Marathon Petroleum Corp. – Anacortes, WA

- **Capacity:** 120,000 bpd
- **Infrastructure:** March Point location with deep-water marine terminal between Padilla and Fidalgo Bays
- **Distribution:** Pipeline-connected terminals and marine operations via ships and barges
- **Critical Role:** Processes diverse crude sources including Canadian, North Dakota Bakken, and Alaska North Slope crude, primarily supplying Washington and Oregon markets with marine bunker fuels critical to commercial shipping operations.

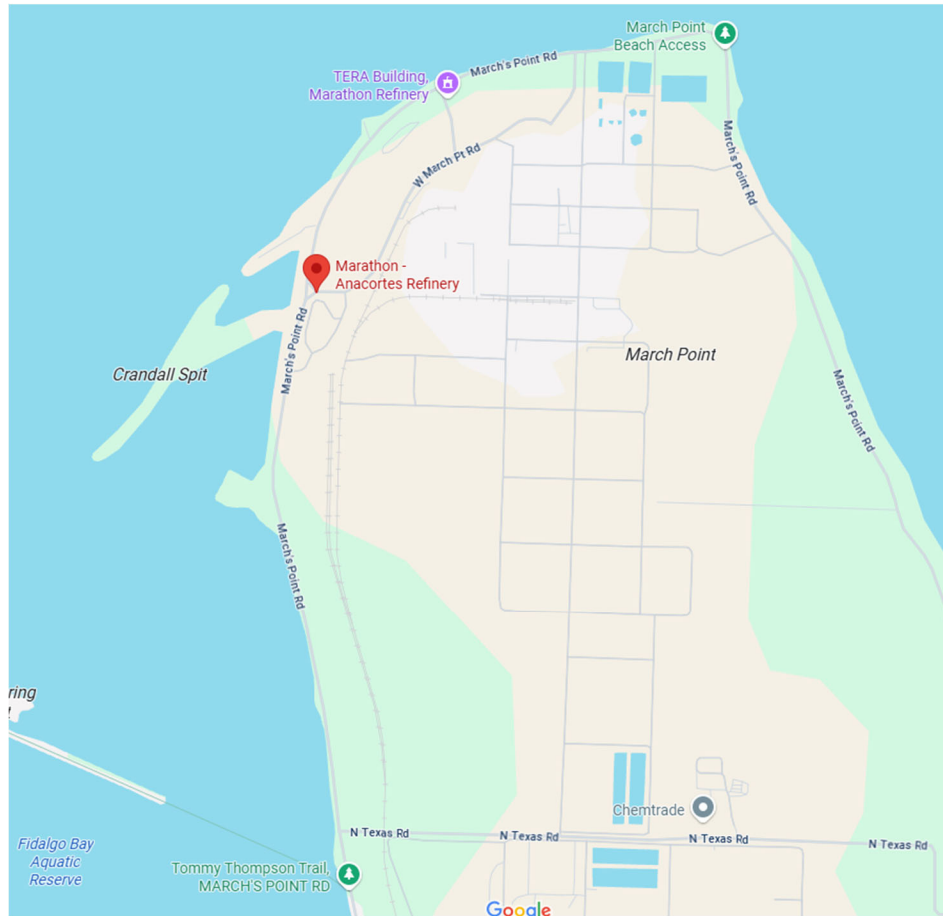


Figure 4: Marathon Petroleum Corp. – Anacortes, WA

The Marathon Petroleum Corporation Refinery, strategically positioned on March Point in Anacortes, Washington, between Padilla Bay and Fidalgo Bay, represents a critical component of the Pacific Northwest's energy infrastructure and marine transportation system with its substantial crude oil processing capacity of 120,000 barrels per day. This major refining facility operates as a key link in North America's energy supply chain, processing a diverse portfolio of crude oil feedstocks including Canadian heavy crude delivered via pipeline from Alberta oil sands operations, domestic crude from North Dakota's Bakken formation transported by rail and pipeline, Alaska North Slope crude delivered by marine tanker through the Trans-Alaska Pipeline System

and Valdez Marine Terminal, and various international crude oils sourced from global markets and delivered by oceangoing tankers to the facility's deep-water marine terminal.

The refinery's sophisticated processing capabilities produce a comprehensive range of petroleum products primarily serving the Washington and Oregon markets, including multiple grades of gasoline for automotive consumption, jet fuel for regional airports including Seattle-Tacoma International Airport and Portland International Airport, diesel fuel for commercial transportation and heating applications, heavy fuel oils for maritime bunker operations and industrial applications, liquefied petroleum gas (LPG) for residential and commercial use, and asphalt for regional road construction and maintenance projects. The facility's strategic distribution network combines both pipeline-connected terminals and MPC's dedicated marine terminal operations, with refined products shipped throughout the Pacific Northwest via oceangoing tankers and barges that utilize the Puget Sound waterway system to reach coastal and inland markets, making the refinery's marine operations essential for regional fuel security. The refinery's March Point location provides optimal deep-water access for large crude oil tankers delivering feedstock and product tankers distributing refined petroleum products, while its position between two protected bays offers operational flexibility and weather protection for year-round marine operations critical to maintaining consistent fuel supplies for the region's transportation, aviation, maritime, and industrial sectors.

This integrated refining and marine terminal operation serves as a vital component of the Pacific Northwest's energy resilience, requiring priority consideration in marine transportation system recovery planning due to its role in processing diverse crude oil sources into essential petroleum products that support regional economic activity, emergency response capabilities, and critical infrastructure operations throughout Washington and Oregon, while its marine terminal facilities provide essential backup distribution capacity during pipeline or rail transportation disruptions that could otherwise compromise regional fuel availability.

Phillips 66 Refinery – Ferndale, WA

- **Capacity:** 121,000 bpd
- **Infrastructure:** 850 acres with deep-water dock and 30,000 bpd rail unloading facility
- **Storage:** 4.2 million barrel capacity providing substantial supply security
- **Critical Role:** Strategic supplier to the northwest marine transportation market producing marine bunker fuels and residual fuel oils essential for commercial shipping, fishing fleets, and ferry operations throughout the Salish Sea region.

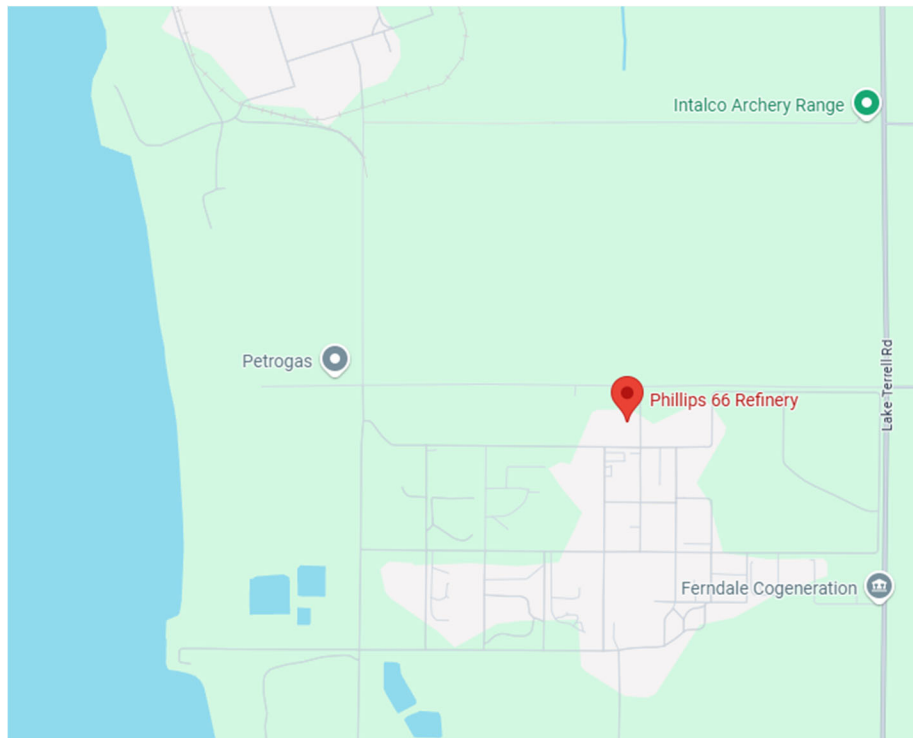


Figure 5: Phillip 66 Refinery – Ferndale, WA

The Phillips 66 Ferndale Refinery, strategically positioned in northern Rosario Strait near Blaine, Washington, represents a pivotal facility within the Pacific Northwest's maritime critical infrastructure landscape, serving as a cornerstone of the regional energy supply chain with its substantial processing capacity of 121,000 barrels per day. This expansive 850-acre refining complex specializes in transforming diverse crude oil feedstocks—including domestic and international crude oils delivered via marine tankers, rail transport, and pipeline systems—into essential petroleum products including gasoline, diesel fuel, jet fuel, residual fuel oil, and other refined products critical for transportation, industrial, and residential applications throughout the Pacific Northwest.

The facility's impressive infrastructure encompasses a sophisticated deep-water marine terminal capable of accommodating large oceangoing tankers for crude oil deliveries and refined product shipments, a substantial 30,000 barrel-per-day rail unloading facility that provides flexible crude oil supply options from domestic sources including North Dakota Bakken and Canadian oil sands, and direct access to existing crude oil pipeline networks ensuring reliable feedstock delivery and operational flexibility. With a remarkable total storage capacity of 4,187,288 barrels, the refinery

maintains substantial inventory reserves that enable continuous operations and provide supply security during transportation disruptions or market fluctuations, while supporting steady and reliable distribution of refined products to meet the demands of local and regional markets. The facility's strategic location on northern Rosario Strait provides optimal deep-water access for marine operations while positioning it as a critical supplier to the northwest marine transportation market through its production of marine bunker fuels and residual fuel oils essential for commercial shipping operations throughout the Salish Sea and coastal Pacific Northwest.

Distribution of the refinery's comprehensive product portfolio occurs primarily through an integrated transportation network combining pipeline systems that connect to regional distribution terminals and marine barge operations that utilize the facility's deep-water dock to serve major markets throughout Washington, Oregon, and British Columbia, ensuring efficient delivery of gasoline, diesel, and specialty marine fuels to coastal communities, inland markets, and maritime operations. This continuous operation contributes significantly to the economic stability and growth of the Pacific Northwest region by providing essential energy resources that support various industries, maintain transportation infrastructure, and enhance the resilience of the region's critical energy supply network, making the Phillips 66 Ferndale Refinery an indispensable component of any marine transportation system recovery planning due to its dual role as both a major petroleum products supplier and a critical maritime infrastructure facility whose operations directly support regional shipping, fishing fleets, ferry systems, and emergency response capabilities throughout the Puget Sound maritime transportation network.

HF Sinclair Puget Sound Refinery

- **Capacity:** 145,000 bpd
- **Infrastructure:** 850-943 acres on March Point with dual deep-water docks (1,150-ft and 637-ft)
- **Distribution:** Pipeline and marine barge operations serving Pacific Northwest markets
- **Critical Role:** Continuous 24/7 operations producing gasoline, diesel, jet fuel, and specialized chemicals, with extensive marine terminal capabilities supporting regional barge transportation and emergency fuel distribution throughout Puget Sound waterways.

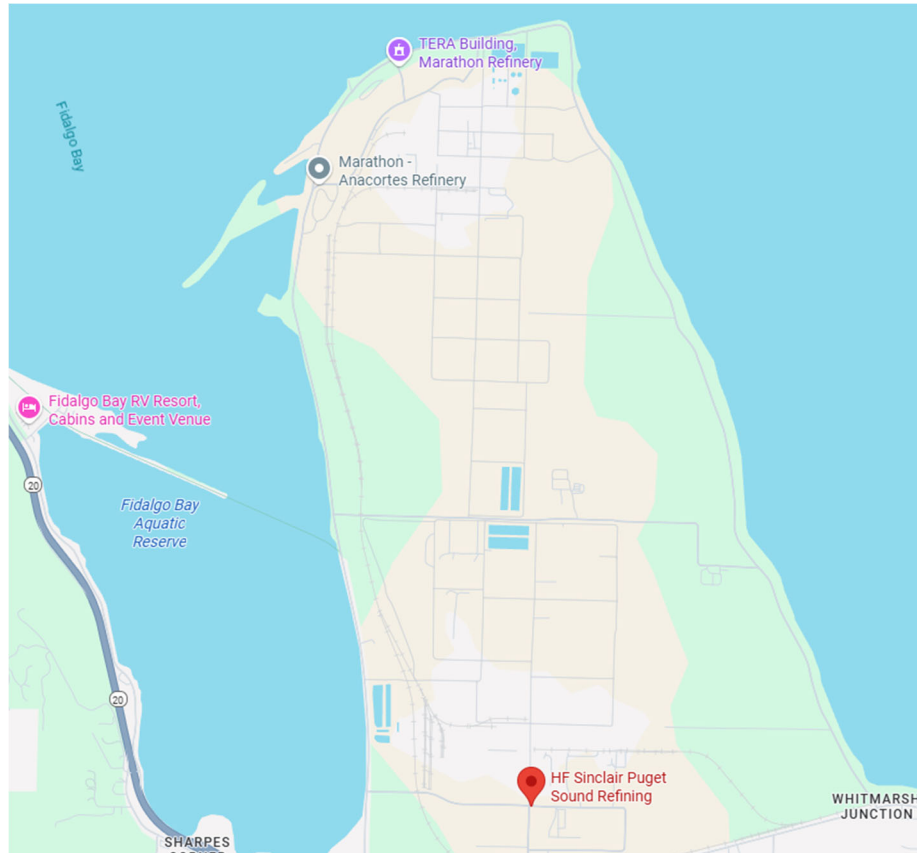


Figure 6: HF Sinclair Puget Sound Refinery

The HF Sinclair Puget Sound Refinery, strategically positioned on the southern half of March Point in Anacortes, Washington, represents one of the Pacific Northwest's most significant maritime critical infrastructure assets and energy processing facilities. Spanning an expansive 850-943 acre site with Fidalgo Bay to the west and Padilla Bay to the east, this major refining complex operates as a continuous 24-hour, 7-day-per-week operation, employing a robust workforce of 787 individuals including both Shell employees and contractors, making it a cornerstone employer and economic driver for the region. The facility's substantial processing capacity averages approximately 145,000 barrels per day, significantly exceeding most regional refineries and positioning it as a critical supplier for Pacific Northwest energy markets.

The refinery's comprehensive marine infrastructure includes sophisticated deep-water docking facilities featuring a primary 1,150-foot dock equipped with dolphins for enhanced vessel mooring

capability and a secondary 637-foot dock without dolphins, both designed to accommodate large oceangoing tankers delivering crude oil feedstock and barges distributing refined products throughout the Puget Sound region and beyond. Supporting this marine terminal operation are extensive rail facilities providing alternative transportation modes for both crude oil supply and refined product distribution, while direct access to existing crude oil pipeline networks ensures reliable feedstock delivery from domestic and international sources. The facility's advanced refining capabilities produce a diverse portfolio of petroleum products including multiple gasoline grades, diesel fuel, jet fuel, fuel oil, propane, butane, and petroleum coke, as well as specialized chemical products nonene and tetramer used in plastic manufacturing, demonstrating the refinery's role beyond basic fuel production into petrochemical markets.

Distribution of these refined products occurs primarily through an integrated transportation network combining pipeline systems and marine barge operations that serve major markets throughout the northwest United States, with the marine component utilizing the deep-water facilities to load barges and tankers for regional distribution via the extensive Puget Sound waterway system. This continuous operation ensures a steady, reliable supply of critical petroleum products essential for regional transportation, heating, aviation, and industrial applications, while the facility's strategic waterfront location and comprehensive transportation infrastructure make it an indispensable component of the Pacific Northwest's energy security and maritime transportation system, requiring priority consideration in any regional marine transportation recovery planning due to its critical role in maintaining fuel supplies for both civilian and commercial maritime operations throughout the Salish Sea region.

U.S. Oil Refining Co – Tacoma, WA

- **Capacity:** 42,000 bpd
- **Infrastructure:** 136-acre facility on Blair Waterway with dual marine docks (900-ft & 392-ft)
- **Distribution:** Marine, truck, rail, and McChord Pipeline to military installations
- **Critical Role:** Strategic location serving South Puget Sound with direct military fuel supply capability and marine terminal operations supporting regional barge transportation network.

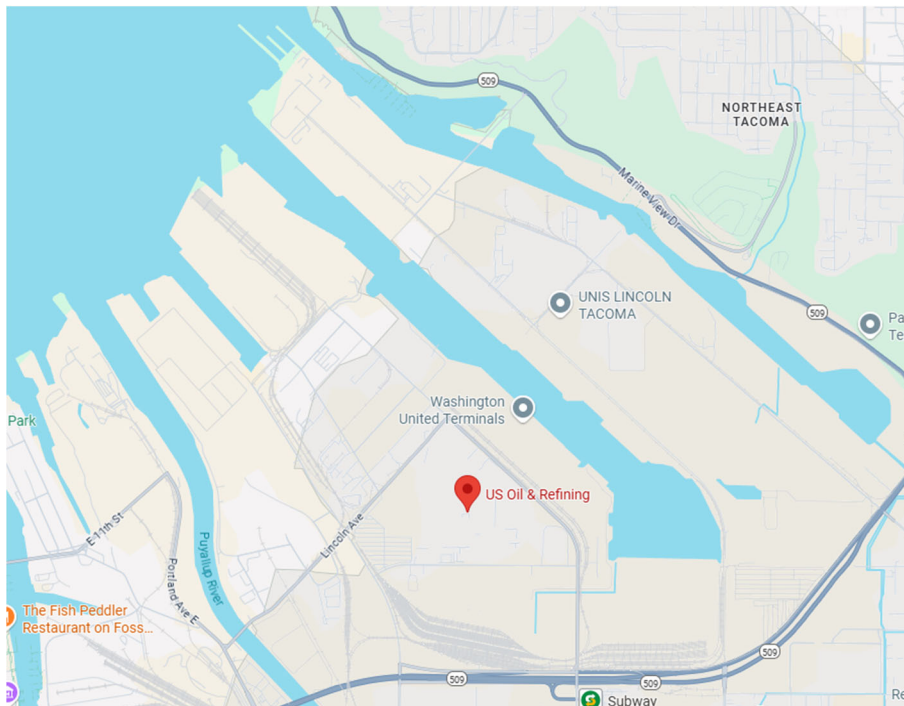


Figure 7: U.S. Oil Refining Co – Tacoma, WA

The U.S. Oil & Refining Co., strategically positioned on the Blair Waterway in Tacoma, represents a critical component of the Pacific Northwest's energy infrastructure and marine transportation system. This 136-acre facility operates as a fully integrated petroleum refining and marine terminal complex, capable of processing 42,000 barrels per day of crude oil into a comprehensive range of petroleum products including gasoline, diesel, marine and jet fuels, residual fuels, and asphalt. The refinery's substantial storage infrastructure encompasses approximately 2.7 million barrels total capacity, with dedicated storage for both one million barrels of crude oil feedstock and one million barrels of refined petroleum products. The marine terminal component spans 11.5 acres with 1,350 feet of deep-water frontage on the Blair Waterway, featuring two specialized docking facilities: Dock 1 accommodating vessels up to 900 feet in length for both oceangoing ships and barges handling crude oil imports and refined product exports, and Dock 2 designed exclusively for barges up to 392 feet in length. Both docks are equipped with sophisticated loading and unloading systems capable of handling crude oil deliveries and refined product shipments, supported by five interconnecting pipelines of varying capacities that ensure efficient material transfer between the marine terminal and refinery operations.

The facility's strategic transportation network extends beyond marine operations through the 14.5-mile McChord Pipeline directly supplying jet fuel to McChord Air Force Base, direct rail access for petroleum product distribution, and proximity to major interstate highway systems and Seattle-Tacoma International Airport for comprehensive regional product distribution. Advanced refining technologies including vacuum distillation, catalytic reforming, isomerization, and diesel hydrotreating ensure high-quality product output, while comprehensive environmental management systems including wastewater treatment and stormwater management protect local waterways and marine habitats. This integrated refinery and marine terminal operation serves as a vital link in the regional energy supply chain, supporting both civilian and military fuel requirements while contributing significantly to the Puget Sound region's role as a major West Coast petroleum products hub, making it an essential element in any marine transportation system recovery planning due to its critical energy infrastructure and substantial maritime shipping operations.

Cruise Ships

The Puget Sound region serves as North America's premier Pacific Northwest gateway for Alaska cruise tourism, generating over \$500 million in annual economic impact through its strategically positioned terminal network. Seattle's three primary cruise facilities—Terminal 66-Bell Street Pier (Figure 2) in downtown, and the modern Terminals 90 and 91 (Figure 3) at Smith Cove—collectively handle over 1.2 million passengers annually during the April-October cruise season, accommodating major cruise lines including Norwegian, Celebrity, Princess, Royal Caribbean, and Holland America operating primarily 7-day Inside Passage and 14-day Gulf of Alaska itineraries. The complementary Bellingham Cruise Terminal (Figure 4), located 90 miles north, serves as a specialized facility for smaller expedition vessels and boutique cruise operations, offering shorter transit times to Alaska and unique San Juan Islands departure experiences.

These terminals support over 3,000 direct seasonal jobs and generate significant induced economic activity through pre- and post-cruise tourism, hotel stays, ground transportation, and regional spending. Recent infrastructure investments include shore power installations for environmental compliance, advanced passenger processing systems, and the 2020 opening of the state-of-the-art Terminal 91 designed for next-generation mega-cruise ships. The industry's recovery from COVID-19 disruptions has demonstrated the resilience and critical importance of cruise operations to the regional maritime economy, with pent-up demand driving strong booking patterns and discussions of extended seasons, positioning Puget Sound's cruise infrastructure as an essential component of any comprehensive marine transportation system recovery strategy.



Figure 8: Terminal 66 – Bell Street Pier

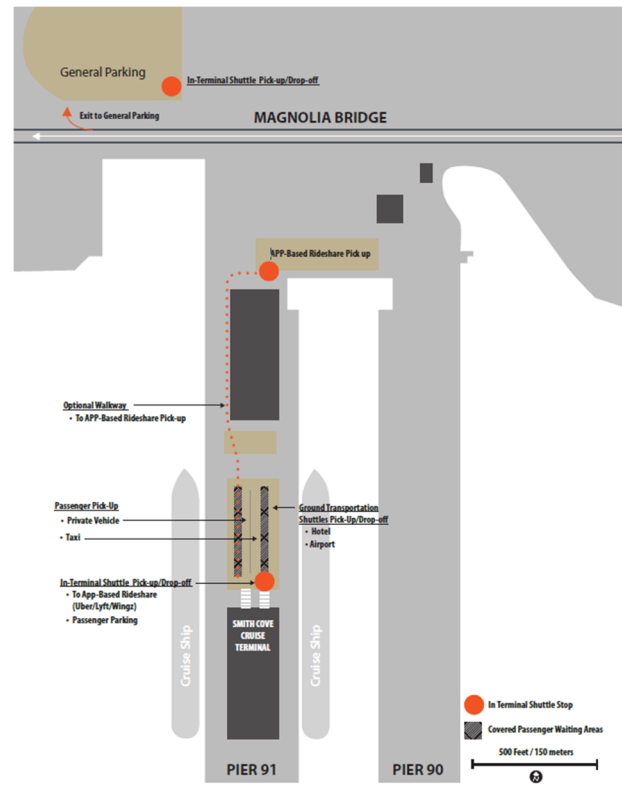


Figure 9: Terminal 90 & 91- Seattle

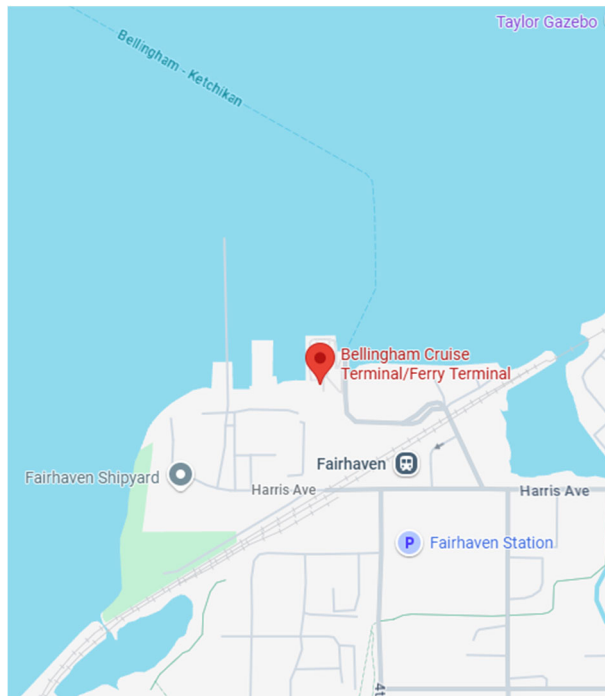


Figure 10: Bellingham Cruise Terminal

Rail

The Puget Sound intermodal rail network evolved from lumber and agricultural transport in the early 1900s to become North America's second-largest container gateway after Southern California. The 2002 West Coast port lockout and subsequent 2014-2015 Los Angeles/Long Beach congestion crisis dramatically highlighted Puget Sound's role as a crucial alternative gateway, leading to massive infrastructure investments and capacity expansions. The region's strategic advantage lies in being 1-2 days closer by ship to major Asian ports compared to California, making it the shortest all-water route from Asia to North America. This geographic advantage translates into significant cost and time savings for trans-Pacific cargo. The rail network is intimately connected to the deep-water ports, with dedicated rail lines running directly to container terminals. On-dock rail facilities allow containers to be transferred directly from ships to trains, improving efficiency and reducing truck traffic on regional highways. The Puget Sound region handles millions of TEUs annually, with a significant portion moving via rail. The intermodal network is designed to handle unit trains (trains carrying only containers) that can stretch over a mile long.

Major Rail Operators:

- BNSF Railway operates the primary north-south corridor along the Puget Sound waterfront, connecting the major container terminals at the Port of Seattle and Port of Tacoma to inland destinations.
- Union Pacific Railroad provides additional mainline service through the region.
- Both railroads operate dedicated intermodal facilities designed specifically for container transfers.

Key Intermodal Facilities:

- BNSF Seattle International Gateway (SIG) - A major intermodal yard south of downtown Seattle (3200 E Marginal Way S, Seattle, WA 98134).

- BNSF Tacoma Rail Yard - Handles significant container volume from the Port of Tacoma (*1801 Marshall Ave, Tacoma, WA 98421*).
- UP's Argo Yard in Seattle (*5800 E Marginal Way S, Seattle, WA 98108*).
- Various smaller yards and transfer facilities throughout the region.

Geographic Challenges and Infrastructure:

The region's mountainous terrain and water barriers create unique logistical challenges. Trains must navigate through mountain passes, particularly Stevens Pass and Snoqualmie Pass, to reach eastern markets. The Cascade Tunnel, operated by BNSF, is a critical piece of infrastructure allowing trains to cross the Cascade Mountains.

Traffic Flow and Destinations:

- Eastbound traffic primarily carries Asian imports (electronics, manufactured goods, automobiles) to Chicago, Minneapolis, and other Midwest distribution hubs.
- Westbound traffic includes agricultural products (wheat, soybeans), lumber, and manufactured goods destined for Asian export. The network connects to major transcontinental routes reaching as far as New York, Atlanta, and Texas

Marine Exchange

The Marine Exchange of Puget Sound serves as the Pacific Northwest's premier maritime information hub, providing comprehensive vessel tracking and marine safety services throughout the Salish Sea region. Using their extensive Automated Identification System (AIS) network, they deliver real-time vessel position data, projected and actual arrival times, and departure information covering the area from north of Vancouver, BC to the Washington Coast. Beyond vessel tracking, the Marine Exchange operates as a vital communication center coordinating with the U.S. Coast Guard, pilots, tugboat operators, and other maritime stakeholders to ensure safe navigation. They maintain extensive historical databases of deep-draft oceangoing vessel movements and provide critical services including weather and navigation hazard broadcasts, vessel scheduling coordination, and 24/7 maritime communications support. As a non-profit organization, they also focus on environmental protection and maritime safety education, making them an essential resource for commercial shipping, recreational boaters, and maritime emergency response throughout Puget Sound and the greater Salish Sea ecosystem. [Home | Marine Exchange of Puget Sound](#)

Waterways

The Vessel Traffic Center is located at Pier 36 in Seattle and monitors the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, and Puget Sound south as far as Olympia. Since 1979, the U.S. Coast Guard has worked cooperatively with the Canadian Coast Guard in managing vessel traffic in adjacent waters. Through the Cooperative Vessel Traffic Service (CVTS), two Canadian Vessel Traffic Centers work hand in hand with Puget Sound Vessel Traffic Service. Prince Rupert MCTS (Marine Communications and Traffic Services) manages the area west of the Strait of Juan de Fuca. North of the Strait of Juan de Fuca, through Haro Strait, to Vancouver, B.C. is managed by VICTORIA MCTS. The three Vessel Traffic Centers communicate via a computer link and dedicated telephone lines to advise each other of vessels passing between their respective zones. Participation with Prince Rupert, Seattle and Victoria Traffic is mandatory within Canadian and United States territorial waters.

The CVTS Area of Operation is defined as 124° 40' W south along the Washington coast to 48° 00' N then west to 125° 15' W and north to 48° 35' 45" N. Inbound vessels are to check in with Prince Rupert Traffic on VHF Channel 74 (156.725 MHz) at either 48° 00' N or 125° 15' W prior to entering the traffic separation scheme. An information service such as a vessel's identity, destination, or other information obtained through the VTS reports and sensors, is available upon request outside of the VTS zone.

All communications with Seattle, Prince Rupert or Victoria Traffic must be made in clear, unbroken English. At least one person capable of conducting two-way radio communications using the English language must be present on the bridge at all times within the Co-operative VTS area. When language problems do arise, communications may be preceded by using message markers as found in the International Maritime Organization Standard Marine Communication Phrases (SMCP).

- Prince Rupert Traffic – West Coast Approaches to Juan de Fuca Strait. Vessel Traffic Services from 124° 40' 00" W in Juan de Fuca Strait westward to 125° 15' 00" W, and intersecting to the south to 48° 00' N from the west coast of Washington State are provided by the CCG from the Prince Rupert MCTS Centre located in Prince Rupert, B.C. Vessels should check in with Prince Rupert Traffic on Ch74 when passing 126° 00' W. All communications with vessels in these areas will be conducted on VHF Ch74 (156.725 MHz).
- Seattle Traffic – Juan de Fuca Strait. Vessel Traffic Services in the area containing all Canadian and United States waters from 124° 40' 00" W which intersects the Canadian and United States shorelines thence easterly through the Juan de Fuca Strait, including all waters south and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point, and south of a line from Patos Island to Alden Bank lighted gong buoy "A" and north to the 49th parallel, including the United States Gulf Island waters are provided by the United States Coast Guard from the Puget Sound VTS Center located in Seattle, WA (Seattle Traffic). All communications with vessels in these areas will be conducted on VHF Ch05A (156.250 MHz).

Additionally, the waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point and Bush Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline. All communications with vessels in these areas will be conducted on VHF Ch14 (156.700 MHz).

- Victoria Traffic – Haro Strait and Approaches, Boundary Pass, South Portion Strait of Georgia. Vessel Traffic Services in the area containing all Canadian and United States waters north and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point including all of Haro Strait, Boundary Passage and the southern portion of the Strait of Georgia are provided by the Canadian Coast Guard from the Victoria MCTS Centre located at Patricia Bay, B.C. (Victoria Traffic). All communications with vessels in these areas will be conducted on VHF Ch11 (156.55 MHz).

The system consists of 12 radar sites, 11 camera sites, 15 high sites and 13 remote sites for Automatic Identification System (AIS). Further information can be found in the [VTS User's Manual](#).

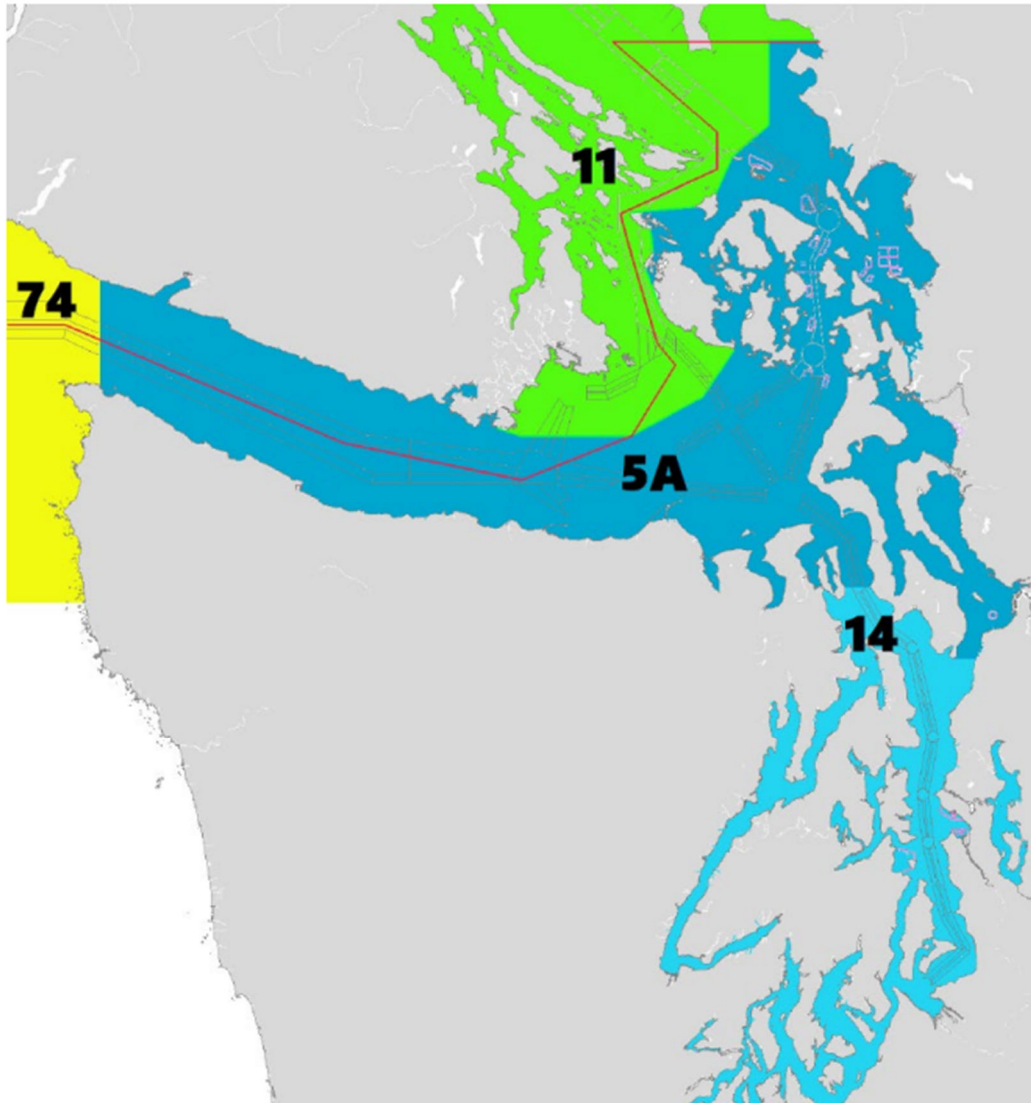


Figure 11: VTS Channel Designation and Monitoring Areas

Anchorage

VTS Puget Sound manages the general anchorage areas within the VTS Area on behalf of the Captain of the Port (COTP). General Anchorages are intended for use by commercial deep draft vessels over 200 feet in length. This includes the Articulated and Integrated Tug Barge combinations. Each vessel described above anchoring outside an established general anchorage shall immediately notify the COTP of their position and reason for anchoring.

VTS provides an anchorage reservation service which is intended to reduce the risk of overcrowding while maintaining maximum usage of each anchorage in a fair and orderly manner. A table listing the maximum number of vessels and duration for each anchorage can be found in this section, and is also accessible at www.pacificarea.uscg.mil/VTSpugetsound/. No vessel shall occupy a general anchorage for a period longer than 30 days unless authorization is received from the COTP. Reservations should typically be made at least 48 hours prior to the ship's arrival by the agent or master calling VTS Puget Sound at 206-217-6152. Tugs using the tug and barge areas are exempt from the reservation requirement.

GENERAL ANCHORAGES	ABBREVIATIONS	NUMBER OF VESSELS	MAX STAY
Elliott Bay East	EBE	1	3 days
Elliott Bay West	EBW	1	10 days
Smith Cove East	SCE	1	10 days
Smith Cove West (Apr through Sep)	SCW	3	30 days
Smith Cove West (Oct through Mar)	SCW	3	10 days
Yukon Harbor	YH	6	30 days
Commencement Bay	COM	5	30 days
Port Gardner	PG	2	30 days
Holmes Harbor	HH	6	30 days
Bellingham Bay	BB	6	30 days
Cherry Point	CP	1	30 days
Anacortes West	ANW	1	6 days
Anacortes Central	ANC	1	10 days
Anacortes East	ANE	1	10 days
SPECIAL ANCHORAGES			
Port Townsend Foul Weather Explosives	PTX1	1	3 days
Port Townsend Fair Weather Explosives	PTX2	1	10 days
Bellingham Bay Explosives	BBX	1	10 days
Thorndike Bay Emergency Explosives	TBX	1	3 days
Freshwater Bay Emergency	FBX	2	1 day
NON-DESIGNATED ANCHORAGES			
Port Angeles Harbor	PA	5*	10 days
Port Townsend Harbor	PT	4	30 days
Vendovi Island East	VIE	4	10 days
Vendovi Island South	VIS	1	10 days
Quartermaster Harbor	QM	1	10 days
Ruston	RU	1	10 days
Budd Inlet	BI	4	30 days
Budd Inlet North	BIN	2	10 days
William Point (ATB's Only)	WP	2	10 days
Port Madison (see OPNOTE 01-15)	PM	4	30 days

Table 7: Puget Sound Anchorages

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. This section is not intended to supersede the MTSL Job Aid, but it does refine the tasks throughout the ICS cycle. It also defines and describes short-term recovery priorities and the transition to long-term recovery. When an MTS event occurs, there is a normal cycle to the incident management response. This cycle provides a pathway for the Planning and Operations Sections when considering strategies and tactics during incident management planning

including key stakeholder involvement, execution of pre-identified priorities and procedures, and a seamless transition into a long-term restoration phase, when appropriate.

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

- a. Maintains open waterway concept,
- b. Mitigates impact on the MTS, trade, and the economy,
- c. Identifies resources, agencies involved, incident effects, and courses 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 Puget Sound 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 Puget Sound will follow this process:

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

1. Recovery Task 1 - Establishing the MTSRU

- a. The determination to establish the MTSRU is the responsibility of the Planning Section Chief (PSC) (or Incident Commander if there is no PSC) and will be based on factors including: the length of the interruption, scale of the interruption to the MTS, or MARSEC increases. Although all MTS disruption scenarios are different, and may require participation from myriad stakeholders, there are basic assumptions for each event. These assumptions include:
 - (1) An electronic notification process exists to notify all members of the MTSRU/MTSRB that activation is required. The Alert Warning System (AWS) is the primary notification method, email and phone are secondary.
 - (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 of MTS Recovery reporting and should include at a minimum:
- (1) Direction to activate the full or parts of the MTSRU,
 - (2) Estimate the duration of activation days,
 - (3) Location of Incident Command Post and MTSRU,
 - (4) Expectation for the MTSRU to be functional (stood up and operational),
 - (5) Expectation for stakeholder notification,
 - (6) Brief description of the disruption with copy of ICS-201 if possible,
 - (7) Incident Commander (IC) current objectives of the basic MTSRU Objectives, if established,
 - (8) Expectation to attend the meetings as required, and
 - (9) Anticipated battle rhythm.
- c. The MTSRU will normally be established under the Planning Section. As the Incident Command System is flexible and scalable, the MTSRU may be placed under the Operations Section as an MTSRB. Establishing a MTSRB in place of a MTSRU shall be done for severe weather event and may be done for other MTS disruptions to address MTS impact assessments, recovery courses of action, and accurate status reporting due to the complexity of some incidents to satisfy unique needs of the IC/UC. Figure 6 shows an example of an ICS Organization with a MTSRU. MTS Recovery Planning and Operational requirements will be addressed during the Incident Action Plan (IAP) development cycle no matter the location of the MTSRU/MTSRB within the organization. There is no standard for the number of personnel to support the MTSRU/MTSRB, however it is recommended that a basic- staffed MTSRU/MTSRB will include:
- MTSL/MTSD,
 - CART Data Entry representative,
 - Members of the Prevention Department including Waterways, Port State Control, and Facilities, and
 - Port Stakeholder SMEs.

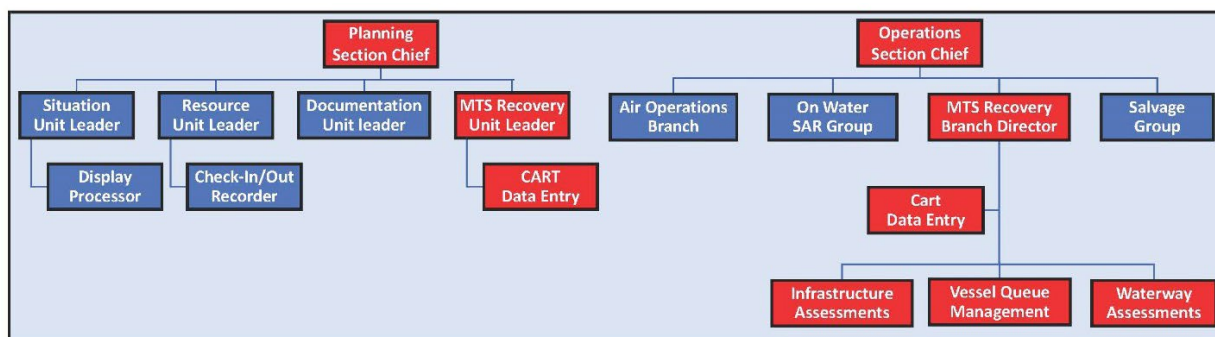


Figure 12: Example of ICS Organization including MTSRU

- d. There are fundamental considerations that are essential to the MTSRU/MTSRB establishment process. The Maritime Transportation System Unit Leader Job Aid details the basic activities the MTSRU Leader shall consider when activating the MTSRU. Figure 7 is an extract of the

basic activities the MTSL/MTSD shall consider when activating the MTSRU/MTSRB. An expanded checklist of these activities is included in Tab E, Sector Puget Sound MTSRU/MTSRB SOP.

Task	Activity	Description	Complete
MTSL/ MTSD-1	Initial Assignment	Meet with PSC or OCS respectively and receive initial briefing on MTSRU/MTSRB objectives. Identify the Operations Section units that may have been activated and determine sources of information for MTS Status. Identify location of SITL and review the initial COP.	<input type="checkbox"/>
MTSL/ MTSD -2	Initial Brief	The MTSRU/MTSRB Rep assigned as the Situation Unit Liaison should conduct an initial meeting with SITL prior to the Initial IC/UC Meeting. Identify critical reporting times, display information required, and the assigned Battle Rhythm. Ensure this information is disseminated within the MTSRU/MTSRB.	<input type="checkbox"/>
MTSL/ MTSD -3	Notify MTSRU/ MTSRB	Access the appropriate IMT for the MTSRU/MTSRB Staffing. Ensure the assigned representatives are contacted and notified of the initial meeting time and location. Initiate ICS-214 Activity Log.	<input type="checkbox"/>

Figure 13: Example Extract from MTSL/MTSD Checklist

- e. MTSRUs will be established in a location that will provide sufficient space, access, and functionality to support the management of MTS Recovery Planning and Reporting. The space required to establish a functional MTSRU will vary from incident to incident and will depend on the number of personnel assigned and anticipated participation of industry stakeholders. The space should be adequate to accommodate the MTSRU for a minimum of at least 15 days and have the ability to expand if necessary. Some primary considerations for the space include:
- Space for a minimum of two (2) tables (30" x 48") and at least 4 chairs
 - Space for small table for printer/Fax
 - Access to electrical outlets
 - Adequate lighting
 - Telephone/conference calling capability
 - Private Space for Industry Discussions
 - Close Proximity to Situation Unit
 - Internet Access/Access to the CGDN (if not available use portable Hot Spot for wireless)

The primary location for the Sector Puget Sound IMT, including the MTSRU/MTSRB, is at Sector Puget Sound 1519 Alaskan Way South in Building 4's Rainier Room on the 2nd Deck. See Figure 8 the USCG Base Seattle Map.

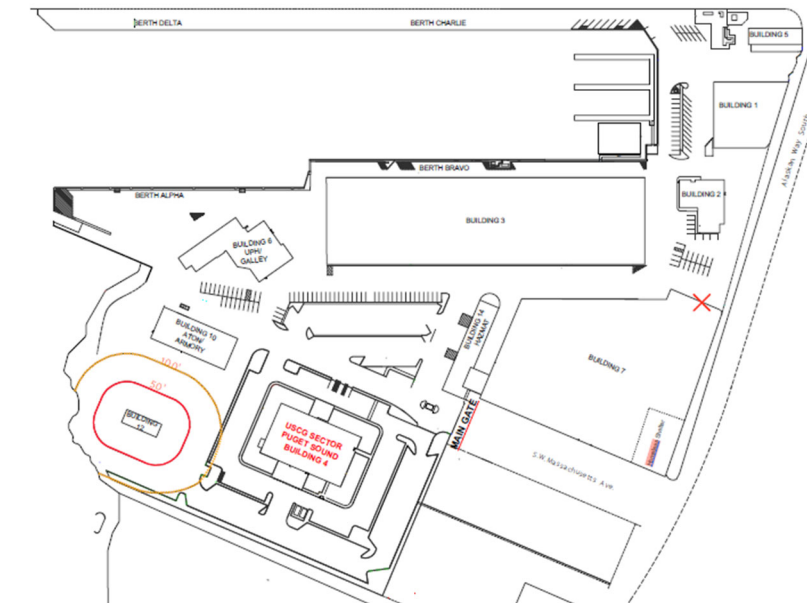


Figure 14: USCG Base Seattle Map

- e. MTSRU/MTSRBs 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/MTSRB Go-Kits are located in the Sector Puget Sound IMT storage locker, see Section 2.G.2 or its contents.
- f. The MTSRU/MTSRB 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 Puget Sound will activate its MTSRU/MTSRB using the process and protocols outlined below:
 - (1) USCG Personnel Notification: The AWS is the primary method used for immediate notification to all IMT personnel, including the MTSRU/MTSRB, that an incident requiring IMT activation has occurred. The Sector Puget Sound Joint Harbor Operations Center (JHOC) is the primary communications manager for IMT notification via the AWS. The AWS Alert will include specific details regarding establishment of the IMT.
 - (2) Non-USCG Personnel: The AWS is the primary method used for immediate notification to all Port Stakeholder MTSRU/MTSRB personnel that an incident requiring Port Stakeholder support has occurred. The Sector Puget Sound MTSL/MTSD is the primary communication manager for Port Stakeholder MTSRU/MTSRB personnel notification via AWS. The AWS Alert will include specific details regarding the establishment of the MTSRU/MTSRB.

- (3) Tab F, the MTSRU/MTSRB Notification Process Guide, may be used by the SCC for MTSRU/MTSRB notification.

If AWS is unavailable, other communications methods will be used including; VHF-FM, MSIB, phone (to include text), and email.

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

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

- a. Receive initial briefing on the incident from the MTSL/MTSD, SITU, PSC, or OSC. Review current ICS-201 and/or IAP for overview of command objectives and current operations. This is a critical step in gaining initial situational awareness.
- b. Review the Sector Puget Sound MTSRP's pre-established processes, procedures, and priorities. The identification or development of specific Branches, Divisions, or Groups in the Operations Section to conduct assessments will be developed at this stage based on the type of MTS disruption event.
- c. Open and create an event in CART and input initial information.
- d. Determine which EEI type(s) may have been impacted. Typically for any MTS disruptions within the Sector Puget Sound COTP Zone 14 primary EEI types will likely require assessment to determine their availability or operating status.
- e. Recommend to Operations Section the Port Area Critical Infrastructure and Waterways and Navigation Systems to consider for the identification or development of specific Branches, Divisions, or Groups in the Operations Section to conduct port assessments to identify MTS impacts.
- f. Identify potential resources that may be deployed along with their application. This may include Departments within Sector Puget Sound including Prevention (facility and vessel inspectors) Response, Incident Management Branch, Waterways, and Vessel Traffic Service. Other Sector Puget Sound Units to include Coast Guard cutters, Aids to Navigation Team, Stations, and the Air Station may be tasked in obtaining situational awareness.
- g. Conduct direct outreach to port stakeholders to determine the operational status of the MTS. Checklists and forms may be used to collect this data and will be determined by the type of MTS disruption. Checklists from another plan such as the AMSP, ACP, and Severe Weather Port Contingency Plan may be used, or an incident specific checklist may be created. Appendix B, the MTS Recovery Facility Status Form CG-11410A, is the preferred facility status data collection method.

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

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

See Tab H, Port Stakeholder Teleconference Script.

- i. Compare the status reports from field assessment teams and information from port partners against the CART baseline data. Open and create an event in CART and input initial information. Ensure port and harbor status information (Open, Open with Restrictions, Closed) is updated on the unit’s Homeport page with any amplifying information.
- j. In coordination with the Situation Unit Leader, develop/update incident command post situational display. Utilize CART GIS overlays, CART Executive Summary ICS-209, and photos of infrastructure damages. Maps, charts, and status boards will greatly aid situational awareness of MTSRU/MTSRB members as well as other members of the IC/UC organization. Figure 9 are general activities for MTSRU/MTSRB personnel to accomplish during the first operational period.

Task	MEMBER Activity	Description	Complete ✓
MTSRU-1	MTSRU Set-Up and Organization	Upon receiving direction to establish and set-up the MTSRU the team should refer to the guidance and recommendations in section 3.B.1.d to this Plan for required space, materials, and recommended setup/displays	<input type="checkbox"/>
MTSRU-2	Meet with SITL	The MTSRU Rep assigned as the Situation Unit Liaison should conduct an initial meeting with SITL prior to the Initial Unified Command Meeting. Identify critical reporting times, display information required, and the assigned Battle Rhythm. Ensure this information is disseminated within the MTSRU.	<input type="checkbox"/>
MTSRU-3	Meet with Operations /Assessment Teams	The MTSRU Rep assigned as the Operations/Assessment Team Liaison should conduct an initial meeting with his/her counterpart in Operations to outline an information sharing process, identify location of forms/displays to assist in identifying impacted area(s). Some recommended forms for display can be found in the MTSRU Go-Kit.	<input type="checkbox"/>
MTSRU-4	Create Contact List for EEIs impacted.	Based on the impact area and EEIs affected, create a comprehensive list of Names/Telephone #/E-mail Addresses/ Fax # for facility and vessel operators. A Baseline Contact List should be available in the Sector MTS Recovery Plan.	<input type="checkbox"/>

MTSRU-5	Solicit Industry Feedback	Depending on the stage of the incident the MTSRU will be expected to provide detailed information to the PSC and IC/UC on the status of the EEIs, critical needs within the local/regional area, and what additional resources may be required to facilitate a rapid recovery. Access the Industry Feedback Form and utilize the most efficient means to distribute to industry: posting the form to Homeport, use of e-mail, fax, and consider providing blank copies to Port Assessment Teams to deliver/distribute during their post-incident activities.	<input type="checkbox"/>
MTSRU-6	Develop Initial List of Impacted EEIs	If received, start to develop and provide the MTSL (see MTSL-8) with the initial list of impacted EEIs, current status, and any information on possible dates of repair/correction based on the information received.	<input type="checkbox"/>

Figure 15: Situational Awareness Tasks for MTSRU/MTSRB Personnel

3. Recovery Task 3 - Determine Impact to the MTS and Develop Courses of Action

MTS recovery recommendations are provided to the US/IC 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/MTSRB. The priorities of the IC/UC 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. Figure 10 are general activities for MTSRU/MTSRB personnel to accomplish during the first operational period after completion of MTRSU Task 1-6 and all critical EEI information is received.

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

- a. Determine the extent of the disruptions to the MTS. After assessing the status of the baseline EEIs, identify the impacts to cargo flow, vessel movement, critical infrastructure and waterways according to the priorities.
- b. Determine priorities. Section 2.B identifies planning priorities which need to be considered when developing COAs. Many factors could amplify, modify, or reprioritize these lists both before and during an incident. Incident specific infrastructure recovery priorities must be communicated to the Operations Section of the IC/UC. The following information on cargo, infrastructure and vessel priorities will assist in this development.
 - (1) Cargo Priorities. For the purpose of advance planning, guidelines for understanding potential national level needs and priorities have been established in a joint protocol developed by the USCG and CBP (see reference (p)). These protocols were not designed to make operational decisions or establish regional and local priorities. This will be done by the COTP using their statutory authority while coordinating MTS recovery at the regional and local level. Cruise ship passengers are not considered cargo, however they shall be considered a high priority when considering vessel prioritization. National priorities that should be factored into the decision-making processes in order are:

- i. National Response Supplies - Supplies needed for addressing the short-term, direct effects of an incident at the national level that are necessary to conduct response operations at the national level including materials to minimize loss of life, contain the damage and stabilize the situation.
 - ii. National Recovery Supplies - Supplies necessary to conduct recovery operations at the national level including reconstituting commercial and government operations and services, and public assistance programs with national levels of impact.
 - iii. National Defense Materials - Materials or cargoes that support the national defense industrial base or that are vital to national security.
 - iv. Other National Priority Cargo - Other materials with significant national priority not captured on the preceding national categories.
 - v. Local Response Supplies - Supplies needed for addressing the short-term, direct effects of an incident at the local level that are necessary to conduct response operations at the local level including materials to minimize loss of life, contain the damage and stabilize the situation.
 - vi. Local Recovery Supplies - Supplies necessary to conduct recovery operations at the local level including reconstituting commercial and government operations and services, and public assistance programs with local levels of impact.
 - vii. Local Fuels and Energy Cargo - Fuel and energy related cargo, necessary to address the immediate shortages of crude oil, refined products and coal, and others needed for transportation, power, heating, and other basic needs.
 - viii. Local Consumption Foods - Food items for local consumption, beyond basic life support needs, to address the immediate shortages of “on hand” stock and chemicals necessary for production of drinking water.
 - ix. Other Local Priority Cargo - Other cargo with significant local priority, including materials to restore local economy that are not captured in the preceding local categories.
 - x. Other Cargo - All other cargo that are not captured preceding categories.
- (2) Infrastructure Recovery Priorities. Local pre-incident infrastructure recovery priorities have been developed with input from local industry and agency stakeholders. MTSRU should develop a list of infrastructure priorities based on extent of impact and information within Section 2.B.
- (3) Vessel movement. When developing vessel movement priorities, the MTSRU will take into account vessel characteristics (cargo, port state, security restrictions, or stability

issues), waterway restrictions (draft, visibility, sea state, tug and pilotage requirements), as well as facility restrictions (berth availability, power, security, availability of labor).

If vessel movements exceed Vessel Traffic Service capabilities, the MTSRU may use the *Vessel Arrival Scoring and Prioritization Tool (VASPT)*, located in [MSTRU CG Sharepoint page](#), to score arriving vessels. The VASPT is a risk-based and weighted scoring system that takes into consideration the cargo, facility status, operating restrictions, and any security or safety issues inherent with the vessel itself. ***The results of the VASPT are not final and are designed solely to provide a discussion for any prioritization scheme.***

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

- i. Vessel traffic management plans may be developed to facilitate the safe, secure and efficient transit of vessel traffic to assist in the prevention of collisions or groundings that could cost lives, property damage, or environmental harm. Standing plans for the Sector Puget Sound COTP zone include:
 - Puget Sound Vessel Traffic Service User Manual
https://www.pacificarea.uscg.mil/Portals/8/District_13/sectpugetsound/VTSpugetsound/2024_VTS_UsersManual-508compliant.pdf
 - Puget Soud Harbor Safety Plan
<https://marexps.com/wp-content/uploads/2023/06/Puget-Sound-Harbor-Safety-Plan-WEBSITE-DOC-1.pdf>
- (4) COTP Order – Captain of the Port Orders are issued to a specific vessel, facility, or individual in order to: restrict or stop vessel operations; require specific actions to be taken; deny a vessel further entry to port until a deficiency is corrected; or detain a vessel in port. COTP Orders cannot be issued to "all vessels" or a class of vessels, facilities, or individuals. Where a group or class of entities is targeted, a safety zone or Regulated Navigation Area (RNA) is more appropriate. COTP Orders may be issued by the COTP or District Commander may issue a COTP Order under the authority of the Ports and Waterways Safety Act (PWSA) and 33 CFR 160, Subpart B.
- (5) Safety Zone – A Safety zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits, or it may be described as a zone around a vessel in motion. Safety zones may be established by the COTP or District Commander under the authority of the PWSA and 33 CFR 165, Subpart C. Most safety zones are established in response to some emergency situation and are temporary in nature. However, it may become necessary to establish safety zones for indefinite periods. For example, a permanent safety zone may be established around the water and shore area of a high- risk waterfront facility. Entry into a safety zone is prohibited unless authorized by the COTP or district commander. Each person

in a safety zone is required to obey any lawful order of the COTP or district commander, or their representatives. Failure to do so may result in civil or criminal sanctions under 33 USC 1232.

(6) Security Zone – Security zones are primarily used for national security interests rather than strictly for safety considerations. Security zones are established prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States. Security zones may be established by the COTP or District Commander, under the authority of 50 USC 191, 33 CFR 6.04- 6, and 33 CFR 165, Subpart D. Once a security zone is established, all persons and vessels within the zone are required to obey any direction or order issued by the COTP. Within the zone, the COTP may control the access and movement of all vessels, persons, and vehicles (including their removal) and may take control and possession of any vessel. Violations of the zone are subject to criminal penalties only.

(7) Restricted Navigation Area – A Regulated Navigation Area (RNA) is an area that requires control of vessel operations to preserve the safety of the adjacent waterfront structures, to ensure safe transit of vessels, or to protect the marine environment. RNAs are typically established when extensive vessel controls are needed over an extended period of time. An RNA should be distinguished from a COTP Order issued under the authority of 33 CFR 160; the primary difference is that an RNA is established by regulation, whereas the COTP order is not. RNAs may only be established by the District Commander, and not by COTPs, under the authority of the PWSA and 33 CFR 165.11. Whenever possible, the normal rulemaking process of notice and comment is followed for the establishment of RNAs (see COMDTINST M16704.2 Series). However, RNAs may also be established as immediate emergency measures to respond to emerging, unanticipated events. As in the case of a temporary safety zone, a temporary RNA may, in emergency circumstances, be made effective immediately (i.e., on the same date that the regulation is signed).

- 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 may have access to this information. The MTSRU should be prepared to report on vessel or cargo diversions as the information becomes available.
- d. Recovery Limitations – Each entity is responsible for the recovery of its own capital infrastructure. Governmental and private entities are primarily responsible for the recovery of infrastructure and systems under their control and ownership, and for trade and operations conducted by these entities.

COTP’s responsibility for recovery is limited to short-term recovery planning and operations. Long-term recovery and restoration operations (recovery lasting longer than 90 days) will be assigned and tasked as per the National Disaster Recovery Framework.

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

Figure 16: MTS Impacts & COA Tasks for MTSRU/MTSRB Personnel

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 Puget Sound will ensure the internal and external MTS Status Reporting expectations are met. Figure 11 are the MTS reporting tasks for MTSRU/MTSRB personnel to accomplish during the first operational period and updated as necessary. This stage may be completed concurrent with stages 2-3 as external reporting requirements may not wait until all required information on the EEIs and status are received.

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

Figure 17: MTS Reporting Activities for MTSRU/MTSRB Personnel

- a. Internal Communications: CART is the mandated tool for MTS status reporting. CART provides all levels of the organization the ability to quickly access key recovery process measurements and information in the form of an Executive Summary/MTS Status Report. The executive summary provides senior managers and other appropriate incident management groups with the following:
- Description(s) of the MTS in the impacted area,
 - Recovery Actions by the IC/UC,
 - Summary description of the impact of the incident on the MTS,
 - Summary of condition and impact to each of the EEIs appropriate for the incident,
 - Vessels in the queue,
 - Future plans to facilitate MTS Recovery and resumption of commerce, and
 - Intermodal impacts and considerations.

The data integrity standards in the CART User Guide will be strictly followed. Tab E provides a job aid to assist in the development of the MTS Executive Summary. The MTSL will provide MTS status specific information during all phases of the planning cycle. Table 2 provides recommended information elements to insert during critical stages of Incident Action Plan development.

1. Incident Name		2. Operational Period (Date/Time) To:		DAILY MEETING SCHEDULE ICS-230	
3. Meeting Schedule					
Time	Meeting Name	Purpose	Attendees	Location	
0600	<i>New Operational Period Begins</i>				
0700	Unit Meeting/ Morning Huddle	Review unit work assignments/tasking, prep for morning conference call	All MTSRU staff members	MTSRU Workspace	
0800	MTSRU Morning Conference Call	Brief current IAP, gather updated MTS information from stakeholders, and update CART database	MTSL & MTS Stakeholders	Conference Call	
0900	Unified Command Objectives Meeting	Review/identify objectives for the next operational period	Unified Command Members, SITL, DOCL	Incident Command Post	
1000	Command & General Staff Meeting	IC/UC gives direction to Command & General staff including incident objectives and priorities	IC/UC, Command, & General staff, SITL, DOCL	Incident Command Post	
1030	Section Meetings	Planning Section Chief briefing to all Planning Unit Leaders on results of C&G Meeting	PSC, DPSC, SITL, RESL, DOCL, MTSL , ENVL	Incident Command Post	
1400	Tactics Meeting	Develop/Review primary and alternate Strategies to meet Incident Objectives for the next Operational Period	OSC, AOBD, PSC, SITL, RESL, DOCL, MTSL , ENVL, LSC, COML, MEDL, SOFR	Incident Command Post	
1600	MTSRU Afternoon Conference Call	Gather updated MTS information from stakeholders and update CART database	MTSL & MTS Stakeholders	Conference Call	
1800	Planning Meeting	Review status and finalize strategies and assignments to meet Incident Objectives for the next Operational Period	IC/UC, Command, & General staff, AOBD, SITL, RESL, DOCL, MTSL , ENVL, COML, MEDL, FACL	Incident Command Post	
0515	Operations Briefing	Present IAP and work assignments to Supervisors and Leaders for Op Period	IC/UC, Command & General Staff, Branch Directors, DIVS, TF/ST Leaders, STAM, SITL	Incident Command Post/ Staging Area	

Table 8: Incident Action Plan Development 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 Homeport to communicate critical MTS Status information and operational restriction updates to an unlimited number of users. Examples of stakeholder information that should be displayed in Homeport include:

- Port Status Information,
- Operational Restrictions, and
- Critical Cargo Management Information.

- (1) Port Status: Sector Puget Sound will use Homeport to notify MTS stakeholders of any change in the port status and amplifying information. The MTSRU will monitor this closely when expected changes occur and require adjustment in Homeport.
 - (2) Operational Restrictions: As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners; or other documents describing operational restrictions of the MTS will also be posted in Homeport. Sector Puget Sound will ensure that appropriate operationally restricting information will be uploaded to Homeport.
 - (3) Critical Cargo Management Information: CBP provides for real-time critical trade messaging via their website <https://www.cbp.gov/newsroom>. This information provides the status of CBP capabilities to manage cargo flow within the affected AOR, future plans and alternative procedures. This site will be provided to stakeholders via CBP.
 - (4) Currency and Accuracy: Homeport will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.
- c. CART Reporting Standards: Sector Puget Sound will adhere to the Data Integrity Standards described in the CART User Guide. The following basic reporting standards are not clearly described in policy, but will be implemented as a best-practice for MTS Status Reporting:
- (1) Baseline: The PSC or MTSL will determine if the entire baseline of all EEIs will be entered into the event or only the impacted EEIs. If all EEIs are not entered into the event Sector Puget Sound will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline percentage displayed.
 - (2) Status: The designation of Fully Available (**FA**), Partially Available (**PA**), or Not Available (**NA**) will be made in accordance with AREA Policy and the Data Integrity Standards. When the designation is PA or NA, comments will be added in the EEI as well as the Summary Table. This information is critical to understanding impacts to individual EEIs as well as the aggregate impact on the EEI categories themselves along with potential local, regional, or national level impacts.
 - (3) EEI Comments: As noted above, comments shall be included when status designations are PA or NA. Comments should be brief but include information on the impacts of the disrupted EEI Categories at local thru national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact to the MTS.

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

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

CART is an unclassified system, and its content could be available to the general public. Do not post SSI, PII (except EEI POC information), FOUO and SBU information on CART.

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

- d. Alternative Reporting Process: In the event Sector Puget Sound does not have access to CART or internet access is limited, the MTSRU will manually track EEI Status and any significant changes in MTS recovery actions or recovery plans using the templates provided in Table 3 to this section. The manually generated MTS Status tracking and reports will be archived and delivered to the Documentation Unit Leader (DOCL) at the conclusion of each operational period. Transmission of this information will be consistent with senior management communication requirements, and available means.
- (1) Sector Puget Sound will maintain an export of all EEIs from CART in a separate spreadsheet to include EEI Name, Category, and Latitude/Longitude in a Decimal Degree format. See Appendix C on EEIs.
 - (2) Guidelines for reporting in the template will adhere to the Sector Puget Sound Reporting Standards previously described.

EEI	Base	FA	PA	NA	Comment
Waterways and Navigation Systems					
Aids to Navigation					
Deep Draft Channel					
Non-Deep Draft Chan.					
Locks					
		Open	Investigation	Closed	
Vessel Salvage/Wrecks					EEI must be created for each Event.
Oil Pollution Incidents					EEI must be created for each Event.
HAZMAT Incidents					EEI must be created for each Event.
Port Area – MTS Essential Infrastructure					
Bridges					
Bulk Liquid Facilities					
Container Facilities					
Non-container Facilities					
Shipyards					
Pass/Ferry Terminals					
Port Area - Vessels					
Commercial Fishing					
Passenger and Ferries					
Small Passenger					
Gaming					
Barges					
Offshore Energy Sector Puget Sound has no Offshore Platforms					
Monitoring Systems					
Monitoring Systems					

Table 9: Alternative Reporting Template

5. Recovery Task 5 – Demobilize the MTSRU

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

- (1) Recognize when the MTSRU functions are winding down and develop a demobilization strategy.
- (2) Identify and develop a list of issues or recovery actions that have not been completed and will need to be transition to long-term restoration.

- (3) Determine a timeline for the transition to long-term restoration actions and the agency/stakeholder assigned.
- (4) Recommend any legal, regulatory, or policy initiatives needed to address outstanding MTS Infrastructure issues or facilitate future MTS Recovery operations.
- (5) List any stakeholder concerns regarding MTS Recovery and restoration issues.
- (6) List and provide any MTS Recovery and restoration lessons learned to be included in the overall Incident After-Action Report (if required).

Tab G, of Section 3, provides a sample demobilization report. Figure 12 are general activities for the MTSRU personnel to accomplish when the objectives of restoring the MTS to pre-incident status or as near as possible have been achieved.

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

Figure 18: Demobilization tasks for MTSRU/MTSRB personnel

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

Additional tasking may be identified by the Sector Puget Sound Commander. Depending on the ongoing recovery actions, the Commander may embed personnel in the Recovery Support Function (RSF), in the state or local EOC or request updates from the long-term project lead.

Personnel embedded in RSF's and EOC's will advise the Sector Commander of actions or impacts that affect the maritime domain that fall within the regulatory authorities of the USCG.

The MTS Recovery Planning “P”

MTS Recovery Unit (MTSRU) / MTS Recovery Branch (MTSRB)

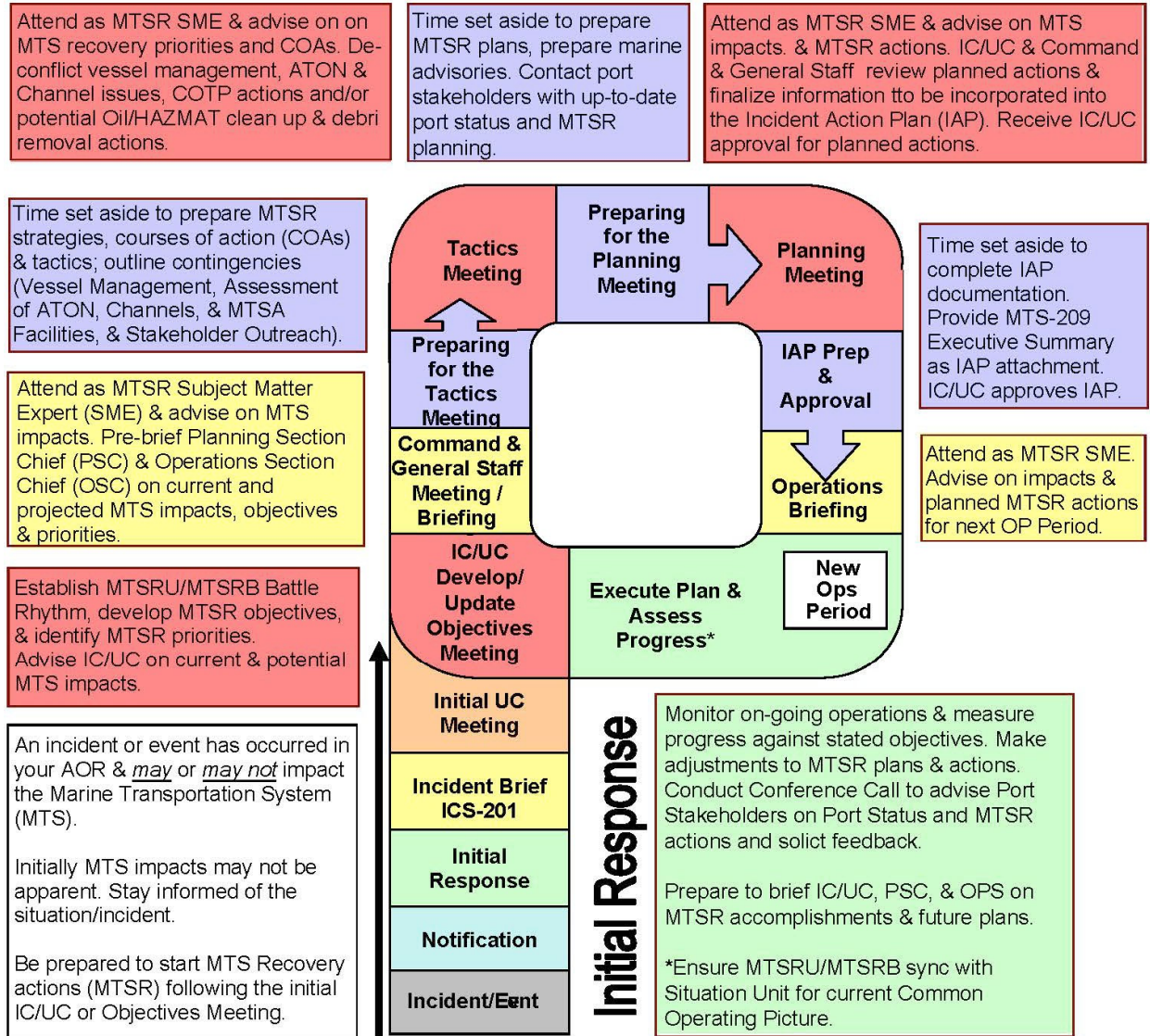


Figure 19: The MTS Planning “P”

TAB E: MTS REPORTING TEMPLATE

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

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

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

Table 10: Port Incident/Area Summary Guidance

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

The [insert name] is OPEN.

The [insert name] is OPEN WITH RESTRICTIONS. A significant amount of debris has accumulated in the [insert waterway] waterway in the vicinity of the [insert infrastructure]. The debris includes a number of small boats rafted together, vegetation, various size containers/drums. The Port is open to normal deep draft traffic to all facilities down river of the obstructions. All inbound and outbound traffic upriver of this area has been restricted. Corps of Engineers and City Solid Waste Management Division estimates the debris field to be cleared by 22 May 2017. The estimated time for repair to the range lights is 24 May 2017.

WATERWAY & NAVIGATION: The following ATON have been reported damaged/missing: [list ATON].

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

PORT AREA – VESSELS: The [identified vessel] allided with the [infrastructure] during transit. Officer in Charge, Marine Inspection (OCMI) and Vessel Operator conducting structural assessment. No operations authorized until OCMI makes final determination. Additional information found in MISLE Case # 1234567.

Table 11: MTS Impact Guidance

Summary Topic	Category	Description
MTSR Actions Taken Provide a description of the activities the IMT has taken to initiate or continue MTS Recovery Actions	Establishment of MTSRU	Describe MTSRU activation and stakeholder involvement.
	Assistance/Support	Any support via District or other units.
	Assessments	Status of impact assessments/damage assessments. Note in a % completion format addressing EEI Categories.
	Established objectives, goals, or milestones set by the Incident/Unified Command.	Describe in broad terms the overall MTS Recovery objectives/goals/milestones. Refer to a posted IAP if available.
	Outreach meetings and/or meeting schedule for stakeholder participation.	Describe any activities, taken or planned, to ensure stakeholder participation in key MTS Recovery decisions.
	Cyber	Note any activities to determine if cyber was a causal factor in the MTS disruption, types of disruptions, and any actions taken to initiate cyber recovery.
<p><i>Enter Date/Time Group: The MTSRU has been established in [location] and currently staffed by USCG personnel. Port Stakeholders been activated via the Alert Warning System and in accordance with standing notification protocols. The first teleconference is scheduled for [date/time]. No additional support determined to be necessary. MTSL will continue to assess personnel needs and request via Logistics and CG-213RR.</i></p> <p><i>Assessment Teams have been deployed in the to the ports of (ports). Priority is assigned to ferries and Cargo terminals for assessment with secondary priorities assigned to bulk terminals.</i></p> <p><i>The Incident Command has established the following objectives/goals/milestones:</i></p> <ul style="list-style-type: none"> <i>Complete full port infrastructure assessments, taking safety into consideration, within 24 hours of event.</i> <i>Review and determine any vessel queue that may require IC evaluation and prioritization.</i> <i>Identify additional resources required to complete corrective actions to waterways and aids to navigation.</i> <p><i>No Cyber disruption or issues.</i></p>		

Table 12: MTS Recovery Actions Guidance

Summary Topic	Category	Description
<p>Vessels in Queue</p> <p>Report vessel queues in ports as a result of the disruption event. Information should include description of the disruption including waterways, ATON, locks, or obstructions.</p>	<p>Estimated number of vessels in the queue with detailed descriptions (name, official number, type, cargo, destination, number of barges if a towing vessel).</p>	<p>List vessels that are in the immediate recovery area (at a local anchorage, facility or loitering just outside the port) and waiting for permission to enter or depart the affected area. If there is a departure queue established, describe the necessity for a departure queue and its impact on arrival scheduling.</p>
	<p>Cause of the queue.</p>	<p>Describe the factors causing the queue, i.e. port closure due to channel assessments; obstruction; need to verify appropriate MARSEC attainment.</p>
	<p>Estimated time to have the issue resolved.</p>	<p>Describe using specific DD/MM/YY dates the estimated date to resolve the causal factors for disruption.</p>
	<p>Estimate the amount of time necessary to eliminate the vessel queue after basic functionality has been restored and the IC has authorized initiation of vessel and cargo ops.</p>	<p>Note the anticipated DD/MM/YY that the vessel management protocols will return to normal scheduling.</p>
<p><i>Insert Date/Time Group:</i></p> <ul style="list-style-type: none"> • <i>Estimated Number of Vessels in the Queue: 24</i> <ul style="list-style-type: none"> e. <i>M/V Carnival Glory, [vessel type], [destination]</i> f. <i>M/V Bow Sun, [vessel type], [destination]</i> g. <i>T/V Ms Sarah, [vessel type], [destination]</i> • <i>Cause of the Queue: The Port of [insert name] remains closed due to impacts from (event), assessment of the waterways and associated ATON pends.</i> • <i>Date to resolve queue: It is estimated that the assessment will be completed by [insert DD/MM/YY]. MTSRU will review all data and make appropriate recommendations to the IC/UC.</i> • <i>Time to Resolve the Vessel Queue: After the IC/UC determines the waterways and ATON are in sufficient state to initiate operations, it is estimated that it will take 36 hours to reduce the vessel queue to a normal state and return all scheduling and arrivals back to the appropriate stakeholder groups.</i> 		

Table 13: Vessels in Queue Guidance

Summary Topic	Category	Description
Waterway Management Actions Document any operational controls or restrictions on waterways or vessels. Describe where appropriate Safety or Security Zones or other pertinent restrictions are located. If available, direct via hyperlink or other means to the posted location of restrictions.	Daytime/Nighttime Operating Restrictions	Describe any operational restrictions impacting a 24-hour vessel movement cycle.
	Draft Restrictions	Describe any restriction on operating in port areas based on obstructions or other restrictions preventing vessels from entering or departing the port area.
	Tow Restrictions	Note any requirement for towing vessel assistance and required size/bollard pull/horsepower restrictions.
	Speed Restrictions	Note any speed restricted areas within the port, reason, and anticipated date of corrective actions.
<p><i>Insert Date/Time-Group: The Port of [insert name] is OPEN WITH RESTRICTIONS. The restrictions currently include daylight operations only due to high risk areas within the port as determined by IC/UC.</i></p> <p><i>There are draft restrictions to vessels greater than 20’ draft noted in the vicinity of [insert port location] due to identification of submerged objects in the navigable channel. MSIB [insert number] has been issued and currently posted on the unit HOMEPORT site. VTS has been notified along with the Marine Exchange, who is socializing this restriction.</i></p> <p><i>Vessels are restricted to no more than 10kts in the vicinity of [insert name] and [insert name] due to ongoing salvage operations.</i></p>		

Table 14: Waterway Management Actions Guidance

Summary Topic	Category	Description
Future Plans Describe the anticipated activities for the next operational cycle or plans to address critical local/regional/national level imperatives.	Waterways and Navigation	Describe future plans for waterway and navigational assessment or corrective actions. Note any key dates or milestones in DD/MM/YY format.
	Port Area – Critical Infrastructure	Describe any future plans for critical infrastructure within the port including repairs, assessments, or key milestones/dates in DD/MM/YY format.
	Port Area – Vessels	Describe future plans for vessels that operate within the impacted area including

		High Capacity Passenger Vessels, Ferries, and the Small Passenger/Commercial Fishing Vessel Fleets.
	Offshore Energy	Note key Offshore Energy plans and major impacts/requirements.
	Monitoring Systems	Describe future plans for port monitoring systems including any integrated camera systems, Rescue 21 (R21), VHF Towers, VTS systems.
	Cyber Infrastructure	Note any future plans to address cyber infrastructure impacts.

Enter Date/Time-Group: Future Plans:

- *Waterways and Navigation: Continue Assessment operations of all navigable waterways and ATON. Develop a prioritized corrective list of all ATON for Operations based on assessment reports. Coordinate regulated waterways with USACE.*
- *Critical Infrastructure: Coordinate with State DOT rep at the ESF1 desk to complete assessment of all key bridges with MTS nexus as noted in CART with port nexus.*
- *Monitoring Systems: R21 remains inoperable in the southern portion of the AOR until repairs can be made to the [name R21 tower/note].*
- *Cyber Infrastructure; Note any future plans to address cyber impacts and note critical dates.*

Table 15: Future Plans Guidance

Summary Topic	Category	Description
<p>Intermodal and Supply Chain Impact</p> <p>Describe the impacts, if available, to the intermodal connections at the port between waterway/rail/highway, critical cargoes or commodities impacted, and information on how this may interrupt the local, regional, or national supply chain. This impact may be seasonal by nature so ensure this detail is included in the impact descriptions.</p>	Intermodal Impact	Describe future plans for waterway and navigational assessment or corrective actions. Note any key dates or milestones in DD/MM/YY format.
	Supply Chain Impact	Describe any future plans for critical infrastructure within the port including repairs, assessments, or key milestones/dates in DD/MM/YY format.
<p><i>Enter Date/Time-Group:</i></p> <ul style="list-style-type: none"> • <i>Intermodal Impact: The linkage between the cargo handling at the terminal [name terminal or terminals or Port Authority] has been interrupted due to [describe limiting factor or factors]. Describe the impact in terms of delay, percentage of thru-put, or other descriptive factor other than a financial description</i> • <i>Supply Chain Impact: The movement of [describe critical cargoes or key supply chain] through the port of [insert name] has been interrupted. Alternate pathways have been discussed with the stakeholders and in coordination with the Port of [name]. Potential delays for the delivery of [cargo] and [cargoes] to the West Coast United States will continue until repairs to the railway links are completed on [DD/MM/YY]. Upon completion it is anticipated that an x % increase in deliveries will continue daily until normal inventory deliveries are resumed.</i> 		

Table 16: Intermodal and Supply Chain Impact

TAB F: INFRASTRUCTURE CHECKLIST(S)

Date:	Port/ Facility:	Time:
Reporting Person(s):		
Agency:	Contact Information:	

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

<i>Critical Element</i>	<i>Infrastructure</i>	<i>Description of Damage Observed</i>	<i>Location/ Identifier</i>	<i>Comment</i>
Waterways and Navigation System				
Waterway				
Turning Basins				
Aids to Navigation				
Hazards to Navigation				
Damaged Vessels				
Oil Pollution Incidents				
HAZMAT Incidents				
Fires				
Notes:				

TAB G: MTSRU DEMOBILIZATION REPORT TEMPLATE

["Event Name"]

Marine Transportation System (MTS) Recovery Demobilization Report

For

Sector Puget Sound

From: Sector Puget Sound

To: Pacific Area

Via: Northwest District

Ref: (a) [Area Policy]

(b) [District Policy]

(c) [Sector/MSU Name] INST [Enter #] Marine Transportation System Recovery Plan

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

- iii. Cameras:
 - iv. Automated Identification System:
 - v. Vessel Traffic Service:
 - vi. Cyber / Information Systems
3. Policy Recommendations: The following is a list of recommended legal, regulatory, or policy initiatives that address the outstanding MTS infrastructure
- a. Type 2 or higher event MTS Recovery Unit (MTRU) 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 MTRU of the [Sector/MSU] area of responsibility.
- a. Best Practices:
 - i. (example)
 - b. Lessons Learned:
 - i. (example)

TAB H: MTSRU NOTIFICATION PROCESS GUIDE

Sector Puget Sound MTSRU Alert is the process by which the MTSL alerts the members of 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.

Alert Warning System (AWS) notification process will be used for all stakeholders and partners. The AWS list maybe modified to target stakeholders and partners in specific geographic areas or based on regional priority commodity streams.

The below script will be used for the Activation teleconference:

“The Sector Puget Sound MTSRU has been activated. It is requested that you dial into the teleconference number (Insert Number) and pass-code (Insert Pass Code) at (Insert Time). COPT Sends.”

If AWS is unavailable, other communications methods will be used including; HOMEPORT, VHF-FM, MSIB, phone (to include text), and email.

The below script may be used for the Activation teleconference:

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

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

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

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

At the end of this **Status Report Brief**, participants will be provided an e-mail address and Homeport Website to forward their issues or concerns for consideration in future decision-making

as well as providing the time for the next Conference Call. The Conference Calls will continue every (12/24 hours) until the (*Incident Command /Unified Command*) determines they are no longer necessary.

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

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

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

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

“Representing the USCG is: (*name/rank/position*)

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

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

Assessment should include:

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

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

“I will now go down the list of participants so that you may state your status as Fully Operational or Limited Operations, ask questions about the situation, share information of critical or strategic

importance regarding the recovery of the MTS, and brief the group on any actions you may currently be taking within your company or organization”.

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

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

Address the issues presented by the participants.

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

-END-

SECTION 4: MTSRP MAINTENANCE

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

B. MTSRP VALIDATION:

1. Annual MTSRP Validation

- a. Sector Puget Sound will evaluate the MTSRP annually for adequacy, accuracy, consistency, and completeness. The purpose of the review is to ensure that the plan incorporates changes based on policy, lessons learned, and changes to port operations.
- b. Annual validation will be completed prior to, whichever occurs first the initial planning phase of any MTS Recovery exercise. This will ensure that the MTS Recovery exercise scenario is developed with the most accurate information available. An 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 Northwest District (CGD-NW) or PACAREA. Any annual changes, updates, or modifications to the plan after promulgation will be recorded in the Record of Changes to this plan.

2. CART Validation

- a. CART is a critical element to support post-incident stabilization and short-term recovery of the MTS.
- b. Sector Puget Sound shall review all EEI data for accuracy annually, but no later than 31 May.
- c. Each EEI has data integrity standards that provide uniformity to report current status and potential consequences from the event. Tab L, the MTS Recovery Essential Elements of Information Form CG-11410 (01/18), shall be used to capture facility information.

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP

- a. Sector Puget Sound will conduct a formal detailed review of the MTSRP every five years. The review will focus on policy changes, and identified best practices and lessons learned. In review, the following documents must be considered:
 - (1) After Action Reports and recommendations from MTS/Port Recovery exercises,
 - (2) Lessons learned from local stakeholder exercises,

- (3) Lessons learned from past disaster recovery events (e.g., severe weather events, oil spill incidents, mass rescue operations),
 - (4) Review of government, industry and academic studies of industry interdependencies, downstream effects of transportation disruptions, and the resiliency of industries and transportation sectors in recovering from a disaster or an incident, and
 - (5) Policy updates.
- b. Sector Puget Sound will ensure that the five-year review plan is forwarded to the cognizant Northwest District Commander Plan Review Authority for review.

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

D. EXERCISES:

1. **Discussion** – Exercises will be aligned and compliant with the DHS Homeland Security Exercise and Evaluation Program (HSEEP). The MTSRP may be tested as a standalone exercise or as part of other contingency exercises disrupting the MTS. Possible examples are listed in Section 1.A.
2. **MTSR Exercise Goals** – The goals are to test the effectiveness of the MTSRP, identify areas for improvement, familiarize unit personnel with the plan, train personnel on recovery activities, and otherwise support MTS Recovery through effective plan implementation. Steps to achieve these goals include:
 - a. Improve capability to:
 - Activate MTSRU/MTSRB,
 - Implement and conduct coordinated interagency command and control operations in accordance with NIMS,
 - Communicate effectively with various OGAs, as well as industry stakeholders across all affected modes of transportation,
 - Facilitate sharing, correlating and disseminating MTS Recovery Information among stakeholders, and
 - Orderly resume port operations and movement of commerce within the MTS.
 - b. Validate MTS Recovery procedures and plan elements.
 - c. Ensure the protocols and procedures used in restoring maritime commerce are coordinated with OGA and industry processes.
 - d. Coordinate with other required plans and contingency exercises.

3. **MTS Exercise Requirements** – The following program standard for MTS exercises provide a national baseline for exercise performance while ensuring flexible planning, design and exercise execution that meet unit needs.
 - a. **Frequency** – The MTSRP shall be exercised at least twice in a four-year period with one operations based and one discussion-based exercise. No more than two years may pass between exercises.
 - b. **Type** – The MTS Recovery exercise may be either discussion-based or operations-based and may be different from the accompanying exercise. For example, a discussion-based MTS exercise can be part of an operational-based exercise.
 - c. **Design** – The exercise can be developed as a standalone exercise or be part of another contingency exercise such as AMSTEP, PREP, severe weather, or Mass Rescue Operations. Combining multiple contingencies within one exercise is encouraged if the MTS Recovery exercise objectives are tested. For example, the MTS Recovery exercise could start several days after the initial incident occurs. The exercise can be a USCG led exercise or be part of another OGA and/or industry exercise.
 - d. **Goal and Objective** – The MTS Recovery exercise shall meet all of the overarching goals and objectives in Section 1.C. Physically establishing a MTSRU/MTSRB is not required in a discussion-based exercise.
 - e. **Stakeholder Involvement** – The MTS Recovery exercise should involve stakeholder representatives to the full extent practical. At a minimum, the pre-designated MTSRU/MTSRB shall participate in the exercise. Coordination of resumption of trade activities cannot be completed without industry action and the exercises should reflect the importance of that element of recovery and foster USCG and industry partnership.
 - f. **Documentation** – MTS Recovery exercises shall be captured in the Office of Contingency Planning (CG-CPE) Contingency Planning System (CPS).
4. **MTS Exercise Considerations** – If the MTSRU/MTSRB and/or Port Stakeholder personnel change significantly or if the MTSR Plan is substantially amended prior to an exercise event, a discussion-based exercise may be the best first step. A subsequent operations-based exercise will reinforce the training value of such exercises and progressive execution to build participant's skills, teamwork, and familiarity with the plan.
5. **Exercise Credit** – Sector Puget Sound can request exercise credit for activation of the MTSRU/MTSRB and use of the MTSRP during real world events such as severe weather events, security incidents, marine events of national significance or other long duration maritime events impacting commerce.
6. **Procedure for Requesting Exercise Credit** – COTPs may request equivalency credit for real world events to be used towards fulfillment of MTS Recovery exercise requirements. Requests for exercise credit must be made in writing by the COTP and submitted through

the appropriate Chain of Command to the MTSRP Approving Authority. The request must document the circumstances sufficiently to substantiate the request.

- a. **Discussion** – USCG Area Commanders are authorized to consider credit for real world events to be used towards fulfillment of MTS Recovery exercise requirements. The circumstances of real-world events that correspond with elements of the MTSRP must be at a suitable level of effort to satisfy recovery standards in Section 4.D.3.
- b. **Guidelines and Criteria** – The MTSRP Approving Authority may consider authorizing exercise equivalency credit if the following minimum circumstances exist:
 - The MTSRP was implemented in response to a real-world event involving a disruption to the MTS,
 - Appropriate members of the MTSRU/MTSRB and port stakeholders were involved in the response to the actual event,
 - The event was consistent with MTS Recovery program standards for testing the MTSRP,
 - The effectiveness of the MTSRP elements or strategies actually implemented was evaluated and was relevant to the plan, and
 - The response or recovery was adequately documented in CART.
- c. **Documentation** – A memo requesting credit must provide the following information and data:
 - The type of event causing the disruption,
 - Date, time, and location of the event,
 - Description of the event,
 - The objective met in the event,
 - Lessons learned from the event,
 - A statement verifying that the After-Action Report and lessons learned were completed and entered into the CPS,
 - Any sections of the plan that may require improvement, and
 - Additional supporting data. Enclosures may include copies of CART Executive Summaries (MTS-209s) and any other relevant documentation.
- d. **Timeframe** – The memo should be submitted within 6 months of the end of the real-world event. Tab I provides an example Request for MTS Recovery Real World Event Credit MEMO.

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

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 <input type="checkbox"/>	Dry <input type="checkbox"/>	Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/>	Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/>	Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/>	Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/>	Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/>	Container <input type="checkbox"/>

Provide any additional information pertinent to the cargo criticality

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

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
**MARINE TRANSPORTATION SYSTEM RECOVERY
FACILITY STATUS**

OMB No.1625-0127
Expires: 01/31/2028

PRIVACY ACT STATEMENT

Authority: 46 U.S.C §70011, §70051, and 70103 authorize the collection of this information.
Purpose: To assess a disruption of Port activities.
Routine Uses: Information is used by authorized USCG officials to assess the condition of the Port, prioritize recovery efforts, and gauge the effectiveness of the response. Any external disclosures of information within this record will be made in accordance with DHS/USCG-013, Marine Information for Safety and Law Enforcement (MISLE), 74 Federal Register 30305 (June 25, 2009).
Disclosure: Furnishing this information is voluntary; however, the U.S. Coast Guard will not be able to properly assess the condition of the Port 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 15 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 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0127), Washington, DC 20503.

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 used by the USCG Marine Transportation System Recovery Unit to prioritize port-wide recovery efforts.

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. <u>Facility Point of Contact</u>	6. <u>Telephone</u>	7. <u>Fax</u>	8. <u>Email</u>	9. <u>Date</u>
MARINE TRANSPORTATION SYSTEM RECOVERY - FACILITY STATUS				
Name of Event:			Facility Name:	
SECTION 1. FACILITY INFORMATION (Cont.)				

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

Waterways and Navigation Systems, Aids to Navigation

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Alden Bank Lighted Junction Gong Buoy A	48.839829	-122.87046		1
Alki Point Light	47.57627	-122.42055		1
Blakely Rock Light	47.59444	-122.47932		1
Browns Point Light	47.30591	-122.44426		1
Bush Point Light	48.030858	-122.60705		1
Decatur Reef Lighted Buoy 2	4758226	-122.47598		1
Duntz Rock Lighted Whistle Buoy 2D	4841498	-124.75183		1
Foul Weather Bluff Light 1	47.93207	-122.62161		1
Fourmile Rock Light 1	47.63901	-122.41349		1
Hein bank Lighted Buoy 1	48.36707	-123.03643		1
Marrowstone Point Light	48.10161	-122.68791		1
New Dungeness Light	48.18175	-123.11026		1
New Dungeness San spit Lighted Buoy 2	48.192316	-123.09462		1
Olympia Entrance Lighted Buoy 2A	47.085279	-122.92945		1
Olympia Harbor Range Front Light	47.064642	-122.90705		1
Olympia Harbor Range Rear Light	47.062453	-122.90474		1
Olympia Inner Range	47.067784	-122.90861		1
Olympia Inner Range Light	47.069873	-122.90892		1
Orchard Point Light	47.565183	-122.53213		1
Partridge Bank Lighted Buoy 1	48.256573	-122.83228		1
Patos Island Light	48.788999	-122.97134		1
Point Glover Light 9	47.59022	-122.55053		1
Point No Point Light	47.912163	-122.52681		1
Point Partridge Lighted Bell Buoy 5	48.22079	-122.78323		1
Point Vaschon Light	47.513685	-122.47316		1
Point Wilson Light	48.144158	-122.75478		1
Rich Passage Lighted buoy 8	47.59327	-122.54257		1
Robinson Point Light	47.38813	-122.37439		1
Smith Island Light	48.31844	-122.84381		1
Snohomish River Range Rear light	48.01806	-122.22419		1
Snohomish River Range Front Light	48.015273	-122.22439		1
Swinomish Channel South Entrance Range Rear light	48.356094	-122.58009		1

Toliva Shoal Lighted Isolated Danger Bell Buoy DTS	47.202431	-122.60702		1
WATERMAN POINT LIGHT 11	47.584473	-122.50703		1
West Point Light	47.661967	-122.4357		1
			Total	35

Waterways and Navigation Systems, Anchorages

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Anacortes Central Anchorage	48.515	-122.568333		1
Anacortes East Anchorage	48.524167	-122.5625		1
Anacortes West Anchorage	48.5166	-122.566667		1
Bellingham Bay Anchorage	48.733333	-122.533333		6
Bellingham Bay Explosive Anchorage	48.7	-122.55		1
Budd Inlet	47.103246	-122.91455		4
Budd Inlet North	47.150197	-122.91798		2
Cherry Point Anchorage	48.8	-122.76796		1
Commencement Bay	47.291246	-122.42075		5
Elliot Bay East	47.59211	-122.35354		1
Elliot Bay West	47.593847	-122.37663		1
Freshwater Bay Emergency Anchorage	48.148015	-123.6084		1
Holmes Harbor Anchorage	48.067709	-122.5299		6
Port Angeles Harbor	48.13181	-123.43111		5
Port Gardner	47.984912	-122.249537		2
Port Townsend FAIR Weather Explosives Anchorage	48.107028	-122.730722		1
Port Townsend FOUL Weather Explosives Anchorage #1	48.06786	-122.749056		1
Port Townsend Harbor	48.0881	-122.785635		4
Quartermaster Harbor	47.34076	-122.47972		1
Ruston	47.305123	-122.49741		1
Smith Cove East	47.621102	-122.373204		1
Smith Cove West	47.62792	-122.39775		3
Thorndike Bay Explosives Anchorage	47.794176	-122.73345		1
Vendovi Island East	48.61121	-122.525426		4
Vendovi Island South	48.600542	-122.605076		1
William Point	48.58798	-122.539201		2
Yukon Harbor	47.53908	-122.523709		6
			Total	64

Waterways and Navigation Systems, Deep Draft Channel

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Nisqually Flats	-47.21413	-122.59157		1
Port Angeles Harbor	48.128251	-123.40101		1
Port Orchard	47.59103	-122.58481		1
Puget Sound	47.87371	-122.44696		1
Rich Passage	47.57196	-122.5313		1
Rosario Strait	48.41004	-122.75173		1
Saratoga Passage	48.1	-122.36721		1
Sinclair Outlet	47.54654	-122.65211		1
Strait of Georgia	48.8216	-122.90916		1
Strait of Juan De Fuca	48.48345	-124.66357		1
West Duwamish Waterway	47.58398	-122.36008		1
Strait of Juan De Fuca	48.48345	-124.66357		1
West Duwamish Waterway	47.58398	-122.36008		1
			Total	13

Waterways and Navigation Systems, Non-Deep Draft Channel

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Bellingham Harbor	48.73195	-122.57114		1
Commencement Bay	47.29103	-122.45464		1
Daboob Bay	47.692364	-122.85104		1
Elloit Bay	47.60985	-122.38025		1
Possession Sound	47.94175	-122.337172		1
			Total	5

Waterways and Navigation Systems, Locks

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Hiram M. Chittenden Lock	47.66555	-122.4		1

Port Area Critical Infrastructure, Coast Guard Units

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
ANT Team Sector Puget Sound	47.58987	-122.3387		1
Air Station Port Angeles	48.14118	-123.44298		1
Base Seattle	47.588645	-122.341114		1

Sector Puget Sound	47.588645	-122.341114		1
Station Bellingham	48.75602	-122.4929		1
Station Neah Bay	48.36812	-124.62496		1
Station Port Angeles	48.14118	-123.44298		1
Station Quillayute River	47.9081	-124.6352		1
Station Seattle	47.588645	-122.341114		1
Maritime Force Protection Unit Bangor	47.696502	-122.707296		1
USCGC Adelle (WPB 87333) Port Angeles	48.14118	-123.44298		1
USCGC Blueshark (WPB 87360)	47.9911	-122.21839		1
USCGC Osprey (WPB 87307) Port Townsend	48.11703	-122.760447		1
USCGC Sea Lion (WPB 87352) Bellingham	48.7201	-122.51165		1
USCGC Swordfish (WPB 87358) Port Angeles	48.14118	-123.44298		1
USCGC Terrapin (WPB 87366) Bellingham	48.7201	-122.51106		1
USCGC Active (WMEC 618)	48.139544	-123.413688		1
USCGC Henry Blake (WLM 563)	47.992693	-122.224297		1
USCGC Healy (WAGB 20)	47.590035	-122.342165		1
USCGC Polar Star (WAGB 10)	47.590583	-122.342028		1
USCGC Storis (WAGB 21)	47.590149	-122.340429		1
			Total	21

Port Area Critical Infrastructure, Break-Bulk Facilities

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Bellingham Cold Storage	48.75993	-122.51084		1
Bellingham Shipping Terminal	48.745683	-122.493916		1
Georgia Pacific	47.269806	-122.397806		1
Port of Olympia	47.053637	-122.905878		1
Port of Port Angeles	48.125645	-123.443385		1
Port Townsend Paper Corporation	48.093003	-122.792684		1
			Total	6

Port Area Critical Infrastructure, Bridges

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Agate Pass Bridge	47.712426	-122.566063		1

Ballard / 15th Avenue Bridge	47.659829	-122.376223		1
BNSF RR Ballard Bridge	47.66679	-122.402066		1
BNSF RR Bridge (Duwamish)	47.57014	-122.35206		1
BNSF RR Bridge (Snohomish River)	48.017202	-122.18883		1
BNSF RR Bridge (Steamboat Slough)	48.03597	-122.184047		1
Deception Pass Bridge	48.40608	-122.64447		1
Ebey Slough Railroad bridge	48.04721506	-122.18105		1
First Avenue South Dual Bridge	47.542246	-122.33451		1
Fremont Bridge	47.647612	-122.349774		1
George Washington Bridge	47.646745	-122.34729		1
Hood Canal Floating Bridge	47.85981	-122.624489		1
Hylebos Bridge 11th Street	47.277621	-122.394429		1
I-5 Bridge (Ebey Slough)	48.04745	-122.183351		1
I-5 Bridge (Lake Washington)	47.65315	-122.32252		1
I-5 Bridge (Snohomish River)	47.992973	-122.17994		1
I-5 Bridge (Steamboat Slough)	48.03659	-122.17839		1
Indian Island Bridge	48.031952	-122.73186		1
Lake Washington I-90 Floating Bridge	47.590103	-122.274692		1
Lake Washington SR 520 Floating Bridge	47.64036	-122.259071		1
Manette Bridge	47.570015	-122.6201		1
Montlake Bridge	47.647337	-122.304601		1
South Park Bridge	47.52926	-122.314125		1
Spokane Street Bridge	47.57139598	-122.349733		1
SR 529 (EBEY Slough)	48.046387	-122.17844		1
SR 529 (Snohomish River)	47.85981	-122.187553		1
SR 529 (Steamboat Slough)	48.036142	-122.181211		1
Tacoma Narrow Bridge	47.26905	-122.551393		1
University Bridge	47.652784	-122.320398		1
Warren Avenue Bridge	47.579946	-122.632217		1
West Seattle Bridge	47.571009	-122.34964		1
			Total	31

Port Area Critical Infrastructure, Bulk Facilities

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Alcoa Intalco	48.84091	-122.72181		1
Certain Teed Gypsum	4754693	-122.33772		1
General Recycling Of Washington	4756441	-122.34835		1

Glacier Northwest	47.54905	-122.34044		1
Lafarge North America	47.55425	-119.2045		1
Louis Dreyfus Corp. (Port of Seattle, Terminal 86)	47.62385	-122.37063		1
Port of Anacortes	48.52127	-122.6123		1
Schnitzer Steel	47.26667	-122.36667		1
Temco Grain terminal	47.266222	-122.442611		1
			Total	9

Port Area Critical Infrastructure, Bulk Liquid Facilities

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Navy Manchester Fuel Depot U.S. Navy	47.56502	-122.540463		1
			Total	1

Port Area Critical Infrastructure, Chemical Facilities

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Alta Gas	48.88	-122.73		1
			Total	1

Port Area Critical Infrastructure, Ro-Ro Facilities

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Port Of Tacoma Terminal - 7	47.2668	-122.41314		1
			Total	1

Port Area Critical Infrastructure, Container Facilities

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Alaska Marine Lines	47.5514	-122.34145		1
Alaska Railroad T-15 & 1/2	47.5875	-122.3519		1
APL Eagle Marine Services T-5	47.57791	-122.36141		1
APM (Maersk Pacific Limited)	47.2669	-122.41917		1
Boyer Logistics Alaska Barge Lines	47.5373	-122.3285		1
Evergreen Terminal	47.2541	-122.37772		1
Husky Terminals	47.27319	-122.40744		1

Matson Navigation Container Terminal	47.27341	-122.40802		1
Northland Services	47.5448	-122.33853		1
Olympic Container terminal- Yang Ming	47.2552	-122.4172		1
Pierce County Terminal	47.25401	-122.37909		1
Port of Anacortes	48.509806	-122.6049		1
Port of Everett	47.97918	-122.22103		1
Port of Tacoma-Blair Terminal	47.25977	-122.38529		1
Samson Tug and Barge	47.54558	-122.33631		1
SSA T-18	47.58081	-122.34812		1
Total Terminals International (TTI) T-46	47.5952	-122.34147		1
Washington United Terminal	47.26705	-122.3987		1
Totem Ocean Trailer Express	47.27524	-122.4058		1
			Total	19

Port Area Critical Infrastructure, Oil Refinery

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
BP Cherry Point	48.862806	-122.75858		1
Shell Oil Anacortes	48.509333	-122.57811		1
Marathon Anacortes	48.508194	-122.568167		1
U.S. Oil Refining Co. - Tacoma	47.25806	-122.39956		1
Phillips 66	48.826447	-122.72022		1
			Total	5

Port Area Critical Infrastructure, Petroleum Facilities

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Paramount Petroleum	47.78028	-122.397919		1
Shell Seattle	47.580684	-122.35333		1
Shore Terminals LLC	47.25836	-122.43433		1
Tacoma Reclaiming	47.26417	-122.36116		1
Targa Sound Terminals	47.27662	-122.3886		1
Tesoro- Port Angeles	48.13616	-123.46161		1
			Total	6

Port Area Critical Infrastructure, High Capacity Passenger Vessel & Ferry Terminals

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Anderson island	47.17859	-122.67763		1

Argosy Cruises	47.60491	-122.34093		1
Bellingham Cruise Terminal	48.72209	-122.5127		1
Islander Express Dana Point	33.460151	-117.691598		1
Black ball lines	48.12203	-123.43054		1
Clipper Navigation	47.61335	-122.35338		1
Cruise Terminals of America Terminal-66	47.61075	-122.34997		1
Cruise Terminals of America Terminal 90&91	47.62637	-122.38397		1
Guemes Island Ferry Terminal Anacortes Dock	48.51913	-122.6236		1
Guemes Island Ferry Terminal- Guemes Island Dock	48.52797	-122.62466		1
Ketron Dock	47.16092	-122.62982		1
King County Water Taxi Pier 50	47.60113	-122.3389		1
King County Water Taxi Seacrest Ferry Dock	47.58957	-122.37941		1
King County Water Taxi- Vashon Island	47.51157	-122.46463		1
Pierce County Ferry- Anderson Island Dock	47.17293	-122.60379		1
Pierce County Ferry- Ketron Island Dock	47.16225	-122.6291		1
Pierce County Ferry- McNeil Island Dock	47.19465	-122.65374		1
Pierce County Ferry - Steilacoom Terminal	47.17293	-122.60379		1
Port of Friday Harbor	48.53706	-123.01562		1
Steilacoom Ferry Terminal	47.30576	-122.51414		1
Washington State Ferry(WSF) Anacortes	48.5067	-122.67831		1
Washington State Ferry(WSF) Bainbridge Island	47.6226	-122.51032		1
Washington State Ferry(WSF) Bremerton Terminal	47.5626	-122.6254		1
Washington State Ferry(WSF) Clinton Terminal	47.975	-122.35083		1
Washington State Ferry(WSF) Edmonds Terminal	47.8127	-122.38325		1
Washington State Ferry(WSF) Fauntleroy Terminal	47.52321	-122.39553		1

Washington State Ferry(WSF) Friday Harbor	48.5349	-123.01462		1
Washington State Ferry(WSF) Keystone Harbor Terminal	48.15958	-122.67286		1
Washington State Ferry(WSF) Kingston Terminal	47.79564	-122.49585		1
Washington State Ferry(WSF) Lopez Island terminal	48.57068	-122.88345		1
Washington State Ferry(WSF) Mukilteo Terminal	47.94894	-122.3043		1
Washington State Ferry(WSF) Orcas Island Terminal	48.59782	-122.944		1
Washington State Ferry(WSF) Mukilteo Terminal	47.94894	-122.3043		1
Washington State Ferry(WSF) Point Defiance Terminal	47.30575	-122.51409		1
Washington State Ferry(WSF) Port Townsend Terminal	48.11127	-122.75944		1
Washington State Ferry(WSF) Seattle Terminal	47.6026	-122.33848		1
Washington State Ferry(WSF) Shaw Island Terminal	48.58417	-122.92945		1
Washington State Ferry(WSF) Southworth Terminal	47.51192	-122.49762		1
Washington State Ferry(WSF) Tahlequah Terminal	47.3325	-122.50754		1
Washington State Ferry(WSF) Vashon Terminal	47.51019	-122.46385		1
			Total	40

Shipyards

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
Bremerton Naval Shipyard	47.55851	-122.644		1
Fairhaven Shipyard and Drydock	48.72222	-122.514		1
Vigor Shipyard	47.5871	-122.357		1
			Total	3

Port Area Vessels, Commercial Fishing

CART EEI INSTANCE	NOTE		BASE LINE
Bellingham Area	1,000 and 1,200 vessels located in the Bellingham area		1200
Fishermans Terminal and Ballard	approx. 1800 Fishing vessels in this area		1800
Gig Harbor Area	30-40 Fishing vessels in this area		40
Neah Bay Area	Approx. 80 tribal fishing vessels and 20-30 non-tribal Vessels		110
		Total	3150

Monitoring Systems, Monitoring Systems

CART EEI INSTANCE	LATITUDE	LONGITUDE		BASE LINE
High Site- Bahokus Peak	48.37167	-124.67509		1
Site-Cape Flattery	48.38674	-124.7143		1
High Site-Ellis Lookout	48.12984	-124.30575		1
Site-Georgetown	47.5426	-122.336377		1
High Site Gold Mountain	47.54897	-122.78524		1
Site-Guemes Island	48.52897	-122.57397		1
High Site Mount Constitution	48.68016	-122.84017		1
High Site Mt. Erie	48.45412	-122.62603		1
Site- Mulkilteo Light House	47.9484	-122.3063		1
Site-Pier 36	47.588613	-122.34146		1
Site Pier 69	47.613673	-122.35513		1
Site- Pierson Creek	48.260963	-124.24056		1
Site-Point No Point	47.54897	-122.785247		1
Site-Point Robinson	47.3878	-122.37468		1
Site-Point Wilson	47.948409	-122.306304		1
Site- Port Angeles	48.140025	-13.41183		1
Site Roche Harbor	48.61361	-123.14778		1
Site- Ruston	47.30235	-122.51072		1
Site- Shannon Point	48.50887	-122.68353		1
Site- South Mountain	47.31606	-123.358067		1
Site- Swing Bridge	47.57144	-122.354815		1
Site Totem Ocean Trailer	47.27733	-122.40875		1
Site- Turn Point	48.68876	-123.23743		1
Site- Village Point	48.722202	-122.71582		1
Site-West Point	47.662183	-122.43401		1

Site- Whidbey Island	48.31464	-122.69991		1
			Total	26

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

U.S. Department of
Homeland Security

United States
Coast Guard



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

Requesting Unit Address

Staff Symbol:
Phone:
Fax:
Email:

3010

Date of Request

MEMORANDUM

From: Sector Puget Sound

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

To: CG () AREA ()
Thru: CCGD 13(d)

Subj: REQUEST FOR MTS RECOVERY REAL WORLD EVENT CREDIT

Ref: (a) NVIC 04-18

1. The Sector Puget Sound requests MTS Recovery exercise credit for the period of (*dates*). The (*Name of MTSRP*) was implemented in response to (*List type of actual real world event name*).
2. This (*event*) (*Provide a description of the event*). Sector Puget Sound certifies that the MTSRU was established and all MTS Recovery objectives were met.
3. The following lessons learned were gathered during the evaluation of this (*event*): (*List Lessons Learned*).
4. Sector Puget Sound has entered an After Action Report and lessons learned into the Coast Guard's Contingency Preparedness System.
5. Pertinent updates to the MTSRP, including best practices, will be completed within 90 days following receipt of credit approval by Commander, Pacific Area. (*Title/Name of Person*) is responsible for updating the MTSRP.

#

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