MARINE TRANSPORTATION SYSTEM RECOVERY PLAN

U.S. Coast Guard Sector Honolulu COTP Zone

United States Coast Guard
Sector Honolulu
400 Sand Island Road
Honolulu, HI 96819
VERSION: OCTOBER 2024

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

Commander
U.S. Coast Guard
Sector Honolulu

400 Sand Island Parkway
Honolulu, HI 96819
Staff Symbol: s
Phone: (808) 842-2643
Fax: (808) 842-2699

16601
22 October, 2024

Hawai‘i and American Samoa Marine Transportation System (MTS) Recovery Community:

This Marine Transportation System Recovery Plan (MTSRP) provides guidance toward coordinating MTS recovery operations for the U.S. Coast Guard Sector Honolulu Captain of the Port (COTP) Zone as defined in the Code of Federal Regulations (33 CFR §3.70-10). This plan is published as a non-SSI (Sensitive Security Information), stand-alone plan supplementing the Area Maritime Security Plan (AMSP).

The plan also supports and is linked to the Salvage Response Plan (SRP) as described in Annex 10200 of the AMSP, and Pollution/Marine Fire Fighting efforts as described in the Area Contingency Plan (ACP).

This MTSRP provides a regional port-level framework for a unified and coordinated approach to preparedness and response to incidents that disrupt the Marine Transportation System. The plan complements required facility and vessel response plans but does not relieve vessel/facility owners/operators of their responsibility for the safety of vessel and/or facilities under their control.

We welcome suggestions and recommended changes, which may be submitted to the COTP for review and adjudication by emailing d14-dg-sh-sechono-mtsru@uscg.mil.

This plan can be referenced by any port stakeholder with a need for port recovery contingency planning/response information within the boundaries of the Sector Honolulu COTP Zone. This plan is posted https://www.pacificarea.uscg.mil/Our-Organization/Oceania-District/Oceania-District-Units/Sector-Honolulu/Emergency-Management/.

Sincerely,

A. L. Kirksey
Captain, U.S. Coast Guard
Captain of the Port, Honolulu

Enclosure: (1) MTSRP for U.S. Coast Guard Sector Honolulu COTP Zone

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(d) Robert T. Stafford Disaster Relief Act (42 U.S.C. §5121 et. seq. as amended)
(e) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)
(f) An Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation, September 1999
(g) Strategy to Enhance International Supply Chain Security, Department of Homeland Security, July 2007
(h) Transportation Systems Sector-Specific Plan, Annex B: Maritime (2010)
(i) Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience
(j) National Response Framework (NRF), Critical Infrastructure and Key Resources (CI/KR) Annex, 2011
(k) National Disaster Recovery Framework, September 2011
(l) National Strategy for Maritime Security: Maritime Infrastructure Recovery Plan (MIRP), April 2006
(m) National Infrastructure Protection Plan (NIPP), 2009
(n) National Maritime Transportation Security Plan (NMTSP), 2008
(o) National Incident Management System
(p) CBP/USCG Joint Protocols for the Expeditious Recovery of Trade
(q) Hawai‘i Area Contingency Plan (HACP)
(r) Sector Honolulu and American Samoa Area Maritime Security Plan (AMSP)
(s) USCG Navigation and Vessel Inspection Circular (NVIC) 09-02, (series) (Guidelines for Development of Area Maritime Security Committees and Area Maritime Security Plans Required for U.S. Ports)
(t) Operational Risk Management, COMDTINST 3500.3 (series)
(u) Recovery of the Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28 (series)
(v) USCG Incident Management Handbook, COMDTPUB P3120.17 (series)
(w) USCG Marine Transportation System Unit Leader (MTSL) Job Aid
(x) Common Assessment and Reporting Tool (CART) User’s Manual
(y) Policy on Use of CART, CG-FAC Policy Letter
(z) Emergency Management Manual, Volume 3: Exercises, COMDTINST 3010.13 (series)

Date	Notes / Description	Entered By
Oct 2024	Format and content updated for 5-year review.	Scott Higbee
Nov 2025	Validated plan. Updated references to Homeport, Oceania District, and Appendices B and C.	EMFR Staff

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SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for U.S. Coast Guard (USCG) Sector Honolulu Captain of the Port (COTP) Zone supports recovery and restoration, following a transportation or economic disruption. Responsibilities extend to incident and non-incident areas, requiring engagement with a broad spectrum of port stakeholders. The MTSRP may be referenced in other contingency plans such as the Area Maritime Security Plan (AMSP), Salvage Response Plan (SRP), Area Contingency Plan (ACP), Natural Disaster Plan, and other contingencies that have MTS disruption and recovery elements.

A. PURPOSE:

The MTSRP provides procedures to facilitate a safe, efficient, and timely restoration of the MTS to restart commerce and supply chain movements, recognizing long term recovery could take much longer. 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 is an all-hazard operational framework for coordinating system stabilization and restoration of basic functionality of the MTS in the COTP Zone. It also provides for the establishment of an MTS Recovery Unit (MTSRU) by COTP that functions within the Planning or Operations Sections of the Incident/Unified Command (IC/UC) structure.

The MTSRP will be activated when the following categories of MTS disruptions occur:

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

   a. Hurricane/Tropical Storm/Flooding;
   b. Earthquake/Tsunami;
   c. Major Casualty to Bridges, Roads (i.e. piers, wharfs cranes, waterways/channels);
   d. Industrial Accidents
   e. Facility/Vessel Fire;
   f. Cyber Attack;
   g. Terrorist Incident; and
   h. Volcanic Eruption or Lava Flow.

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

   a. Maritime Security (MARSEC) Level Increase;

b. Cyber-attack or loss of networks without infrastructure damage;
c. Labor shortage-disruption event;
d. Security or casualty-related incidents in an impacted port area causing enhanced cargo movement or alternate port operations in other less-impacted ports within the region;
e. Physical obstruction to the harbor significantly or totally obstructing commercial navigation within the port; and
f. Use of commercial port facilities by Department of Defense (DoD) commands to support a surge in military operations.

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

   a. Oil discharge/hazardous substance release;
   b. Mass rescue operations from vessels or aircraft;
   c. POTUS, NSSE, VIP security operations; and
   d. Law enforcement response such as active shooter/active threats.

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 restoration.

2. **National Incident Management System (NIMS) Incident Command System (ICS)** – The MTSRP supports the National Response Framework (NRF) through use of the NIMS ICS planning process. This process is used in several other response plans (i.e., ACP, AMSP, Mass Rescue Plan, SRP, 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 Goals** – The goals for the MTSRP ensure preparedness and unity of effort between the USCG and port stakeholders to safely, effectively, and efficiently recover from an MTS disruption.

   a. Goal 1 – Develop processed-based assessment of the critical Aids to Navigation (ATON), infrastructure, and federally-maintained deep-draft channels.
   b. Goal 2 – Develop streamlined and inclusive process with Other Government Agencies (OGAs) and industry in partnership to develop communication standards and priorities.
   c. Goal 3 – Exercise the MTSRP and evaluate its effectiveness post-incident.

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

   a. Establish a MTSRU within the ICS structure. Refer to Section 2.D.1 and 2.F. of this plan for MTSRU staffing/training;
   b. Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area;
   c. Prioritize MTS Recovery operations by identifying critical ATON, infrastructure, and waterways prior to an event;
   d. Identify and prioritize cargo streams, maritime Critical Infrastructure/Key Resources (CI/KR), and methods to aid in their recovery. A prioritized list of infrastructure, cargo, and vessels can be found in Section 3.E.2.c;
   e. Review and maintain the Essential Elements of Information (EEI) to support recovery planning and operations;
   f. Track and report the status of MTS infrastructure recovery through the use of the Common Assessment and Reporting Tool (CART) and EEIs;
   g. Reduce the effects of a Transportation Security Incident (TSI) or the threat of a TSI; and
   h. Facilitate the return of the MTS to pre-incident operational capabilities. An incident or incidents may have profound effects on trade patterns and business interests.

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

1. **Area of Responsibility** – The Sector Honolulu COTP Zone (Figure 1) corresponds with the limits as quoted below from the Code of Federal Regulations (CFR), 33 CFR 3.70-10: "…comprise the State of Hawai'i, including all the islands and atolls of the Hawaiian chain and the adjacent waters of the exclusive economic zone (EEZ); and the following islands and their adjacent waters of the EEZ: American Samoa, Johnston Atoll, Palmyra Atoll,

Kingman Reef, Wake Island, Jarvis Island, Howland and Baker Islands, and Midway Island…"

Figure 1: Sector Honolulu COTP Zone Area of Responsibility

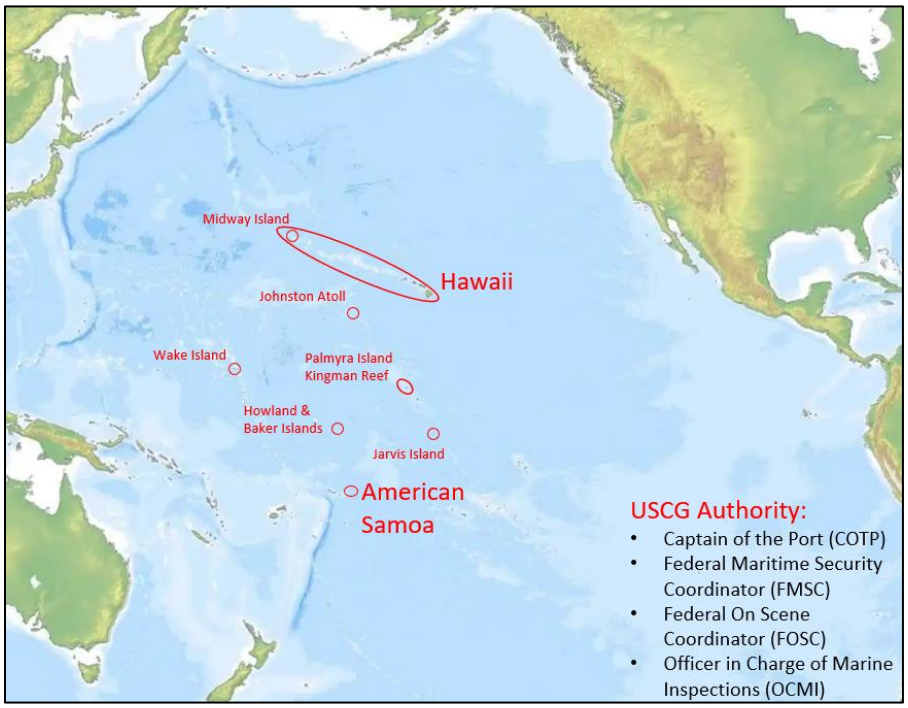
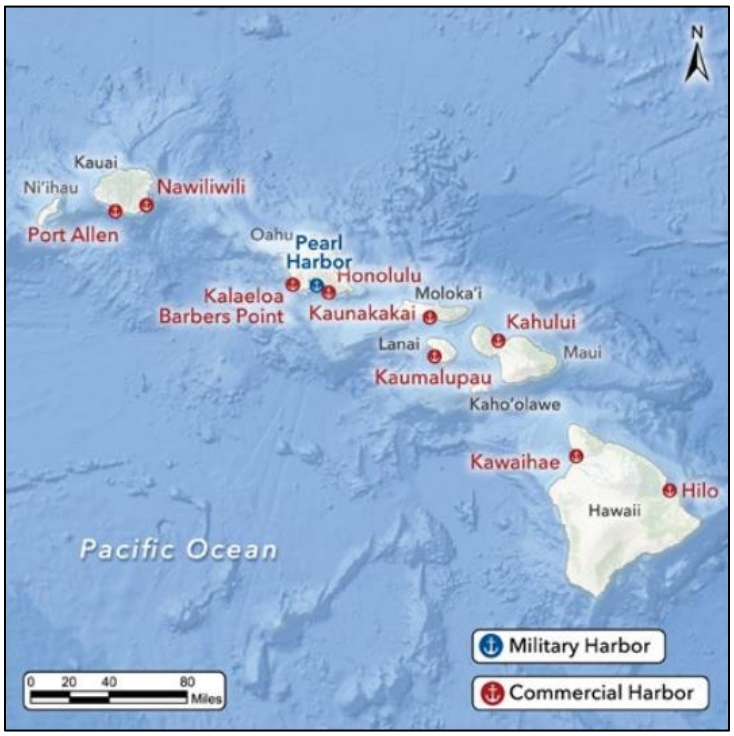


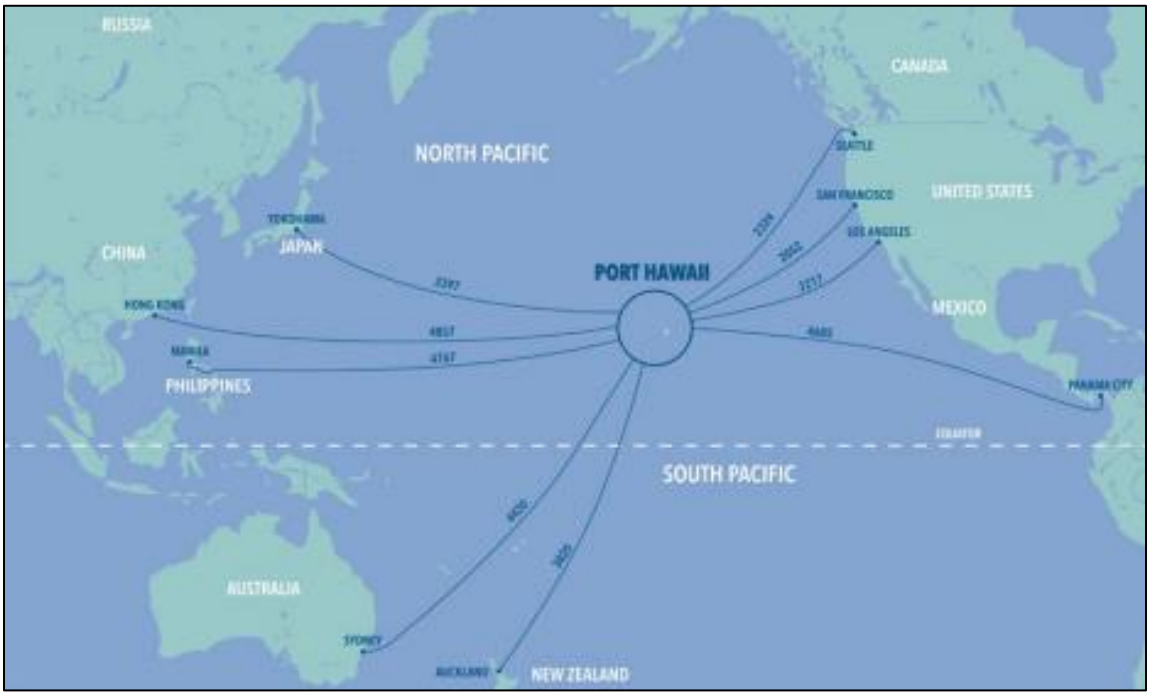
Figure 2: Hawai'i Commercial Port System Map
[source - Hawai'i Maritime RRAP – 2022]



COTP Zone Overview – In addition to the area listed in the above paragraph, The U.S. Coast Guard Sector Honolulu Captain of the Port (COTP) Zone includes the Northwest Hawaiian Islands (Papahānaumokuākea) Marine National Monument, which is the largest conservation area in the U.S., extending about 1,200 nautical miles west of the main Hawaiian Islands. The Maritime Transportation System (MTS) focus is divided into two regions: the State of Hawai‘i and the Territory of American Samoa, located approximately 2,600 miles south of Hawai‘i.

Hawai‘i and American Samoa are highly dependent on ocean shipping due to their isolation in the Pacific Ocean. This dependence necessitates well-equipped commercial harbors to support the receipt of essential supplies. The Hawai‘i MTS comprises nine active state-owned and managed commercial harbors across six Hawaiian Islands, all overseen by the Hawai‘i Department of Transportation-Harbors (DOT-Harbors). Additionally, Pearl Harbor, a military installation, is part of the Joint Base Pearl Harbor-Hickam (JBPHH) complex on O‘ahu's south shore, situated between Kalaeloa Barbers Point and the Port of Honolulu.

Figure 3: Distance to Key Ports
[source - Hawai‘i Maritime RRAP – 2022]



In normal Hawai‘i MTS operations, the Port of Honolulu is the “hub” port. From there, goods are broken down into smaller shipments and transshipped to “spoke” ports via interisland barge service. Cargo is then delivered to local markets via land transportation.

The Port activities of American Samoa are focused in the commercial port of Pago Pago on the American Samoan island of Tutuila (Figure 4).

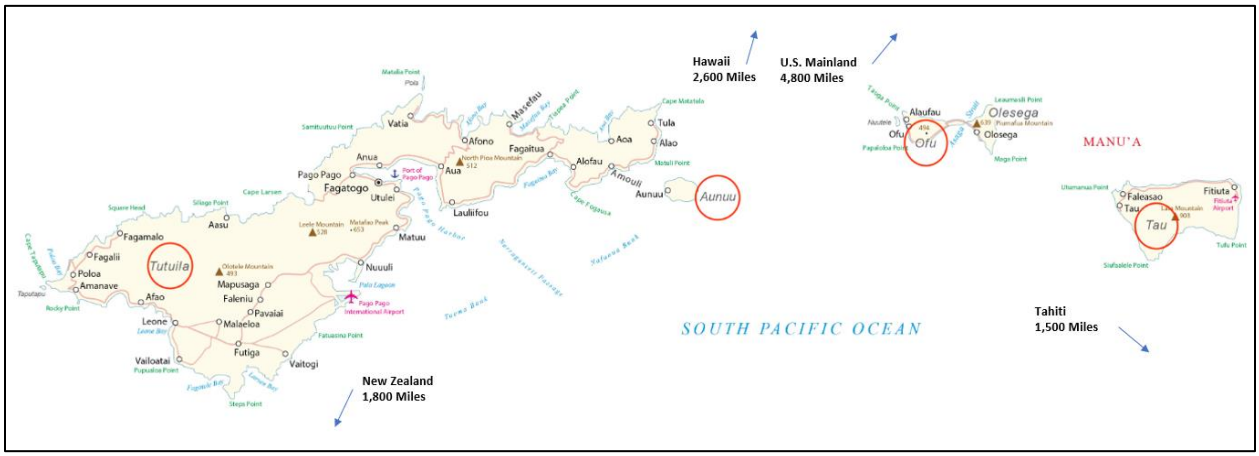
a. Local MTS Facts: Tab A is a fact sheet of the local MTS. This sheet expands on the USCG Sector Honolulu COTP Zone overview and includes major waterways, ports, intermodal connections, and other pertinent facts.

b. Uniqueness of the COTP Zone: Hawai‘i faces unique challenges should a hurricane, tsunami or other catastrophic event impact the Port of Honolulu and the ability to conduct cargo operations. Approximately 80% of all goods travel through the Port of Honolulu, including 100% of many types of commodities. This is a single point of failure, so it is critical that the state exhaust all measures to find means/mechanisms in port recovery/resiliency planning and implementation. Due to the remoteness of the Hawaiian Islands and a lack of comprehensive on-island restoration supplies and equipment, specialty personnel, heavy salvage, and dredging capabilities, it is estimated to take a minimum of 19 days before port survey and clearance assets could arrive from the Continental United States with full port restoration taking months or more [source: Resiliency Assessment, Hawai‘i Maritime Transportation RRAP Project July 2022].

Close to U.S. allies and potential threats, Hawai‘i, Guam, and Micronesia host dozens of DoD units. U.S. military personnel and their family members comprise approximately 7% of the 1.4-million-person population of Hawai‘i. Most groceries and other goods purchased on military bases in Hawai‘i arrive through the civilian MTS and the Port of Honolulu. Hawai‘i’s “’just-in-time” economy results in reduced product storage capacities that can impact supplies needed immediately following an emergency. The loss of the Port of Honolulu’s importation capability and capacity would result in a rapid depletion of these essential life sustainment and recovery supplies. Estimates place on-hand supplies at only 3-5 days [source: Resiliency Assessment, Hawai‘i Maritime Transportation RRAP Project July 2022]. Closure of the harbor for more than one week will severely affect Hawai‘i’s health, safety, and ability to recover.

Hawai‘i’s MTS also plays a critical role in supporting the overall energy infrastructure within the state. In addition to powering vehicles, airplanes, and vessels, most of Hawai‘i’s electricity is produced from petroleum-fueled generators. Hawai‘i primarily receives petroleum products via offshore moorings. A multi-point mooring (MPM) is located approximately 1½ miles south of O‘ahu and a single point mooring (SPM) is located approximately 1¾ miles offshore. The moorings are positioned approximately 1¼ miles from each other.

Figure 4: American Samoa Area of Responsibility



The Territory of American Samoa is located approximately 2,500 miles south of Hawaii and is comprised of five islands and two atolls: Tutuila, Aunu'u, the Manu'a Islands (Ofu, Olosega, Ta'u), Swain's Island (an atoll) and Rose Atoll. The Territory has a population of 44,273 people (2020 U.S. Census) with the vast majority residing on Tutuila Island.

Pago Pago Harbor is located on Tutuila Island. Primarily a fishing port, the naturally deep harbor is home to the Star-Kist fish cannery. The port also contains a multi-use general cargo dock (break-bulk, containerized cargo, explosive offloads, passenger terminal and other services), a fuel pier, inter-island ferry dock, a shipyard, a Liquid Petroleum Gas (LPG) facility, oil tank farm, and a power generation plant.

Auasi and Aunu'u: Auasi harbor is in the village of Auasi on the island of Tutuila. Aunu'u harbor is located on the island of Aunu'u. These harbors provide ocean transport between the islands of Tutuila and Aunu'u. Private alia (small boat) owners provide transportation services for students, workers, and the traveling public.

Manu'a Harbors: Ofu, Olosega, and Ta'u make up the islands of Manu'a. Ofu and Olosega are connected by a bridge. Foreign and US vessels must enter the Port of Pago Pago before entry may be granted to the smaller harbors.

There are no refineries in the Territory; refined petroleum products are imported to the fuel pier and stored in nearby bulk storage tanks. LPG is imported and stored in tanks on the east side of the harbor

c. MTS Disruption Immediate Impacts: The following scenario provides an example of the types of impacts likely experienced with an MTS disruption event and some notional considerations the IC/UC may consider:

Constrained Operational Capacity or Major Infrastructure Impact

- An incident causing blockage or delay of any port will have a significant impact on the communities relying on that port;
- Neighbor islands and the Oceania community rely on the Port of Honolulu for almost inter-island transport of goods;
- Hawai‘i and American Samoa are just-in-time economies with limited warehousing capacity impacting availability to a 3-5 day supply of critical commodities; and
- DoD air and sea mobility may be impacted depending on the length of MTS disruption.

d. Maritime Critical Infrastructure Covered by EEI: There are 37 distinct EEI categories available in CART to report the status of MTS Recovery in an affected port area. Table 1 provides a breakdown of the 16 EEI categories in the COTP Honolulu Zone that will normally require USCG and stakeholders to conduct post-incident assessments to determine the operational status, recovery strategies, and resources necessary for recovery for every event type.

Table 1: Essential Elements of Information – Honolulu COTP Zone Baseline

EEI Type	Baseline	EEI Definition
Waterways and Navigation Systems		
Aids to Navigation	88	Short range aids to navigation
Anchorages	7	Designated areas where ships can safely anchor
Deep Draft Channels	13	Navigational channels that have a project depth >12 ft
Port Area – MTS Essential Infrastructure		
Bridges	2	Bridges over Navigable waterways
Container Facilities	17	Facility that loads/unloads intermodal cargo
LNG/LPG Facility	5	Facility that transfers bulk LNG/LPG
Maritime Support Site	9	Maritime Infrastructure
Oil Refinery	2	Facility that processes oil into different petroleum product
Pass/Ferry Terminal	5	Facility that embarks passengers from HCPV
Petroleum Facility	19	Facility that transfers oil or other refined petroleum product
Ports	10	National Port List
Shipyards	3	Facility that builds/repair commercial or military vessels
USCG Units	9	Used to report USCG unit hurricane status
Port Area - Vessels		
Commercial Fishing Vessels	50	Vessels that engage in commercial fishing
Passenger and Ferries	3	Vessels certified to carry passengers under 46 CFR, Subchapter H
Monitoring Systems		
Monitoring Systems	3	Real-time monitoring systems such as weather buoys, AIS, Rescue 21, etc

E. LEGAL CONSIDERATIONS: MTS Recovery 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 vests the COTP to serve as the Federal Maritime Security Coordinator (FMSC) in each COTP Zone to develop an AMSP 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 NRF for 28 federal agencies and various non-government organizations.

F. FUNDING CONSIDERATIONS: Organizations participating in MTS Recovery are responsible for their own funding, however, expenses related directly to responding to and recovering from an incident (i.e. 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 and 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, IC/UC shall submit financial reports to Area Commanders with sufficient detail to facilitate such tracking.

G. USCG GOVERNING RESPONSIBILITIES: The USCG is responsible for implementing procedures designed to ensure our nation's ports and waterways are safe and secure from the impacts of all hazards. The USCG is also designated as the Sector-Specific Agency for the maritime mode within the Transportation Systems Sector-Specific Plan for 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 serves as the federal government's lead agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for Emergency Support Function (ESF) #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response. The USCG, at the request of FEMA, may provide management and contract administration for certain Mission Assignments (MAs) under the authority and funding of reference (h). The COTP, as FMSC, is responsible for maintaining and implementing this MTSRP.

H. MEMORANDUM OF UNDERSTANDING / MEMORANDUM OF AGREEMENT (MOU/MOA): MTS Recovery 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.

Tab B contains a summary of AOR specific MOUs/MOAs to support MTS Recovery and salvage operations. Complete documents are maintained by Sector Honolulu.

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

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

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

The table below provides a list of Federal Agencies and their MTS Recovery support capabilities. A listing of Federal/State/Local agencies, industry, and private companies is included in Tab C.

Table 2: Outside Support

1. Federal Agencies

Agency	Functions
Department of Commerce (DOC)	The DOC has the mission to "foster, promote, and develop the foreign and domestic commerce of the United States."
	International Trade Administration (ITA) • Promotes U.S. exports, particularly by small and medium-sized enterprises, and provides commercial diplomacy support for U.S. business interests around the world. • Enforces U.S. trade laws and agreements to prevent unfairly traded imports and to safeguard the competitive strength of U.S. businesses.
	National Oceanic and Atmospheric Administration (NOAA) Provides the following products and information to support MTS Recovery activities. • Emergency hydrographic surveys, search and recovery support, obstruction location and vessel traffic rerouting advice for ports and waterways. • Remote aerial and orbital imagery through the DOC/NOAA desk at the National Operations Center. • Scientific Support Coordination to the FOSC during response operations including dispersion modeling for waterborne and airborne hazards. • Weather forecasting. • Administers the Abandoned Vessel Program (AVP). The main objective of this program is to investigate threats to coral ecosystems posed by abandoned and derelict vessels in U.S. waters.
Department of Defense (DoD)	Provides military transportation capacity from the U.S. Transportation Command (USTRANSCOM) or other organizations to move essential resources, including DoD response personnel and associated equipment and supplies, when requested and upon approval by the Secretary of Defense. • Full partner in the Federal response to domestic incidents, and its response is fully coordinated through the mechanisms of the NRF. In regard to command, this runs from the President to the Secretary of Defense to the Commander of the combatant command to the DoD on-scene commander. • Military forces will always remain under the operational and administrative control of the military chain of command, and these forces are subject to redirection or recall at any time. • The ICS IC/UC concept is distinct from the military chain of command use of this term.
	U.S. Army Corps of Engineers (USACE) • Provides support in the emergency operation and restoration of inland waterways, ports, and harbors under the supervision of DoD/USACE, including dredging operations, channel depth surveys, and clearing obstructions from channels. • Through Public Law 84-99 (Flood Control, Coastal Emergencies) the USACE can self-deploy without waiting for a FEMA Stafford Act mission order or funding. At the District level, the USACE can spend up to $100,000 to initiate wreck removal and channel clearing operations. • Serves as the federal government's lead agency for maintaining the navigability of federal channels in domestic ports and waterways, which include debris removal. Section 202 of the Water Resources Development Act of 1976 (PL 94-587)

Agency	Functions
	authorizes the USACE to remove debris from federally maintained commercial harbors, and water areas immediately adjacent thereto. • Responsible for the removal of salvageable vessels, marine debris, and other obstructions from federally maintained navigable waterways under emergency conditions. The USACE will remove a salvageable vessel using its emergency authorities only if the owner operator, or lessee cannot be identified, or they cannot affect removal in a timely and safe manner. • Arranges for and conducts hydrographic surveys, assessments of navigation conditions and dredging. • The USACE is one of the two primary agencies for ESF #3 (Public Works & Engineering), and may provide engineering management and contract administration, at the request of the FEMA, for salvage-related MAs. • The USACE is a support agency in ESF #1 (Transportation) and provides support in the emergency operation and restoration of inland waterways, ports and harbors under the supervision of DoD/USACE, including dredging operations as well as assisting in the restoration of the transportation infrastructure.
	U.S. Navy Supervisor of Salvage and Diving (SUPSALV) • Provides technical, operational, and emergency support to the Navy, DOD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, system certification, and underwater ship husbandry. • Upon request, it may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill cleanup and salvage operations. SUPSALV can provide expertise and conduct/support specialized salvage/wreck removal operations. • SUPSALV can quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. • Maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. • Can also access the Navy's hydrographic survey assets/capabilities and can provide in-office technical support. However, there must be a funding stream identified to allow access to SUPSALV or their capabilities (i.e. Oil Spill Liability Trust Fund or Stafford Act funding). • Depending on the size and complexity, Navy SUPSALV may be integrated into the IC/UC. Smaller events may require a liaison role with the MTSRU. Every event will be situational. • Refer to the Salvage Response Plan, AMSP Annex 10200, for U.S. Navy salvage capabilities, resources, and contact information.
	National Geospatial Intelligence Agency • Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.
Department of Energy (DOE)	The DOE is responsible for overseeing domestic energy production. The Department also provides information on 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).

Agency	Functions
Department of Homeland Security (DHS)	**Customs and Border Protection (CBP)** • Lead agency for screening of crew/passenger manifests, cargo inspections/screenings, and is a critical component of the Resumption of Trade initiative post-incident and Jones Act Waivers.
	Federal Emergency Management Agency (FEMA) • The lead federal agency responsible for planning, managing, and coordinating all federal government efforts supporting U.S. territories, states, and local disaster relief operations as directed by Executive Order 12148. • Provides funding for disaster response and recovery activities under the Stafford Act. • FEMA is one of two primary agencies for ESF #3 (Public Works & Engineering). FEMA also serves as the coordinator and primary agency for ESF #14 (Long-Term Community Recovery & Mitigation).
	Transportation Security Administration (TSA) • Protects transportation infrastructure through preventive measures from acts of terrorism and supports the protection of transportation infrastructure from all hazards.
	United States Coast Guard (USCG) • Identifies and provides assets and resources in support of MTS Recovery pursuant to authorities. • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure.
	Cyber and Infrastructure Support Agency (CISA) • 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 the loss of the MTS.
Department of Justice (DOJ)	**Federal Bureau of Investigation (FBI)** • The FBI has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.
Department of Transportation (DOT)	**National Response Program (NRP)** • Responsible for coordinating the Department's preparedness, response, and recovery activities in all-hazard incidents and to support the Secretary's responsibilities under the NRF ESF-1 (Transportation). • The NRP team includes 7 Regional Emergency Transportation Coordinators (RETCOs) representing all DOT Operating Administrations. • In each region, the RETCO is designed to represent the Secretary to ensure preparedness, response, and recovery activities are effectively carried out.

Agency	Functions
	Federal Aviation Administration (FAA) • During contingency operations, the FAA can establish temporary flight restrictions providing clear airspace for operational, support, or security purposes. The FAA can also assist with transportation issues under ESF-1 (Transportation).
	Federal Motor Carrier Safety Administration (FMCSA) • FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is to improve the safety of commercial motor vehicles and truck drivers through enactment and enforcement of safety regulations. FMCSA can assist with outreach efforts to commercial drivers after a transportation disruption.
	Maritime Administration (MARAD) • MARAD deals 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 (Transportation).
	National Transportation Safety Board (NTSB) • The NTSB investigates and reports accidents involving U.S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB has authority and responsibility for investigation of major transportation incidents. They have no direct MTS Recovery role. The NTSB may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be because of an act of terrorism per the MOU between the NTSB and the USCG Regarding Marine Casualty Investigation (signed December 19, 2008). NTSB would mobilize an incident response investigation team.
	Pipeline and Hazardous Materials Administration (PHMSA) • PHMSA's main mission is to protect the people and the environment from the inherent risks 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 (Oil and Hazardous Materials Response) functions within their respective zones as per the National Response Plan and 40 CFR Part 300.

2. Hawai‘i and American Samoa Agencies

Agency	Functions
State of Hawai‘i	**Hawai‘i Emergency Management Agency (HI-EMA)** - prepare for, respond to, and facilitate recovery from disasters and emergencies affecting Hawai‘i. State lead in planning for preparedness resources, hazard mitigation, coordinating state responses to emergencies, and collaboration with the Federal government to request resources and assistance beyond the capabilities of the state.
	Department of Health (DOH) Hazard Evaluation and Emergency Response (HEER) - Provides state leadership, support and partnership in preventing, planning for, responding to, and enforcing environmental laws relating to releases or threats of releases of hazardous substances, pollutants, or contaminants.
	Department of Transportation (DOT)-Harbors - Authority over vessels and facility operations for state harbors under their jurisdiction. DOT-Harbors also has the authority to close any port under their jurisdiction to vessel traffic or specific facility operations.

	Department of Transportation (DOT)-Highways - Maximize available resources to provide a safe, efficient, accessible and sustainable State Highway System that ensures the mobility of people and goods and supports economic vitality and livability.
	Department of Land and Natural Resources (DLNR) - Manages, administers, and exercises control over public lands, water resources and streams, ocean waters, coastal areas, minerals, and other natural resources of the state. • **Division of Conservation and Resources Enforcement (DOCARE)** - Effectively upholds the laws that serve to protect, conserve and manage Hawai'i's unique and limited natural, cultural and historic resources held in public trust for current and future generations of visitors and the people of Hawai'i. • **Division of Boating & Ocean Recreation (DOBOR) -** DOBOR aims to preserve Hawai'i's natural and cultural resources while ensuring public access to State waters and enhancing the ocean experience. • **Division of Aquatic Resources (DAR)** - Administers the artificial reef program for the state.
	Department of Law Enforcement (DLE) - As the primary law enforcement entity, the department aims to preserve public peace, prevent crime, and protect individuals and property. It administers statewide programs to ensure public safety, safeguard state property, and enforce laws. • **Hawai'i State Fusion Center (HSFC)** - Hawai'i State government program that facilitates intelligence sharing between local, state, and federal agencies and the public and private sectors. As the nation's 77th Fusion Center, it is uniquely structured to empower front-line law enforcement, public safety, fire service, emergency response, public health, critical infrastructure partners, and private sector security personnel to understand local implications of national intelligence, thus enabling local officials to better protect their communities. • **Law Enforcement Division / Sheriffs Division** - Carries out law enforcement services statewide. Its mission is to preserve peace by protecting all persons and property within premises under the control of the Judiciary and all State facilities; providing process services and execution of court documents; handling detained persons; and providing secure transportation for persons in custody. It also provides law enforcement services at Honolulu International Airport.
American Samoa	**Department of Homeland Security** - Responsible for the Territorial Emergency Management Coordinating Office (TEMCO) and the EOC.
	Department of Port Administration (DPA) - Manages and operates the airports and seaports of American Samoa.

3. Regional and Local Agencies

Agency	Functions
Kaua'i Emergency Management Agency	Directs and coordinates the development and administration of the County's all-hazard emergency preparedness and response program to ensure prompt and effective action when natural or man-caused disaster threatens or occurs.
C&C Honolulu Dept of Emergency Management	
Maui Emergency Management Agency	
Hawai'i County Civil Defense Agency	
Hawai'i Harbor Users Group (HHUG)	Represents the commercial shipping industry in Hawai'i and members collaborate with state and federal agencies on disaster response and preparedness.

4. Industry and Commercial Operations

Although too extensive to list, all maritime industry stakeholders will be valuable resources of information regarding incident impacts. Vessel and facility operating companies will be principally engaged in restoring their infrastructure. Industry will typically leverage resources to assist in recovery efforts. The list below highlights some key port partners in MTS Recovery operations.

Agency	Functions
Pilots	Hawai‘i Pilots Association (HPA) provides safe, reliable and efficient pilotage services for all commercial ports throughout the Hawaiian Islands including Hilo and Kawaihae harbors on Hawai‘i; Kahului harbor on Maui; Honolulu, Kalaeloa (Barbers Pt. Deep Draft harbor) harbors and Honolulu Anchorage area on O‘ahu; and Nawiliwili and Port Allen on Kaua‘i.
Aloha Marine Lines	Maintain a regular bi-weekly sailing schedule to and from Honolulu, departing Seattle every other Friday and docking at our terminal complex in Honolulu 12 to 14 days later. The neighboring islands of Kauai, Maui, Hawaii, Molokai, and Lanai are served via connecting inter-island barge.
Matson	Matson offers six arrivals from the West Coast to Hawai‘i every 14 days which includes twice weekly service from Northern California and Southern California. In addition, Matson provides weekly Saturday departures from the Pacific Northwest.
Pasha Hawai‘i	Pasha Hawai‘i provides ocean-transportation services between the U.S. Mainland (Oakland, Long Beach, San Diego) and Hawai‘i
Young Brothers	Young Brothers is an interisland freight handling and transportation company servicing the ports of Nawiliwili, Kahului, Kaunakakai, Kaumalapau, Honolulu, Hilo, and Kawaihae. Most routes are serviced at least twice a week by overnight sailings.
Sause Bros.	Provides a flexible sailing schedule to the West Coast moving cargo such as lumber, plywood, paper, aggregates, chemicals, bulk, or heavy equipment.
Hawai‘i Stevedores Inc (HSI)	Provides stevedoring and marine terminal services. Services include supplying ship and barge lines with personnel and equipment for the handling of marine cargo and the processing of documents.
McCabe, Hamilton & Renny Co. Ltd	Provides stevedoring and marine terminal services. They are the sole independent stevedore service with no attachment to a specific shipper.
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 operational safety and physical security of their vessels in accordance with applicable laws and regulations.

J. PLANNING ASSUMPTIONS:

1. The MTSRP was developed for response to a Type 3 or smaller incident as described in reference (z);
2. The threat of a TSI resulting in an increased MARSEC Level and associated security measures may require coordinated recovery actions among stakeholders to restore the flow of commerce;
3. With the exception of severe weather, most MTS disruptions will occur with little or no warning;
4. Cargo diversions from areas impacted by large-scale MTS disruptions will require surge management and increased safety and security measures;
5. Large-scale cargo diversions may require reallocation of Federal resources and regulatory waivers to support re-establishment of trade;
6. A catastrophic event may seriously degrade local capabilities and require large-scale support from resources outside the affected area;
7. If USCG facilities are adversely affected, USCG Sector Honolulu COTP will implement their Continuity of Operations Plan and will relocate operations as directed by that plan;
8. An MTS disruption may have regional and national implications;
9. Other contingency plans may be executed in conjunction with the MTSRP;
10. The discharge or potential discharge of oil or release of a hazardous substance may impede recovery;
11. USCG missions will be conducted at normal operating levels during recovery;
12. USCG Reservists may be recalled to active duty to meet contingency operational requirements;
13. Functional capabilities and resources sufficient to support MTS Recovery operations and response may not be sufficiently restored before recovery operations commence. In some cases, short-term emergency MTS Recovery operations may need to commence in order to proceed to larger scale MTS Recovery operations (e.g. removing blockage from the entrance to Honolulu Harbor);
14. MTS Recovery, when necessary for response to incidents involving the spill of oil and hazardous materials or threat thereof, will be initiated during the response phase under Hawai‘i and American Samoa’s ACP to prevent or mitigate environmental consequences;
15. Deployment of MTS Recovery resources to assist in reopening waterways to commerce will occur after emergency lifesaving and other first response operations have been completed and the security situation has been stabilized;
16. In the Hawaiian Islands, the relative scarcity of tugs, their commitments to just-in-time deliveries of inter-island shipments, and the geographic remoteness of the islands themselves, further complicate responses and the need to effectively carry out timely salvage;
17. The geographic isolation of the Pacific Islands from the U.S. mainland, the large geographic area covered, the scarcity of salvage response capabilities and the variety of marine activities that occur in this area complicates salvage response and recovery; and
18. Debris management will present challenges. The lack of pre-designated landfill sites for a catastrophic event will delay marine debris removal as will the lack of dump trucks

available to haul the material. Non-recoverable debris may be loaded onto barges, but the disposition of debris along with the additional costs will be challenging.

K. KEY TERMS AND DEFINITIONS:

- **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.
- **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.
- **Common Assessment and Reporting Tool (CART)** – CART is a USCG software database designed to collect marine 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.
- **Container Equivalent (FEU/TEU)** – Forty-foot equivalents units (FEU); twenty-foot equivalents units (TEU). The internationally recognized standard conversion basis enabling the number of containers of a lot (only as number and not as weight) comparable with other lots.
- **Emergency Support Function (ESF)** – The ESFs provide the structure for coordinating Federal interagency support for a federal response to an incident. They are mechanisms for grouping functions most frequently used to provide Federal support to States and Federal-to-Federal support, both for declared disasters and emergencies under the Stafford Act and for non-Stafford Act incidents. The ICS provides for the flexibility to assign ESF and other stakeholder resources according to their capabilities, tasking, and requirements to augment and support the other sections of the Joint Field Office (JFO) to respond to incidents in a more collaborative and cross-cutting matter.
- **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 NRF and the 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.
- **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. EEIs accomplish two main objectives: 1) Tracking overall MTS Recovery progress and 2) Facilitating MTS Recovery decision making.

- **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.
- **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.
- **MTS Recovery Support Cell (MTSRSC)** – MTSRSCs are USCG personnel that support the flow of information from the MTSRU to other elements of USCG, DHS, and maritime industry during the response to and recovery from a disruption of the MTS. These cells are not normally augmented by other agencies or industry personnel.
- **MTS Recovery Unit (MTSRU)** – An 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.
- **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.
- **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.
- **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.
- **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 NGOs to identify threats, determine vulnerabilities, and identify required resources to prevent, respond to, and recover from major incidents.
- **Ready Reserve Force (RRF)** – A component of the NDRF, 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.

- **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 begins during the response phase and continues into the initial part of the restoration phase and is usually from 3-90 days in duration. Recovery includes both structural measures, e.g. ATON replacement and channel clearance, as well as non-structural measures, e.g. COTP orders and emergency regulations, and is accomplished through activities and with resources controlled by the USCG and its maritime industry partners, as well as by other agencies.
    - **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 achievable within 90 days or less.
    - **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.
- **Resilience** – The capability of an asset, system, or network to maintain its function during or following a terrorist attack, natural disaster, or other incident.
- **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.
- **Restoration** – The level or degree to which recovery efforts can return the MTS to pre-incident capacity. Measurement is based upon industry potential movement of cargoes.
- **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.
- **System Stabilization** – The process by which the immediate impacts of an incident on community systems are managed and contained. MTS Recovery activities and measures needed to stabilize critical MTS infrastructure functions following a transportation disruption to minimize health, safety, environmental, and MARSEC threats when necessary; and to efficiently restore and revitalize systems and services essential to maritime supply chain support for communities and critical infrastructure sectors.
- **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 TSI (SAFE Port Act of 2006, Public Law 109-347, Section 2).
- **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: MTS FACT SHEET (Hawai‘i and American Samoa)

The MTS in the Sector Honolulu 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 MTS includes the following:

- 6 cruise ship terminals
- 1 cruise ship tender terminal
- 4 ferry terminals
- 2 offshore moorings
- 20 marine terminals
- 24 recreational marinas
- 12 Yacht Clubs
- 12 oil transfer facilities
- 200 commercial fishing vessels
- 10,350 personal watercraft

The Sand Island Parkway Bridge is the primary artery from the marine terminals on Sand Island to the main Island of Oahu.

Important Facts

- As the top container and bulk cargo ports in the State of Hawai‘i, the Ports of Honolulu and Kalaeloa account for nearly all of the Hawaiian Island containerized and bulk cargo imports and exports.
- For ports handling containers, the Port of Honolulu is ranked 14th out of the top 25 U.S. ports by TEU [source: U.S. DOT Bureau of Transportation Statistics].
- Oil refineries on Western Oahu are solely responsible for supplying fuel needs to the State of Hawaii.
- The island economies rely exclusively on the MTS for delivery of nearly all commercial goods and essential commodities (food, fuel, clothing, building materials, automobiles, etc.).
- Land-based distribution of goods is limited to island road systems.
- Commercial rail lines do not exist on the islands
- Air lift options are not a practical solution given the distance from major distribution centers and the limited cargo handling capacities of even the largest cargo planes.

Overview of Honolulu Harbor on Oahu.

List of 155 Primary U.S. Ports		
Rank	**Port**	**Cargo (MMSt)**
37	Honolulu	14.4
55	Barbers Pt	8.4
80	Kahului	4.2
94	Hilo	3.0
115	Nawiliwili	2.2
117	Kawaihae	2.2
Source: USACE Navigation & Civil Works Decision Support Center		

TAB B: MTS RECOVERY RELATED MOU/MOAs

The agreements listed below are general standing pacts between the USCG and other response agencies/entities that may be enacted to support response and recovery efforts. Complete documents are maintained by Sector Honolulu.

Memorandum of Understanding between the U.S. Army Corps of Engineers and the U.S. Coast Guard; Regarding the Mitigation of Obstructions to Navigation Oct 2012. 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 USCG 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 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 (DOI) 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.

The agreements listed below are local agreements between the USCG and other response agencies/entities that may be enacted to support response and recovery efforts.

Offloading Commercial Vessels at JBPHH during Emergency Situations: MOU between the U.S. Navy Region, Hawai‘i (Pearl Harbor), the State of Hawai‘i, and the USCG, dated December 2020. An agreement whereas the Commander will allow certain commercial vessels (vetted and approved by the USCG) to be offloaded with a crane designed for this purpose (to be provided independently) or other suitable equipment. This alternate port arrangement is restricted primarily to K-10 and K-11 piers or as determined by the Joint Base Commander.

Anchorage of Commercial Vessel in Pearl Harbor for Pre-Hurricane Situations: MOU between USCG, U.S. Navy Region, Hawai‘i (Pearl Harbor), and JBPHH, dated July 2018. An agreement for requesting and granting permission for the pre-hurricane anchorage of prioritized commercial vessels in JBPHH. Vessel examples include construction cranes, mobile cranes for container off-load, passenger launches and pollution response assets.

Joint Response to Radiological / Nuclear Emergencies in the Pearl Harbor Area: MOA between USCG and Pearl Harbor Naval Shipyard, dated November 2022. An agreement providing responsibilities under which a closure of navigable waters contiguous to naval facilities in the Pearl Harbor area may be executed.

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SECTION 2: PLANNING AND PREPAREDNESS

A. PURPOSE:

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

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

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

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

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

B. NORMAL PORT OPERATIONS:

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

Tab D, located in Section 2 of the plan, describes in general the "normal operations" of the MTS in the ports within the USCG Sector Honolulu COTP Zone. To understand the normal operations of the MTS it is important to consider three distinct elements: Infrastructure, Operations, and Linkages.

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

important part of the nationwide MTS, which includes not only ports, but 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 ATON.

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).

   a. **Port of Honolulu, Oʻahu, Hawaiʻi –** The hub of the inter-island Hub-and-Spoke distribution system. The majority of cargo comes from the West Coast of the U.S. mainland and is delivered into the Port of Honolulu. Some of this cargo is then trans-shipped to the neighbor island ports. A large amount of general cargo is transported to the state via container ships. Honolulu Harbor also plays a key role in receiving petroleum products by ships.

      - The importance of tourism and culture to Hawaiʻi's economy cannot be understated, directly contributing over $19.6 billion annually in visitor expenditures [source: 2022 Hawaiʻi Dept. of Business, Economic Development, & Tourism figures]. Hawaiʻi's robust cruise ship industry, small passenger vessel operations, and other forms of maritime recreation derive a significant portion of these revenues. Additionally, the MTS directly supports all forms of tourism through the delivery of goods and energy sources.

      - Hawaiʻi's MTS also plays a key role in supporting the national defense and security infrastructures of the U.S. Hawaiʻi is home to U.S. Indo-Pacific Command and each component command headquarters: U.S. Pacific Fleet, U.S. Pacific Air Forces, U.S. Army Pacific, and U.S. Marine Corps Forces, Pacific. Along with the USCG, all 5 military branches maintain one or more major bases and numerous other facilities on the island of Oʻahu alone. Hawaiʻi's commercial port system delivers heavy equipment, vehicles, fuel, ammunition, logistical supplies, and many other necessities that support defense operations and military member families.

   b. **Hawaiian Neighbor Island Ports –** Almost all cargo destined for the Hawaiian Neighbor Islands come from the Port of Honolulu. The State of Hawaiʻi is composed of the major islands of Kauaʻi, Oʻahu, Molokaʻi, Lanaʻi, Maui, and the island of Hawaiʻi (also called the Big Island). Cargo is transported by interisland barge from Oʻahu to Kahului Harbor (Maui), Hilo Harbor and Kawaihae Harbor (Big Island), Nawiliwili Harbor and Port Allen (Kauaʻi), Kaunakakai Harbor (Molokaʻi) and Kaumalapau Harbor (Lanaʻi). Additionally, petroleum and LPG are also distributed among these harbors.

c. Port of Pago Pago, American Samoa – The port of Pago Pago is a naturally deep waterway. The port contains a fish cannery, multi-use general cargo dock, a fuel pier, inter-island ferry dock, shipyard, LPG facility, oil tank farm and a power generation plant. Vessels visiting the port include long-line fishing vessels, purse seiner fishing vessels, container ships, cruise ships, reefer cargo vessels, passenger vessels and tank ships. There are no refineries in the Territory, but refined products are delivered by tank ship.

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

   a. The USCG Sector Honolulu COTP Zone is part of the USCG Oceania District, and it includes 9 commercial ports in Hawai‘i and 1 commercial port in American Samoa in addition to multiple smaller, recreational-based port areas. Significant operations that span all ports include containerized-cargo operations including critical supply routes to the Hawaiian neighbor islands, refined petroleum product reception, storage, and delivery terminals with waterfront transfer locations, Ro-Ro service including automobiles and trailered cargoes, high-capacity passenger vessel operations, and bulk or breakbulk cargo facilities.

   b. The Port of Honolulu Sand Island bridge (2 spans) is the only significant bridge crossing a navigable waterway in the Sector Honolulu COTP Zone. The bridge does not have a direct impact on vessel navigation; however, it can affect intermodal connectivity between the docks and highway access since the majority of container cargo departs/enters Sand Island and the bridge is the only land connection to move cargo over land or to the inter-island docks.

   c. There are 88 Critical Aids to Navigation throughout the port that have been prioritized for immediate post-impact assessments if required. In addition to the ATON, there are a total of 13 deep draft channels in the Hawaiian Islands and American Samoa. These channel segments will be prioritized for assessment by the MTSRU and Navigation Response Team (USACE, NOAA, USCG, Hawai‘i DOT-Harbors, and American Samoa DPA).

   d. Tab D includes detailed information on key terminals, critical operations, essential elements of the MTS, basic descriptions of a steady-state operation, and a target goal to achieve for post-impact recovery operations.

C. STAKEHOLDER COORDINATION:

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

Safety Team (HOST), and other applicable stakeholder groups are key to advance planning and preparation for effective incident response and recovery of the MTS.

2. **MTS Recovery Workgroup** - USCG Sector Honolulu COTP will develop and maintain mutual supporting relationships that promote teamwork among the stakeholder groups and will encourage local committees to participate in ICS training whenever possible.

   a. The Port Security Specialist (MTS Recovery /Salvage) at Sector Honolulu will develop, maintain, exercise, and validate MTS information during port level normal operations identified in Tab D. Working as necessary with the AMSC SubCommittees and Workgroups, this representative shall identify and prioritize critical industries, facilities, and infrastructure with its AOR. In addition, this representative shall identify potential port recovery solutions and contingencies that support business continuity planning.

   b. USCG Sector Honolulu COTP established an MTS Recovery SubCommittee 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.

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

   d. Membership in the MTS Recovery SubCommittee includes representatives from port stakeholders listed in Tab C of this plan.

D. PRE-ESTABLISHED MTSRU:

1. **MTSRU staffing** – The MTSRU shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts. The staffing, organization, and location of the MTSRU within the IC/UC organization will be dependent upon the type of incident and at the discretion of the COTP. The MTSRU may consist of representatives from:

   - USCG MTSRU Leader (MSTL) level 3 trained personnel and subject matter experts (SMEs) with waterways management, regulated waterfront facility, and vessel inspection knowledge and expertise.
   - U.S. CBP
   - USACE
   - U.S. MARAD
   - U.S. DOT (ESF-1)
   - U.S. Navy (COMPACFLT)
   - NOAA
   - Hawai‘i DOT-Harbors

- State and County Emergency Management
- Pilot Services
- Industry and Private Stakeholders

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

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

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

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

E. MTSRU RESPONSIBILITIES

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

F. TRAINING:

1. **Training Requirements for USCG Personnel**

   a. MTSL's will be trained to meet the USCG Performance Qualification Standard and complete ICS-100, ICS-200, ICS-300, and the MTSL3 PQS Workbook. The MTSRU leader shall be proficient using CART;
   b. MTSRU Members should be familiar with port facilities, vessels and/or waterways management functions. They should be proficient using CART;
   c. All MTSRU members shall be familiar with the MTSRP; and
   d. USCG unit personnel engaged in incident response (including ICS Section Chiefs and Command Staff, Situation Unit Leaders, Emergency Preparedness Liaison Officer) will be familiar with this plan.

2. **Non-CG MTSRU Members**

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

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

G. ICP/IMT LOCATIONS AND EQUIPMENT:

1. **MTSRU Workspace**: The MTSRU should remain near the ICP. This provides a better communication network with other incident command sections or units and reduces the cost of added logistics. The primary location for the MTSRU will be the USCG Sector Honolulu Incident Command spaces (Base Command Conference Room and the Response Division's Conference Room). This location will also be utilized for incidents occurring in American Samoa. Alternate locations are the USCG Sector Honolulu COOP sites at Red Hill and Wahiawa; or the State of Hawai‘i DOT-Harbors Command Center. See Section 3.C for greater detail.

2. **MTSRU "Go kits" Equipment**: USCG Sector Honolulu 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.

   - Laptop: Should include MS Word/Access/PowerPoint and have wireless capability. If additional laptops are available, note the number and location.
   - External Hard Drive: Loaded with the following minimum files/documents:
     - The Sector Baseline EEIs in Excel Format (exported from CART);
     - COMDTINST M16000.28(series);
     - AREA Guidance for MTS Recovery;
     - CART User Guide (Current version);
     - Vessel Scoring and Prioritization Tool (Optional);
     - ICS Forms (ICS 213RR; ICS 214; ICS 233);
     - Stock Geographic Information System (GIS) Imagery or Satellite Imagery and Electronic Charts specific to the MTS within AOR (Optional);
     - Post Incident Assessment Forms;
     - Additional Checklists as determined by the MTSL; and
     - Electronic copy of unit MTSRP.
   - Speakerphone.
   - Portable Printers.

- Wi-Fi Hotspot/Mobile Internet connection: Minimum capability should enable wireless access for up to 5 wireless-capable laptops for access to CART and can be used for remote access.
- Projector: Portable projector for display purposes. Enhances ability to adequately display MTS Status, Satellite Photos, etc. along with Situation Unit status boards.
- Extension Cords/Surge Protectors.
- Copies of Plans, charts, maps, policy, procedures and protocols (electronic and paper).
- ICS forms catalog digital and hard copy.
- General office supplies to support anticipated unit members.

H. TYPE 1 AND TYPE 2 EVENT CONSIDERATIONS:

1. **Concept** – This MTSRP is based on requirements for a Type 3 incident response. When an incident extends beyond the capabilities of local control and assets it may be classified as a Type 1 or 2 event. An incident management organization may expand and positions merge into larger sections. It is imperative that the MTSRU be flexible in response to an organizational shift. When a shift occurs, there will likely be considerable oversight and external management of certain functions, priorities, and/or expectations of the MTSRU and trade resumption efforts in the affected area. The MTSRU should be prepared to integrate supporting members from outside of the AOR into the MTSRU and provide basic indoctrination/training for the area of responsibility, the MTSRP, and the ICS organization.
2. **Request for Forces** – Based on the complexity of the incident and the response organization requirements, the MTSRU Leader may require additional staff to support the expanding roles and responsibilities. Should the MTSRU identify the need for additional personnel, the established process for the request should be used. The request should specify what skill set is needed, such as SME in MTS Recovery, MTSL3 qualified, or experienced CART user, etc. The USCG District and Area Commands will assist in sourcing the requests.
3. **MTS Recovery Trade Resumption** – The requirement to understand critical trade resumption needs and how recovery operations may affect resumption of trade in the region is important during Type 1 or Type 2 events. MTS Recovery and resumption of trade requires coordination with land transportation modes such as the highway, rail, and pipelines. The ability to land relief supplies or necessary commodities ashore is of limited utility if there is no means of transporting and distributing the commodities to locations ashore where they are needed. The planning and execution of intermodal commodity movement in the aftermath of a catastrophic event is an ESF-1 (Transportation) mission under the NRF.
4. **Incident Management Structure** – ESF Support: In a Type 1 or 2 Incident, county and State Emergency Operations Centers (EOCs), FEMA Regional Response Coordination Centers (RRCCs) or JFO, and the National Response Coordination Center (NRCC) will be stood up and fully staffed. Most if not all ESFs will be manned. It is essential for the USCG to provide MTS Recovery SMEs to these organizations. These MTS Recovery SMEs are a direct link to other ESFs at the Federal, state and local levels. The SMEs can deliver MTS status reports, coordinate emergency supply distribution routes with port opening efforts,

and have open communication up and down the chain. The SMEs are critical to ensure seamless communication flow between the IC/UC, the state/county EOCs, and the Federal incident management.

MTS Recovery SMEs from outside the affected area may populate the NRCC, RRCC and the JFO; the Sector MTSRU personnel, if available, should help staff the State EOC. Local knowledge of port infrastructure and operations is critical at the local level of the incident management/response. To support the success of the recovery effort the Sector MTSRU shall develop and maintain a strong working relationship with the State's DOT ESF-1 (Transportation) 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 MTSL should identify such groups and engage them where possible. They may include the AC, HOST, HHUG, MTS Recovery SubCommittee, and Hawai'i DOT (Harbors and Highways)
6. **MTSRU Leader** – Type-1 and Type-2 events result in more complex MTSR issues including the additional senior level involvement by USCG and industry leadership. IC/UCs should consider limiting the MTSL position to an E-7 or above pay-grade when an event reaches this level. Type-1 and Type-2 events require stronger leadership skills and a greater understanding of MTS disruption impacts. Units should anticipate an increased involvement with senior maritime stakeholders, an increase in the size and scheduling of the MTSRU, and greater levels of USCG District and Area information and coordination demands on the MTSRU. The MTSL must have the experience and confidence to develop recovery strategies on a regional and national level, anticipate resource gaps and needs, and project the confidence that the USCG is fully invested in the MTS Recovery mission.

TAB C: LIST OF POTENTIAL SME ORGANIZATIONS

USCG Sector Honolulu maintains current membership rosters of both the AMSC and AC committees. Members of these two committees also make up the MTSRU Advisory Group.

Primary Federal Agencies
- BSEE
- FBI
- FEMA Region IX
- INDOPACOM
- NOAA / (Scientific Support Coordinator (SSC)
- NOAA / National Weather Service (NWS)
- U.S. CBP
- U.S. DHS / CISA
- U.S. DHS / Port Security Advisor (PSA)
- U.S. DOT / ESF 1
- U.S. DOT / MARAD
- USACE
- USCG
- USN, SUPSALV

State, Territorial, and Local Government Agencies
- American Samoa DHS / TEMCO
- American Samoa Port Administration
- County Emergency Management
- Department of Law Enforcement (DLE)
- Hawai‘i Department of Land and Natural Resources (DLNR)
- DLNR / Division of Boating and Ocean Recreation (DOBOR)
- DOT-Harbors
- DOT-Highways
- DOH-HEER
- HI-EMA
- Hawai‘i State Energy Office / ESF 12

Local Industry/Commercial Organizations
- Hawaiian Electric
- Hawai‘i Pilots Association
- *Towing Vessel Industry Representative*
- *Container Facility Industry Representative*
- *Petroleum Facility Industry Representative*
- *Oil Spill Response Organizations*

Other Stakeholders and Potential Sources of Technical Support
- Hawai‘i Harbors Users Group (HHUG)
- Hawai‘i Ocean Safety Team (HOST)
- NOAA Navigation Response Team
- USCG, Marine Safety Center

- USCG, National Strike Force
- U.S. Army, Region IX Defense Coordinating Element
- U.S. Defense Logistics Agency
- U.S. DOT, Region 9 Emergency Transportation Representative (RETREP)
- U.S. DOT, MARAD
- U.S. Department of Energy
- U.S. Cybersecurity and Infrastructure Security Agency (CISA)
- *Passenger Vessel Industry Representative*
- *Utility Companies*

TAB D: NORMAL PORT OPERATIONS

Dept of Transportation Harbors Division
Pier 11 Gallery (Makai)
700 Fort Street
Honolulu, HI 96813
(808) 587-2050
Website: Harbors (hawaii.gov)

C&C Honolulu Dept of Emergency Management (DEM)
650 S. King St
Honolulu, HI 96813
(808) 723-8960

Coast Guard Sector Honolulu
400 Sand Island Pkwy
Honolulu, HI 96819
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA55M

Port Stats

- **Main Channel Width: 500' / Depth: 45'**
- **Recreational Marina: N/A**
- **2022 Cargo: 14.4 Million Short Tons**

Piers

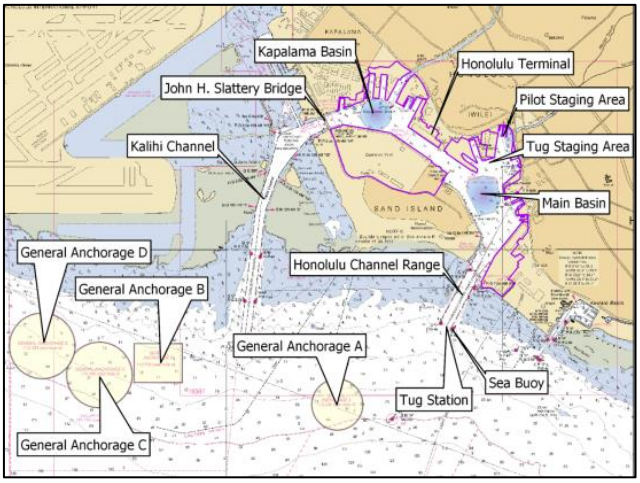
- **Intermodal / Passenger:**
  - **1, 2, 9-11, 19, 20, 24-29, 31-35**
  - **16-18: Commercial Fishing Vessels**
  - **24-25: Pacific Shipyard Intl**
  - **39-40: Young Bros Ltd**
  - **51 A-B: Pasha**
  - **51C-53: Matson**
- **Fuel / Propane:**
  - **31: Aloha Petroleum**
  - **30: I.E.S.**
  - **38: Gas Company**
  - **Par Petroleum**
  - **Signature Flight Support**

Honolulu Harbor Overview

Primary harbor for inbound commercial goods and essential commodities for the State of Hawai'i. It offers almost 300 acres of container yard and over 30 major berth facilities. The Harbor contains five components: The Main Channel, the Main Harbor Basin, the Kapalama Channel, the Kapalama Basin and Kalihi Channel.

The Main Channel, often referred to as the Fort Armstrong Channel, is the single entry and exit point. The Kalihi Channel is located west of Sand Island but is not used because the Sand Island Access Road drawbridge over the channel is permanently fixed in place to allow for the uninterrupted flow of containers to and from the terminals on Sand Island.

Except during *kona* (southerly) wind conditions, anchorage for the deep-draft vessels exist outside the harbor in Mamala Bay. Anchorage is not permitted inside the harbor due to the limited swinging room.



Dept of Transportation Harbors Division
91-550 Malakole Street
Kapolei, HI 96707
(808) 682-6428
Website: Harbors (hawaii.gov)

C&C Honolulu Dept of Emergency Management (DEM)
650 S. King St
Honolulu, HI 96813
(808) 723-8960

Coast Guard Sector Honolulu
400 Sand Island Pkwy
Honolulu, HI 96819
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA52M

Port Stats

- **Main Channel Width: 450' / Depth: 42'**
- **Ko Olina Private Marina (808) 679-1050**
- **2022 Cargo: 8.4 Million Short Tons**

Piers

- **Intermodal / Passenger:**
  - **1, 5, 6, 7**
  - **Young Bros Ltd**
  - **GLP Asphalt, LLC**

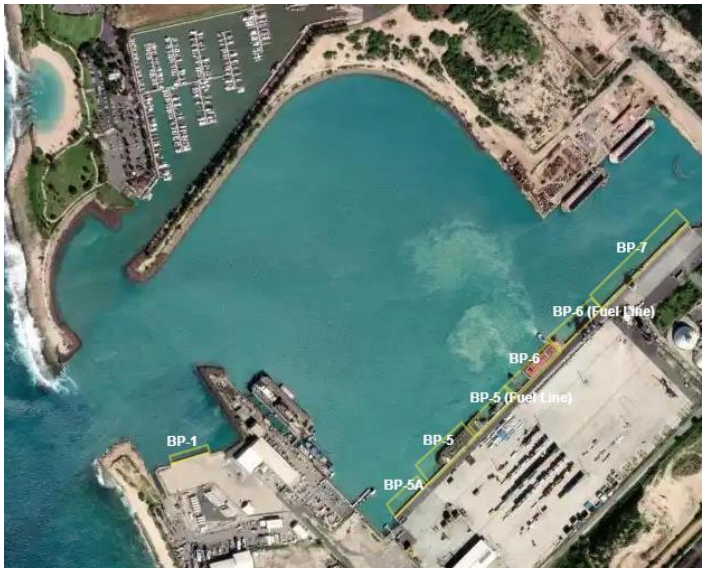
- **Fuel / Propane:**
  - **Aloha Petroleum**
  - **Par Petroleum**
  - **The Gas Company**
  - **I.E.S.**

Kalaeloa Barbers Point Harbor Overview

Kalaeloa Barbers Point Harbor plays an important role in Port Hawai'i servicing a niche market. It offers over 42 acres of yard and contains several specialized cargo handling facilities not found in Honolulu Harbor (bulk unloader system and a pneumatic cement pump system).

Kalaeloa Barbers Point Harbor main channel entrance measures 3,100' long. The main basin is approximately 2,300' by 1,800' and is 38' deep.

The harbor also includes the entrance to Ko Olina Marina. A full service 342-slip private marina that hosts multiple boat charters, sunset cruise, sport fishing, and whale watching tour companies.



Dept of Transportation Harbors Division
101 E. Kaahumanu Ave, Ste 100
Kahului, HI 96732
(808) 873-3350
Website: Harbors (hawaii.gov)

Maui Emergency Mgmt Agency (MEMA)
200 S. High St
Kalana O Maui Bldg, 1st Floor
Wailuku, HI 96793
(808) 270-7285

Coast Guard Marine Safety Team
101 E Kaahumanu Ave
Suite 125
Kahului, HI 96732
Local: (808) 873-3105
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA22M

Port Stats

- **Main Channel Width: 600' / Depth: 40'**
- **DOBOR Recreational Boat Ramp: (808) 243-5824**
- **2022 Cargo: 4.2 Million Short Tons**

Piers

- **Intermodal / Passenger:**
  - **1: Matson, Pasha, Cruise, Bulk Liquid/Aggregate**
  - **2: Young Bros Ltd, propane vessels, cement barges, lift on/off bulk**
  - **3. Bulk Liquid Fuel**

- **Fuel / Propane:**
  - **Aloha Petroleum**
  - **I.E.S.**
  - **Par Hawai'i**
  - **The Gas Company**
  - **Maui Electric**

Kahului Harbor / Maui Overview

Kahului Harbor is Maui's only commercial port providing import and export services of essential commodities (food, fuel, clothing, building materials, automobiles, etc).

Containerized cargo, bulk non-hazardous materials, and petroleum products are transported by inter-island barge service from O'ahu.

Kahului Harbor is a manmade port, dredged from naturally formed Kahului Bay. The harbor basin was constructed to be 2,050' by 2,400' and has a project depth of 35'.

Adjacent to the commercial harbor is the Kahului small boat ramp managed by DOBOR.

Dept of Transportation Harbors Division
Coordination through Maui District Office
Website: Harbors (hawaii.gov)

Maui Emergency Mgmt Agency (MEMA)
200 S. High St
Kalana O Maui Bldg, 1st Floor
Wailuku, HI 96793
(808) 270-7285

Coast Guard Marine Safety Team
101 E Kaahumanu Ave
Suite 125
Kahului, HI 96732
Local: (808) 873-3105
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA31M

Port Stats

- **Main Channel Depth: 23'**
- **DOBOR Small Boat Harbor: (808) 553-1742**

Piers

- **Intermodal / Passenger:**
  - **Young Bros Ltd, bulk aggregate barges, bulk liquid fuel, inter-island ferry terminal**
- **Fuel / Propane:**
  - **Par Hawaii**

Kaunakakai Harbor / Moloka'i Overview

Kaunakakai Harbor is Moloka'i's only commercial port providing import and export services of essential commodities (food, fuel, clothing, building materials, automobiles, etc).

Containerized cargo, bulk non-hazardous materials, and petroleum products are transported by inter-island barge service from O'ahu.

The Territory of Hawai'i built Kaunakakai Harbor in 1927. The harbor's commercial wharf offers 125,000 square feet of yard space. Its turning basin measures 600' by 1,500'.

A 1,700' causeway connects the pier to the town of Kaunakakai. It contains facilities for an inter-island barge cargo operation, a liquid-bulk cargo operation and a passenger ferry terminal.

Adjacent to the commercial harbor is the Kaunakakai Small Boat Harbor managed by DOBOR.

Dept of Transportation Harbors Division
Coordination through Maui District Office
Website: Harbors (hawaii.gov)

Maui Emergency Mgmt Agency (MEMA)
200 S. High St
Kalana O Maui Bldg, 1st Floor
Wailuku, HI 96793
(808) 270-7285

Coast Guard Marine Safety Team
101 E Kaahumanu Ave
Suite 125
Kahului, HI 96732
Local: (808) 873-3105
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA30M

Port Stats

- **Main Channel Width: 600' / Depth: 60'**
- **Marinas: N/A**

Piers

- **Intermodal / Passenger:**
  - **Young Bros Ltd**
- **Fuel / Propane:**
  - **Young Bros Ltd (intermodal fuel containers)**

Kaumalapau Harbor / Lana'i Overview

Kaumalapau Harbor is Lana'i's only commercial port providing import and export services of essential commodities (food, fuel, clothing, building materials, automobiles, etc).

Containerized cargo, bulk non-hazardous materials, and petroleum products are transported by inter-island barge service from O'ahu.

Kaumalapau Harbor is the newest member to Port Hawai'i. A 250' breakwater protects the barge wharf located on the north side of the harbor. A lighted buoy off the southern tip of the breakwater marks the 600' wide harbor entrance. A turning basin within the harbor measures 880'.

Dept of Transportation Harbors Division
80 Kuhio Street
Hilo, HI 96720
(808) 933-8850
Website: Harbors (hawaii.gov)

Hawaii County Civil Defense Agency (HCDA)
920 Ululani St
Hilo, HI 96720
808-935-0031

Coast Guard Marine Safety Team
74-425 Kealakehe Pkwy #15
Kailua-Kona, HI 96740
Local: (808) 329-3987
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA12M

Port Stats

- **Main Channel Width: 440' / Depth: 35'**
- **DOBOR Small Boat Harbor (808) 933-0414**
- **2022 Cargo: 3.0 Million Short Tons**

Piers

- **Intermodal / Passenger:**
  - **1, 3**
  - **2, 4: Young Bros Ltd**

- **Fuel / Propane:**
  - **Aloha Petroleum**
  - **I.E.S.**
  - **Par Hawai'i**
  - **The Gas Company**

Hilo Harbor / Hawai'i Overview

Hilo Harbor is one of Hawai'i Island's two commercial ports providing import and export services of essential commodities (food, fuel, clothing, building materials, automobiles, etc).

Containerized cargo, bulk non-hazardous materials, and petroleum products are transported by inter-island barge service from O'ahu.

Hilo Harbor's basin measures 1,400' by 2,300' and is protected by a 10,000' breakwater.

Berth space at Pier 1 is 1,265' with an additional 703' at Pier 2 and 637' at Pier 3. Alongside the depth at each pier is between 33' and 35'. The combined cargo handling and storage area total over 595,000 square feet.

Adjacent to the commercial harbor is the Wailoa Sampan Basin and Boat Harbor managed by DOBOR.

Dept of Transportation Harbors Division
61-3651 Kawaihae Rd
Kamuela, HI 96743
(Not a mailing address)
(808) 882-6213
Website: Harbors (hawaii.gov)

Hawaii County Civil Defense Agency (HCDA)
920 Ululani St
Hilo, HI 96720
808-935-0031

Coast Guard Marine Safety Team
74-425 Kealakehe Pkwy #15
Kailua-Kona, HI 96740
Local: (808) 329-3987
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA16M

Port Stats

- **Main Channel Width: 500' / Depth: 40'**
- **DOBOR Small Boat Harbor (808) 327-3685**
- **2022 Cargo: 2.2 Million Short Tons**

Piers

- **Intermodal / Passenger:**
  - **1: Barges / Cement**
  - **2: Matson / Young Bros Ltd**
- **Fuel / Propane:**
  - **Par Hawai'i**
- **Military**
  - **LSV Pier**

Kawaihae Harbor / Hawai'i Overview

Kawaihae Harbor is one of Hawai'i Island's two commercial ports providing import and export services of essential commodities (food, fuel, clothing, building materials, automobiles, etc).

Containerized cargo, bulk non-hazardous materials, and petroleum products are transported by inter-island barge service from O'ahu.

Kawaihae Harbor's basin measures some 1,450' by 1,500'. A 2,650' breakwater protects the harbor.

Pier 2 and Kawaihae Harbor's main pier provides 1,150' of berthing space with water depths of 35'.

Adjacent to the commercial harbor are the Kawaihae Harbor North and South small boat facilities managed by DOBOR.

Dept of Transportation Harbors Division
3242 Waapa Road
Lihue, HI 96766
(808) 241-3751
Website: Harbors (hawaii.gov)

Kauaʻi Emergency Mgmt Agency (KEMA)
3990 Kaana St. Ste 100
Lihue, HI 96766
(808) 241-1800

Coast Guard Marine Safety Team
3070 Waapa Road
Lihue, HI 96766
Local: (808) 249-0390
Emergency: (800) 552-6458

NOAA ENC Chart
US5HA63M

Port Stats

- **Main Channel Width: 600' / Depth: 40'**
- **DOBOR Small Boat Harbor (808) 241-3110**
- **2022 Cargo: 2.2 Million Short Tons**

Piers

- **Intermodal / Passenger:**
  - **1: Overseas Containers**
  - **3: Young Bros Ltd**

- **Fuel / Propane:**
  - **2: Aloha Petroleum**
  - **2: Par Petroleum**
  - **3: The Gas Company**

Nawiliwili Harbor / Kauaʻi Overview

Nawiliwili Harbor is one of Kauaʻi Island's two commercial ports providing import and export services of essential commodities (food, fuel, clothing, building materials, automobiles, etc).

Containerized cargo, bulk non-hazardous materials, and petroleum products are transported by inter-island barge service from Oʻahu.

Nawiliwili Harbor is a manmade port, dredged from naturally formed Nawiliwili Bay. Harbor facilities include three piers providing over 1,800' of berthing space.

Specifically, Piers 1 and 2 total 1,214' long with a depth of 35' at pier side. Pier 3, completed in 1994, is 625' long and contains over 16 acres of paved yard.

The harbor basin is 1,540' by 1,950' and is protected by a rock-faced jetty and a 2,150' long breakwater.

Adjacent to the commercial harbor is the Nawiliwili Small Boat Harbor managed by DOBOR.

Dept of Transportation
Harbors Division
4300 Waialo Road
Ele'ele, HI 96705
(808) 335-2121
Website: Harbors (hawaii.gov)

Kaua'i Emergency Mgmt Agency (KEMA)
3990 Kaana St. Ste 100
Lihue, HI 96766
(808) 241-1800

Coast Guard Marine Safety Team
3070 Waapa Road
Lihue, HI 96766
Local: (808) 249-0390
Emergency: (800) 552-6458

NOAA ENC Chart:
US5HA62M

Port Stats

- **Main Channel Width: 500' / Depth: 35ft**
- **DOBOR Small Boat Harbor (808) 335-8400**

Piers

- **Intermodal / Passenger:**
  - **N/A**
- **Fuel / Propane:**
  - **I.E.S**

Port Allen Harbor / Kaua'i Overview

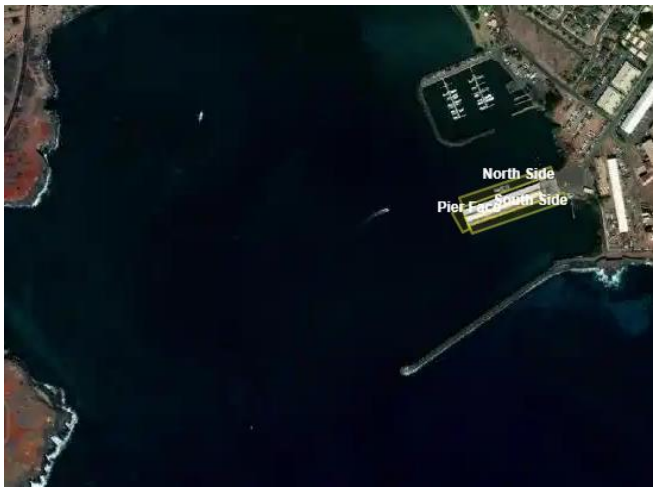
Port Allen Harbor is one of Kaua'i Island's two commercial ports providing import and export services of essential commodities (food, fuel, clothing, building materials, automobiles, etc).

Containerized cargo, bulk non-hazardous materials, and petroleum products are transported by interisland barge service from O'ahu.

Harbor facilities include two 600' long berths located on opposite sides of the primary pier structure. The north pier has a depth of 25' while the south pier has a depth of 35'.

There are roughly 1.5 acres of shed and open storage space with the facility. The dimension of the harbor basin is 1,200' by 1,500' and is protected by a 1,200' breakwater.

Adjacent to the commercial harbor is the Port Allen Small Boat Harbor managed by DOBOR.



Port Administration Dept
Port of Pago Pago – Main Wharf
Pago Pago, AS 96799
(684) 633-4251
Website: SEAPORT MANAGEMENT - Pago Pago | PPG | American Samoa Port (as.gov)

American Samoa - DHS EOC
Tafuna, Western District
(684) 699-3800

Coast Guard Marine Safety Detachment
Pago Plaza Suite No. 215
Pago Pago, AS 96799
Local: (684) 633-2299
Emergency: (800) 552-6458

NOAA ENC Chart
US5SP30M

Port Stats

- **Main Channel Depth: N/A**
- **Marinas: N/A**

Piers

- **Intermodal / Passenger:**
  - **Pier – Dept of Port Administration**
  - **Star-Kist Tuna**
  - **American Samoa Shipyard**

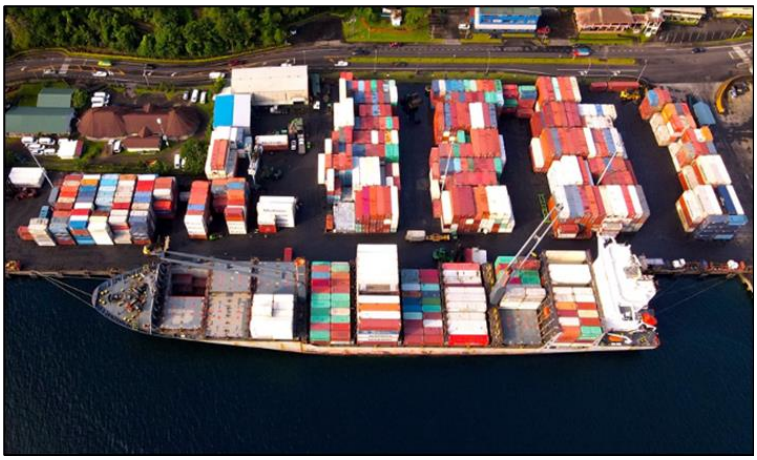
- **Fuel / Propane:**
  - **GeoGas**
  - **Pacific Energy**

Pago Pago Harbor Overview

The Islands of American Samoa (Tutuila, Ofu, Tau, and Olosega) have one commercial port (located on the Island of Tutila) providing import and export services of containerized cargo, bulk non-hazardous materials, and petroleum products.

The Port of Pago Pago (on the Island of Tutuila) is the primary location for all inbound commercial goods and essential commodities (food, fuel, clothing, building materials, automobiles, etc.) for American Samoa.

Petroleum products, commercial goods, and essential commodities are transported by deep-draft vessels from all over the South Pacific. Petroleum products, commercial goods, and essential commodities are transported by interisland ferry and cargo vessels from Pago Pago.



General:

Entrance and Scheduling:

- O‘ahu, Kaua‘i, Maui, Hawai‘i: The Hawai‘i Pilots Association provides pilot scheduling and arrival services for vessels. Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade; it is optional for U.S. vessels in coastwise trade with a Federal licensed pilot on board.
- Moloka‘i and Lana‘i: No pilotage requirements.
- American Samoa: Not compulsory but advisable.
- Refer to NOAA, Coast Pilot 10 for additional information.

Channels:

Refer to Appendix D. There are 13 deep-draft channels; however, there are only 7 commercial channel segments that are assigned to USACE for immediate and prioritized post-impact assessment when there is the potential of a compromised channel from heavy weather or other channel compromising events.

Aids to Navigation:

Refer to Appendix D. There are approximately 88 ATON maintained by the USCG in the Honolulu COTP Zone, and numerous private aids that are neither owned nor maintained by the USCG. As waterways have a variety of traffic patterns and risk levels, not all ATON have the same criticality for maintenance and repair. USCG maintained ATON area assigned one of three categories.

- Aid Availability Category 1 (AAC-1): An ATON or system of ATON that is considered by the USCG to be of vital navigational significance.
- Aid Availability Category 2 (AAC-2): An ATON or system of ATON that is considered by the USCG to be of important navigational significance.
- Aid Availability Category 3 (AAC-3): An ATON or system of ATON that is considered by the USCG to be of necessary navigational significance.

The COTP’s MTS Recovery Program and the MTSRU track the status of all AAC-1 ATON and only select AAC-2 ATON that have been deemed essential for commercial vessel navigation. This narrow list serves as the priority ATON for assessment and repair following an MTS disruption.

Electronic Aids to Navigation (eATON):

Utilizing the Nationwide Automatic Identification System (NAIS) network of shore-based towers, the USCG employs eATON to augment its everyday physical ATON constellation. Electronic messages with ATON information are broadcast to integrated radar and/or electronic chart systems for display. There are three types of e-ATON.

- Physical: A beacon is physically located on the buoy or beacon. The typical range of these is about 8 nm.

- Synthetic: Broadcasted remotely to an assigned position with a corresponding buoy or beacon via the NAIS network. NAIS range is approximately 24 nm, depending on the line of sight from the shore-based tower.
- Virtual: Broadcasted remotely to an assigned position with NO corresponding buoy or beacon. This can be done to electronically mark temporary or emerging navigation hazards for mariners (e.g. sunken vessels, oil spills, etc).

Anchorages:

Refer to Appendix D. Full details of anchorages, restrictions, and operations may be found in 33 CFR 110.235, 110.236, 110.129, and 110.129(a).

Regulated Facilities:

Refer to Appendix D. There are 53 regulated facilities, excluding mobile transfer facilities.

Military:

- O‘ahu - Pearl Harbor is home to the U.S. Navy Pacific Fleet Headquarters and is not routinely used for commercial services.
- Kaua‘i - The Pacific Missile Range Facility (PMRF) at Barking Sands has a support facility located at Port Allen.
- Hawai‘i - A 100-foot-wide concrete ramp with mooring dolphins, used exclusively for handling military cargo to and from U.S. Government-owned landing craft, is at the southwest end of Kawaihae Harbor.

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SECTION 3: MTS RECOVERY MANAGEMENT

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

MTS Recovery Objectives -

a. Maintain open port concept;
b. Mitigate impact on the MTS, trade, and the economy;
c. Identify resources, agencies involved, incident effects, and courses of action for the recovery of maritime infrastructure;
d. Prioritize MTS Recovery operations;
e. Identify and prioritize cargo streams;
f. Coordinate with operational elements conducting salvage or marine debris removal operations; and
g. Report the status of the MTS through EEIs within CART.

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

- Establish the MTSRU;
- Obtain situational awareness;
- Determine the impacts on the MTS and develop courses of action;
- Communicate the status of the MTS and recovery activities; and
- Demobilize the MTSRU and transition into long-term restoration.

Recovery Task 1: Establishing the MTSRU

Figure 5: MTSRU Stand-Up Check List

Unit Leader Activity	Action	Complete ✓
Situation Assessment	Check into the incident and review ICS-201 or existing Incident Action Plan (IAP) to determine size and complexity. Visit SITL for complete assessment of the incident area and impact.	☐
Initial Briefing	Obtain an initial brief from the Planning Section Chief (PSC) • Expectations of the IC/UC for the MTSRU • Incident Objectives • Agencies/organizations/stakeholders involved • Incident activities/Operations • Special concerns	☐
Establish MTSRU Work Area	Establish work location within the ICP. • Adequate space for possible expansion • Located in the Planning Section or Operations Section and near the SITL • Establish a system for receiving information/updates • Capability to display (maps, charts, forms, etc) to be placed on walls, easels, or marker boards Initiate ICS-214 Activity Log.	☐
Staff the MTSRU	Calculate staffing requirements based on the scope of the incident and expected operations tempo. • Staff USCG members for CART data entry • Identify agency and industry representatives • Identify the need for and sources of technical specialists Submit ICS-213RR resource request order form for personnel and/or equipment required.	☐
MTSRU Staff Briefing	Brief MTSRU staff on roles and responsibilities and communicate expectations.	☐

C. ESTABLISHING THE MTSRU

1. The determination to establish the MTSRU is the responsibility of the PSC (or IC if there is no PSC) and will be based on factors including: the type of interruption event, 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 establishing a MTSRU for each event.

   Assumptions include:
   - The threat of a TSI that causes an increase to MARSEC Level 3 will necessitate coordinated recovery measures among stakeholders to facilitate restoration of cargo flow, trade resumption, and economic recovery.
   - Members have received appropriate training and have awareness of the priorities, procedures, and protocols of the plan.
   - Port stakeholders will rapidly share information required for incident response, infrastructure preservation or repair, and post-incident recovery.
   - The primary tool that USCG Sector Honolulu COTP and stakeholder groups will use for its pre-incident planning and coordination is CART. This contains the set of EEIs developed for the USCG Sector Honolulu COTP AOR for MTS Recovery operations. The MTSRU, when activated, will use the EEIs in CART as its framework for operational planning during incident response. The quality of EEI's and their utility to the port community is directly related to the quality, completeness, timeliness, relevancy, currency, and ease of use of the information provided by stakeholders.
   - Members have pre-determined roles and responsibilities with the MTRSU.
   - A written process exists to notify all members of the MTSRU that activation is required.

2. Upon determination that the MTSRU will be activated, the PSC, or appropriate Command and General Staff, will notify the MTSL and provide initial direction. This is vital to establishing a sound foundation for MTS Recovery reporting.

   Reporting should include:
   - Direction to activate the full, or parts, of the MTSRU;
   - Estimate the duration of the activation days;
   - Location of ICP and MTSRU;
   - Expectation for the MTSRU to be functional (stood up and operational);
   - Expectation for stakeholder notification;
   - Brief description of the disruption with copy of ICS-201 if possible;
   - Current objectives and MTSRU objectives, if established;
   - Expectation to attend the planning meeting at a predetermined location; and
   - Anticipated battle rhythm (e.g. time of ICS meetings).

3. The MTSRU will normally be established under the Planning Section as shown below. As the ICS is flexible and scalable, the MTSRU may be placed in other ICS positions to satisfy unique needs of the IC/UC. Moving the MTSRU to another ICS position (i.e. Operations Section, see Figure 7) for all other contingencies should only be done when critically

required to address unique elements in the recovery operation. MTS Recovery Planning and Operational requirements will be addressed during the IAP development cycle no matter the location of the MTSRU within the organization.

Figure 6: MTS Recovery Unit in Planning Section

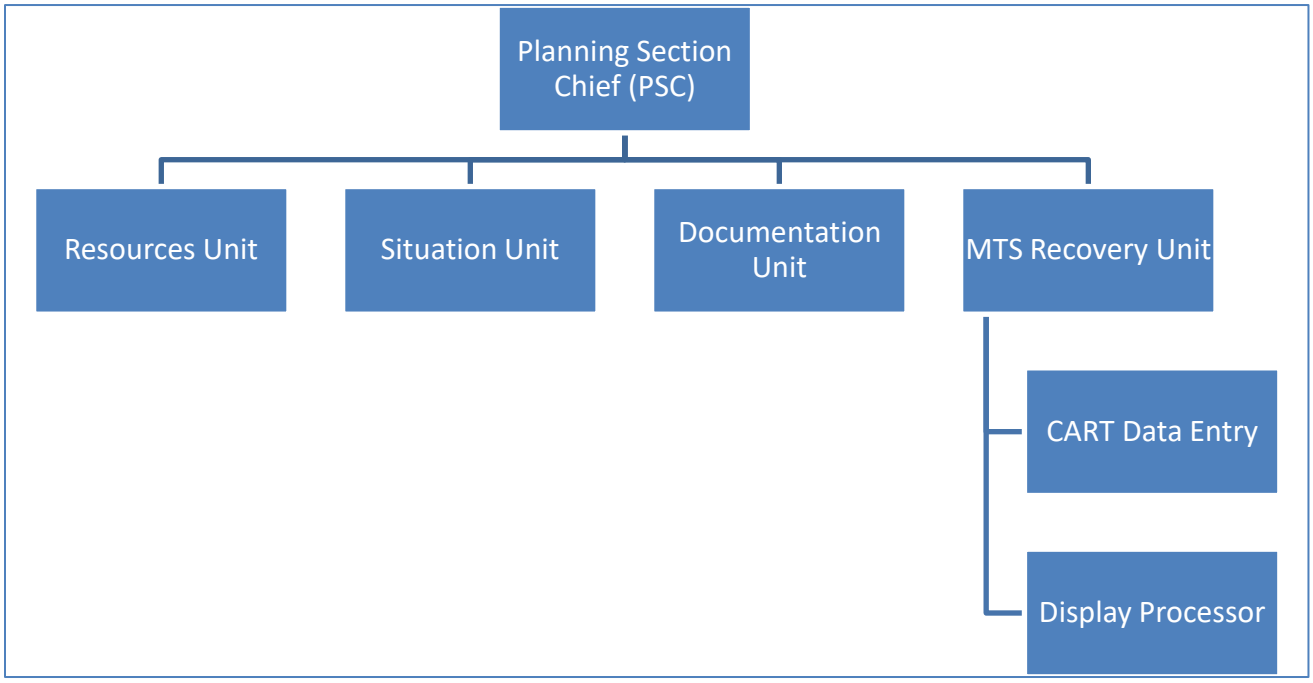
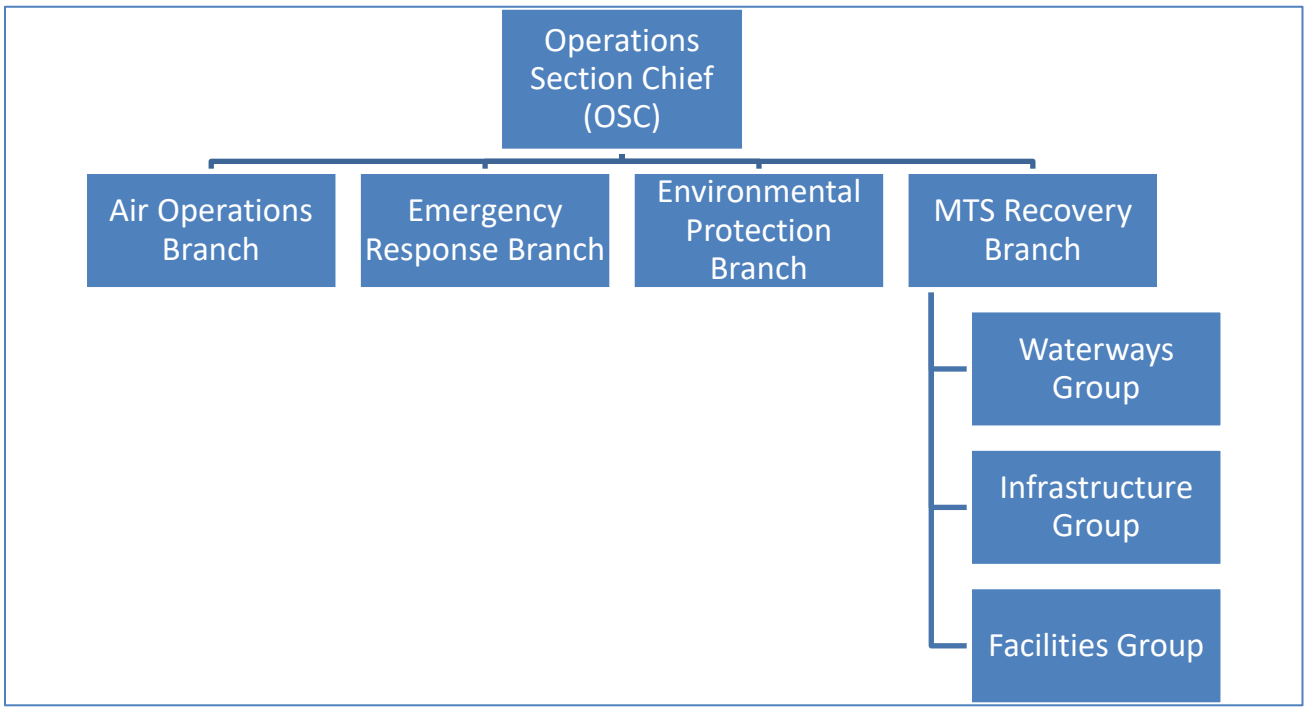


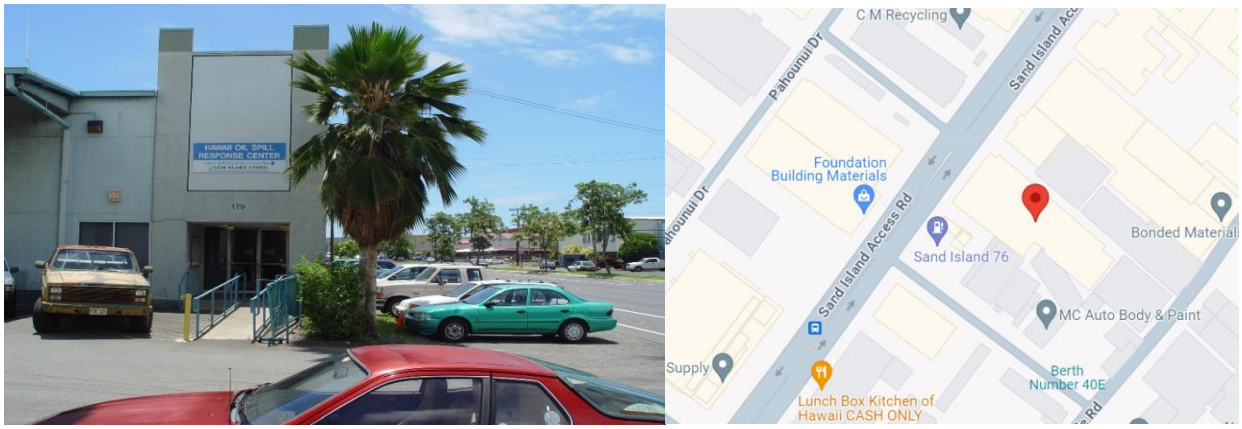
Figure 7: MTS Recovery Branch in Operations Section



4. MTSRUs or the MTS Recovery Branch 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 it have the ability to expand if necessary.

    a. The COTP, in consultation with port partners, shall determine the location of the ICP at the time of the incident. This may be the USCG Base Honolulu at Sand Island (Smith Building Conference Room or Club 14) depending on the scale of operations or the Hawai‘i DOT-Harbors Command Center at Pier #1. Additional sites may be used IAW Sector Honolulu’s Continuity of Operations (COOP) Plan. Also, the Marine Spill Response Corporation (MSRC) located on Sand Island has the capabilities and resources necessary for incident management coordination for oil or HAZMAT-related incidents.

Figure 8: MSRC Oil Spill Response Center (179 Sand Island Access Rd)



5. MTSRUs can function only when appropriately supported with resources and materials to ensure sustained operations for a minimum of 48 hours before resupply is required. Standard MTSRU Go-Kits or ICS MTSRU Kits are located in the Planning Department storage spaces at USCG Sector Honolulu.

6. The MTSRU is comprised of key USCG members, port stakeholders, state and local emergency response managers, and other critical maritime response and recovery representation as determined in the pre-event planning environment. USCG Sector Honolulu COTP will activate its personnel using the process and protocols outlined below:

    a. USCG Personnel Notification – USCG Sector Honolulu COTP utilizes the Alert Warning System (AWS) for immediate notification to IMT membership that an incident has occurred that requires activation of the IMT including the MTSRU. Sector Honolulu SOP is to maintain on-duty IMT members in each duty-section to provide 24/7 capability to establish an IMT. The Sector Command Center (SCC) is the primary communications manager for activation of the IMT. The SCC will notify Command

Staff members of the IMT activation via AWS and include specific details in the messaging to include the scenario and key milestones for meeting and establishing the IMT.

b. Port Stakeholder/State-Local Government/OGA – USCG Sector Honolulu COTP utilizes the same AWS notification process for the activation of the MTSRU in Honolulu and American Samoa. Tab I provides detailed protocols for the activation of the MTSRU including membership, facilitator script, and briefing requirements for members. The alternate communication manager for activation of the MTSRU will be the Port Security Specialist Recovery/Salvage at Sector Honolulu who maintains the membership roster and details for the MTSRU.

Recovery Task 2: Obtaining Situational Awareness

Figure 9: MTS Situational Awareness Check List

Unit Leader Activity	Action	Complete ✓
Incident Size-Up	Coordinate with Operations Section and Liaison Officer to compile information regarding the status of the MTS from initial reports, infrastructure owners/operators, and response personnel in the field. Review input and identify EEIs impacted and any cascading or potential down-stream effects of the MTS disruption. • Waterways and navigation systems impacted • Port area critical infrastructure impacted • Port area vessels impacted • Monitoring systems impacted Additional specialized resources may need to be employed to provide a detailed assessment of the MTS.	☐
Document MTS Impacts	Create an event in CART to identify, track, and report impacts to the MTS. https://cgcart.uscg.mil Compare the status reports from field assessment teams and information from port partners against the CART baseline data.	☐
MTS Status Updates	Ensure MTS Recovery status report is integrated into SITL briefs and MTS Recovery is incorporated into the ICS planning cycle. Coordinate with the SITL to update MTS Status displays and discuss information to be passed prior to each meeting. Update Port Status Information section for area commercial ports and recreational harbors. https://navcen.uscg.gov/port-status	☐

D. SITUATIONAL AWARENESS – MTSRU personnel will obtain overall situational awareness of the MTS, the impacted area, and any area that could be potentially impacted. This will require outreach to different Sections or Units within the IC/UC as well as industry. In many disruption scenarios, this will also require physical assessment of key infrastructure elements to determine their operational status. All MTSRU personnel will:

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

2. Determine the impact area for the MTS disruption and possible EEI Categories within that area that may have experienced some type of disrupting affects. For nearly any event that disrupts the MTS, most EEIs will likely require USCG activity at some level to determine the operating status. The following basic EEI Types should be considered for assessment and to receive the appropriate operational tasking via an ICS-204:

   a. Monitoring Systems
   b. Port Area Critical Infrastructure
   c. Port Area Vessels
   d. Waterways and Navigation Systems

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

4. Assign assessment teams to develop initial situational awareness. The personnel assignments and assigned resources will be provided to the Divisions/Groups/Teams in the ICS-204a attached to the ICS-204 Assignment List.

5. Coordinate the use of alternative equipment support from local stakeholders. Hawai‘i DOT-Harbors has purchased underwater survey equipment including side-scan sonar technologies. In addition to these assets, the USACE has contracted commercial survey sources to support annual maintenance projects. If available, the USACE will leverage these services to support channel assessment operations. The MTS Branch Director will coordinate with the Navigation Response Team as agreed in the Harbors Emergency Assessment MOU in Tab B to identify the available assets post-incident to support critical infrastructure surveys including:

   a. Piers, wharves, and docks associated with cargo, fuel and fuel operations at commercial facilities;
   b. Assessment of known shoaling areas; and
   c. Assessment of identified or suspected obstructions in navigable channels or alongside commercial piers, wharves, and docks.

6. Conduct outreach to port partners and maritime stakeholders to determine the status of the MTS, including commercial vessel traffic. The COTP will leverage the maritime expertise of the MTSRU to support planning for the development of operational priorities and courses of action. At a minimum, the MTSRU will:

   a. Provide Operational Briefs for their agency;
   b. Identify key areas of concern;
   c. Identify or comment on the incident affects to the MTS;
   d. Identify key vessel movement, anchorage, or other requirements for both inbound and outbound vessel traffic;
   e. Identify priorities based on pre-developed priority lists for the Honolulu COTP Zone;
   f. Identify minimum meeting schedule required for the incident; and

g. Provide recommended courses of action or resources available to support MTS Recovery.

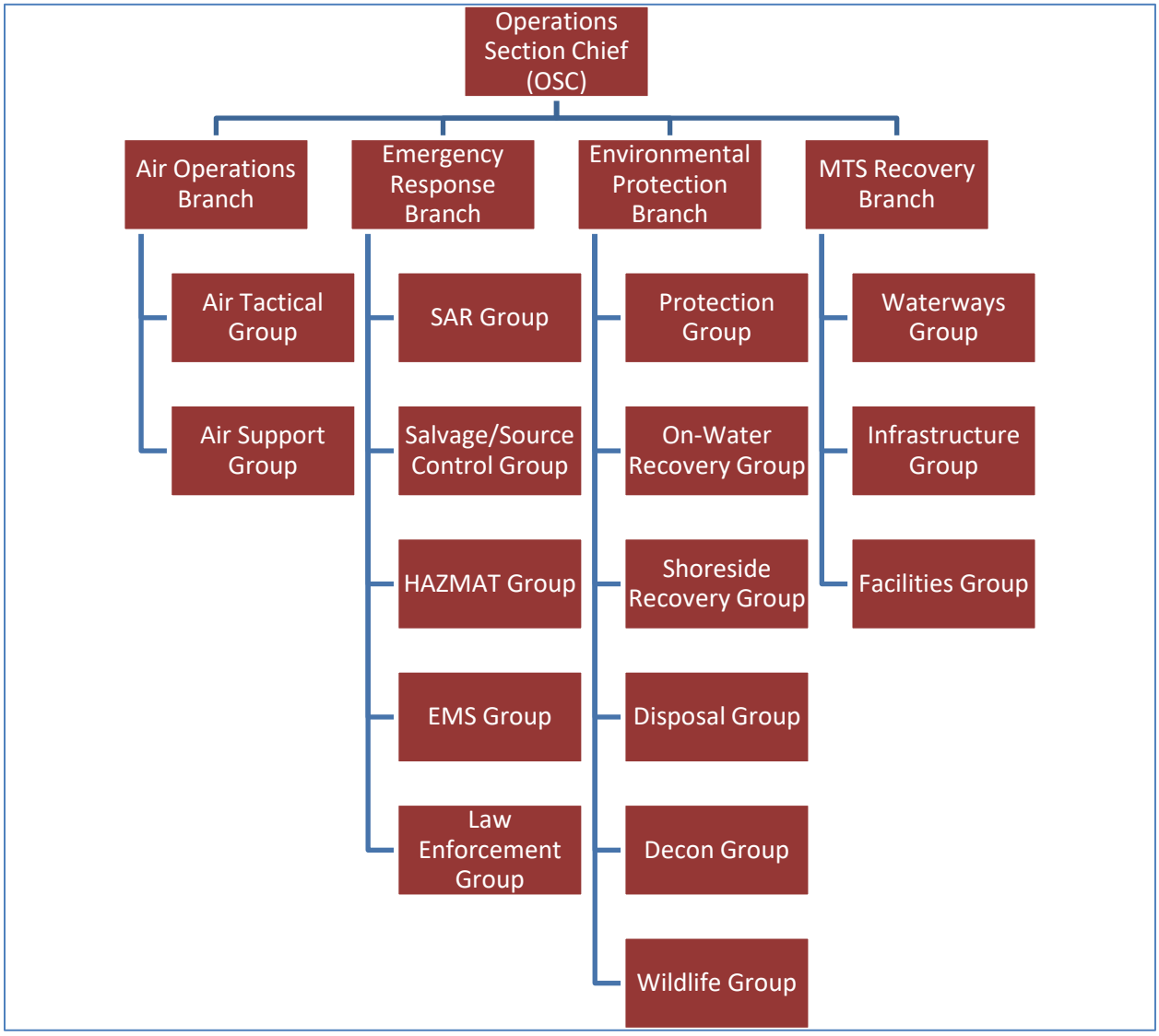
7. Compare the status reports from field assessment teams and information from port partners against the CART baseline data. Open and create an event in CART and input initial information. Ensure port and harbor status information (Open, Open with Restrictions, Closed) is updated on https://navcen.uscg.gov/port-status.

8. Maintain a near real-time update to CART. The construct of the IMT and location of the MTSRU will determine how the staffing will be accomplished for the MTSRU. The MTS Branch within the Operations Section or the MTSRU within the Planning Section will resource and assign a trained USCG representative to update and maintain CART. At a minimum, EEI Status will be near real-time with updates being made when status information is received within the IMT. The MTS Report Summaries in CART are critical to the overall description of the MTS Recovery actions, and key MTS Recovery issues affecting the local/regional/national interests. The Report Summaries will be updated at a minimum within the guidelines and Battle Rhythm provided by USCG District (if a District IMT is established). The MTSRU will follow the Tab F to this plan, for detailed guidance on data entry and Report Summary format.

9. The MTS Branch is responsible for the maintenance and update of critical MTS Recovery-specific information in https://navcen.uscg.gov/port-status including port status, Marine Safety Information Bulletins (MSIB), and update on MARSEC Level or port conditions to coincide with port status.

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

Figure 10: Example Operations Section Organization Chart for MTS Disruption



This is an example of how operational resources and functions *may* be organized following a major MTS disruption. The organization of the Operations Section will be situational dependent, and incident driven. Further guidance on the Operations Section can be found in the USCG Incident Management Handbook and in the Operations Section Chief Job Aid.

Infrastructure Assessment Teams may also work directly for the MTSRU as Field Observers, like the Shoreline Contamination Assessment Teams (SCAT) working directly for an Environmental Unit within the Planning Section, depending on the scope of their tasking.

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

Figure 11: Courses of Action Development Check List

Unit Leader Activity	Action	Complete ✓
MTS Recovery Priorities	Gather and analyze MTS impact data to assist with prioritizing recovery operations. Stakeholder input is critical. Ensure MTSRU is soliciting periodic feedback from port partners, impacted industries, and stakeholders. Analyze impacts to: • Critical waterways • Maritime Critical Infrastructure and Key Resources • Major facilities • Local economic concerns • Current and future impacts to MTS Make recommendations to the IC/UC on MTS Recovery priorities and provide an update on stakeholder and industry actions. • Infrastructure recovery priorities • Cargo movement priorities • Vessel movement priorities • Industry actions • Recovery limitations	☐
MTS Recovery Courses of Action	Develop courses of action for recovery of public infrastructure. Provide input to the Operations Section Chief for the Tactics Meeting and ICS-215. • Resources needed for MTSRU next operational period	☐
Waterway Control Actions	Identify and implement MTS Recovery and Salvage Response Plans. Develop and update any incident specific plans, special advisories, and orders needed to support incident operations. These plans may include: • Vessel traffic management plans • Marine Safety Information Bulletins (MSIBs) • Safety/Security Zones • COTP Orders • Regulated Navigational Areas	☐

E. COURSES OF ACTION:

1. MTS Recovery recommendations are provided to the IC/UC from the MTSL. Determining how to prioritize the recovery of waterways, facilities, and the flow of cargo in the region will be a significant and long running task of the MTSRU. The priorities 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.

2. When assessing the impact of the MTS and developing associated courses of action, 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 courses of action. 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.
   c. Cargo Priorities. For advance planning, guidelines for understanding potential national level needs and priorities have been established in a joint protocol developed by USCG and Customs and Border Protection.

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

National Level
Cargo Priorities

Department of Homeland Security

Local Level
Cargo Priorities

Department of Homeland Security

3. **Infrastructure Recovery Priorities**. Development of local pre-incident infrastructure recovery priorities with input from local industry and agency stakeholders. The MTSRU should develop a list of infrastructure priorities based on extent of impact and information within Section 2.B.

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

5. **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. Communication and coordination for the movement of cargo containers within the state, as well as designated cargo container laydown areas will be initiated through the IMT and coordinated by state, local, and industry stakeholders. State, local, and industry SMEs in the MTSRU will have access to this information. The MTSRU should be prepared to report on vessel and cargo diversions.

Recovery Task 4: MTS Status Reporting

Figure 12: MTS Reporting Check List

Unit Leader Activity	Action	Complete ✓
Update MTS Status in CART	Update the Report Summaries in CART using the guidance in the CART User Manual and the templates in Tab E. • Port / Incident Area Summary • MTS Impact • Intermodal and Supply Chain Impact • MTS Recovery Actions Taken • Vessels in Queue • Waterway Management Actions • Future Plans • Port Status	☐
MTS Reporting Schedule	Identify reporting requirements for the MTSRU and develop an information reporting schedule to keep all stakeholders informed. Coordinate reporting times and information formats with: • IC/UC • Planning Section Chief (ICS-230) • Operations Section Chief (Tactics Meeting) • Liaison Officer / Public Information Officer • Port Coordination Team • USCG Chain of Command (District, AREA, HQ, DHS) • Other MTS Stakeholders See Figure 15 for example MTSRU daily meeting requirements	☐
MTS Reports	CART is the USCG's primary system for tracking, reporting, and documenting MTS Recovery status. Review the CART Executive Summary Report for format, accuracy, spelling, currency, and alignment with any other public messaging, or other internal-external MTS Status reporting sources. Ensure Operational Security and Information Security for any proprietary information. CART in an unclassified system and its contents could be available to the public. Do not post SSI, PII (except EEI POC Information), FOUO, and SBU information on CART. Receive approval from the IC/UC prior to posting CART reports.	☐

F. 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 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 USCG Navigation Center Port Status and the Homeland Security Information Network (HSIN), if utilized for response communications. Sector Honolulu will ensure the internal and external MTS Status Reporting expectations are met.

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

   - 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 or MTS Branch Chief as appropriate will provide MTS status specific information during all phases of the planning cycle. Figures 16 and 17 provide recommended information elements to insert during critical stages of the planning process.

2. **External Communications**: MTS Stakeholders do not have access to CART for real-time status reporting. Most stakeholders within the port are not part of the MTSRU and rely on MTS messaging originating from the ICP.

   The MTSRU may leverage the external outreach capabilities of HSIN to communicate critical MTS Status information and operational restriction updates to an unlimited number of users. Stakeholders will be alerted to changes via the AWS that will direct them to the appropriate platform for more information. In some instances, the use of Social Media Platforms may be appropriate to ensure the broadest dissemination of valuable MTS information to the public. The Public Information Officer (PIO) will coordinate Press Releases with MTS Status information and manage the use of the Social Media platforms authorized for use by the USCG. Tab J provides amplified information for Public Affairs, Joint Information Centers, and the use of social media during MTS disruption events.

Figure 13: Sample Port Status Information

Port	Status	Comments	Last Changed
HILO HARBOR (Big Island)	Open		2025-07-30
HONOLULU HARBOR (Oahu)	Open		2025-07-30
KAHULUI HARBOR (Maui)	Open		2025-07-30
KALAELOA BARBERS POINT HARBOR (Oahu)	Open		2025-07-30
KAUMALAPAU HARBOR (Lanai)	Open		2025-07-30
KAUNAKAKAI HARBOR (Molokai)	Open		2025-07-30
KAWAIHAE HARBOR (Big Island)	Open		2025-07-30
NAWILIWILI HARBOR (Kauai)	Open		2025-07-30
PAGO PAGO (American Samoa)	Open		2025-07-30
PORT ALLEN (Kauai)	Open		2025-07-30

3. **Port Status**: Sector Honolulu will use MTSRU email to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by the MTS Recovery Branch when the IMT has been activated or the Waterways Management Branch as part of their normal duties.

4. **Operational Restrictions**: As appropriate, MSIBs, Broadcast Notice to Mariners, or other documents describing operational restrictions of the MTS will also be emailed. USCG Sector Honolulu COTP will ensure that appropriate operational restricting information will be uploaded to **https://navcen.uscg.gov/port-status**.

5. **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 any alternative procedures implemented to ensure cargo flow continues to a manageable extent depending on the disruption event. This site will be provided to stakeholders via CBP.

6. **Currency and Accuracy**: **https://navcen.uscg.gov/port-status** will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.

7. **Reporting Standards**: MTSRU members will adhere to the data integrity standards described in the CART User Guide. The following basic reporting standards are not clearly described in policy, but will be implemented as a best practice for MTS status reporting:

   a. Baseline: The PSC or MTSL will determine if the entire baseline of all EEIs will be entered into the event or only the impacted EEIs. If all EEIs are not entered into the event, Sector Honolulu will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.
   b. Status: The default status for EEIs entered into an Event is (RA) Requires Assessment. After completion of the assessment process, the designation of Fully Available (FA); Partially Available (PA); or Not Available (NA) will be made in accordance with policy and data integrity standards. When the designation is PA or NA, comments will be added in the EEI as well as the Summary Table.
   c. EEI Comments: 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. Comments should be brief but include information on the impacts of the disrupted EEI Categories at local through national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact to the MTS.
   d. Report Summaries: The MTSL has the responsibility of reviewing the Report Summary entries prior to entering into CART. The Report Summaries should be reviewed for:

   - Format;
   - Accuracy;
   - Spelling;
   - Currency; and
   - Alignment with any other public messaging or other internal-external MTS status reporting source.

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

8. **Alternative Reporting Process**: In the event Sector Honolulu 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 Figure 14. The manually generated MTS Status tracking and reports will be archived and delivered to the Documentation Unit Leader (DOCL) at the conclusion of each operational period. Transmission of this information will be under the direction of the SITL, consistent with senior management communication requirements, and available means.

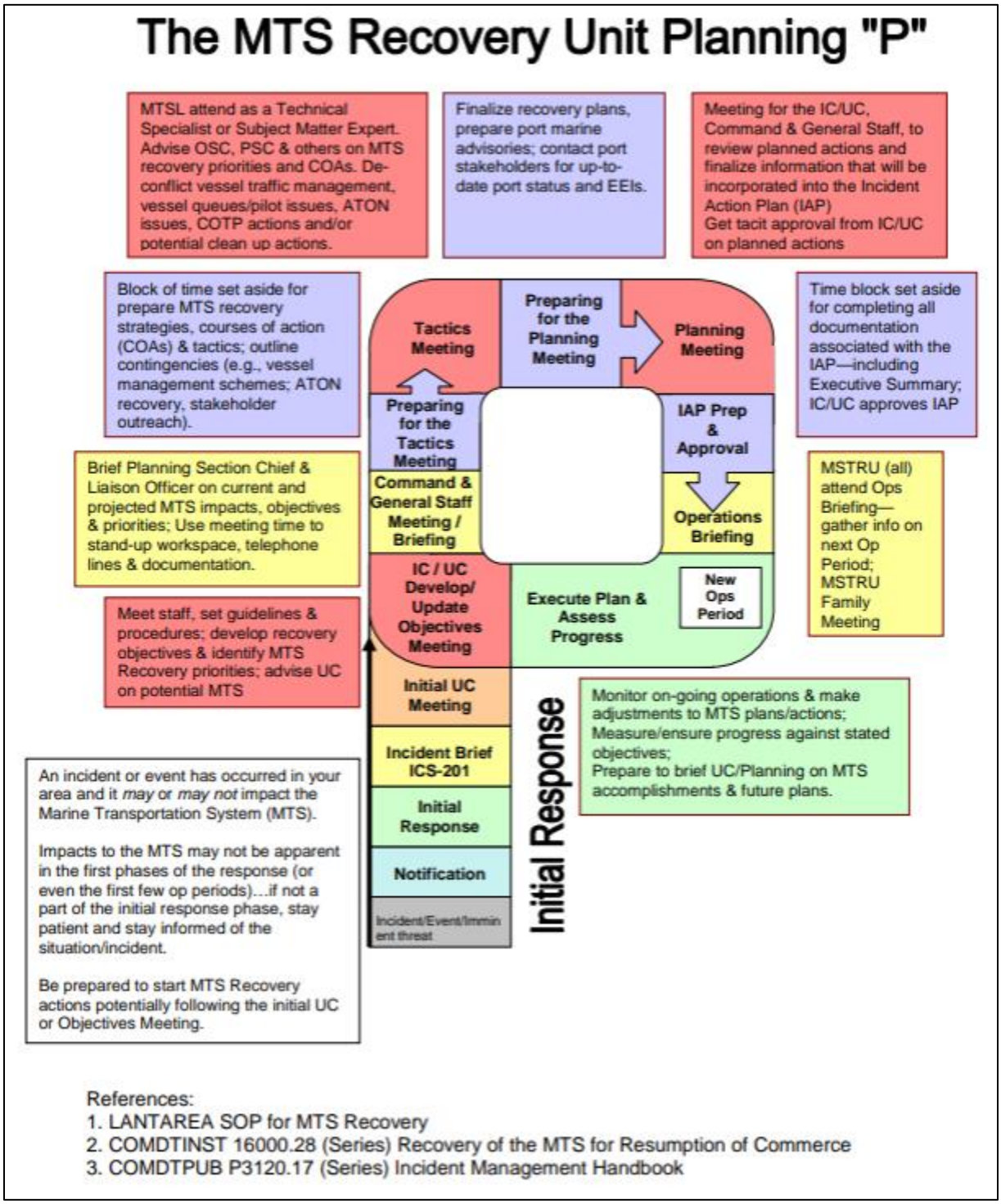
Figure 14: Alternate Reporting Template

EEI	Sector Baseline	RA	FA	PA	NA	Comment
Waterways and Navigation Systems						
Aids to Navigation	88					
Anchorages	7					
Deep Draft Channels	13					
		Open	Invest.	Closed		
Vessel Salvage/Wrecks*						
Oil Pollution Incidents*						
HAZMAT Incidents*						
Port Area Critical Infrastructure						
Bridges	2					
Container Facilities	17					
LNG/LPG Facilities	5					
Non-Container Facilities	9					
Oil Refinery	2					
Pass/Ferry Terminals	5					
Petroleum Facilities	19					
Ports	10					
Shipyards	3					
USCG Units	9					
Port Area Vessels						
Commercial Fishing	50					
Passenger and Ferries	3					
Monitoring Systems						
Monitoring Systems	3					
**** Not in Baseline. Must be created for each event.***						

Figure 15: IAP Development Cycle – MTS Information

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

Figure 16: MTSRU Planning "P"



Recovery Task 5: Demobilize the MTSRU

Figure 17: MTSRU Demobilization Check List

Unit Leader Activity	Action	Complete ✓
Prepare to Transition to Long-Term Recovery	Identify long-term (restoration vice recovery) issues and make recommendations to IC/UC on appropriate action to be considered. • What makes the issue a restoration versus recovery issue? • What is the agency responsible to deal with restoration • Suggested time to transmit to appropriate agency This assessment should be an ongoing process initiated at the start of the incident.	☐
Draft Report	Draft a MTSRU Demobilization Report per the template in Tab H. The report template is a best practice for demobilizing the MTSRU and communicating any open issues to the USCG District/Area, State Emergency Management officials, and port partners.	☐
Demobilize MTS Recovery Personnel / MTSRU	Review the Incident Demobilization Plan: • Brief subordinates regarding demobilization • Supervise demobilization of the unit • Provide Supply Unit Leader with a list of supplies to be replenished • Forward all documentation to the Documentation Unit • Complete Check-out Sheet, ICS-221	☐
Route the MTS Recovery Demob Report	Route the MTSRU Demobilization Report through the IC/UC for final approval and forward to USCG Oceania District.	☐

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

- Recognize when the MTSRU functions are winding down and develop a demobilization strategy;
- Identify and develop a list of issues or recovery actions that have not been completed and will need to be transitioned to long-term restoration;
- Determine a timeline for the transition to long-term restoration actions and the agency/stakeholder assigned;

- Recommend any legal, regulatory, or policy initiatives needed to address outstanding MTS infrastructure issues or facilitate future MTS Recovery operations;
- List any stakeholder concerns regarding MTS Recovery and restoration issues; and
- List and provide any MTS Recovery and restoration lessons learned to be included in the overall Incident After-Action Report (if required).

TAB E: MTS CART REPORTING TEMPLATES

The purpose of CART is to ensure accuracy and consistency among USCG units of port status and recovery operations reporting. To ensure consistency with other USCG units, Sector Honolulu will align its reporting with the templates noted below.

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

Table 3: CART Guide – Event Details

Summary	Details	Description
	Event Name	If an incident management team has been established, the Incident Commander(s) will normally decide on the official incident name during the Initial IC/UC meeting and document it on an ICS-202.
	Location	Geographic area directly affected by the incident. Identify the port, waterway, or nearest city where the event has or may occur. If the impact is expected over a large area, simply use "Sector Honolulu"
	Event Summary	Brief description of the date, time, location, and circumstances of the incident – copy from ICS-201 if available. Circumstances should include the initiator of the incident. If there is a cyber disruption event, the Executive Summary should include what cyber elements are disrupted: Telephone, Radio, Internet, Private Network, Satellite, communications, SCADA, other automated systems

Example:
Event Name: *Honolulu Cruise Terminal Pier 2 Spill*
Location: *Honolulu Harbor*
Event Summary: *On [DD/MM/YY] Cruise Ship Coast Duchess reported a fuel oil spill. Approximately 25 bbls were released into the initial boom containment. COTP closed the Honolulu Main Channel in the vicinity of the cruise terminal to facilitate clean-up operations.*

Table 4: CART Guide – Port Incident Area / Summary

Summary Topic	Description / Example
Port Incident/Area Summary	Brief description of the port or the incident area. This should include a description of the major waterways and identification of typical types of cargo, major facilities, and marine transportation connections. Provide an overall description of the AOR and/or port area. This description should include an executive level description of the key port activities and, if available, basic economic impact information from publicly available sources (i.e. Economic Impact Reports, etc.). This information may be found in Section 1000 of the AMSP and ACP.

Example:
Hurricane X-Ray impacted the Sector Honolulu AOR on [DD/MM/YY] with Category 2 winds sustained and storm surge of 5'. The Port of Honolulu was placed in Port Condition ZULU 12 hours prior to the arrival of Tropical Storm Force Winds and remains in this condition until winds subside below that level.

The Sector Honolulu Incident Command has been established at Sector facilities and is working with local Emergency Management and stakeholders via port-wide teleconferences to develop initial assessment priorities.

Senior Leadership Interest:

1. *Regional Energy needs remain at approx. 3-4 days of available inventory.*
2. *Resupply of neighboring islands will receive highest priority as soon as the port reopens along with energy and DoD concerns.*

Full details of all activities can be found under the MTS Impact; MTS Recovery Actions Taken; and Future Plans.

Table 5: CART Guide – MTS Impact Template

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

Example:
[insert name] Harbor is OPEN WITH RESTRICTIONS. *A significant amount of storm debris has accumulated in the vicinity of the [location]. The debris includes several small boats rafted together, vegetation, various size containers/drums. The USACE and City/County Solid Waste Management Division estimates the debris field to be cleared by [DD/MM/YY]. Due to damaged critical range lights, the COTP has directed daylight transits only until repairs are completed. The estimated time for repair to the range lights is [date].*

[insert name] Harbor is CLOSED *until surveys of the channel have been completed. The USACE estimates that surveys will be completed by [date].*

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 [vessel] allided with the [object] during transit to safe haven. COTP/OCMI and Vessel Operator conducting structural assessment. No operations authorized until COTP/OCMI makes final determination. Additional information found in MISLE Case # 1234567.*

Table 6: CART Guide – MTS Recover Actions Taken

Summary Topic	Category	Description
MTS Recovery 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 USCG District or other units.
	Infrastructure Assessments	Status of impact assessments/damage assessments. Note in a % completion format addressing EEI Categories.
	Established objectives, goals, or milestones set by the IC/UC.	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.

Example:
Enter Date/Time Group: *The MTSRU has been established in [location] and currently staffed by USCG personnel. The first MTSRU teleconference is scheduled for [date/time]. No additional support is determined to be necessary. MTSL will continue to assess personnel needs and requests via Logistics and CG-213RR.*

Port Infrastructure Assessment Teams have been deployed. Priority is assigned to energy and cargo terminals for assessment with secondary priorities assigned to Ro-Ro and bulk aggregate terminals.

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

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

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

No Cyber disruption or issues

Table 7: CART Guide – Vessels in Queue Guidance

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

Example:
Insert Date/Time Group:

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

SEE THE ARRIVAL LIST ATTACHED AS IMAGE TO THIS SUMMARY

- *Cause of the Queue: [insert name] Harbor remains closed due to impacts from Hurricane SMITH; assessment of the channel and associated ATON pends.*
- *Date to resolve queue: It is estimated that the assessment will be completed by [DD/MM/YY]. The MTSRU Branch will review all data and make appropriate recommendations to the IC/UC.*
- *Time to Resolve the Vessel Queue: After the IC/UC determines the channel and ATON are in sufficient state to initiate operations, it is estimated that it will take 36 hours to reduce the vessel queue to a normal state and return all scheduling and arrivals back to the appropriate stakeholder groups.*

Table 8: CART Guide – Waterway Management Actions

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.

Example:
Insert Date/Time-Group: *[insert name] Harbor is* OPEN WITH RESTRICTIONS. ***See Attached MSIB xx-2018 for additional details.***

The restrictions currently include daylight operations only due to noted damage to key priority range lights at the port entrance and high-risk areas within the port as determined by the MTSRU.

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 https://navcen.uscg.gov/port-status.

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

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

Table 9: CART Guide – Future Plans Guidance with Example

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.
	Energy	Note key Energy plans and major impacts/requirements.
	Monitoring Systems	Describe future plans for port monitoring systems including any integrated camera systems, Rescue 21 (R21), waterway monitoring stations, VHF Towers, VTS systems.
	Cyber Infrastructure	Note any future plans to address cyber infrastructure impacts.

Example:
Enter Date/Time-Group: *Future Plans:*

- *Waterways and Navigation: Continue Assessment operations of all navigable channels and ATON. Develop a prioritized corrective list of all ATON for the Navigational Branch in Operations based on assessment reports. Coordinate navigable channel issues with USACE.*
- *Critical Infrastructure: Coordinate with State Dept of Transportation to complete assessment of all key bridges with MTS nexus as noted in CART and coordinate with Local Police to complete assessment of major highways 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]. Port Entrance cameras remain inoperable until repairs can be completed on DD/MM/YY.*
- *Cyber Infrastructure: Note any future plans to address cyber impacts and note critical dates.*

Table 10: CART Guide – Intermodal and Supply Chain Impact

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

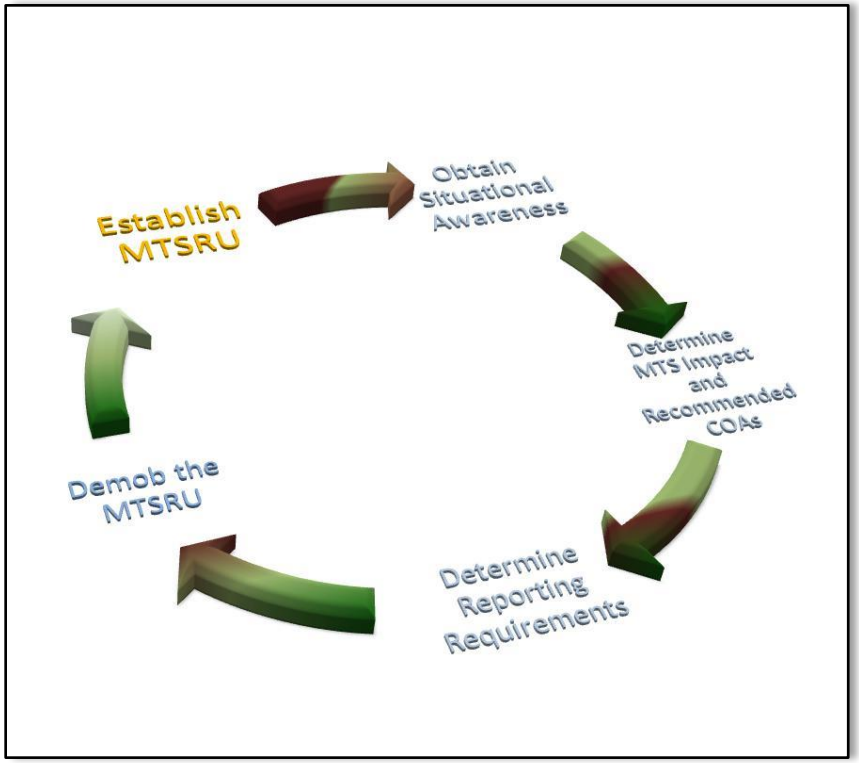
Example:
Enter Date/Time-Group:

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

- *Supply Chain Impact: The movement of [describe critical cargoes or key supply chain] through the port of [insert name] has been interrupted. Alternate pathways have been discussed with the MTSRU. Potential delays for the delivery of [cargo] and [cargoes] to the neighboring islands will continue. Upon resumption, it is anticipated that an x % increase in deliveries will continue daily until normal inventory deliveries are resumed.*

TAB F: MTSRU STANDARD OPERATING PROCEDURES

Refer to Section 3 for detailed MTSRU checklists, the USCG ICS MTSL Job Aid and the CART User Manual.



TAB G: INFRASTRUCTURE CHECKLIST(s)

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

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

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

TAB H: MTSRU DEMOBILIZATION REPORT TEMPLATE

["Event Name"]
Marine Transportation System (MTS) Recovery
Demobilization Report
For
SECTOR HONOLULU

From: Sector Honolulu
To: PACAREA
Via: Oceania District WWM

Ref: (a) PACAREAINST 16001.1A, Marine Transportation System Recovery
(c) Sector Honolulu Marine Transportation System Recovery Plan

1. In accordance with reference (a), this Demobilization Report captures the status of the MTS, including outstanding issues, post <***Event Name***>. This report contains the following:

   a. By category, the status of EEIs that remain in a condition other than fully available.
   b. List of recommended legal, regulatory, or policy initiatives that address outstanding MTS infrastructure issues, and
   c. List of stakeholders concerns regarding infrastructure restoration.

2. EEI Status Information: The following is a complete list of relevant EEIs and their status:

   a. Waterways and Navigation Systems
   i. Aids to Navigation:
   ii. Deep Draft Channels:
   iii. Non-Deep Draft Channels:

   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 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. Cyber / Information Systems

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

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

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

a. Regulatory Agency communications (example):
b.

5. USCG Best Practices and Lessons Learned: The following is a list of observed best practices and lessons learned for MTS Recovery of the Sector Honolulu area of responsibility.

a. Best Practices:
i. (example)
b. Lessons Learned:
i. (example)

TAB I: MTSRU NOTIFICATION PROCESS GUIDE

Policy/Program Information
Alert Warning System (AWS) is the process by which the SCC alerts the members of **Hawai'i MTSRU** 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 Level increase in another port. The MTSRU serves as the USCG Sector Honolulu COTP Zone's subject matter expertise for all segments of port operations and provides advice and status updates of critical infrastructure and key operations within the MTS. **REFERENCES:** (a) Area Maritime Security Plan for Hawai'i and American Samoa (b) USCG Sector Honolulu COTP Marine Transportation System Recovery Plan (Series)

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

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

NOTIFICATIONS: Improve/Strengthen Agency Partnerships	**TIME**
Prepare incident brief for moderator (Prevention/EMFR)	
Utilize AWS for MTSRU activation. Coordinate initial text verbiage with Prevention/EMFR. Provide a minimum of 30 minutes from text alert to teleconference.	
Track responses to AWS. If there is no response within 30 minutes move on to secondary means of communication via personal telephone notification.	
Brief CDO, COTP and Prevention/EMFR when 100% notification has been achieved.	
Dial into Conf Room established for Team Notification.	

<Recommended text for Scenario> There may be need to add additional text such as an official time for a teleconference, etc. The following is basic text to consider:

"*The Hawai'i MTSRU has been activated. It is requested that you dial into the MTSRU teleconference number and passcode at (Insert Time). Please be prepared to provide a briefing to the MTSRU on your assigned missions. Contact the [location/phone number] with any urgent questions. Thank you."*

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

> *The Conference Call Script below 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***) USCG Sector Honolulu. The Hawai'i 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 Sector Honolulu COTP 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 (***IC/UC***) have 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. The overall goal is to establish open-communication streams with port partners in order to obtain current and timely information on MTS infrastructure status and to provide wide dissemination of port recovery activities and plans. The goal is to ensure MTS Recovery issues are integrated into internal and external incident management reporting cycles.

At the end of this Status Report Brief, participants will be provided an e-mail address to forward their issues or concerns for consideration in future decision-making as well as providing the time for the next MTSRU Conference Call. The MTSRU Conference Calls will continue every **(*12/24 hours*)** until the **(*IC/UC*)** 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; and
- Only members of the MTSRU will provide information during this teleconference.

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

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

Representing the USCG is: **(*name/rank/position*)**
Representing the Area Maritime Security Committee or Area Committee (if included) is: **(*name/rank/position*)**

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

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

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

If Previous Conference Calls external to this group have been held, provide a summary of those calls, the attendees if different, and any actions or decisions that may have been taken that has impact on the 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 your participation. The next conference call is scheduled for **(*Date/Time*)**.

-END-

TAB J: PUBLIC AFFAIRS CONSIDERATION

1. **General**: The need to create, distribute, and continually update the status of the MTS and the underway recovery operations is vitally important to maintain the economic baseline of the impacted region. The confidence in the MTS and continuity of services provided by local maritime industries is the cornerstone of maritime trade. When an incident occurs that threatens the continuity of services and business in the affected area, maritime interests will quickly and efficiently locate alternative sources of supply or destination for cargo types, so it is imperative that the public message attesting to the status of the port and its maritime infrastructure reflects the true condition of the port and the efforts being taken to restore trade and services.

2. **Joint Information Centers (JIC)**: JICs will be activated during most incidents resulting in an interruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG Incident Management Handbook, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-5; Management of Domestic Incidents, National Incident Management System (3rd ed. 2017).

3. **Use of Social Media**: In an incident response, the Public Information Officer (PIO) will work with the media and public to provide timely information about response efforts. This includes the use of social media, news releases, and information products that provide accurate and timely updates. USCG Oceania District Public Affairs will support the incident response in disseminating public information regarding the status of the MTS following standard press-release practices and social media usage. Collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding MTS status and recovery efforts is appropriately reviewed and approved by the PIO, in accordance with the media strategy and Incident Command, before posting. All posts must be made using authorized social media accounts or the designated social media accounts for the response. The following authorized and pre-established social media accounts will be used:
    a. **Facebook:**
    - U.S. Coast Guard Sector Honolulu: This is the official USCG Sector Honolulu Facebook page and will be used as the primary social media platform for incident messaging and information dissemination. Access to this account will be limited to the incident PIO, Sector Honolulu collateral duty Public Affairs Officers, and USCG Oceania District Public Affairs Specialists.
    - *U.S. Coast Guard Hawaii Pacific* – This is the official USCG Oceania District Facebook page and will be used to amplify incident messaging and information dissemination to a broader public.

    b. ***X (formally Twitter)*** @uscghawaiipac - This site will be used for incident messaging and information dissemination. Access to this account will be limited to USCG Public Affairs Specialists.

4. **Public Affairs Support**:

    a. USCG Sector Honolulu: In accordance with the USCG Public Affairs Manual,

COMDTINST M5728.2D, Area, District and unit commanders can release news of activities of their commands without prior approval. USCG Sector Honolulu maintains a collateral duty Public Affairs Officer to assist with press releases and coordination with local news organizations.

b. USCG Oceania District: USCG District will determine the appropriate personnel and location for support during Type 2 and Type 1 incidents.

c. USCG Public Information Assist Team (PIAT): The PIAT is an NSF team providing trained personnel and equipment for incident response.

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SECTION 4: MTSRP MAINTENANCE AND EXERCISES

A. PURPOSE: This section discusses plan validation and update requirements. Lessons learned and recommended actions from training and exercises (as described in Tab K) to identify best practices and areas of needed improvement. This section will also discuss the process of requesting MTSR exercise credit.

B. MTSRP VALIDATION:

1. Annual MTSRP Validation:

a. USCG Sector Honolulu COTP will evaluate the MTSRP annually for adequacy, accuracy, consistency, and completeness. The purpose of the review is to ensure that the plan incorporates changes based on policy, lessons learned, and changes to port operations.
b. Annual validation will be completed prior to the initial planning phase of the MTS Recovery exercise. This will ensure that the MTS Recovery exercise scenario is developed using the most accurate information available. The MTS Recovery exercise and/or real-world event can be used to validate any plan updates.
c. Minor amendments or updates to the plan do not require formal review by USCG District or Areas. This includes updates to EEIs, MTSRU rosters, cargo or infrastructure priorities, and assignment of responsibilities within the IMT.
d. USCG District and Area will approve the major rewrite on the five-year review and update cycle.

2. CART Validation:

a. CART is a critical element to support post-incident stabilization and short-term recovery of the MTS.
b. Sector Honolulu shall review all EEI data for accuracy annually, but no later than 31 May each year.
c. Each EEI has data integrity standards that provide uniformity to report status and potential consequences from the event. USCG Sector Honolulu COTP will use MTS Recovery EEI Form (CG-11410) to capture the necessary information. (See Appendix B)

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP:

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

- After Action Reports and recommendations from MTS/Port Recovery exercises;
- Lessons learned from local stakeholder exercises;
- Lessons learned from past disaster recovery events (e.g. severe weather events, oil spill incidents, mass rescue operations);
- Government, industry and academic studies of industry interdependencies, downstream effects of transportation disruptions, and the resiliency of industries and transportation sectors in recovering from a disaster or an incident; and
- Policy updates.

b. USCG Sector Honolulu COTP will ensure that the five-year review plan is forwarded to the cognizant USCG Oceania District Commander Plan Review Authority for review.

c. Review the plan and forward to USCG Pacific Area as the Plan Approval Authority for approval.

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

D. EXERCISES: MTSRP exercise requirements and guidelines are in Tab K.

TAB K: MTSRP EXERCISE GUIDANCE

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

2. **MTS Recovery 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 support MTS Recovery through effective plan implementation. Steps to achieve these goals include:

   a. Improve capability to:

   - Activate the MTSRU;
   - Implement and conduct coordinated interagency command and control operations in accordance with NIMS;
   - Communicate effectively with various Federal, state, local, tribal, and territorial agencies, 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 other Federal, state, local, tribal and territorial and industry processes.
   d. Coordinate with other required plans and contingency exercises.

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

   a. Frequency – The MTSRP shall be exercised at least twice in a four-year period with one operation 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 a larger operational-based exercise.
   c. Design – The exercise can be developed as a standalone exercise or be part of another contingency exercise such as AMSTEP, PREP, severe weather or Mass Rescue Operations. Combining multiple contingencies within one exercise is encouraged as long as the MTS Recovery exercise objectives are tested. For example, the MTS Recovery exercise could start several days after the initial incident occurs. The exercise can be a USCG led exercise or be part of another Federal, state, local, tribal, territorial and industry exercise.

d. Goals and Objectives – The MTSR exercise shall meet all of the overarching goals and objectives. Physically establishing a MTSRU is not required in a discussion-based exercise.

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

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

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

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

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

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

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

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

   - The MTSRP was implemented in response to a real-world event involving a disruption to the MTS;
   - Appropriate members of the MTSRU and port stakeholders were involved in the response to the actual event;
   - The event was consistent with MTS Recovery program standards for testing the MTSRP;

- The effectiveness of the MTSRP elements or strategies actually implemented was evaluated and was relevant to the plan; and
- The response or recovery was adequately documented in CART.

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

- The type of event causing the disruption (see Section 1.A for examples);
- 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 submitted in the USCG CPS;
- The sections of the plan that require improvement; and
- Additional supporting data. Enclosures should include copies of all CART Executive Summaries (MTS-209s) and any other relevant documentation.

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

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

Commander
United States Coast Guard
Sector Honolulu

400 Sand Island Parkway
Honolulu, HI 96819
Staff Symbol: (s)
Phone:
Email:

3010
Date of Request

MEMORANDUM

From: Commanding Officer
CG SECTOR HONOLULU

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

To: CG PACAREA (__)
Thru: CCGD Oceania (WWM)

Subj: REQUEST FOR MTS RECOVERY REAL WORLD EVENT CREDIT

Ref: (a) NVIC 04-18

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

2. (*Provide a description of the event*). Sector Honolulu 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*):
   a. (*List Lessons Learned*).

4. Sector Honolulu has entered an After Action Report and lessons learned into the USCG'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, PAC Area. (*Title/Name of Person*) is responsible for updating the MTSRP.

#

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

APPENDICES

A. CART Baseline Export Job Aid

B. MTS Recovery EEI Form (CG-11410)

C. MTS Recovery Facility Status Form (CG-11410A)

D. List of Essential Elements of Information (EEI)

E. ICS Form 204 Templates

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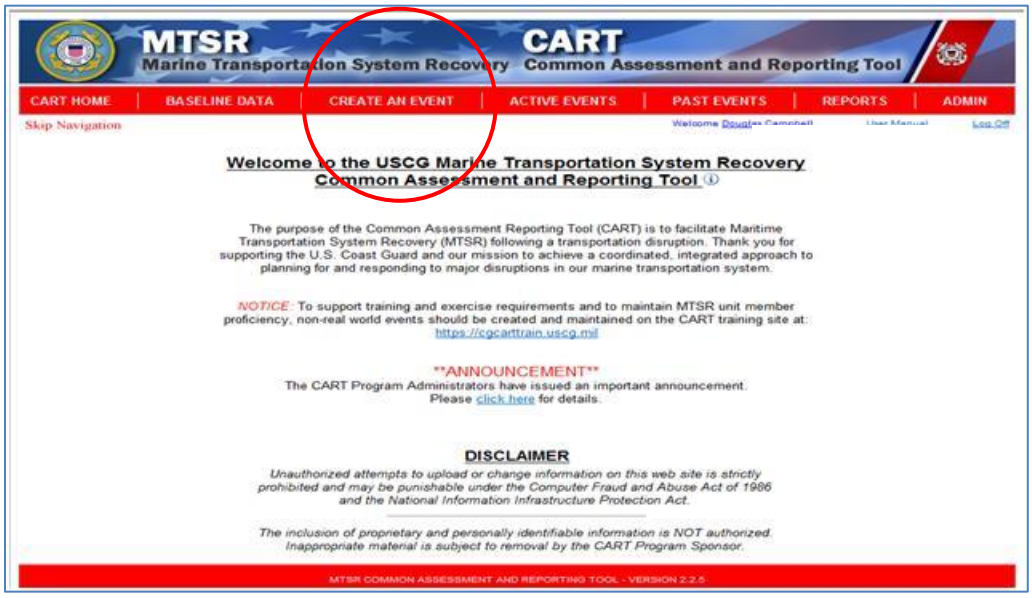
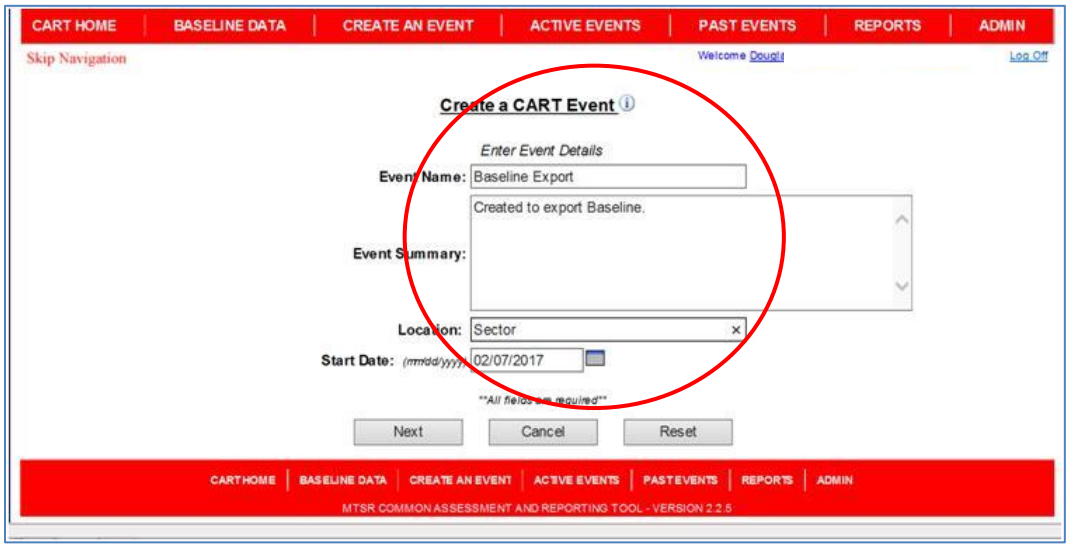
APPENDIX A: COMMON ASSESSMENT AND REPORTING TOOL (CART) BASELINE EXPORT JOB AID

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

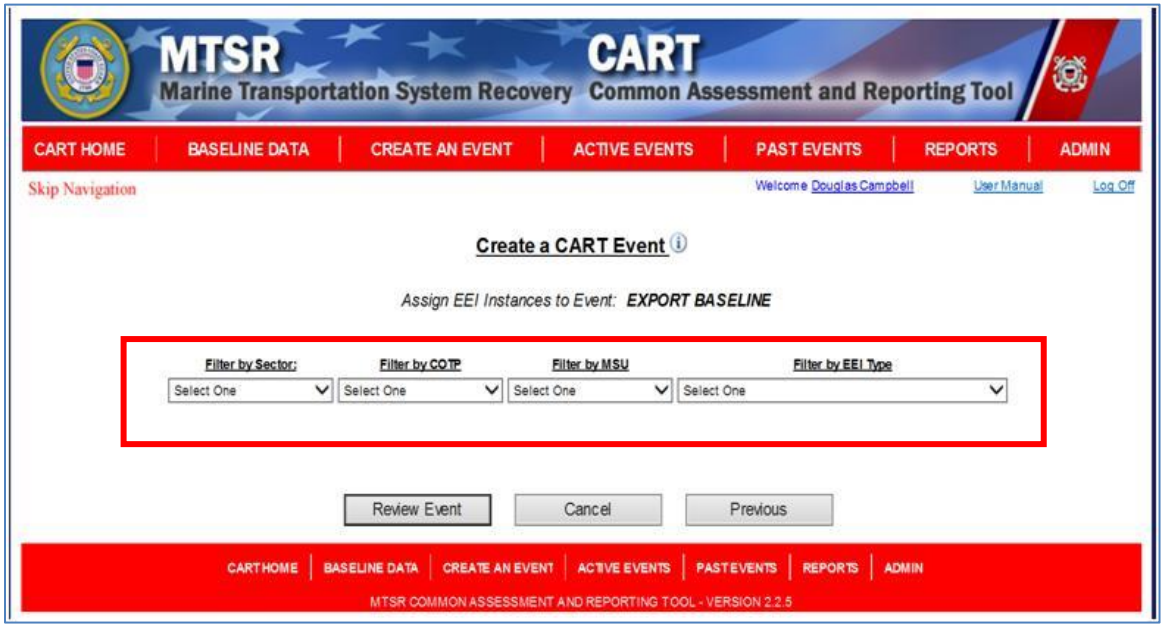
Step 1: Log into CART and Create an Event.



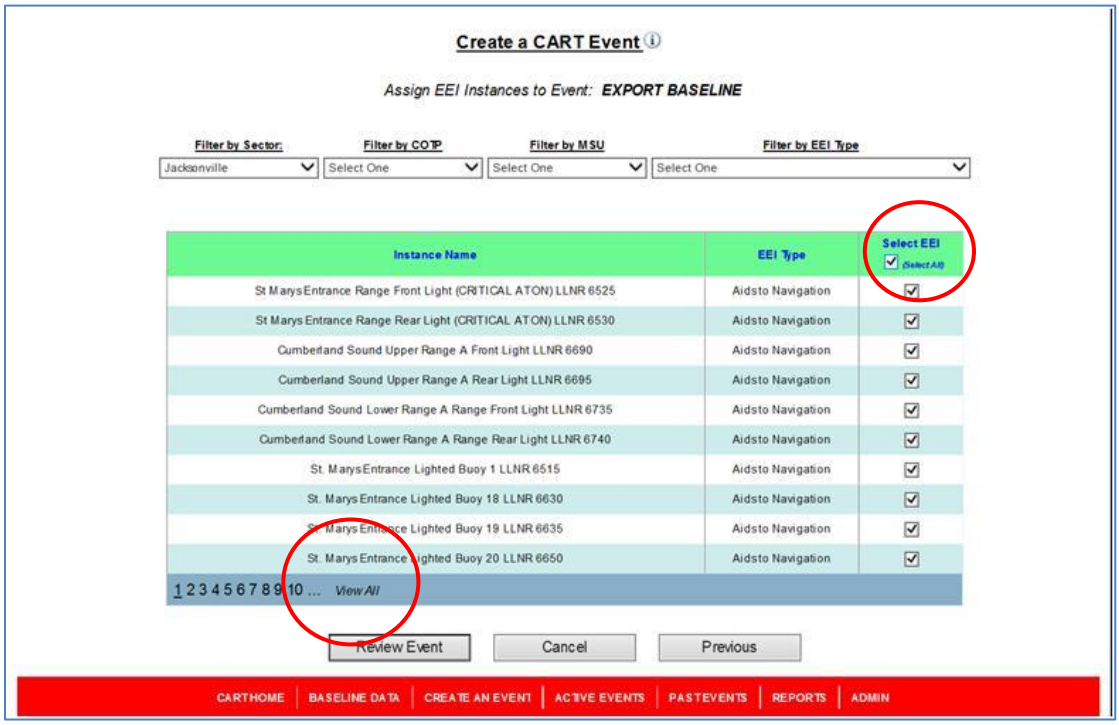
Step 2: Enter basic required information to create the Event. Ensure the name of the Event contains either "Baseline" or "Exercise"



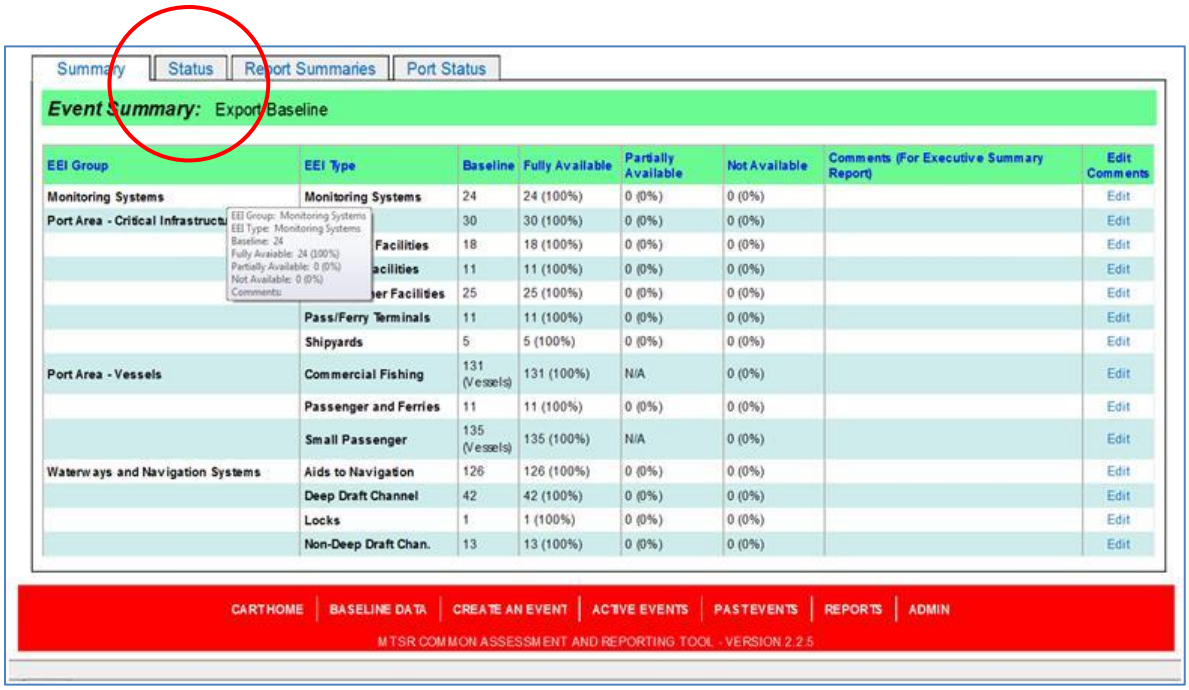
Step 3: Use the Pull-Down Menu to select the appropriate Unit.



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

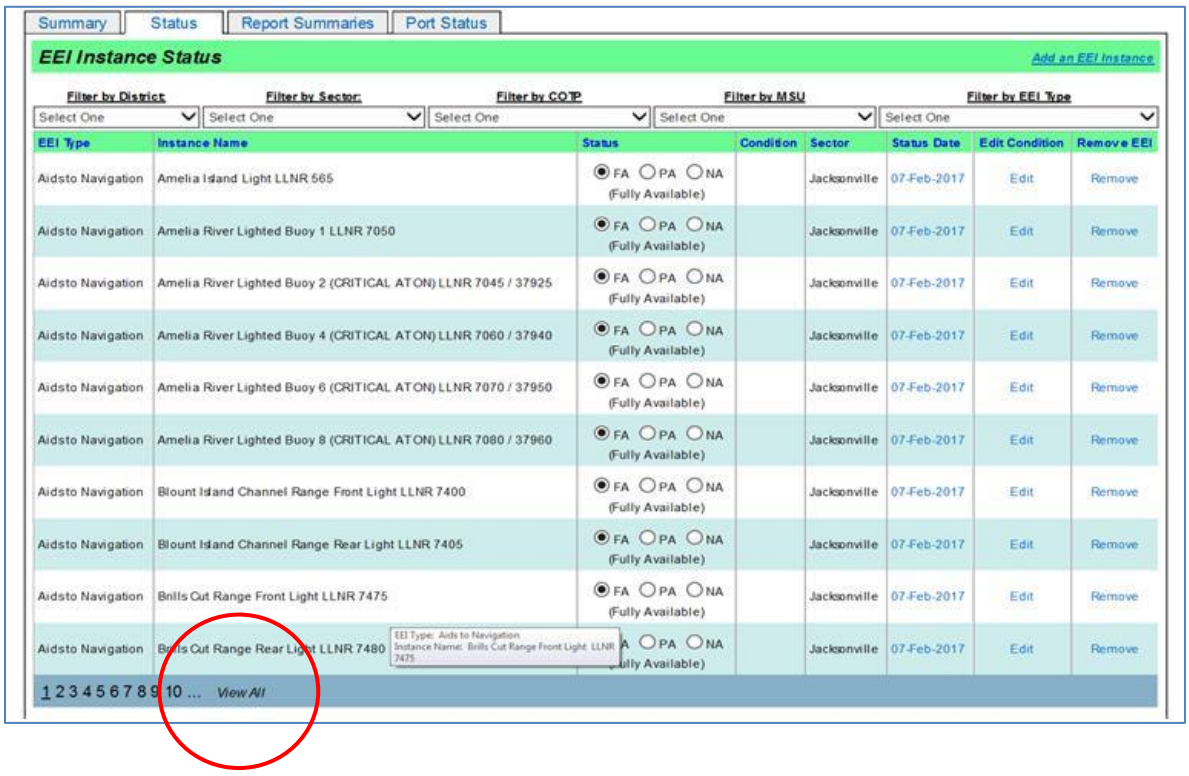


Step 5: Complete the remaining steps to review and create the Event in CART. After the event is created select the Status Tab.



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

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



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

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

Step 8: When prompted open and/or save the excel file to a location on your network. At this point you will be able to manage the available information in the Baseline and use it to prepare and submit status reports if necessary.

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

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

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

MARINE TRANSPORTATION SYSTEM RECOVERY ESSENTIAL ELEMENTS OF INFORMATION

Privacy Act Statement

Authority: 46 U.S.C §70011, §70051, and §70103 authorize the collection of this information..

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

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

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

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-FAC), U.S. Coast Guard Stop 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 policy requires Sector Commanders to create, and update annually, Essential Elements of Information regarding the Marine Transportation System within their Captain of the Port Zones. This form is used to capture data and compare data gathered with information maintained by the U.S. Coast Guard.

SECTION I: FACILITY CONTACT INFORMATION

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

SECTION II: CARGOES

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

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

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SECTION III: SHIP - BARGE ARRIVALS		
10. On a weekly basis, how many ships/barges call at this facility?		
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo

SECTION IV: CRITICALITY OF CARGO TO RECOVERY

11. Does facility transfer cargoes critical* to port recovery? Yes ☐ No ☐ *(If yes, list critical cargoes below)*

**Criticality may reflect the need of this cargo to the port or region. Ex: The product received is needed to support port recovery or emergency response efforts; or to another process based on unique components/design/ limited supply source.*

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

Provide any additional information pertinent to the cargo criticality

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

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
OMB No.1625-0127
Expires: 01/31/2028

MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS

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 is 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)

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SECTION II: FACILITY CONTACT INFORMATION				
5. Facility Point of Contact	6. Telephone	7. Fax	8. Email	9. Date

MARINE TRANSPORTATION SYSTEM RECOVERY - FACILITY STATUS	
Name of Event:	Facility Name:

SECTION 1. FACILITY INFORMATION *(Cont.)*

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

Oahu

(sorted by Island, then EEI Type, then by EEI Name)

EEI Type (Primary Sort)	EEI Name *(Secondary Sort)*	Latitude	Longitude
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Light 4	21.31875	-158.125
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Light 5	21.3204	-158.125
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Light 6	21.32197	-158.121
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Light 7	21.32331	-158.122
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Lighted Buoy 2	21.31539	-158.128
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Lighted Buoy 3	21.31667	-158.129
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Range Front Light	21.32914	-158.115
Aids to Navigation	Hawaii Oahu Barbers Point Harbor Entrance Channel Range Rear Light	21.32987	-158.114
Aids to Navigation	Hawaii Oahu Honolulu Harbor Buoy 10 - AAC1	21.30912	-157.866
Aids to Navigation	Hawaii Oahu Honolulu Harbor Buoy 12	21.31626	-157.88
Aids to Navigation	Hawaii Oahu Honolulu Harbor Buoy 8 - AAC1	21.30503	-157.866
Aids to Navigation	Hawaii Oahu Honolulu Harbor Channel Buoy 3 - AAC1	21.29509	-157.872
Aids to Navigation	Hawaii Oahu Honolulu Harbor Channel Buoy 4 - AAC1	21.29433	-157.871
Aids to Navigation	Hawaii Oahu Honolulu Harbor Channel Light 7 - AAC1	21.30136	-157.869
Aids to Navigation	Hawaii Oahu Honolulu Harbor Channel Lighted Buoy 1 - AAC1	21.29167	-157.874
Aids to Navigation	Hawaii Oahu Honolulu Harbor Channel Lighted Buoy 2 - AAC1	21.29098	-157.873
Aids to Navigation	Hawaii Oahu Honolulu Harbor Channel Lighted Buoy 5 - AAC1	21.29764	-157.871
Aids to Navigation	Hawaii Oahu Honolulu Harbor Channel Lighted Buoy 6 - AAC1	21.2956	-157.87
Aids to Navigation	Hawaii Oahu Honolulu Harbor Entrance Channel Range Front Light - AAC1	21.30531	-157.865
Aids to Navigation	Hawaii Oahu Honolulu Harbor Entrance Channel Range Rear Light - AAC1	21.30639	-157.865
Aids to Navigation	Hawaii Oahu Honolulu Harbor Entrance Light - AAC1	21.29575	-157.869
Aids to Navigation	Hawaii Oahu Kewalo Basin Lighted Buoy 1	21.28782	-157.863
Aids to Navigation	Hawaii Oahu Kewalo Basin Lighted Buoy 2	21.28753	-157.862
Aids to Navigation	Hawaii Oahu Kewalo Basin Lighted Buoy 3	21.28981	-157.861

Aids to Navigation	Hawaii Oahu Kewalo Basin Lighted Buoy 4	21.2898	-157.86
Aids to Navigation	Hawaii Oahu Pearl Harbor Entrance Lighted Buoy 1 - AAC1	21.29783	-157.957
Aids to Navigation	Hawaii Oahu Pearl Harbor Entrance Lighted Buoy 2 - AAC1	21.29917	-157.955
Aids to Navigation	Hawaii Oahu Pearl Harbor Entrance Range Front Light - AAC1	21.32678	-157.971
Aids to Navigation	Hawaii Oahu Pearl Harbor Entrance Range Rear Light - AAC1	21.33221	-157.974
Anchorages	Hawaii Oahu Barbers Point Restricted Anchorage Area A	21.29549	-158.127
Anchorages	Hawaii Oahu Barbers Point Restricted Anchorage Area B	21.2694	-158.088
Anchorages	Hawaii Oahu Barbers Point Restricted Anchorage Area C	21.27782	-158.071
Anchorages	Hawaii Oahu Honolulu Anchorage A	21.28255	-157.887
Anchorages	Hawaii Oahu Honolulu Anchorage B	21.28742	-157.908
Anchorages	Hawaii Oahu Honolulu Anchorage C	21.28593	-157.915
Anchorages	Hawaii Oahu Honolulu Anchorage D	21.28939	-157.922
Bridges	Hawaii Oahu Honolulu Sand Island (Slattery) Bridge	21.314	-157.888
Bridges	Hawaii Oahu Pearl Harbor Ford Island Bridge	21.36922	-157.943
Commercial Fishing	Hawaii Oahu Honolulu Harbor Piers 16 and 17		
Container Facilities	Hawaii Oahu Honolulu General Cargo Terminal Piers 24-29	21.30984	-157.87
Container Facilities	Hawaii Oahu Honolulu Matson Pier 53	21.31028	-157.879
Container Facilities	Hawaii Oahu Honolulu Pasha Piers 51A-B	21.31222	-157.885
Container Facilities	Hawaii Oahu Honolulu Pier 1 & 2	21.29889	-157.867
Container Facilities	Hawaii Oahu Honolulu Young Brothers Piers 39-40	21.32	-157.881
Deep Draft Channel	Hawaii Oahu Barbers Point Harbor Channel	21.31735	-158.127
Deep Draft Channel	Hawaii Oahu Honolulu Channel	21.28081	-157.88
Deep Draft Channel	Hawaii Oahu Pearl Harbor Channel	21.29784	-157.957
LNG/LPG Facility	Hawaii Oahu Barbers Point Hawaii Gas Pier 1	21.32083	-158.119
Maritime Support Sites	Hawaii Oahu Barbers Point State Pier 7 (Hawaiian Cement)	21.32519	-158.11
Maritime Support Sites	Hawaii Oahu Barbers Point State Piers 5 & 6	21.321	-158.115
Maritime Support Sites	Hawaii Oahu Honolulu Harbor Piers 13 & 14	21.31036	-157.865
Maritime Support Sites	Hawaii Oahu Honolulu Piers 31 thru 34	21.31294	-157.876
Maritime Support Sites	Hawaii Oahu Honolulu Sause Brothers Pier 21-23	21.3103	-157.868
Monitoring Systems	Hawaii Oahu Honolulu DOT-Harbors Operations Center	21.30013	-157.865

Monitoring Systems	Hawaii Oahu Honolulu USCG Sector Honolulu Command Center	21.30699	-157.872
Monitoring Systems	Hawaii Oahu Pearl Harbor JBPHH Operations	21.35278	-157.95
Oil Refinery	Hawaii Oahu Barbers Point IES - MPM	21.30389	-158.091
Oil Refinery	Hawaii Oahu Barbers Point Par Hawaii - SPM	21.30944	-158.109
Pass/Ferry Terminals	Hawaii Oahu Honolulu Aloha Tower Piers 10 & 11 Passenger/Cargo	21.3081	-157.866
Pass/Ferry Terminals	Hawaii Oahu Honolulu Cruise Ship Terminal - Pier 2	21.301	-157.865
Passenger and Ferries	Passenger - U.S. Flag - Pride of America		
Passenger and Ferries	Star of Honolulu		
Petroleum Facility	Hawaii Oahu Barbers Point Aloha Petroleum	21.30278	-158.101
Petroleum Facility	Hawaii Oahu Barbers Point GLP (Grace Pacific Asphalt)	21.323	-158.109
Petroleum Facility	Hawaii Oahu Honolulu Aloha Petroleum Pier 31	21.31254	-157.874
Petroleum Facility	Hawaii Oahu Honolulu IES Pier 30	21.31139	-157.874
Petroleum Facility	Hawaii Oahu Honolulu Par Petroleum Sand Island Tank Farm	21.3158	-157.889
Petroleum Facility	Hawaii Oahu Honolulu Signature Flight Service Sand Island Terminal	21.31692	-157.89
Ports	Hawaii Oahu Barbers Point Harbor	21.32778	-158.119
Ports	Hawaii Oahu Honolulu Harbor	21.308	-157.869
Shipyards	Hawaii Oahu Barbers Point Marisco Shipyard Pier 3	21.3217	-158.118
Shipyards	Hawaii Oahu Honolulu Pacific Shipyard Piers 24-25	21.3178	-157.883
Shipyards	Hawaii Oahu Pearl Harbor BAE Hawaii Systems Shipyard	21.3508	-157.961
USCG Unit	Hawaii Oahu Honolulu Sector/Base Honolulu	21.30611	-157.873
USCG Unit	Hawaii Oahu Honolulu Station Honolulu	21.3075	-157.874
USCG Unit	Hawaii Oahu Honolulu USCG Prevention Dept	21.30333	-157.864

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Kauai

(sorted by Island, then EEI Type, then by EEI Name)

EEI Type (Primary Sort)	EEI Name *(Secondary Sort)*	Latitude	Longitude
Aids to Navigation	Hawaii Kauai Hanapepe Bay Breakwater Light 2	21.89697	-159.591
Aids to Navigation	Hawaii Kauai Hanapepe Bay Buoy 5	21.90038	-159.592
Aids to Navigation	Hawaii Kauai Hanapepe Bay Lighted Buoy 1	21.8961	-159.594
Aids to Navigation	Hawaii Kauai Hanapepe Bay Lighted Buoy 3	21.89919	-159.594
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Buoy 2	21.95602	-159.349
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Buoy 4	21.95444	-159.351
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Buoy 5	21.95182	-159.35
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Buoy 6	21.95268	-159.352
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Buoy 11	21.95	-159.356
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Entrance Buoy 1	21.95379	-159.348
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Lighted Buoy 7	21.9502	-159.352
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Breakwater Light - AAC1	21.95324	-159.349
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Range Front Light	21.95636	-159.352
Aids to Navigation	Hawaii Kauai Nawiliwili Harbor Range Rear Light	21.95686	-159.354
Aids to Navigation	Hawaii Kauai Ninini Point Lighted Buoy 2 - AAC1	21.95299	-159.335
Container Facilities	Hawaii Kauai Nawiliwili Matson	21.95583	-159.354
Container Facilities	Hawaii Kauai Nawiliwili Young Brothers	21.95194	-159.36
Deep Draft Channel	Hawaii Kauai Nawiliwili Harbor Channel	21.95639	-159.359
Deep Draft Channel	Hawaii Kauai Port Allen Harbor Channel	21.8997	-159.589
LNG/LPG Facility	Hawaii Kauai Nawiliwili Hawaii Gas	21.95293	-159.36
Petroleum Facility	Hawaii Kauai Nawiliwili Aloha Petroleum	21.95496	-159.357
Petroleum Facility	Hawaii Kauai Nawiliwili Par Petroleum	21.95579	-159.356
Petroleum Facility	Hawaii Kauai Port Allen IES	21.89897	-159.585
Ports	Hawaii Kauai Nawiliwili Harbor	21.95639	-159.359
Ports	Hawaii Kauai Port Allen	21.8997	-159.589

USCG Unit	Hawaii Kauai Nawiliwili MST Kauai	21.95417	-159.359
USCG Unit	Hawaii Kauai Nawiliwili Station Kauai	21.95417	-159.359

Maui

(sorted by Island, then EEI Type, then by EEI Name)

EEI Type (Primary Sort)	EEI Name *(Secondary Sort)*	Latitude	Longitude
Aids to Navigation	Hawaii Lanai Kaumalapau Entrance Lighted Buoy 1	20.78522	-156.992
Aids to Navigation	Hawaii Lanai Kaumalapau Harbor Buoy 2	20.78411	-156.992
Aids to Navigation	Hawaii Lanai Kaumalapau Harbor Buoy 4	20.78539	-156.991
Aids to Navigation	Hawaii Maui Kahului Harbor Buoy 5	20.89998	-156.471
Aids to Navigation	Hawaii Maui Kahului Harbor Entrance Breakwater Light 3	20.90066	-156.472
Aids to Navigation	Hawaii Maui Kahului Harbor Entrance Breakwater Light 4	20.90032	-156.474
Aids to Navigation	Hawaii Maui Kahului Harbor Entrance Range Front Light	20.89075	-156.472
Aids to Navigation	Hawaii Maui Kahului Harbor Entrance Range Rear Light	20.887	-156.472
Aids to Navigation	Hawaii Maui Kahului Harbor Lighted Buoy 6	20.89698	-156.475
Aids to Navigation	Hawaii Maui Waihee Reef Lighted Buoy 2	20.92854	-156.475
Aids to Navigation	Hawaii Molokai Kaunakakai Harbor Buoy 4	21.07846	-157.031
Aids to Navigation	Hawaii Molokai Kaunakakai Harbor Buoy 5	21.0833	-157.029
Aids to Navigation	Hawaii Molokai Kaunakakai Harbor Lighted Buoy 2 - AAC1	21.07624	-157.031
Aids to Navigation	Hawaii Molokai Kaunakakai Harbor Lighted Buoy 3 - AAC1	21.0776	-157.033
Aids to Navigation	Hawaii Molokai Kaunakakai Harbor Range Front Light - AAC1	21.08772	-157.025
Aids to Navigation	Hawaii Molokai Kaunakakai Harbor Range Rear Light - AAC1	21.08909	-157.024
Container Facilities	Hawaii Lanai Kaumalapau Young Brothers	20.78694	-156.991
Container Facilities	Hawaii Maui Kahului Matson	20.894	-156.467
Container Facilities	Hawaii Maui Kahului State Piers 1-3	20.897	-156.466
Container Facilities	Hawaii Maui Kahului Young Brothers	20.89417	-156.467
Container Facilities	Hawaii Molokai Kaunakakai Young Brothers	21.081	-157.028
Deep Draft Channel	Hawaii Lanai Kaumalapau Harbor Channel	20.78303	-156.992
Deep Draft Channel	Hawaii Maui Kahului Harbor Channel	20.89075	-156.472
Deep Draft Channel	Hawaii Maui Lahaina Boat Basin	20.8682	-156.683
Deep Draft Channel	Hawaii Molokai Kaunakakai Harbor Channel	21.09333	-157.024

LNG/LPG Facility	Hawaii Maui Kahului Hawaii Gas	20.89112	-156.462
Pass/Ferry Terminals	Hawaii Maui Lahaina Passenger Terminal	20.872	-156.679
Passenger and Ferries	Spirit of Lahaina (Maui)		
Petroleum Facility	Hawaii Maui Hawaiian Electric Co (HECO) Kahului	20.897	-156.462
Petroleum Facility	Hawaii Maui Kahului Aloha Petroleum	20.89	-156.461
Petroleum Facility	Hawaii Maui Kahului IES	20.88523	-156.464
Petroleum Facility	Hawaii Maui Kahului PAR	20.89672	-156.463
Petroleum Facility	Hawaii Molokai Kaunakakai PAR	21.087	-157.023
Ports	Hawaii Lanai Kaumalapau Harbor	20.7875	-156.994
Ports	Hawaii Maui Kahului Harbor	20.89944	-156.475
Ports	Hawaii Molokai Kaunakakai Harbor	21.09333	-157.024
USCG Unit	Hawaii Maui Kahului MST Maui	20.88806	-156.469
USCG Unit	Hawaii Maui Maalaea Station Maui	20.79278	-156.511

Hawaii

(sorted by Island, then EEI Type, then by EEI Name)

EEI Type (Primary Sort)	EEI Name *(Secondary Sort)*	Latitude	Longitude
Aids to Navigation	Hawaii Big Island Hilo Harbor Lighted Buoy 7	19.73439	-155.061
Aids to Navigation	Hawaii Big Island Hilo Harbor Entrance Lighted Buoy 1	19.74265	-155.08
Aids to Navigation	Hawaii Big Island Hilo Harbor Breakwater Light	19.74283	-155.075
Aids to Navigation	Hawaii Big Island Coconut Directional Light - AAC1	19.7269	-155.086
Aids to Navigation	Hawaii Big Island Hilo Harbor Lighted Buoy 3	19.73679	-155.076
Aids to Navigation	Hawaii Big Island Hilo Harbor Range Front Light - AAC1	19.73245	-155.053
Aids to Navigation	Hawaii Big Island Hilo Harbor Range Rear Light - AAC1	19.73195	-155.049
Aids to Navigation	Hawaii Big Island Hilo Harbor Lighted Buoy 4	19.73357	-155.068
Aids to Navigation	Hawaii Big Island Hilo Harbor Lighted Buoy 5	19.73443	-155.064
Aids to Navigation	Hawaii Big Island Hilo Harbor Lighted Buoy 9	19.73435	-155.058
Aids to Navigation	Hawaii Big Island Hilo Harbor Bouy 10	19.7305	-155.058
Container Facilities	Hawaii Big Island Hilo Matson	19.73056	-155.053
Container Facilities	Hawaii Big Island Hilo Young Brothers	19.72989	-155.055
Deep Draft Channel	Hawaii Big Island Hilo Harbor Channel	19.73333	-155.067
LNG/LPG Facility	Hawaii Big Island Hilo Hawaii Gas	19.73	-155.051
Petroleum Facility	Hawaii Big Island Hilo Aloha Petroleum	19.72764	-155.056
Petroleum Facility	Hawaii Big Island Hilo PAR	19.72599	-155.055
Petroleum Facility	Hawaii Big Island Hilo IES	19.72786	-155.055
Deep Draft Channel	Hawaii Big Island Honokohau Harbor	19.6683	-156.031
Pass/Ferry Terminals	Hawaii Big Island Kailua-Kona Kailua Pier	19.63926	-155.997
Aids to Navigation	Hawaii Big Island Kawaihae Harbor Entrance Lighted Buoy 1	20.04226	-155.84
Aids to Navigation	Hawaii Big Island Kawaihae Harbor Entrance Lighted Buoy 2	20.04072	-155.84
Aids to Navigation	Hawaii Big Island Kawaihae Channel Range Front Light	20.03487	-155.827
Aids to Navigation	Hawaii Big Island Kawaihae Channel Range Rear Light	20.03387	-155.825
Aids to Navigation	Hawaii Big Island Kawaihae Harbor Channel Buoy 3	20.03999	-155.835

Aids to Navigation	Hawaii Big Island Kawaihae Harbor Channel Buoy 4	20.039	-155.836
Aids to Navigation	Hawaii Big Island Kawaihae Harbor Channel South Breakwater Light 6	20.03728	-155.834
Aids to Navigation	Hawaii Big Island Kawaihae Channel Light 5	20.03858	-155.832
Container Facilities	Hawaii Big Island Kawaihae Young Brothers	20.037	-155.829
Container Facilities	Hawaii Big Island Kawaihae Matson	20.037	-155.829
Deep Draft Channel	Hawaii Big Island Kawaihae Harbor Channel	20.03667	-155.833
Petroleum Facility	Hawaii Big Island Kawaihae PAR	20.037	-155.829
Ports	Hawaii Big Island Kawaihae Harbor	20.03667	-155.833
Ports	Hawaii Big Island Hilo Harbor	19.73333	-155.067
USCG Unit	Hawaii Big Island Kailua Kona MST Hawaii	19.67	-156.021

American Samoa

(sorted by Island, then EEI Type, then by EEI Name)

EEI Type (Primary Sort)	EEI Name *(Secondary Sort)*	Latitude	Longitude
Aids to Navigation	American Samoa Tutuila Breakers Point Light	-14.2898	-170.664
Aids to Navigation	American Samoa Tutuila Pago Pago Harbor Range Front Light	-14.269	-170.674
Aids to Navigation	American Samoa Tutuila Pago Pago Harbor Range Rear Light	-14.267	-170.674
Aids to Navigation	American Samoa Tutuila Whale Rock Lighted Buoy 2	-14.2858	-170.67
Aids to Navigation	American Samoa Tutuila Pago Pago Harbor Toasa Rock Buoy 3	-14.283	-170.668
Aids to Navigation	American Samoa Tutuila Pago Pago Harbor Lighted Buoy 4	-14.2763	-170.68
Aids to Navigation	American Samoa Tutuila Pago Pago Harbor Lighted Buoy 5	-14.2756	-170.671
Aids to Navigation	American Samoa Tutuila Pago Pago Harbor Daybeacon 6	-14.2759	-170.69
Aids to Navigation	American Samoa Tutuila Pago Pago Harbor Lighted Buoy WR7	-14.2722	-170.687
Container Facilities	American Samoa Tutuila Pago Pago Port Administration Main Container Dock	-14.277	-170.685
Deep Draft Channel	American Samoa Tutuila Pago Pago Harbor Channel	-14.2858	-170.67
LNG/LPG Facility	American Samoa Tutulia Pago Pago GeoGas	-14.283	-170.665
Pass/Ferry Terminals	American Samoa Tutulia Pago Pago ASG Inter-Island Terminal	-14.277	-170.688
Petroleum Facility	American Samoa Tutulia Pago Pago Pacific Energy	-14.2833	-170.68
Ports	American Samoa Tutuila Pago Pago Harbor	-14.2733	-170.677
USCG Unit	American Samoa Tutuila Pago Pago MSD American Samoa	-14.2733	-170.702

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APPENDIX E: ICS 204 TEMPLATES

1. Incident Name	2. Operational Period (Date/Time) Pre/Post Storm From: Date To: Predicted date of Impact	Assignment List ICS 204-CG
3. Branch **Assessment**	4. Division/Group/Staging **Landside / Waterside**	

5. Operations Personnel	Name	Affiliation	Contact # (s)
Operations Section Chief:		Sector Honolulu	
Leader:			

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# of Persons	Reporting Info/Notes/Remarks	
Assessment Team A				• USCG PR/FI personnel • USACE structural engineer • HI-DOT-Harbors rep.	☐
Assessment Team B					☐
Assessment Team C (Waterside – USCG Small Boat)				• USCG Station Small Boat crew • USCG PR/FI personnel • USACE structural engineer • HI-DOT-Harbors rep.	☐

7. Work Assignments

The primary purpose is to identify hazardous conditions and their primary focus will be on the commercial maritime aspects of the zone. These targeted areas will be inspected to ensure that no significant threat of safety and security exists.

Assessment Team (Landside):

- Conduct patrols of the areas shown on the divisional boundary map.
- Identify and document potential hazardous situations.
- Document & photograph any oil discharges or releases found during assessments.
- Document all actions and events observed on the ICS 214 form.
- Ensure results & pictures are communicated and sent to IMT SITL Ph_____ / SpecOpsHono@uscg.mil.

Port Assessment Team (Waterside):

- Conduct patrols of the areas shown on the divisional boundary map.
- Identify and document potential hazardous situations.
- Document & photograph any oil discharges or releases found during assessments.
- Identify any hazards to navigation and any other condition that could present a danger to safe navigation of commerce.
- Identify and document ATON discrepancies.
- Utilize side scan sonar to conduct underwater assessment of harbor.
- Document all actions and events observed on the ICS 214 form.
- Ensure results & pictures are communicated and sent to IMT SITL Ph_____ / SpecOpsHono@uscg.mil.

8. Special Instructions

-Bring Go-bag: water, food, communications gear, camera, 4 gas meters & all other PPE required for the asset you will be using. PPE may include PFDs, coveralls, sunblock, eye protection, hard hats, reflective vests, as appropriate & standard Level D.
-Conduct Operation Risk Management regularly
-If a potential threat to the environment exists, report findings to SITL upon return or in field as communications permit.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Primary: Cell Phone Communications or VHF (list specific frequencies)
Alternate: VHF (List specific frequencies)
Drone: (List specific communication requirements for drone operations)
Emergency: See attached 206 Medical: Call 911 Evacuation: Discuss prior to beginning work. Establish muster and accountability process.
MTSRU email: D14-DG-SH-SecHono-MTSRU@uscg.mil / **SITL email**: SpecOpsHono@uscg.mil

10. Other Attachments (as needed)

ICS-214-CG, NOAA Chart, and Division Boundary Maps

11. Prepared by Date/Time	11. Reviewed by Date/Time	12. Reviewed by (PSC) Date/Time

Sector Honolulu COTP Zone
MTS Recovery Plan

1. Incident Name	2. Operational Period (Date/Time) Pre/Post Storm From: Date To: Predicted date of impact	Assignment List ICS 204-CG
3. Branch **Assessment**	4. Division/Group/Staging **Aerial**	

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:		Sector Honolulu	
Branch Leader:			

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# of Persons	Reporting Info/Notes/Remarks	
Assessment Team A				USCG PR/FI Member	☐
H-65 Helicopter (or C-130)				Normal Flight Crew	☐
HFD USACE (drone)				3D aerial image & photos	☐
					☐

7. Work Assignments

The primary purpose is to identify hazardous conditions, and their primary focus will be on the commercial maritime aspects of the zone. These targeted areas will be inspected to ensure that no significant threat of safety and security exists.

Assessment Team (Aerial):

- Conduct assessment aerial overflights designated area.
- Identify and document all potential hazardous situations.
- Document & photograph any oil discharges or releases found during aerial assessments.
- Ensure aerial overflights are done 1 hour after sunrise and 1 hour before sunset.
- Document all actions and events observed during aerial overflights on the ICS 214 form.
- Ensure results & pictures are communicated and sent to IMT SITL Ph_____ / SpecOpsHono@uscg.mil.

Pollution:

- Conduct over flights every # hours to validate SSC projections of trajectory of oil and evaluate booming effectiveness. Limit overflights to less than 2 hours and take photos.
- Pass photos to SITL as soon as possible.
- Ensure (1) Pollution Responder is on board aircraft as SME.

UAS:

- UAS group operators will provide daily first light imagery to UC prior to 0730 and 1800 (operational parameters permitting).
- UAS group will provide live stream UAS operations at the request of ICP during response operations, as needed.
- Coordinate with manned aviation and UAS overflight(s) to maintain incident airspace deconfliction, TFR authorization, and communications between manned aviation assets.
- UAS group will also be tasked with providing situation updates to SITL and Joint Information Center (JIC).

8. Special Instructions

-Prior to leaving identify appropriate NOAA Chart and all division maps of the respective area to be surveyed.
-Bring video/still camera, notepad, and binoculars. Wear appropriate flight PPE which may include, hearing protection flight suit coveralls, sunblock, & non-polarized sunglasses.
-All UAS operators SHALL contact Air Operations Branch (###-####) prior to takeoff for airspace clearance and deconfliction. ALL UAS pilots are directed to provide the following to the Air Operations Branch: 1.) Pilot Name 2.) FAA Certification Number 3.) UAS Make/Model 4.) UAS ID 5.) Mission description 6.) Take-Off / Final Landing times 7.) Daily operating schedule. UAS operators shall conduct overflights IAW with their own agency policy. Live stream capable UAS teams will provide a link to ICP for live stream coverage of UAS operations during daylight hours. All digital imagery shall be sent to (EMAIL). SAFETY: All personnel have stop work authority. Only personnel designated in a safety role have resume work authority. Report any injuries / near misses to supervisors as appropriate. For all debris reports, please call (###-####). For all Critical Incident Reports, please call: (###-####).

9. Communications (radio and/or phone contact numbers needed for this assignment) **Primary**: Cell Phone Communications or VHF (list specific frequencies) **Alternate**: VHF (List specific frequencies) **Drone**: (List specific communication requirements for drone operations) **Emergency**: See attached 206 Medical: Call 911 Evacuation: Discuss prior to beginning work. Establish muster and accountability process. **MTSRU email**: D14-DG-SH-SecHono-MTSRU@uscg.mil / **SITL email**: SpecOpsHono@uscg.mil
10. Other Attachments (as needed) **ICS-214-CG, NOAA Chart, and Division Boundary Maps**

11. Prepared by **Date/Time**	**11. Reviewed by** **Date/Time**	**12. Reviewed by (PSC)** **Date/Time**

1. Incident Name	2. Operational Period (Date/Time) From: Date To: Date	Assignment List ICS 204-CG
3. Branch **Safety & Security**	4. Division/Group/Staging **Shoreside Group**	

5. Operations Personnel	Name	Affiliation	Contact # (s)
Operations Section Chief:		Sector Honolulu	
Branch Director:		Sector Honolulu	
Div/Grp Supervisor / STAM:		Sector Honolulu / HFD / HPD	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# of Persons	Reporting Info/Notes/Remarks	
HPD Unit 1					☐
HFD Mobile Command					☐
					☐

7. Work Assignments
HPD Unit - 1 Conduct routine patrols and enforcement of safety and security. Communicate with the public the restrictions involved with the incident.
HFD MC - Conduct surveillance and on-scene coordination between various assets including communication support.

8. Special Instructions
Notify supervisor of safety/security zone breaches. Ensure compliance with all department safety regulations and PPE. Notify supervisor of any changes to situation or safety concerns.

Hydrate regularly, replenish electrolytes and calories often, take breaks and receive adequate rest. Continue periodic communication with supervisors. All impacted wildlife needs to be documented and immediately reported to the supervisor.

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the Safety Officer.

9. Communications (radio and/or phone contact numbers needed for this assignment)
Primary: Cell Phone Communications or VHF (list specific frequencies)
Alternate: VHF (List specific frequencies)
Drone: (List specific communication requirements for drone operations)
Emergency: See attached 206 Medical: Call 911 Evacuation: Discuss prior to beginning work. Establish muster and accountability process.
MTSRU email: D14-DG-SH-SecHono-MTSRU@uscg.mil / **SITL email**: SpecOpsHono@uscg.mil

10. Other Attachments (as needed)

11. Prepared by	Date/Time	11. Reviewed by	Date/Time	12. Reviewed by (PSC)	Date/Time

Sector Honolulu COTP Zone
MTS Recovery Plan

1. Incident Name	2. Operational Period (Date/Time) From: Date To: Date	Assignment List ICS 204-CG
3. Branch **Safety & Security**	4. Division/Group/Staging **Waterside Group**	

5. Operations Personnel	Name	Affiliation	Contact # (s)
Operations Section Chief:		Sector Honolulu	
Branch Director:		Sector Honolulu	
Div/Grp Supervisor / STAM:		Sector Honolulu / HFD / HPD	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# of Persons	Reporting Info/Notes/Remarks	
LE Boat #1 & crew				Safety Zone Enforcement	☐
LE Boat #2 & crew					☐
MTSL					☐

7. Work Assignments

LE Boat 1 Morning (0800-1400) & LE Boat 2 Afternoon (1400-2000): Patrol and enforce safety zone.
-Maintain a daily log of any vessel that asks to enter or encroaches on the safety zone. Include Vessel name, how they contacted the CG and why they want to enter the safety zone. Provide log to OSC nightly.
-Report any potential safety zone violations in real time.
-Report number of sorties completed per day per boat to OCS.
-One boat safety zone coverage is paramount. Notify OSC if you intend to participate in non-maritime/SAR recovery efforts.
-Bring additional line while underway and secure vessels adrift as able. Report name and location of vessels secured to SITL.

MTSL-Coordinate with public requests to access the safety zone. Maintain a daily log of any vessel that asks to enter or encroaches on the safety zone. Include vessel name, how they contacted the CG and why they want to enter the safety zone. Provide log to OSC nightly.

8. Special Instructions

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the Safety Officer.

-First Aid: Life/Limb/eyesight Aircraft Medevac, above basic first aid return to station for transport via EMS.
-Notify PD, EOC, and OPS with accurate location information if human remains are found.
-Notify supervisor of safety/security zone breaches and incidents of non-compliant boaters. Ensure compliance with all departments safety regulations and PPE. If winds are carrying visible dust or odors, N95 respirators shall be worn outside.
-Notify supervisor of any changes to situation or safety concerns.
-Hydrate regularly, replenish electrolytes and calories often, take breaks and receive adequate rest. Continue periodic communication with supervisors. All impacted wildlife needs to be documented and immediately reported to supervisor.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Primary: Cell Phone Communications or VHF (list specific frequencies)
Alternate: VHF (List specific frequencies)
Drone: (List specific communication requirements for drone operations)
Emergency: See attached 206 Medical: Call 911 Evacuation: Discuss prior to beginning work. Establish muster and accountability process.
MTSRU email: D14-DG-SH-SecHono-MTSRU@uscg.mil / **SITL email**: SpecOpsHono@uscg.mil

10. Other Attachments (as needed)

11. Prepared by	Date/Time	11. Reviewed by	Date/Time	12. Reviewed by (PSC)	Date/Time

Sector Honolulu COTP Zone
MTS Recovery Plan

1. Incident Name	2. Operational Period (Date/Time) From: Date To: Date	Assignment List ICS 204-CG
3. Branch **MTS Response Branch**	4. Division/Group/Staging **Port Coordination Team**	

5. Operations Personnel	Name	Affiliation	Contact # (s)
Operations/Planning Section Chief:		Sector Honolulu	
Branch Director:		Sector Honolulu	
Div/Grp Supervisor / STAM:		Sector Honolulu	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# of Persons	Reporting Info/Notes/Remarks	
MTSTRU					☐
					☐
					☐
					☐

7. Work Assignments

A. Communicate with MTS stakeholders and manage vessel traffic during response operations.
B. Publish MSIBs as needed
C. Pass concerns and inquiries from vessel owners and stakeholders to command for action.
D. Coordinate with USACE to conduct multi-beam survey upon completion of operations to compare with pre-incident harbor survey.
E. Work with owners/operators/insurance companies to determine the logistics for RP-lead salvage/removal operations on a case-by-case basis. Document these unique cases and situations for various vessel owners.
F. Coordinate with JBPHH for potential commercial vessel anchorage and staging.

8. Special Instructions

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the Safety Officer.
All email/phone responses to vessel owners/operators, salvors, OSROs must be cleared through Group DIVS.
Notify supervisor of any changes to situation or safety concerns.
Any media request directed to field operators should be referred to UC/IC. Personnel are reminded to refrain from any social media posts.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Primary: Cell Phone Communications or VHF (list specific frequencies)
Alternate: VHF (List specific frequencies)
Drone: (List specific communication requirements for drone operations)
Emergency: See attached 206 Medical: Call 911 Evacuation: Discuss prior to beginning work. Establish muster and accountability process.
MTSRU email: D14-DG-SH-SecHono-MTSRU@uscg.mil / **SITL email**: SpecOpsHono@uscg.mil

10. Other Attachments (as needed)

11. Prepared by	Date/Time	11. Reviewed by	Date/Time	12. Reviewed by (PSC)	Date/Time

Sector Honolulu COTP Zone
MTS Recovery Plan

1. Incident Name	2. Operational Period (Date/Time) From: Date To: Date	Assignment List ICS 204-CG
3. Branch **Salvage Branch**	4. Division/Group/Staging **Vessel Removal**	

5. Operations Personnel	Name	Affiliation	Contact # (s)
Operations Section Chief:		Sector Honolulu	
Branch Director:		Sector Honolulu	
Div/Grp Supervisor / STAM:		Sector Honolulu	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# of Persons	Reporting Info/Notes/Remarks	
Dive Operations				EXECUTE ATTACHED SALVAGE PLAN	☐
Barge Operations					☐
Staging and Transport Team					☐
					☐

7. Work Assignments

Conduct dive operations to complete underwater pollution assessments and identify potential hazardous material, submerged vessels and marine debris. Prioritize targets for removal. Identify Immediate hazard to areas of historical/ cultural/ archeological/ environmental concern, hazards/restrictions to navigation develop plan to resolve these issues to be approved by OSC/DOSC/IC

Priority 1 –Sunken, derelict, or displaced vessels or vessel related debris that are actively discharging oil or hazardous substances into the environment.

Priority 2 –Sunken, derelict, or displaced vessels or vessel related debris that are on waters of the State and that are involved in threatened/potential discharges of oil or hazardous substances into the environment.

Priority 3 –Sunken, derelict, or displaced vessels or vessel related debris that are on waters of the State that *will not* be removed by vessel owners.

*A vessel may be classified as a higher priority based upon impacts to highly sensitive ecosystems, cultural, archeological, or historic significance.

Remove pollution and hazardous materials from the waterway and transfer them to an appropriate shoreside tank for transport to an appropriate holding area.

If any threat of pollution cannot be immediately removed, all measures to prevent the release of the material will be taken.

Continuously consult with historical/cultural/archeological monitors to ensure operations are not causing harm in these areas. All conflicts concerning historical/cultural/archeological shall require a meeting of historical/cultural/archeological monitors, salvage master, CG DIVS, Operations Section Chief (OSC), and Deputy Operations section chief (DOSC) if needed, operations will be stopped to have this meeting.

8. Special Instructions

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the Safety Officer. Remain vigilant of hazardous conditions (slips, trips, and falls) and observe PPE requirements. Continue periodic communication with supervisors. Avoid generating dust and do not touch your face. Wash your hands before eating or drinking. Newly reported members are at higher risk of heat stress during the first five days of work. Drink plenty of fluids and observe work/rest regimen.

Report all possible interruptions to OSC/DOSC as early as possible. Review UC/IC CIR/IRTs (ICS-202b) and make notifications as required. Any questions/concerns, contact operations.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Primary: Cell Phone Communications or VHF (list specific frequencies)
Alternate: VHF (List specific frequencies)
Drone: (List specific communication requirements for drone operations)
Emergency: See attached 206 Medical: Call 911 Evacuation: Discuss prior to beginning work. Establish muster and accountability process.
MTSRU email: D14-DG-SH-SecHono-MTSRU@uscg.mil / **SITL email**: SpecOpsHono@uscg.mil

10. Other Attachments (as needed)

11. Prepared by	Date/Time	11. Reviewed by	Date/Time	12. Reviewed by (PSC)	Date/Time

Laydown Area Ideal Requirements if Honolulu Harbor is Non-Operable

LAYDOWN AREA:

- Size: Total needed is 28 Acres (9 acres stacked containers PLUS 17 acres containers on chassis PLUS 2 acres support/rest area);
- Surface: 12-16" thick reinforced concrete/asphalt; if containers are to be stacked by TopPicks (see below), it must be able to handle 120-ton container handling equipment (TopPick);
- Overhead Clearance: 50' height to stack containers 4-high;
- Lighting: to support 24/7 operations;
- Access Control: perimeter fencing or empty container wall, and credential check using accepted documents (TWIC, CDL, Gov't ID, etc.);
- Security: posted and/or roaming guards;
- Power: power for refrigerated containers (generator or installed);
- Rest Area / Shelters: a shelter for workers to shield from sun and inclement weather and to provide rest amenities including water, tables, chairs and porta-potties.
- Access: Can containerized tractor-trailers gain entry to the laydown area.

TRANSIT ROUTE REQUIREMENTS TO/FROM LAYDOWN AREA:

- A shorter distance to the laydown area is preferred since a longer distance requires more support to ensure that route is made available for the cargo transits.
- Road lanes need to be clear and able to structurally support the heavy weights of equipment transiting between JBPHH and the Laydown area as well as their height requirements.
- Overpasses must be able to support the weight and low-hanging overpasses must be high enough for equipment to pass.
- Phone/power lines, highway signs, and traffic lights may also be too low for certain types of large equipment to transit.

CONTAINER HANDLING EQUIPMENT (TOP PICKS) SPECIFICATIONS:

- Top Picks measure 20 ft wide at the spreader up front, 35 ft long, and 30 ft high at the spreader's mast; they weigh 78 tons (155,532 lbs) which is representative of the largest container handling equipment that is expected to be used.
- It is preferred to move the Top Picks over the roadways instead of disassembling them.
- If Top Picks need to be disassembled, it requires a total of 48 hours to disassemble, place on a truck, then reassemble at the lay down area. Top Pick breakdown and re-assembly also requires a crane at both ends which further stresses the demands for skilled personnel and specialized equipment in an already chaotic environment.

APPENDIX F: GLOSSARY OF ACRONYMS

AC	Area Committee
ACP	Area Contingency Plan
AMSC	Area Maritime Security Committee
AMSP	Area Maritime Security Plan
ATON	Aids to Navigation
AWS	Alert Warning System
BOA	Basic Ordering Agreement
CART	Common Assessment and Reporting Tool
CBP	United States Customs and Border Protection
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
CI/KR	Critical Infrastructure / Key Resources
CISA	Cyber and Infrastructure Support Agency
COA	Course of Action
COOP	Continuity of Operations Plan
COTP	Captain of the Port
DAR	Division of Aquatic Resources
DHS	United States Department of Homeland Security
DLNR	Department of Land and Natural Resources
DOBOR	Division of Boating and Ocean Recreation
DoD	United States Department of Defense
DOH-HEER	Department of Health – Hazard Evaluation and Emergency Response
DOT-Harbors	Department of Transportation – Harbors Division
DOT-Highways	Department of Transportation – Highways Division
DPA	Department of Port Administration (American Samoa)
EEI	Essential Elements of Information
EEZ	Exclusive Economic Zone
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FEU	Forty-foot Equivalent Units
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator Representative
FWPCA	Federal Water Pollution Control Act of 1972

GEOINT	Geospatial Intelligence
GIS	Geographic Information System
HPA	Hawai‘i Pilots Association
HHUG	Hawai‘i Harbor Users Group
HI-EMA	Hawai‘i Emergency Management Agency
HOST	Hawai‘i Ocean Safety Team
HSIN	Homeland Security Information Network
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Commander
ICP	Incident Command Post
ICS	Incident Command System
ILO	Infrastructure Liaison Officer
IMT	Incident Management Team
JBPHH	Joint Base Pearl Harbor Hawai‘i
JFO	Joint Field Office
JIC	Joint Information Center
LPG	Liquid Petroleum Gas
MA	Mission Assignment
MARSEC	Maritime Security
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPM	Multi-Point Mooring
MSIB	Marine Safety Information Bulletins
MTS	Marine Transportation System
MTSA	Maritime Transportation Security Act of 2002
MTSRSC	Maritime Transportation System Recovery Support Cell
MTSL	Marine Transportation System Leader
MTSRU	Marine Transportation System Recovery Unit
MTSRP	Marine Transportation System Recovery Plan
NAIS	Nationwide Automatic Identification System
NIMS	National Incident Management System
NOAA	National Oceanic and Atmospheric Administration
NRCC	National Response Coordination Center
NRF	National Response Framework
NSF	National Strike Force

NTSB	National Transportation Safety Board
NWS	National Weather Service
OCMI	Officer in Charge of Marine Inspections
OGA	Other Government Agency
OPA-90	Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
PHMSA	Pipeline and Hazardous Materials Administration
PIAT	Public Information Assist Team
PIO	Public Information Officer
PSA	Port Security Advisor
PWSA	Port and Waterways Safety Act of 1972
RETREP	Regional Emergency Transportation Representative
RO/RO	Roll On / Roll Off Vessel
ROV	Remotely Operated Vehicle
RFF	Request for Forces
RP	Responsible Party
RRCC	Regional Response Coordination Center
RRF	Ready Reserve Force
SANS	Ship Arrival Notification System
SCAT	Shoreline Contamination Assessment Team
SERT	Salvage Engineering Response Team
SME	Subject Matter Expert
SPM	Single Point Mooring
SRP	Salvage Response Plan
SSC	Scientific Support Coordinator
SUPSALV	Supervisor of Salvage (United States Navy)
TEMCO	Territorial Emergency Management Coordinating Office
TEU	Twenty-foot Equivalent Units
TSA	United States Transportation Security Administration
TSI	Transportation Security Incident
USACE	United States Army Corps of Engineers
UC	Unified Command
USCG	United States Coast Guard
VASPT	Vessel Arrival Scoring and Prioritization Tool

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