

MARINE TRANSPORTATION SYSTEM RECOVERY PLAN (MTSRP)

FOR

San Diego COTP Zone



2025

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REFERENCES

- (a) Ports and Waterways Safety Act of 1972
- (b) Federal Water Pollution Control Act (FWPCA) of 1972.
- (c) Maritime Transportation Security Act of 2002 (MTSA)
- (d) Robert T. Stafford Disaster Relief Act (42 U.S.C. §5121 et. seq. as amended)
- (e) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)
- (f) An Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation, September 1999
- (g) Strategy to Enhance International Supply Chain Security, Department of Homeland Security, July 2007
- (h) Transportation Systems Sector-Specific Plan, Annex B: Maritime (2010)
- (i) Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience
- (j) National Response Framework (NRF), Critical Infrastructure and Key Resources (CI/KR) Annex, 2011
- (k) National Disaster Recovery Framework, September 2011
- (l) National Strategy for Maritime Security: Maritime Infrastructure Recovery Plan (MIRP), April 2006
- (m) National Infrastructure Protection Plan (NIPP), 2009
- (n) National Maritime Transportation Security Plan (NMTSP), 2008
- (o) National Incident Management System
- (p) CBP/USCG Joint Protocols for the Expeditious Recovery of Trade
- (q) Area Contingency Plan
- (r) USCG Navigation and Vessel Inspection Circular (NVIC) 09-02, (series) - Guidelines for Development of Area Maritime Security Committees and Area Maritime Security Plans Required for U.S. Ports
- (s) Operational Risk Management, COMDTINST 3500.3 (series)
- (t) Recovery of the Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28 (series)
- (u) USCG Incident Management Handbook, COMDTPUB P3120.17 (series)
- (v) USCG Marine Transportation System Unit Leader [MTSL] Job Aid
- (w) Common Assessment and Reporting Tool User's Manual
- (x) Policy on Use of Common Assessment and Reporting Tool, CG-FAC Policy Letter
- (y) Contingency Preparedness Planning Manual, Volume I: Contingency Planning
- (z) USCG Navigation and Vessel Inspection Circular (NVIC) 04-18, (series) – Guidelines for Drafting The Marine Transportation System Recovery Plan

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SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for the San Diego Captain of the Port Zone supports recovery and restoration of the MTS's ability to resume port operations and the resumption of commerce following a disruption. Responsibilities extend to incident and non-incident areas, requiring engagement with a broad spectrum of port stakeholders within the maritime and intermodal communities. The MTSRP may be referenced in other contingency plans (Area Maritime Security Plan (AMSP), Area Contingency Plan, Mass Rescue Plan, Severe Weather Plan, etc.) that have recovery elements.

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

1. **Infrastructure Impact** – A significant incident causing damage to a component or components of the MTS infrastructure that will likely require repair, alternative strategies, and/or vessel traffic control actions by the Captain of the Port (COTP) prior to resumption of MTS operations. Examples include:
 - a. Hurricane/Tropical Storm/Heavy Weather
 - b. Flood
 - c. Earthquake/Tsunami
 - d. Major Infrastructure Casualty to Bridges, Roads, or Public Infrastructure
 - e. Cyber Attack with Infrastructure Damage
 - f. Terrorist attack
 - g. Act of war

2. **Constrained Operational Capacity** – An event without infrastructure damage that interrupts the normal port rhythm, including cargo operations, vessel movement, and physical security capabilities. Examples include:
 - a. Maritime Security (MARSEC) Level Increase
 - b. Cyber Attack without infrastructure damage
 - c. Labor Shortage-Disruption Event
 - d. Security or Casualty-related incident in an impacted port area causing enhanced cargo movement in other non-impacted ports within the Region

3. **Constrained by Response Operations** – An incident with response operations whose mitigation activities may disrupt the normal MTS operations beyond *pre-determined steady state thresholds* as identified in Section 2 of the MTSRP. Examples include response to:
 - a. Oil Discharge/Hazardous Substance Release
 - b. Mass Rescue Operations
 - c. Marine Casualty that may or may not involve infrastructure damage. MTS Recovery will be a consideration in the primary response.

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

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

C. OVERARCHING GOALS AND OBJECTIVES: The MTS Recovery strategy’s overarching goals and objectives address preparedness and response activities for coordinating and facilitating the movement of goods and people through U.S. ports. This may include cargo movement at non-impacted ports to assist public and private sectors with identifying and implementing mitigation strategies. Short-term MTS Recovery activities will often be conducted during other incident-specific response actions and continue through long-term recovery efforts.

1. **Overarching Goals** – The goal for the MTSRP is to ensure preparedness and unity of effort between the Coast Guard and port stakeholders to safely, effectively, and efficiently recover from a MTS disruption. MTS Recovery must identify success factors and measurements to track port status (open, closed, open with restrictions), cargo throughput, passenger departures, vessel arrivals, and other critical port operations. The factors and measurements of such operations should directly relate to minimizing consequences to people, the environment, property, and overall economic impact.
2. **Objectives** – The objectives for MTS Recovery include but are not limited to:
 - a. Establish a Marine Transportation System Recovery Unit (MTSRU) within the Planning Section of the Incident Command System (ICS) structure. Refer to Section 2.D.1 and 2.F. of this plan for MTSRU Staffing/Training.
 - b. Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area.
 - c. Prioritize MTS Recovery operations by inventorying critical ATON, infrastructure, and waterways prior to an event.
 - d. Identify and prioritize cargo streams, maritime Critical Infrastructure/Key Resources (CI/KR), and methods to aid in their recovery. A prioritized list of infrastructure, cargo, and vessels can be found in Section 3.B.3.b.
 - e. Review and maintain the Essential Elements of Information (EEI) to support recovery planning and operations.
 - f. Track and report the status of MTS infrastructure recovery through the use of Common Assessment and Reporting Tool (CART) and EEIs.

D. ORGANIZATION: As the lead federal agency within the maritime domain, USCG COTPs will work with governmental agencies, advisory committees, port partners, and stakeholders to coordinate recovery of the MTS. The establishment of a MTSRU is a critical component of the response organization. Incident communications, coordination, requests for support, infrastructure liaison and similar requirements will be guided by the NRF.

1. **Area of Responsibility** – The land, waters, and airspace of the San Diego Captain of the Port Zone, as defined in Title 33, Code of Federal Regulations (CFR) § 3.55-15, comprises the land masses and waters of Arizona; in Utah: Washington, Kane, San Juan, and Garfield Counties; in Nevada, Clark County; and in California, San Diego and Imperial Counties. The offshore boundary, which includes all ocean waters and islands contained therein, starts at the intersection of Orange-San Diego County lines (approximately 33°22.5' N. latitude) and the California coast and proceeds seaward on a line bearing 225T° to the outermost extent of the Exclusive Economic Zone (EEZ); thence proceeds southerly along the outermost extent of the EEZ to the intersection of the maritime boundary with Mexico; thence easterly, along the maritime boundary with

Mexico to its intersection with the California coast. For the purposes of this plan, the term “Port” means the port area and its adjacent waterways, including Marine Transportation System (MTS) infrastructure and ship/port interfaces.

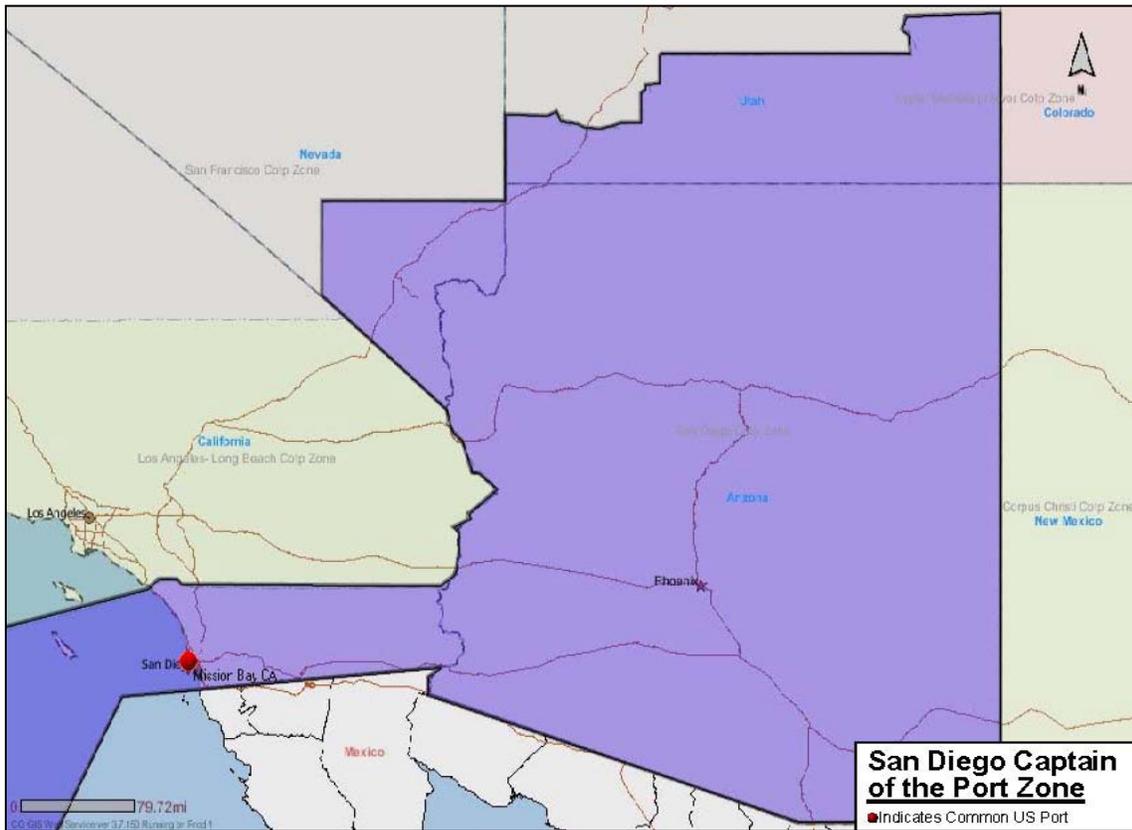


Figure 1.1. Diagram of San Diego Captain of the Port Zone Area of Responsibility.

2. **COTP Zone Overview** – The port navigation system within the Port of San Diego consists of a natural bay that creates an un-congested harbor located just north of the United States-Mexico border. The San Diego harbor entrance is 10 miles north of the Mexican border; there is only a single entrance into the harbor. The bay is 14 miles long and ranges from 55 feet deep at the entrance to a few feet deep at the extreme southern end of the bay. The entrance and North Bay Channels, including the Carrier Turning Basin are dredged to 42 feet. The Entrance Channel has been dredged to a width of 800 feet to mile 2.4, narrowing to 600 feet at mile 3.0 and continuing at that width to the Carrier Turning Basin adjacent to the north side of Coronado Island. The Central Bay Channel has a depth of 40 feet between mile 7.1 and 8.84, and the South Bay Channel is authorized to a depth of 35 feet between miles 8.84 and 12.0. The Navy deepened the outer and inner entrance channels to a depth of -55 Mean Lower Low Water (MLLW) and -47 MLLW respectively. The Bay is considered one of the finest natural harbors in the world, and affords excellent protection in most weather. A low, narrow sand spit, which expands to a width of 1.6 miles on its northern end (Coronado), separates the Bay from the Pacific Ocean. It is only a few miles to the major city of Tijuana, MX, and is 135 miles from Mexicali, MX. The Port's two marine cargo facilities are Tenth Avenue

Marine Terminal and National City Marine Terminal. Both cargo terminals have on-dock rail facilities for rapid transfer of cargo to rail and are minutes from Interstates I-5, I-8, I-805, and I-15 for truck transport.

3. **Local MTS Facts:** A brief overview of the San Diego COTP zone is outlined in TAB A: San Diego COTP MTS Fact Sheet.

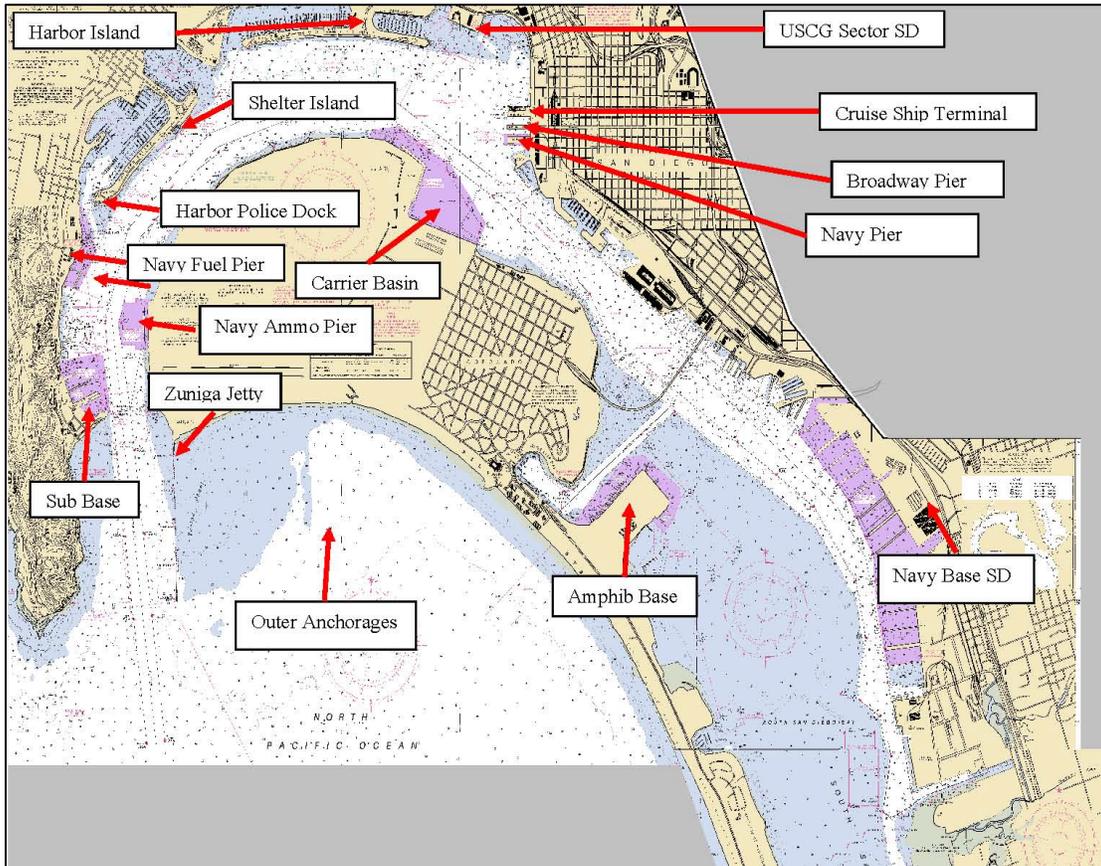


Figure 1.2. Diagram of key facilities in the Port of San Diego.

4. **Uniqueness of the COTP Zone**

- a. **VESSELS:** San Diego Bay is transited at all times of day and night by recreational, commercial, and military vessels. While deep draft commercial and large military vessels stay in the main navigation channel, the rest of the bay is heavily transited by a large assortment of smaller military vessels, recreational craft and small passenger vessels and ferries. Mission Bay is utilized only by small pleasure craft, sport fishers, commercial fishing vessels, and dive boats.

- b. **COMMODITIES:** Commodities are carried on San Diego harbor at all times of day and night. In addition to naval vessels, the main types of ship traffic are RO-ROs, bulk carriers, oil barges, container ships (with onboard container handling gear), general freight ships and commercial fishing vessels.
- c. **PASSENGERS:** With just under a half a million passengers per year, cruise ships are a major portion of the port's economy. In addition, there are many other day cruises, harbor excursions, whale watching tours, sailing cruises, sport fishing trips, private tours, and cross channel ferries. Mission Bay focuses on sport fishing and dive trips.
- d. **PORT SERVICES:** Some of the port services offered in San Diego are admiralty law firms, ship agents, crew and seafarer's services, marine consulting and engineering, customs brokers, importers, freight forwarders, divers, refrigeration facilities, ship builders and repair, ship chandlers, stevedoring, surface transportation, surveyors, tug services, barge lines, environmental response and vessel assistance.
- e. **PILOTAGE:** San Diego Bay is served by the San Diego Bay Pilots Association, Inc. The association is comprised of a small group of professional mariners who operate on a Coast Guard license as federally regulated pilots. They are not regulated under the California Board of Pilot Commissioners, instead working under the San Diego Unified Port District Tariff, which requires pilots for all vessels over 500 gross tons. The pilot's office and boat monitor VHF-FM channel 16, and use channel 12 as a working frequency. Pilots are usually booked by vessel agents, but arrangements can be made directly by telephone at (619) 495-0825 or by radio ("Pilot San Diego").
- f. **PORT AUTHORITIES:** All tidal lands of San Diego Bay, including the international airport, are within the jurisdiction of the Unified Port District of San Diego. The San Diego Harbor Police are an arm of this organization. Mission Bay is under the jurisdiction of the City of San Diego Police Department. They maintain a professional lifeguard service, assisted by city police officers.

5. Immediate Impacts:

Any incident or a combination of incidents that results in or threatens to cause a transportation disruption that is characterized by significant delay, interruption, or stoppage in the flow of trade; a significant loss of life; environmental damage; economic disruption in a particular area, or other significant disruption of the MTS. Example scenarios in the San Diego COTP Zone could include:

- A significant oil discharge or hazmat release incident in which response and mitigation activities may disrupt normal MTS operations
- An act of terrorism or a natural or man-made disaster that causes a major infrastructure casualty to the Coronado Bay Bridge, preventing vessels from transiting to and from the various port facilities.
- A potential or actual Transportation Security Incident (TSI) resulting in increased MARSEC level and disruption of vessel traffic in the port.

6. **Maritime Critical Infrastructure Covered by Essential Elements of Information (EEI):** The MTS depends on networks of critical infrastructure—both physical networks such as the marine transportation system, and cyber networks such as interlinked computer operations systems. The ports, waterways, and shores of the maritime transportation mode are lined with military facilities, bulk liquid facilities, Containerized Cargo Facilities, Non-Containerized Cargo facilities, shipyards, High-capacity Passenger Vessel/Ferry terminals, and bridges.

A list of the maritime critical infrastructure in the San Diego COTP zone for each applicable EEI category is listed in TAB C.

E. LEGAL CONSIDERATIONS: MTSR authorities include:

1. **Ports and Waterways Safety Act (PWSA) of 1972, Title 33, U.S.C. § 1221 et seq.** – The USCG has a statutory responsibility under the PWSA to ensure the safety and environmental protection of U.S. ports and waterways.
2. **Federal Water Pollution Control Act (FWPCA) of 1972, Title 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, Title 46, U.S.C § 70101 et seq.** – The MTSA empowers the Captain of the Port to serve as the FMSC in each COTP Zone to develop an Area Maritime Security Plan and coordinate actions under the National Transportation Security Plan.
4. **Robert T. Stafford Emergency Assistance Act (Stafford Act), Title 42, U.S.C. § 5121 et seq.** – The Stafford Act created the system by which a presidential disaster declaration of an emergency triggers financial and physical assistance through the Federal Emergency Management Agency (FEMA). The Act gives FEMA the responsibility for coordinating government-wide relief efforts through guidance found in the National Response Framework for 28 federal agencies and various non-government organizations.

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

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

2. **Oil Pollution Act of 1990 (OPA 90)** – The Federal On Scene Coordinator (FOSC) can request funding from the Oil Spill Liability Trust Fund (OSLTF) using the National Pollution Funds Center (NPFC) Ceiling and Numbering Assignment Processing System (CANAPS). CANAPS is accessed via <https://npfc.uscg.mil/canaps/>. The FOSC can obtain an initial ceiling, amend ceilings, or cancel funding via CANAPS.
3. **Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Funding** – CERCLA funds (for hazardous materials response) are accessed via CANAPS, in the same manner as described in 1.F.2.
4. **USCG & Other Government Agencies (OGA) Funding** – Funds from annual departmental appropriations to execute daily missions in relation to MTS Recovery. For USCG funds, Area Commanders may track extraordinary expenditures for responses to all hazards/threats in a separate account for potential reimbursement. Incident Commanders shall submit financial reports to Area Commanders with sufficient detail to facilitate such tracking.

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

When a MTS disruption occurs, the COTP acting under his/her authorities will implement MTS Recovery activities described in the MTSRP. The COTP’s role focuses on facilitation, coordination, and reporting.

H. MEMORANDUM OF UNDERSTANDING/MEMORANDUM OF AGREEMENT

(MOU/MOA): The MTSR activities may require the aid and cooperation of several public and private entities. When necessary, MOU/MOAs may be established beforehand between various agencies to facilitate cooperation. Below is a list of MOU/MOAs that address MTSR support with a brief description of each agreement.

1. **MOA for Collaborative Fire Support**—Clarifies the role of a U.S. Navy contract tugboat if deemed available and subsequently activated by Commander, Navy Region Southwest (CNRSW) to provide aid in support of the COTP.
2. **MOA for Cooperation in Preparedness and Response to Oil Spills in the Coastal Zone**—Established joint terms by which Commander, navy Region Southwest (CNRSW) and Commander, Eleventh Coast Guard District, and Coast Guard Sector Commanders will work together to improve spill preparedness and response within the coastal zone.

3. MOA for DoD Support to USCG for Maritime Homeland Security—Describes DoD support to the USCG for Maritime Homeland Security (MHS) operations including disposal of improvised explosive devices, conducting mine countermeasures, intel for terrorist maritime movements, sustaining DoD and USCG personnel and platforms, transportation of personnel, equipment, and cargo for response/recovery operations, and countering Chemical, Biological, Radiological, Nuclear and High-Yield Explosive (CBRNE) threats.
4. MOA for Air Station Continuity of Operations—Allows USCG Sector San Diego to request to conduct aviation operations at Marine Corps Air Station Miramar during events that render air facilities at the port unusable.
5. MOU for Harbor and Inland Waterways Traffic Control Following a Navy Radiological Emergency—Defines responsibilities with regard to management of a closure or restricted access area within the Port of San Diego following a radiological emergency from a U.S. Navy submarine, aircraft carrier, or shore support facility.
6. MOU for Joint Firefighting Operations—Addresses the roles and responsibilities of local Fire Departments, Navy Region Southwest Fire and Emergency Medical Services, and the San Diego Unified Port District Harbor Police Department (SDUPD) regarding the joint firefighting operations in SDUPD marinas, piers, docks, and other waterborne incidents.
7. MOU for Mutual Diving Support—Establishes mutual diving support between Explosive Ordnance Disposal Mobile Unit THREE Detachment Southwest (EODMU DET SW) and San Diego Unified Port District Harbor Police Department (SDUPD HPD).
8. MOU for Command Center Continuity of Operations—Allows USCG’s access to and use of the Fleet Command Center (FCC) located in Building 60 on the Third Fleet Complex (53690 Tomahawk Drive, San Diego, CA) as an emergency relocation site for Sector Command Center-Joint (SCC-J).
9. MOU for Mitigation of Obstructions to Navigation—Outlines the USCG and USACE procedures on coordination to determine whether an obstruction is a hazard to navigation and procedures to determine the appropriate corrective actions.
10. MOU for Naval Support of Regulated Navigation Areas and Limited Access Areas—Establishes policies and procedures by which U.S. Naval Commands within San Diego may assist and support the COTP in patrolling and monitoring security zones established to protect Naval facilities and vessels.
11. MOA for Oil Spill Prevention and Response—Reaffirms roles and responsibilities between U.S. Coast Guard, California Department of Fish and Game Office of Spill Prevention and Response, and the Commander U.S. Navy Region Southwest regarding oil spill responses for incidents occurring from U.S. Navy vessels.

12. MOU for Sector Continuity of Operations—Sets terms and conditions between Sector San Diego and Sector Los Angeles-Long Beach concerning the use of 1001 S. Seaside Ave, San Pedro, CA 90731 and 2710 N. Harbor Dr, San Diego, CA 92101 and USCG Mooring at Ballast Point in San Diego as reciprocal alternate sites in order to maintain continuity of operations for up to 30 days.

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

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

State assets may be available through State Mutual Aid processes coordinated through USCG liaison officials and the respective state Emergency Management Agencies.

TAB D provides a list of public and private entities that may have MTS Recovery support capabilities.

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

1. The MTSRP was developed for response to a Type 3 or smaller incident as described in reference (y).
2. The threat of a TSI resulting in an increased MARSEC Level and associated security measures may require coordinated recovery actions among stakeholders to restore the flow of commerce.
3. Most transportation disruptions will occur with little to no warning, except for weather systems for which prediction capabilities will provide advance indicators.
4. Cargo diversions from other areas impacted by a large-scale transportation disruption will necessitate surge prevention and security measures.
5. Large-scale cargo diversions may necessitate reallocation of available Federal agency resources and policy and regulatory waivers to support reestablishment of trade.
6. A catastrophic event will seriously degrade Coast Guard Sector and stakeholder resources, necessitating reconstitution and large-scale support from resources outside the affected area in order to support and sustain first response and to set the stage for recovery activities.

7. Port stakeholders will quickly implement their disaster response and continuity plans. Individual businesses, organizations, and local governments already have many directives and/or incentives to develop and test robust continuity of operations or business continuity plans.
8. Port stakeholders will rapidly share information required for incident response, infrastructure preservation or repair, and post-incident recovery.
9. Members of the MTSRU will move quickly to their ICS roles. One of the first units within the ICS that must be ready to operate from a solid foundation of pre-incident planning is the MTSRU staffed by trained and knowledgeable members.
10. Commander, Eleventh Coast Guard District (D11) will provide assets and logistics support whenever Sector resources are inadequate.
11. Sufficient Coast Guard Reservists may be voluntarily or involuntarily recalled to active duty to meet contingency personnel requirements for this response operation.
12. If Coast Guard facilities are adversely affected; Sector will implement its Continuity of Operations Plan (COOP) and will relocate operations as directed by that plan.
13. The Incident of National Significance (IONS), TSI and/or other incidents will have regional and/or national implications (will be inter-district or multi-state, or will pose a significant security, environmental, safety or economic threat).
14. Appropriate response plans will be executed in conjunction with this plan.
15. If the incident involves an actual or potential release of oil and/or hazardous substance, the substance released will impact execution of recovery and restoration.
16. USCG missions will be conducted at normal operating levels during recovery.

K. KEY TERMS AND DEFINITIONS:

1. **All Hazards** – A threat or an incident, natural or manmade, that warrants action to protect life, property, the environment, and public health or safety, and to minimize disruptions of government, social, or economic activities. It includes natural disasters, cyber incidents, industrial accidents, pandemics, acts of terrorism, sabotage, and destructive criminal activity targeting critical infrastructure.
2. **Business Continuity** – The ability of an organization to ensure that critical business functions will be available to customers and suppliers before, during, and after a disaster. Business Continuity should not be confused with disaster recovery.

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

4. **Critical Infrastructure** – Systems, assets, and networks, whether physical or virtual, so vital that the incapacitation or destruction would have a debilitating impact on the security, economy, public health or safety, environment, or any combination of these matters, across any federal, state, regional, territorial, or local jurisdiction. DHS has identified 16 Critical Infrastructure sectors:
 - Communications sector
 - Critical manufacturing sector
 - Defense industrial base sector (impacting the integrity of military operations)
 - Emergency services sector
 - Energy sector
 - Financial services sector
 - Food and agriculture sector
 - Government facilities sector
 - Healthcare and public health sector
 - Information technology sector
 - Nuclear facilities sector
 - Dams sector
 - Chemical sector
 - Commercial facilities sector
 - Transportation Systems sector
 - Water and waterways sector

5. **Emergency Support Function (ESF)-1 Transportation** – ESF-1 provides DHS with a single point to obtain key transportation-related information, planning, and emergency management, including prevention, preparedness, response, recovery, and mitigation capabilities at the headquarters, regional, state, and local levels. The ESF-1 structure integrates DOT and support agency capabilities and resources into the *National Response Framework (NRF)* and the *National Incident Management System (NIMS)*. Initial response activities that ESF-1 conducts during emergencies include the following:
 - Monitoring and reporting the status of and damage to the transportation system and infrastructure;
 - Identifying temporary alternative transportation solutions to be implemented by others when primary systems or routes are unavailable or overwhelmed;
 - Implementing appropriate air traffic and airspace management measures; and
 - Coordinating the issuance of regulatory waivers and exemptions.

6. **Essential Element of Information (EEI)** – Quantitative and objective information that will be used to ascertain, communicate, and track the status of MTS infrastructure and activity. The information will also be used to complete status report templates. These templates are designed to facilitate the collection and dissemination of consistent information regarding the status of the MTS during and following an incident.
7. **Interdependency** – Mutually reliant relationship between entities (objects, individuals, or groups). The degree of interdependency does not need to be equal in both directions.
8. **Jones Act Waivers** – The Merchant Marine Act of 1920 (Jones Act), 46 U.S.C. § 55102, requires that all merchandise transported by water between U.S. points be carried on U.S. flagged ships. Waivers of this requirement are granted by the Secretary of Homeland Security. Further information on waivers can be found at <https://www.cbp.gov/trade/jones-act-waiver-request> and by calling (202) 860-7502. Waiver requests can be submitted to JonesActWaiverRequest@cbp.dhs.gov.
9. **Key Resource** – Public or privately controlled resources essential to the minimal operations of the economy and government.
10. **Marine Transportation System (MTS)** – The MTS is a complex system that is geographically and physically diverse in character and operation. The MTS consists of navigable waterways, ports, and intermodal landside connections that allow the various modes of transportations to move people and goods to, from, and on the water as part of the overall global supply chain or domestic commercial operations. The MTS also includes vessels, port facilities, and intermodal connections and users, including crew, passengers, and workers.
11. **Maritime Transportation System Recovery Support Cell (MTRSC)** – MTRSCs are Coast Guard personnel at a district, area, or headquarters unit that support the flow of information from the MTSRU to other elements of Coast Guard, DHS, and maritime industry during the response to and recovery from a disruption of the MTS. These cells are not normally augmented by other agency or industry personnel.
12. **Marine Transportation System Recovery Unit (MTRSU)** – An Incident Command System (ICS) planning function which is established and staffed for incidents that significantly disrupts the MTS. This unit is primarily staffed by government personnel and is augmented by local marine industry experts.
13. **Maritime Critical Infrastructure and Key Resources (CI/KR)** – The CI/KR specific to or connected to the maritime environment includes ports, waterways, military facilities, nuclear power plants, locks, oil refineries, levees, passenger terminals, fuel tanks, pipelines, chemical plants, tunnels, cargo terminals, and bridges that are essential to the effective operation of the MTS.

14. **Maritime Domain** – The National Strategy for Maritime Security (NSMS) defines the maritime domain as all areas and things of, on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway, including all maritime-related activities, infrastructure, people, cargo, and vessels and other conveyances. The maritime domain for the United States includes the Great Lakes and all navigable inland waterways, such as the Western Rivers and the Intracoastal Waterway.
15. **National Defense Reserve Fleet (NDRF)** – The National Defense Reserve Fleet is comprised of ships owned and maintained by MARAD. The Fleet serves as a reserve of ships for national defense and national emergencies and includes a sub-set of ships in the Ready Reserve Force. Training ships can be requested and mobilized to support the berthing and feeding of responders and support personnel during incidents.
16. **National Response Framework (NRF)** – The NRF is a guide to how the nation conducts all-hazards response. It is built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the nation, linking all levels of government, nongovernmental organizations, and the private sector. Under the NRF, ESFs provide the structure for coordinating Federal interagency support for a Federal response to an incident. The Department of Transportation is the lead and primary coordinating agency for ESF-1 (Transportation) with the support of 10 partner agencies.
17. **Preparedness** – Activities necessary to build, sustain, and improve readiness capabilities to prevent, protect against, respond to, and recover from natural or manmade incidents. Preparedness is a continuous process involving efforts at all levels of government and between government and the private sector and nongovernmental organizations to identify threats, determine vulnerabilities, and identify required resources to prevent, respond to, and recover from major incidents.
18. **Ready Reserve Force (RRF)** – The RRF includes fast sealift ships, roll-on/roll-off ships, heavy lift ships, crane ships and government-owned tankers. RRF vessels are suitable for handling outsize or project cargo as well as dual-use or military equipment including large vehicles, trailered vehicles, watercraft, and aircraft. For contingencies, RRF vessels may fulfill a U.S. commercial market shortage of Roll-On/Roll-Off (RO/RO) vessels. RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status.
19. **Resilience** – The capability of an asset, system, or network to maintain its function during or following a terrorist attack, natural disaster, or other incident.
20. **Response** – Activities that address the short-term, direct effects of an incident, including immediate actions to save lives, protect property, and meet basic human needs. Response also includes the execution of emergency operations plans and incident mitigation activities.

21. **Recovery**

- a. **Short-Term Recovery** – That period where impacted infrastructure and supporting activities within the incident have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable within 90 days or less.
- b. **Long-Term Recovery** – That period in which infrastructure and supporting activities have been returned to pre-incident conditions or service or have the capacity or capability to operate or provide service at pre-incident levels. Activities, policies, or mitigation strategies aimed at long-term recovery may take longer than 90 days.

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

23. **System Stabilization** – The process by which the immediate impacts of an incident on community systems are managed and contained. As adapted and used by the USCG for MTSR activities and measures needed to stabilize critical MTS infrastructure functions following a transportation disruption to minimize health, safety, environmental, and maritime security threats when necessary; and to efficiently restore and revitalize systems and services essential to maritime supply chain support for communities and critical infrastructure sectors.

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

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

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

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

TAB A: SAN DIEGO COTP ZONE MTS FACT SHEET

The MTS

The Marine Transportation System (MTS) in the San Diego COTP Zone consists of waterways, ports, and intermodal landside connections that allow the various modes of transportation to move people and goods to, from, and on the water. The local MTS includes the following:

- 2 cruise ship terminals
- 6 ferry terminals
- 10 passenger ferries
- 0 offshore oil platforms
- 62 miles of rail track
- 2 marine cargo terminals
- 24 recreational marinas & 6 Yacht Clubs
- 281 commercial fishing vessels



The **San Diego–Coronado Bridge**, locally referred to as the **Coronado Bridge**, is a prestressed concrete/steel girder bridge, crossing over San Diego Bay, linking San Diego with Coronado, California.

Important Facts

The Port of San Diego accounted for 64,410 jobs in industries such as shipbuilding, cargo handling, tourism, and hospitality jobs, and has a total economic impact of \$9.2 billion.

Containerized fruits and automobiles account for nearly 75% of the 2.5 million tons of cargo handled at the Port of San Diego marine terminals and supply goods throughout the western half of the United States.

The Port of San Diego serves as one of 17 Strategic Ports in the Continental United States under an agreement with the Department of Defense administered by the Department of Transportation.

2024 Vessel Calls in the Port of San Diego

Total Tonnage: 132nd out of 150 U.S. Ports with 2.4 Million Short tons



<i>Vessel Type</i>	<i>Amount</i>	<i>Rank in U.S.</i>
Container	55	34 th
Tanker	1	
Dry Bulk	12	
Ro-Ro	199	
General Cargo	32	
Total	299	

Source: Port of San Diego Maritime Division

Source: American Association of Port Authorities, Port Industry Statistics, www.aapa-ports.org
Maritime Statistics, <https://www.marad.dot.gov/resources/data-statistics/>

TAB B: MTS RECOVERY MOU/MOAs

A copy of MOU/MOAs are kept within Sector San Diego's shared drive.

TAB C: List of Maritime Critical Infrastructure in the San Diego COTP Zone

Military	
U.S. Coast Guard Sector San Diego	2710 N Harbor Dr, San Diego, CA 92101
Naval Base San Diego	3455 Senn St, San Diego, CA 92136
Naval Base Point Loma	140 Sylvester Rd, San Diego, CA 92106
Naval Base Point Loma Naval Mine and Anti-Submarine Warfare Command	32444 Echo Ln #300, San Diego, CA 92147
Marine Corps Base Camp Pendleton	20250 Vandegrift Blvd, Oceanside, CA 92058
Marine Corps Recruit Depot San Diego	1600 Henderson Ave, San Diego, CA 92140
Naval Amphibious Base Coronado	3632 Tulagi Road, Coronado, CA 92118
North Island Naval Complex	Naval Air Station North Island San Diego, CA 92135

Bulk Liquid Facilities		
Action Cleaning	Mobile Facility (vac trucks, tank trailer, baker tanks) 1668 Newton Ave, San Diego, CA 92113	Hazardous waste treatment & disposal, diesel oil, lube oil, oily sludge, oily bilge water
Ancon Marine	Mobile Facility (vac trucks, tank trailer, baker tanks) 2132 E. Dominguez St, Long Beach, CA 90810	Misc waste management services, diesel, lube oil, oily sludge, oily bilge water
Lake Powell Resorts & Marinas-Aramark	100 Lake Shore Dr, Page, AZ 86040	Lake Powell
Asbury Environmental Services	Mobile Facility (vac trucks, tank trailer, baker tanks) 9119 Birch St, Spring Valley, CA 91977	Hazardous waste treatment & disposal, oily sludge, oily bilge water
California Marine Cleaning	Mobile Facility (vac trucks, tank trailer, baker tanks) 2049 Main St. San Diego, CA 92113	Engine oil, diesel #2, turbine oils 2135, turbo oil 78
Clean Harbors	Mobile Facility (vac trucks, tank trailer, baker tanks) 6465 Marindustry Dr San Diego, CA 92121	Gas oil, gasoline, jet fuels, kerosene, lube oil, No 2,4,5,6 fuel oil

General Petroleum	Mobile Facility (vac trucks, tank trailer, baker tanks) 19501 S. Santa Fe Ave, Rancho Dominguez, CA 90221	Diesel, lube oil, gasoline, JP-5, JP-8, Jet fuel
Harbor Island West Fuel Dock	2040 Harbor Island Dr, San Diego, CA 92101	Diesel, lube oil
High Seas Fuel Dock	2540 Shelter Island Dr, San Diego, CA 92106	Diesel, lube oil
Nalf San Clemente Island	c/o NAS North Island, P.O. Box 357054 San Diego, CA 92135	
NRC Environmental Services	Mobile Facility (vac trucks, tank trailer, baker tanks) 2950 Kurtz St. San Diego, Ca 92110	Gasoline, lube oil, #2 and #6 fuel oil
Pacific Tank Cleaning	Mobile Facility (vac trucks, tank trailer, baker tanks) P.O. Box 13528, San Diego, CA 92170	Oily water, oily waste
Patriot Environmental Services	Mobile Facility (vac trucks, tank trailer, baker tanks) 197 Vernon Way El Cajon, CA 92020	Hazardous waste treatment & disposal, oily sludge, oily bilge water. Full OSRO Services
Pearson Marine Fuels	2435 Shelter Island Dr, San Diego, CA 92106	Diesel oil, lube oil, gasoline
Point Loma Naval Fuel Pier	199 Rosecrans St. San Diego, CA 92132	
SC Fuels	Mobile Facility (vac trucks, tank trailer, baker tanks) 145 Vernon Way, El Cajon, CA 92020	Jet Fuel, JP-5, diesel, misc oil
South Bay Sandblasting	Mobile Facility (vac trucks, tank trailer, baker tanks) 3577 Dalbergian St, San Diego, CA 92113	Jet fuel, JP5, diesel, misc oil
TJC LLC	1800 Crosby Road San Diego, CA 92101	Gasoline, Diesel, Fuel Oil #6, Bunker Fuel

Containerized Cargo Facilities

10 th Ave Marine Terminal	<p>Military Outload facility of significant importance</p> <p>Dole Fresh Fruit Company (DOLE) receives a shipment from South and Central America weekly. The vessels have a capacity of 780 Forty-foot Equivalent Units (FEUs) carrying fresh produce.</p> <p>Eight (8) Deep-Water Berths, with depths ranging from 30 feet to 42 feet and a berthing area of approximately, 4,600 linear feet.</p> <p>96 Acre Multi-Purpose Cargo Facility with large capacity of open and warehouse space.</p> <p>Two (2) all electric mobile harbor cranes with a combined lifting capacity of 400 metric tons.</p> <p>Offers a Federal Railroad Administration (FRA) Class 1 rail yard with 14 rail spurs measuring over 17,000 linear feet.</p>
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Non-Containerized Cargo Facilities

24 th St. Marine Terminal	Vehicles (new cars), lumber, general cargo to/from HI
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Shipyards

BAE Shipyards	2201 Belt St, San Diego, CA 92113
Continental Maritime of San Diego	Certified Master Ship Repair Contractor for the U.S. Navy 1995 Bay Front St., San Diego, CA 92113
General Dynamics NASSCO (National Steel & Shipbuilding Co)	Major U.S. shipbuilder and repair facility 2798 E. Harbor Dr., San Diego, CA 92113

High Capacity Passenger Vessel/Ferry Terminals

B Street Cruise Ship Terminal	1800 N. Harbor Dr., San Diego, CA 92101 Two 1000' berths and one 400' berth
Bahia Hotel	998 W. Mission Bay Dr., San Diego, CA 92109 Passenger Bay Terminal
Catamaran Resort Hotel	3999 Mission Blvd, San Diego CA Passenger Bay Terminal
Fisherman's Landing	2838 Garrison St., San Diego, CA 92106 Charter Boat Passenger Terminal
H&M Landing	2803 Emerson St., San Diego, CA 92106 Charter Boat Passenger Terminal

Flagship Cruises & Events	990 N. Harbor Dr, San Diego, CA 92101 Charter Boat Passenger Terminal
City Experiences by Hornblower	970 N. Harbor Drive, San Diego, CA 92101 Charter Boat Passenger Terminal
Lake Mead Cruises	P.O. Box 62465, Boulder City, NV 89006 Cruise Ship Terminal
Point Loma Sportfishing	1403 Scott St, San Diego, CA 92106 Charter Boat Passenger Terminal
Scripps's Institution of Oceanography	297 Rosecrans St, San Diego CA 92106 Nimitz Marine Facility

Bridges

Coronado Bay Bridge	San Diego Bay	32.68688, -117.154928
Big Bend Stream Gage	Colorado River	37.9416667, -121.35833
Island Way	Dana Point Harbor	37.77, -122.23
Laughlin Bridge	Colorado River	38.0316667, -122.08
London Bridge	Lake Havasu	34.471625, -114.34795
Needles Hwy	Colorado River	38.4566667, -121.50333
Nimitz Road	Navy Estuary	32.728991, -117.214445
North Harbor Dr Bridge	Navy Estuary	32.728297, -117.214576
North Ingraham St	San Diego	38.9616667, -121.335
Pipeline Bridge	Colorado River	37.78, -122.245
River Queen Island Bridge	Colorado River	37.9366667, -122.45
Seaworld Skyride	Mission Bay	32.767635, -117.228080
South Ingraham St	Mission Bay	33.6166667, -117.925
Topock Hwy Br (I-40)	I-40	34.717198, -114.487081
Topock Pipeline Bridge	Colorado River	39.145, -121.9183333
Topock Pipeline Bridge	Colorado River	38.1666667, -122.62166
Topock Pipeline Bridge	Colorado River	38.8016667, -121.72
Topock Railroad Bridge	Colorado River	34.718110, -114.487235
Topock Stream Gage	Colorado River	38.06, -121.42
Veterans Blvd (aha Macav) Bridge	Colorado River	32.77, -117.23
W. Mission Blvd	Mission Bay	33.62, -117.93

TAB D: Public and Private Entities with MTS Recovery Support Capabilities

Agency	Functions
FEDERAL	
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) <ul style="list-style-type: none"> • Promotes U.S. exports, particularly by small and medium-sized enterprises, and provides commercial diplomacy support for U.S. business interests around the world. • Enforces U.S. trade laws and agreements to prevent unfairly traded imports and to safeguard the competitive strength of U.S. businesses.
	National Oceanic and Atmospheric Administration (NOAA) Provides the following products and information to support MTS Recovery activities. <ul style="list-style-type: none"> • Emergency hydrographic surveys, side-scan sonar capabilities, 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 FOOSC during response operations including dispersion modeling for waterborne and airborne hazards. • Weather forecasting. • NOAA's Navigation Response teams (NRT) are mobile emergency response teams equipped and trained to survey ports and near-shore waterways immediately following incidents such as a maritime accident, or a major storm that causes the seas bottom or submerged obstructions to shift. NRTs have the ability to be transported by trailer over land from one location to another for quick response.
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, associated equipment and supplies, when requested and upon approval by the Secretary of Defense.
	U.S. Army Corps of Engineers (USACE) <ul style="list-style-type: none"> • 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, clearing obstructions from channels, information about river stages,

	<p>flood prevention operations, evacuation procedures, and predicted flood crests.</p> <ul style="list-style-type: none"> As authorized and in coordination with the U.S. Coast Guard and other federal agencies, USACE may initiate wreck removal and channel clearing operations within Federally authorized channels. <p>U.S. Navy Supervisor of Salvage and Diving (SupSalv)</p> <ul style="list-style-type: none"> Provides technical, operational, and emergency support to the Navy, DOD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, system certification, and underwater ship husbandry. <p>National Geospatial Intelligence Agency</p> <ul style="list-style-type: none"> Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.
Department of Energy (DOE)	<p>The DOE is responsible for overseeing domestic energy production. The Department also provides information on status of, needs for, and plans for restoration of interdependent infrastructure. During Stafford Act responses, the DOE is the coordinating agency for ESF-12 (Energy).</p>
Department of Homeland Security (DHS)	<p>The Department of Homeland Security</p> <p>Customs and Border Protection (CBP)</p> <ul style="list-style-type: none"> Lead agency for screening of crew/passenger manifests, cargo inspections/screenings, and is a critical component of the Resumption of Trade initiative post-incident and Jones Act Waivers. <p>Federal Emergency Management Agency (FEMA)</p> <ul style="list-style-type: none"> The lead federal agency responsible for planning, managing, and coordinating all federal government efforts supporting U.S. territories, states, and local disaster relief operations as directed by Executive Order 12148. Provides funding for disaster response and recovery activities under the Stafford Act. Supplies mobile emergency communications centers, supplies, and equipment, as well as emergency legal, financial, housing, and food assistance to victims of a disaster. <p>U.S. Immigration and Customs Enforcement (ICE)</p> <ul style="list-style-type: none"> Protects national security and upholds public safety by targeting criminal networks and terrorist organizations that seek to exploit vulnerabilities in our immigration system, in our financial networks, along our border, at federal facilities and elsewhere in order to do harm to the United States. <p>Transportation Security Administration (TSA)</p> <ul style="list-style-type: none"> Protects transportation infrastructure through preventive measures from acts of terrorism and supports the protection of transportation infrastructure from all hazards.

	<p>United States Coast Guard (USCG)</p> <ul style="list-style-type: none"> • Identifies and provides assets and resources in support of MTS Recovery pursuant to authorities. • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure. <p>Office of Infrastructure Protection</p> <ul style="list-style-type: none"> • Provides information and assistance concerning the recovery and restoration of transportation critical infrastructure. • Protective Security Advisors can provide information on regional industrial impacts due to loss of the marine transportation system. <p>Office of Cyber Security & Communications</p> <ul style="list-style-type: none"> • Responsible for enhancing the security, resilience, and reliability of the Nation’s cyber and communications infrastructure. • Works to prevent or minimize disruptions to critical information infrastructure in order to protect the public, the economy, and government services.
<p>Department of Transportation (DOT)</p>	<p>USDOT National Response Program (NRP)</p> <ul style="list-style-type: none"> • Responsible for coordinating the Department’s preparedness, response, and recovery activities in all-hazard incidents and 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. <p>Federal Aviation Administration (FAA)</p> <ul style="list-style-type: none"> • During contingency operations, the FAA can establish temporary flight restrictions providing clear airspace for operational, support, or security purposes. The FAA can also assist with transportation issues under ESF-1. <p>Federal Motor Carrier Safety Administration (FMCSA)</p> <ul style="list-style-type: none"> • FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is improving the safety of commercial motor vehicles (CMV) and truck drivers through enactment and enforcement of safety regulations. FMCSA can assist with outreach efforts to commercial drivers after a transportation disruption.

	<p>Federal Railroad Administration (FRA)</p> <ul style="list-style-type: none"> The purpose of FRA is to promulgate and enforce rail safety regulations, administer railroad assistance programs, and conduct research and development in support of improved railroad safety and national rail transportation policy. FRA can also assist with transportation issues under ESF-1. <p>Maritime Administration (MARAD)</p> <ul style="list-style-type: none"> MARAD is the agency within the U.S. Department of Transportation dealing with waterborne transportation. Its programs promote the use of waterborne transportation, its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine. MARAD works in many areas involving ships and shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. MARAD will be a significant component of ESF-1. <p>National Transportation Safety Board (NTSB)</p> <ul style="list-style-type: none"> The NTSB investigates and reports accidents involving U.S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB has authority and responsibility for investigation of major transportation incidents. They have no direct MTS Recovery role. The NTSB may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism per the Memorandum of Understanding (MOU) between the NTSB and the USCG Regarding Marine Casualty Investigation (signed June 17, 2021). NTSB-USCG MOU - 20210617_Final.pdf NTSB Headquarters would mobilize an incident response investigation team. <p>Pipeline and Hazardous Materials Administration (PHMSA)</p> <ul style="list-style-type: none"> PHMSA's main mission is to protect the people and the environment from the inherent risks associations with the transportation of hazardous materials, whether it is by pipeline or other modes of transport.
<p>Environmental Protection Agency (EPA)</p>	<p>Controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances. During Stafford Act responses, the USCG and EPA will coordinate ESF-10 functions within their respective zones as per the National Response Plan and 40 CFR Part 300.</p>
<p>Department of State (DOS)</p>	<p>In accordance with the NRF International Coordination Support Annex, coordinates international offers of transportation-related assistance and support.</p>

STATE	
Governor	Responsible for declaring civil disaster emergencies within the State, ordering the activation of National Guard units, formally requesting deferral assistance subsequent to a Presidential disaster declaration, and directing and controlling public disaster information
California Emergency Management Agency (CalEMA)	Responsible for the coordination of response activities among local government, state, and deferral agencies and voluntary organizations to provide resources and expertise in the areas of preparedness, response, recovery, and mitigation.
California Department of Transportation (Caltrans)	Responsible for planning, designing, and operating streets, highways, bridges, transit systems, airports, railroads, and ports to provide for the safe movement of people and goods.
California Department of Environmental protection (CalEPA)	Administers state and federal laws and regulations for air quality, water quality, water supply and waste management.
REGIONAL and LOCAL	
County Sheriff Departments	Assist in investigations involving shore side facilities outside city limits. They maintain information on local threats and activities, assist in investigations, searches and pursuits in remote areas around applicable cities. The departments often operate small watercraft.
Port and City Police Departments	Assist in investigations and patrols shore side within the applicable port. Also provide traffic control, information on local threats and activities, dive teams, and assist in apprehension and detention of suspects.
City Fire Departments	Provide waterside and shore side firefighting support at facilities and sites in the applicable port. They may maintain evacuation plans for the city and employ HAZMAT teams.
City/Country Emergency Operations Centers (EOC)	Provide coordination of emergency services and operations for the city and country region.

INDUSTRY REPRESENTATIVES

American Salvage Association	Association of professional salvors formed to assist in professionalizing the  marine salvage and firefighting response capability. Improves marine casualty response in coastal and inland waters by educating government, industry, and public on marine salvor.
Vessel and Cargo Owners/Operators and Insurers	For vessels and cargos, the owners/operators (and also those that underwrite their property) retain the primary responsibility for obtaining salvage assistance when needed. The Responsible Part retains responsibility for marking and removal of their vessel and or cargo even if it has no remaining value. COTPs must give the Responsible Part reasonable opportunity to comply with appropriate legal requirements while protecting the value of their property.

SURFACE OPERATIONS and SALVAGE CAPABILITIES

<i>CONTRACTOR</i>				<i>ADDRESS</i>			<i>24-HR. PHONE</i>	
Ocean Blue Environmental				3110 Hancock St. San Diego, CA 92110			800-900-9930 619-294-6682	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
yes	yes	yes	yes	yes	yes	no	no	
NRC Environmental Services				2950 Kurtz St San Diego, CA 92110			877-880-4672 619-235-3320	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
no	no	no	no	yes	yes	no	no	
Pro Act				20928 S. Lambertson Ave, Long Beach, CA 90810			888-895-7367	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
no	yes	no	no	yes	yes	no	no	
JC Environmental, Inc.				2605 Hoover Ave, National City, CA 91950			619-477-4416	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
no	yes	no	no	no	no	no	no	

Castagnola Tug Service, Inc.				331 W Cota Street Santa Barbara, CA 93101			805-966-6741	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
yes	yes	no	yes	yes	no	no	no	
Ancon Marine Inc.				1022 Eubank Ave Wilmington, CA 90744			800-556-9090	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
no	no	no	no	yes	yes	no	no	
So Cal Ship Services				971 S. Seaside Avenue Terminal Island, CA 90731			310-519-8411	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
yes	no	no	no	no	no	no	no	
Crowley Marine Services				Berth 86 300 S.Harbor Blvd. San Pedro, CA 90731			800-900-8847 206-332-8202	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
yes	yes	yes	yes	yes	yes	no	no	
Patriot Environmental				197 Vernon Way El Cajon, CA 92020			800-624-9136 619-449-9014	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
no	yes	no	yes	no	yes	no	no	
Clean Harbors				6465 Marindustry Dr San Diego, CA 92121			858-404-6028	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
no	no	no	no	yes	yes	no	no	
FOSS Maritime Company				Pier D Berth D-35 Long Beach, CA 90802			562-435-0171	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)	
yes	yes	yes	yes	yes	yes	no	no	

UNDERWATER DIVING OPERATIONS and SALVAGE CAPABILITIES

<i>CONTRACTOR</i>				<i>ADDRESS</i>			<i>24-HR. PHONE</i>	
C & W Diving Services, Inc.				3561 Dalbergia St San Diego CA 92113			619-474-2700 619-954-4892	
Air	Mixed Gas	Saturation	Light Salvage	Heavy Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes		yes	yes	yes	yes	yes		
Marine Services Hydrostatic testing, diving system maintenance				PO Box 258 Chula Vista, CA 91912			619-422-8918	
Air	Mixed Gas	Saturation	Light Salvage	Heavy Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes								
Presley Precision Diving				P.O. Box 6247 San Diego, CA 92166			619-223-3234	
Air	Mixed Gas	Saturation	Light Salvage	Heavy Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes								

SECTION 2: PLANNING AND PREPAREDNESS

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

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

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

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

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

This section focuses on the San Diego 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, and requires the identification of key infrastructure, operations, and linkages within each port. Ultimately, the plan will assist the COTP/FMSC in triaging the state of the MTS following an incident.

Bottom Line: Preparation Equals Performance

B. NORMAL PORT OPERATIONS: In order to facilitate the recovery of the MTS or restore the basic functionality of the port after a major disruption, it is necessary to know and understand the port’s critical infrastructure and operations including the intermodal dependencies required to support commerce. Tab E, located in Section 2 of the plan, describes in general the “normal operations” of the MTS in the Port of San Diego. To understand the normal operations of the MTS it is important to consider three distinct elements: Infrastructure, Operations, and Linkages.

1. **Infrastructure** – Ports are complex entities, involving facilities and structures supporting transportation by several modes: water, rail, road, or even air. Consequently, ports are a vitally important part of the nationwide MTS, which includes not only ports, but also inland and coastal waterways, and inter-modal connectors.
2. **Operations** – Those activities that must be done for the safe, secure, and efficient movement of cargo and people. This may include vessel movement, loading and offloading, and transport mode transition. It may also include port maintenance such as dredging, waterway clearance, and Aids to Navigation.
3. **Linkages** – These are downstream impacts that go beyond the local area when an MTS disruption occurs. Cargo and commodity distribution disruptions that could impact other regions of the United States or its territories and can be described as the port’s ‘Regional Linkages.’ Both a receiving port (reliant) and a providing port (supplier) will be affected by a disruption but in different ways. Downstream or cascading impacts can be described in operations and or capabilities, e.g. container transshipment and bunkering operations. In the event of a MTS disruption in the San Diego COTP Zone, vessels departing the West coasts of Mexico, Central America and South America would also be significantly impacted as these regions rely on import and export with San Diego as the closest US Port.
4. **General Priorities and Critical Infrastructure** – Tab F includes the major economic elements, operations and physical characteristics of the Port of San Diego. It is not intended to replace the EEI database or provide details of all trade activities and is intended to provide MTS Recovery officials a broad understanding of the pre-incident normal state and the general priorities for recovering port operations. Refer to the EEI database in CART and Appendix D for a complete list of EEIs.

C. STAKEHOLDER COORDINATION:

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

2. **MTS Recovery Workgroup**

- a. The San Diego COTP established a Port Coordination Team to gather and maintain up-to-date information with respect to MTS Recovery planning, coordination, and best practices, including the development and maintenance of the MTSRP.
- b. The San Diego Port Coordination Team will develop, maintain, exercise, and validate MTS information during port level normal operations identified in Tabs H and I. The workgroup 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 workgroup shall at a minimum meet on an annual basis to maintain the accuracy of this information.
- c. Membership in the San Diego Port Coordination Team should include selected representatives from subject matter experts who are port stakeholders listed in Tab E, of Section 2 of this plan. Required information for each member includes:
 - Local stake holder agency
 - POC Name
 - Business Telephone number
 - Business e-mail address

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 MTSRU may consist of representatives from:
 - USCG MTSRU Leader level 3 (MTSL3) trained personnel
 - USCG members with facilities subject matter experts (SMEs)
 - USCG member with waterways management SMEs
 - USCG member with Port State Control SMEs
 - U.S. Customs & Border Protection
 - U.S. Maritime Administration
 - U.S. Army Corps of Engineers
 - U.S Navy 3rd Fleet
 - U.S Navy Region Southwest
 - National Oceanic and Atmospheric Administration
 - Local Governor’s Office of Emergency Services
 - Ports Administration
 - Marine Exchanges
 - Pilot Services
 - Private Stakeholders

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. COTP Zone San Diego is unique as it is one of the 17 U.S Strategic Ports, so ensuring adequate Naval presence established within the MSTRU is essential for efficient port recovery. Nonetheless, a baseline of qualified members shall be established to exercise MSTRU objectives that will enhance capability.

2. Additional members of the MTSRU will come from port stakeholders as incidents require. Port stakeholders, who are jurisdictionally or organizationally responsible for assisting with port recovery, may be identified through the Area Maritime Security Committee and the MTS Recovery Workgroup Port Coordination Team. Tab G, of Section 2 of this plan, lists organizations and potential member contact information.
3. USCG MTSRU personnel shall be familiar with MTS Recovery policies, procedures, and EEIs. The initial USCG representatives shall be MTSL3 qualified and be prepared for rapid activation to establish a MTSRU.
4. Section 2.F. (training) outlines the recommended training levels for MTSRU personnel.

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

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

F. TRAINING:

1. **Training Requirements for CG Personnel**
 - a. **MTSRU Leaders (MTSL)** – The MTSRU Leader will be trained to meet the USCG Performance Qualification Standard and complete ICS-100, ICS-200, ICS-300, and the MTSL3 PQS Workbook. The MTSRU leader shall be proficient using CART.

(ICS Position PQS Workbooks can be downloaded from USCG's SharePoint site at [ICS Coordinator Resources - Home](#). ICS-100 and ICS-200 are available on the internet at no cost through FEMA at <https://training.fema.gov/is/crslist.asp>.)

- b. **MTSRU Members** – Members should be familiar with port facilities, vessels and/or waterways management functions. They should be proficient using CART.
- c. All MTSRU members shall be familiar with the MTSRP.
- d. USCG unit personnel engaged in incident response (including ICS Section Chiefs and Command Staff, Situation Unit Leaders, Emergency Preparedness Liaison Officer) will be familiar with this Plan.

2. **Non-CG MTSRU Members**

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

G. ICP/IMT LOCATIONS AND EQUIPMENT:

1. **MTSRU Work Space** – The MTSRU should remain near the Incident Command Post. This provides a better communication network with other incident command sections or units and reduces the cost of added logistics. A secondary location is the CG Sector offices. See Section 3.B.1.d for greater detail.
2. **MTSRU “Go kits” Equipment** – The San Diego COTP zone will establish a “go kit” with the following equipment to support a response to an all threats, all hazard event. Supplies will be in sufficient quantity to allow the MTSRU to function for at least 48 hours without re-supply. Once the Logistics Section is established, the MTSRU can order new supplies through the incident organization.
 - Non-Standard Laptops: Already issued to MTSL/Deputy MTSL/Security Specialist (Port/Recovery). The laptop should include MS Word/Access/PowerPoint and have wireless capability. If additional laptops are available note the number and location. Non-standard laptops shall be upgraded as required.
 - External Hard Drive: Loaded with the following minimum files/documents:
 - The Sector/MSU Baseline EEIs in Excel Format (exported from CART)
 - COMDTINST M16000.28(series)
 - AREA Guidance for MTS Recovery
 - CART User Guide (Current version)
 - Electronic Executive Summary for use in non-CART accessible environment
 - Vessel Scoring and Prioritization Tool (Optional)
 - ICS Forms (ICS 213RR; ICS 214; ICS 233)

- Stock GIS Imagery or Satellite Imagery/Electronic Charts specific to the MTS within AOR (Optional)
- CART Executive Summary Templates (Word Document)
- Post Incident Assessment Forms
- Additional Checklists as determined by the MTSRU Leader
- Electronic copy of unit MTSR Plan
- Cell phone with access to a conference call line
- Remote access to the CGONE Network
- Portable Printers
- Wi-Fi Hotspot/Mobile Internet connection: Minimum capability should enable wireless access for up to 5 wireless-capable laptops for access to CART and can be used for CAC-RAS into the CGDN for additional services such as GIS, CG E-mail.
- Projector: Portable projector for display purposes. Enhances ability to adequately display MTS Status, Satellite Photos, etc. along with SITU Status Boards.
- Extension Cords/Surge Protectors
- Copies of Plans, charts, maps, policy, procedures and protocols (electronic and paper)
- ICS forms catalog digital and hard copy
- Easel pads/markers
- In/Out Trays
- Paper/Pens/Masking, Duct, and Painter's Tape/Paper Clips/Staplers/Folders/Markers/Accordion Folder/Notebooks
- Incident Management Handbooks (IMH) (2014 or current edition)
- Empty Binders
- Reference Binder: Contains hard copies of all reference documents/procedures/policies
- General office supplies to support anticipated unit members.

H. TYPE 1 AND TYPE 2 EVENT CONSIDERATIONS:

1. **Concept** – This MTSRP is based on requirements for a Type 3 incident response. When an incident extends beyond the capabilities of local control and assets it may be classified as a Type 1 or 2 event. An incident management organization may expand and positions merge into larger sections. It is imperative that the MTSRU be flexible in response to an organizational shift. When a shift occurs, there will likely be considerable oversight and external management of certain functions, priorities, and/or expectations of the MTSRU and trade resumption efforts in the affected area.
2. **Request for Forces (RFF)** – Based on the incident complexity and response organization requirements, the MTSRU Leader may require additional resources to support expanding roles and responsibilities. Should the MTSRU identify need for additional personnel, the established process for RFF should be used. The RFF should specify what skill set is needed, such as SME in MTS recovery, MTSL3 qualified, or experienced CART user, etc. District and Area Commands will assist in sourcing requests.

3. **MTS Recovery Trade Resumption** – The requirement to understand critical trade resumption needs and how recovery operations may affect resumption of trade in the region is important during Type 1 or Type 2 events. MTS Recovery and resumption of trade requires coordination with land transportation modes such as the highway, rail, and pipelines. The ability to land relief supplies or necessary commodities ashore is of limited utility if there is no means of transporting and distributing the commodities to locations ashore where they are needed. The planning and execution of intermodal commodity movement in the aftermath of a catastrophic event is an Emergency Support Function (ESF) -1 (Transportation) mission under the National Response Framework.
4. **Incident Management Structure** – ESF Support: In a Type 1 or 2 Incident, county and State Emergency Operations Centers (EOCs), FEMA Regional Response Coordination Centers (RRCCs) or Joint Field Offices (JFO), and the National Response Coordination Center (NRCC) will be stood up and fully staffed. Most if not all ESFs will be manned. It is essential for the USCG to provide MTS Recovery SMEs to these organizations. These MTS Recovery SMEs are a direct link to other ESFs at the Federal, State and Local levels. The SMEs can deliver MTS status reports, coordinate emergency supply distribution routes with port opening efforts, and have open communication up and down the chain. The SMEs are critical to ensure seamless communication flow between the Incident/Unified Command, the State/County EOCs, and the Federal incident management.

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

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

TAB E: NORMAL PORT OPERATIONS

COTP ZONE SAN DIEGO

The Port of San Diego is the most significant economic port in this region. The Port of San Diego is 1 of 18 strategic ports in the United States, supporting the Department of Defense with national emergencies and military operations. The Port of San Diego engages in trade, cruise, and military uses that span five city jurisdictions including Chula Vista, Coronado, Imperial Beach, National City, and San Diego. The Port of San Diego is composed of 34 miles of waterfront, employs over 64,000 people in industries such as shipbuilding, cargo handling, tourism, and hospitality jobs, and has a total economic impact of \$9.2 billion.

Overview of operations in the Port of San Diego:

Marine Cargo Terminals: Two Marine Cargo Terminals are in the Port of San Diego. Both terminals possess on-dock rail capability with the Burlington Northern Santa Fe [BNSF] Railway, and collectively process about 2.5 million tons of cargo each year, including automobiles, agricultural commodities, steel cargo, military equipment and supplies, shipyard materials, and renewable energy components. Containerized fruits and automobiles account for nearly 75% of the 1.8 million tons of cargo handled at the Port of San Diego marine terminals. Both cargo terminals can rapidly transfer cargo to rail, are minutes from Interstates I-5, I-8, and I-15 for truck transport, and are within 20 miles of the U.S./Mexico border. Terminal gates are operated 24 hours each day.

- 1. Tenth Avenue Marine Terminal (TAMT)** is a 96-acre Multi-Purpose Cargo facility with a large capacity of open and closed warehouse space with eight working berths and two warehouses for dry and cold storage. The terminal handles refrigerated containers, military equipment, bulk commodities, and break-bulk cargoes. The Dole Fresh Fruit Company imports bananas and other



containerized fresh fruit from South and Central America and distributes them via truck from TAMT to grocery retailers as far east as the Rocky Mountain region and as far north as Vancouver, British Columbia. Free flowing bulk products handled at TAMT include bauxite, cement products, soda ash, raw sugar, and fertilizers used in the local construction, food, and agriculture industries. Raw sugar is imported from Mexico and Brazil and distributed via truck throughout the western part of the United States. Soda ash is mined in Trona, California, and railed to TAMT for export to Asia. Liquid fuel tanks provide storage and distribution for petroleum products to the San Diego Regional Airport, as well as ocean-going vessels, tug boats, and other support vessels. General cargo handled at TAMT consists of steel, renewable energy wind and battery

components, and miscellaneous project cargo. Steel is used locally in ship building as well as trucked into northern Mexico. Wind and lithium battery freight is distributed to the Southwest region of the United States, A large portion of the miscellaneous project cargo is also used in the local shipbuilding operation. These components are trucked or barged from TAMT to General Dynamics National Steel and Shipbuilding Company (NASSCO). Tenth Avenue Marine Terminal is also the homeport facility for the National Oceanic and Atmospheric Administration's research vessel, Reuben Lasker.

2. National City Marine Terminal (NCMT) is a 135-acre complex with five working berths, located on the National City waterfront at the south end of San Diego Bay. It is the most advanced vehicle import/export facility on the West Coast. Owned by the Port of San Diego, and operated by Pasha Automotive Services, the terminal serves as the primary port of entry for one out of every 10 new foreign cars shipped to the United States. Audi, Bentley, Chrysler, Fiat, Ford, GM, Hino, Honda, Hyundai, Isuzu, Itochu, Lamborghini, Mitsubishi Fuso, Porsche, Toyota, and Volkswagen are all processed through the NCMT by Pasha. The terminal also specializes in lumber, military equipment, and high, wide, and heavy project cargo.



Military and Outload Facilities: The Port of San Diego is home to the Pacific Fleet, 50+ Naval and Coast Guard vessels, General Dynamics NASSCO shipyard, and the West Coast's amphibious warfare hub. Together the two marine cargo terminals (TAMT and NCMT) allow the Port of San Diego to serve as one of 18 Strategic Ports in the United States under an agreement with the Department of Defense administered by the Department of Transportation. These facilities provide the port infrastructure and services to support the deployment of U.S. military equipment and vehicles during times of national emergency.

Facilities Handling CDC and HAZMAT: The activities are rare in the Port of San Diego. If these activities do occur, TAMT is the authorized facility.

Rail: Both the TAMT and NCMT terminals possess on-dock rail capability with the Burlington Northern Sante Fe [BNSF] Railway. The BNSF Railway is a Class I railroad (the designation for all major freight rail carriers) that connects California to an extensive rail network with the rest of the nation, particularly corridors to the Southwest, Midwest, and Northwest. The Burlington Northern Sante Fe Railway possesses rights to operate its trains over the Union Pacific Railroad, allowing BNSF access to 5,412 miles of rail within California alone. The Burlington Northern Sante Fe Railway provides major transportation for import and export of new vehicles for 13 foreign and 3 domestic vehicle manufacturers.

Ferry Systems and Harbor Cruises: The Port of San Diego has multiple ferries.

- 1) The Coronado Ferry, owned by Flagship Cruises & Events, runs regularly across San Diego Bay, between the Broadway Pier and the Convention Center in downtown San Diego, and the Coronado Ferry Landing.
- 2) The Water Taxi, operated by San Diego Water Taxi, offers on-call transportation services in the San Diego Bay. Service for the Water Taxi runs between downtown and Coronado Island.
- 3) City Cruises by Hornblower offer the public a variety of harbor tours, dinner cruises, and whale watching tours. The fleet consists of five vessels of which three are high-capacity passenger vessels.



Cruise Terminals: The two cruise ship terminals in the Port of San Diego are B Street Pier (1140 North Harbor Drive) and Broadway Pier (1000 North Harbor Drive). The principle cruise lines operating at the port are Holland America Cruise Line, Princess Cruises and Disney Cruise Line. Combined, these three cruise lines account for 85% of the cruise calls and 95% of the total passenger throughput at the port. In a single year, these ships generated a throughput of approximately 265,000 passengers and over 163,000 passenger and crew onshore visits throughout the San Diego area.



In total, the cruise terminals have 70-150 cruise calls per year generating economic impacts of approximately \$600,000 per in-transit call and almost \$2 million per turnaround call. Approximately 32% of cruise ships in San Diego are in transit calls.

Pilots: All foreign vessels and vessels from a foreign port or bound thereto, and all vessels over 500 gross tons sailing under register between the Port of San Diego and any other U.S. port are subject to pilotage. Information regarding pilotage requirements can be obtained directly from the Port District at 619-686-6343. San Diego Bay is served by the San Diego Bay Pilot Association, Inc. which maintains an office at the Shelter Island Guest Docks. Pilotage requirements for naval vessels are coordinated by Navy Region Southwest Port Operations at 619-556-1433.

Key Waterways: Three major waterways exist in the Port of San Diego including San Diego Harbor, Mission Bay, and Oceanside Federal Navigation Channels. San Diego Harbor (32.67046, -117.22811) extends from the harbor entrance at Point Loma to the Sweetwater Channel in the back bay (-55' Approach, -47' Entrance, -49' Aircraft Carrier Turning Basin, -42' Central, -37' Coronado Bridge, -35' Back Bay).

Misc. Industries:

- 1) **Shipbuilding Industry.** San Diego is home to a significant shipbuilding industry consisting of two shipyards and four boat yards that provide construction and repair to Navy, commercial, and local ships. General Dynamics National Steel and Shipbuilding Company (NASSCO) is a major ship design, construction, and repair company located between Naval Base San Diego and Coronado Bay Bridge in San Diego, CA. General Dynamics NASSCO is among the largest shipyards in the U.S., with modern industrial facilities encompassing 147 acres, and employing a work force of about 5,000 people. Other shipbuilding, boat building, and repair facilities include Continental Maritime, Marine Group Boat Works, and BAE Systems.



- 2) **Fishing Industry.** San Diego's sport fishing fleet is one of the largest in the nation. The monetary investment in this fleet totals many millions of dollars and generates significant revenue for the Port of San Diego and tourism industry. San Diego also supports a relatively small but locally significant commercial fish industry with a commercial fishing fleet consisting of about 281 vessels.



TAB F: Major Economic Elements, Operations, and Physical Elements of the Port of San Diego

PORT INDUSTRY	
Shipyards and Boatyards 14,000 jobs \$1.25 billion/yr payroll	
BAE Systems	2205 East Belt San Diego, CA 92113 619-238-1000 Deep draft vessel repair
Continental Maritime	1995 Bay Front St San Diego, CA 92113 619-234-8851 Deep draft vessel repair
General Dynamics NASSCO	2798 Harbor Drive San Diego, CA 92113 619-544-3400 Deep draft vessel repair
Pacific Ship Repair and Fabrication	1625 Rigel St San Diego CA 92113 619-232-3200
Shelter Island Boat Yards <ul style="list-style-type: none"> • Driscoll Custom Boats • Eichenlaub Marine • Kettenberg Marine • Koehler Kraft Co • Nielsen Beaumont Marine • Shelter Island Boat Yard 	619-226-2500 619-222-0297 619-221-6930 619-222-9051 619-222-4255 619-222-0481
National City Boat Yards <ul style="list-style-type: none"> • Knight & Carver Yacht Center • Ortiz & Allds 	619-336-4141 619-477-3645
South Bay Boat Yard	619-427-6767

Major Intermodal Connectors	
Highway Access Routes	I-5, I-8, SR-15
10 th Ave Marine Terminal	On-Dock Class 1 Rail Service
National City Marine Terminal	On-Dock Class 1 Rail Service
Major Cargos and Cargo Streams	
<u>Marine Cargo Terminals</u>	
2.4 million tons of cargo annually: <ul style="list-style-type: none"> • ~351,000 vehicles or 536,000 metric tons • ~105,000 metric tons of break bulk • ~658,000 metric tons of dry bulk • ~78,000 metric tons of liquid bulk • ~154,000 containers TEU or just under 1,000,000 metric tons 	
Tenth Avenue Marine Terminal (TAMT)	<ul style="list-style-type: none"> • Bananas and other containerized fresh fruit • Bauxite • Cement products • Chemicals and Fertilizers • Soda ash • Machinery • Metal (Steel) products • Perishables and project cargo • Sugar Products • Yachts / Vessels • Finished products for shipbuilding, wind and energy components, as well as turbines, transformers, and generators • Liquid petroleum products for airport and vessels
National City Marine Terminal (NCMT)	Import and export of automobiles
Commercial Fishing Industry	
San Diego's sport fishing fleet is one of the largest in the nation. The monetary investment in this fleet totals many millions of dollars and generates significant revenue for the Port of San Diego and tourism industry. San Diego also supports a relatively small but locally significant commercial fish industry with a commercial fishing fleet consisting of about 281 vessels.	

OPERATIONS

Key Facilities

Action Cleaning	Mobile Facility
Ammex Tank International	Mobile Facility
Black Gold Industries	Mobile Facility
Brenntag Pacific Inc.	Mobile Facility
CA Marine Cleaning	Mobile Facility
Clarus	Mobile Facility
Huntington Ingalls Industry	Mobile Facility
Cont Maritime	Mobile Facility
Dion & Sons	Mobile Facility
Environmental Logistics	Mobile Facility
TJC CA, LLC	Mobile Facility, Fixed Fuel Dock
KAG West, LLC	Mobile Facility
Maxum/General Petroleum	Mobile Facility
Mesa Environmental Services	Mobile Facility
National Response Corp (NRC)	Mobile Facility
O.C. Vacuum Environmental	Mobile Facility
Pacific Tank Cleaning	Mobile Facility
Pacific Trans Environ	Mobile Facility
PRO Tank	Mobile Facility
SoCo Group	Mobile Facility
Southbay Sandblasting	Mobile Facility
Titan Marine Services	Mobile Facility
10 th Ave Marine Terminal	General Cargo
National City Marine Terminal	General Cargo
Bravo Pier, Naval Air Station	Fixed Fuel Dock
Aramark/Wahmeap	Fixed Fuel Dock
Harbor Island West	Fixed Fuel Dock
High Seas Fuel	Fixed Fuel Dock
General Dynamics NASSCO	Fixed Fuel Dock
Pacific Maritime Services	Fixed Fuel Dock
Pearson Marine Fuels	Fixed Fuel Dock

Freight Rail Lines	
Class 1-Burlington Northern Santa Fe (BNSF) Railway	Provides primarily automobile rail service north and south along 62 miles of coastal mainline. Interchanges freight with SDIV at the yard near National City Marine Terminal.
Shortline- San Diego and Imperial Valley (SDIV)	A Line haul carrier along 8-mile track, servicing 12 berths.
Freight Rail Facilities	
BNSF 10 th Ave Yard	This facility has an automotive facility and lumber transload site.
BNSF National City Yard	Includes 150 car auto facility and a lumber transload site. The Riverside Cement Facility is located at the south end of the area.
SDIV San Diego Yard	This facility has a physical capacity of 100 cars and provides interchange with the BNSF via the 10 th Ave yard.
SDIV San Ysidro Yard	This facility has a physical capability of 100 cars.
Facilities Handling Certain Dangerous Cargo (CDC)	
Tenth Ave Marine Terminal (TAMT)	
Facilities Handling Hazardous Materials (HAZMAT)	
Tenth Ave Marine Terminal (TAMT)	
Waterside Military and Military Out Load Facilities (MOL)	
Tenth Avenue Marine Terminal (TAMT)	
National City Marine Terminal (NCMT)	
Bravo Pier - Naval Air Station	
Waterside Refineries and Storage Tanks	
San Diego COTP Zone currently does not have waterside refineries or storage tanks.	
Waterside Utility Facilities Dependent on the MTS	
San Diego COTP Zone currently does not have waterside utility facilities.	
Cruise Ship Operations and Terminals	
B Street Pier	1140 N Harbor Dr, San Diego, CA
Broadway Pier	1000 N Harbor Dr, San Diego, CA
Vital Ferry System Operations and Infrastructure	
City Cruises by Hornblower Passenger Terminal- Operates 2 boarding terminal locations on the waterfront	USS Midway 970 North Harbor Drive, San Diego CA Pier 1, Landing 1800 North Harbor Drive, San Diego CA

Coronado Ferry Landing	1201 1 st Street, Coronado CA
Broadway Pier Ferry Terminal	990 N. Harbor Drive, San Diego CA
Convention Center Ferry Terminal	600 Convention Way, San Diego CA
Lake Meade Cruises	490 Horsepower Cove Rd, Boulder City NV
Bahia Hotel	998 West Mission Bay Drive, San Diego CA
Catamaran Resort Hotel	3999 Mission Blvd, San Diego CA
Public Access Facilities	
Coronado Island Marriot	2000 2 nd St Coronado, CA 92118
Coronado Ferry Landing/ Ferry Landing Marketplace	1201 1 st St Coronado, CA 92118
Fifth Avenue Landing	600 Convention Way San Diego, CA 92101 ~12 slip superyacht marina & transient berthing facility
San Diego Yacht Club	1011 Anchorage Ln San Diego, CA 92106 ~570 boat slips, dry storage for ~160 boats
Marriot Marquis San Diego Marina	333 West Harbor Drive San Diego, CA 92101 ~450 slips, accommodating vessels from 25 to 125 feet
California Yacht Marina	640 Marina Pkwy Chula Vista, CA 91910
Glorietta Bay Marina	1715 Strand Way Coronado, CA 92118 ~100 slips ranging in size from 20 to 110 feet
Kona Kai Marina, Shelter Point Hotel	1551 Shelter Island Dr San Diego, CA 92106 ~500+ slips, accommodating vsls 30' to 250' Mega yachts
Sheraton San Diego Hotel & Marina	1380 Harbor Island Dr San Diego, Ca 92101
Loews Crown Isle Marina	4000 Coronado Bay Rd Coronado, CA 92118 Accommodating vessels from 20-70+ feet
Shelter Island Marina, Island Palms Hotel	2071 Shelter Island Dr San Diego, CA 92106
Catamaran Resort Hotel	3999 Mission Blvd San Diego, CA 92109

Unified Port of San Diego/ Embarcadero	
Unified Port of San Diego/ Fish Harbor Pier	
Vessel Traffic Services (VTS)	
COTP Zone San Diego does not have a Coast Guard operated VTS that monitors vessel movement. Due to the high volume of Naval Fleet vessels transiting San Diego Bay, Naval Cooperation and Guidance  Shipping (NCAGS) is utilized as the operation interface and line of communication between U.S. Naval forces and commercial vessels.	
Vessel Piloting Services	
San Diego Bay Pilots Association	VHF-FM channel 13 and 16 are monitored by San Diego Bay commercial pilots. VHF 77 is the working channel for ship movements.
PHYSICAL CHARACTERISTICS	
Critical waterways	
Mission Bay Federal Navigation Channel	<p>Deep Draft Channel</p> <p>32.75722, -117.25922</p> <p>-25' Approach, -20' Entrance, -20' Central, -15' Mariners Basin, -20' Quivira Basin, -20' Glenn Rick Bridge</p> <p>Federal Channel extends from the entrance to the ocean side of the Glenn Rick Bridge and includes Mariner and Quivira Basin.</p>

Oceanside Harbor Federal Navigation Channel	<p>Deep Draft Channel</p> <p>33.20558, -117.40105</p> <p>-20' Entrance Channel, -25 Advance Maintenance Areas, -20 Oceanside Channel, -20 Del Mar Channel</p> <p>Federal Channel extends north from the Entrance Channel to the Del Mar Boat Basin and south from the Entrance Channel to the Oceanside Harbor.</p>
San Diego Harbor Federal Navigation Channel	<p>Deep Draft Channel</p> <p>32.67046, -117.22811</p> <p>-55' Approach, -47' Entrance, -49' Aircraft Carrier Turning Basin, -42' Central, -37' Coronado Bridge, -35' Back Bay</p> <p>The Federal channel extends from the harbor entrance at Point Loma to the Sweetwater Channel in the back bay. The Federal navigation project consists of the approach, entrance and central channels as well as an aircraft carrier turning basin adjacent to NASNI whose authorized depths vary from -55' to -35'.</p>
Essential Aids to Navigation	
Ballast Point Light B	32.6863300, -117.2327717
Ballast Point Shoal Buoy	32.6868625, -117.2336947
Camp Pendleton Calibration Lighted Buoy	33.3383339, -117.6184856
Camp Pendleton N Light	33.3107217, -117.4826450
Camp Pendleton S Light	33.25726, -117.4364383
China Point Light	32.803625, -118.4259333
Del Mar Boat Basin Buoy 1	33.2094653, -117.40448
Del Mar Boat Basin Buoy 2	33.2098692, -117.4036506
Del Mar Boat Basin Buoy 3	33.2115856, -117.4050022
Del Mar Boat Basin Buoy 4	33.21173, -117.4043728
Del Mar Boat Basin Buoy 5	33.2130489, -117.4049583
Del Mar Boat Basin Buoy 6	33.2127597, -117.4041114
Del Mar Boat Basin Day Beacon 7	33.215105, -117.4032633
Del Mar Boat Basin Day Beacon 8	33.2137517, -117.4021783

Glorietta Bay Channel Buoy 2	32.6860739, -117.1561281
Glorietta Bay Channel Buoy 3	32.6834075, -117.1575444
Glorietta Bay Channel Buoy 6	32.6783858, -117.1675328
Glorietta Bay Channel Lighted Buoy 1	32.6864336, -117.1530908
Glorietta Bay Channel Range Front Light	32.6764053, -117.1691172
Glorietta Bay Channel Range Rear Light	32.6760567, -117.1696417
Harbor Island Light	32.7241767, -117.2131683
Mission Bay Light 6	32.7626597, -117.2422086
Mission Bay North Jetty Light 1	32.75839, -117.2601417
Mission Bay South Jetty Lighted Buoy 2	32.7558333, -117.2625
Mission Bay Wier Light East End	32.75726, -117.2488283
Mission Bay Wier Light West End	32.757065, -117.25036
Navy Anchorage South End Light	32.9751917, -118.5318117
North Island Light N	32.7141117, -117.2092017
North Island Light NW	32.7083, -117.2198733
Oceanside Approach Lighted Whistle Buoy OC	32.2017025, -117.4080953
Oceanside Breakwater Light 1	33.2055319, -117.4027353
Oceanside Danger Buoy	33.2084369, -117.3992161
Oceanside Day Beacon 6	33.20771, -117.3963833
Oceanside Harbor Lighted Buoy 3	33.2082036, -117.4003692
Oceanside Junction Lighted Buoy	33.2079631, -117.4024161
Oceanside Light 4	33.2072433, -117.3997433
Oceanside Light 7	33.2087567, -117.3958417
Oceanside Lighted Buoy 5	33.2084211, -117.3975603
Oceanside South Jetty Light 2	33.2060367, -117.3995967
Point Loma Light	32.6650317, -117.2426667
Pyramid Cove Anchorage Light	32.8331833, -118.3833283
Pyramid Head Light	32.8203967, -118.3534417
San Clemente Island Light	33.0305517, -118.5963083
San Diego Commercial Basin Lighted Buoy 1	32.7192175, -117.2172575
San Diego Bay Approach Lighted Bell Buoy 3	32.6369986, -117.2369403
San Diego Bay Approach Lighted Bell Buoy 4	32.6338892, -117.2219297
San Diego Bay Approach Lighted Whistle Buoy SD	32.6222756, -117.2458689
San Diego Bay Channel Buoy 22A	32.7031072, -117.1744778
San Diego Bay Channel Lighted Buoy 05	32.652275, -117.2272572
San Diego Bay Channel Lighted Buoy 06	32.6525528, -117.2247572
San Diego Bay Channel Lighted Buoy 07	32.6650522, -117.2290631
San Diego Bay Channel Lighted Buoy 08	32.6653358, -117.2265256
San Diego Bay Channel Lighted Buoy 09	32.6735242, -117.2302575

San Diego Bay Channel Lighted Buoy 10	32.6738364, -117.2275719
San Diego Bay Channel Lighted Buoy 11	32.6819961, -117.2315633
San Diego Bay Channel Lighted Buoy 12	32.6824628, -117.2290050
San Diego Bay Channel Lighted Buoy 14	32.6956069, -117.2309800
San Diego Bay Channel Lighted Buoy 15	32.6958014, -117.2330914
San Diego Bay Channel Lighted Buoy 16	32.7017733, -117.2292300
San Diego Bay Channel Lighted Buoy 16A	32.7063011, -117.2261467
San Diego Bay Channel Lighted Buoy 17	32.7053289, -117.2297303
San Diego Bay Channel Lighted Buoy 18	32.7131067, -117.2172575
San Diego Bay Channel Lighted Buoy 19	32.7149542, -117.2184131
San Diego Bay Channel Lighted Buoy 20	32.7167178, -117.2069239
San Diego Bay Channel Lighted Buoy 21	32.7190508, -117.1937008
San Diego Bay Channel Lighted Buoy 22	32.7086903, -117.1786725
San Diego Bay Channel Lighted Buoy 23	32.7039128, -117.1691722
San Diego Bay Channel Lighted Buoy 24	32.6985758, -117.16501
San Diego Bay Channel Lighted Buoy 26	32.6833025, -117.1442542
San Diego Bay Channel Lighted Buoy 26A	32.6799331, -117.1388442
San Diego Bay Channel Lighted Buoy 28	32.6767194, -117.1335036
San Diego Bay Channel Lighted Buoy 30	32.6689975, -117.1276700
San Diego Bay Channel Lighted Buoy 32	32.6631211, -117.1261531
San Diego Bay Channel Lighted Buoy 33	32.6585811, -117.1231975
San Diego Bay Channel Lighted Buoy 34	32.65672, -117.1269753
San Diego Bay Channel Lighted Buoy 36	32.6551708, -117.1242439
San Diego Bay Channel Lighted Buoy 38	32.6509917, -117.1231594
San Diego Bay Channel Lighted Buoy 40	32.6452481, -117.1242806
San Diego Bay Entrance Range Front Light	32.7050483, -117.2336
San Diego Bay Entrance Range Rear Light	32.7090467, -117.2341617
San Diego Bay Pier B Fog Signal	32.7175233, -117.1763917
San Diego Bay Safety Zone NE Buoy	32.7267664, -117.1790361
San Diego Bay Safety Zone NW Buoy	32.7248611, -117.1850278
San Diego Bay Safety Zone NW Day Beacon	32.7266417, -117.1840817
San Diego Bay Safety Zone SE Buoy	32.7223286, -117.1812839
San Diego Bay Safety Zone SW Buoy	32.7238564, -117.1854783
San Diego Bay Safety Zone W Buoy	32.7256944, -117.1845278
San Diego Bay Submerged Jetty Light E	32.6867367, -117.2278667
San Diego Bay Submerged Jetty Light M	32.6862750, -117.2268533
San Diego North Island Shallow Water Habitat Day Beacon B	32.7033881, -117.2254969
San Diego North Island Shallow Water Habitat Day Beacon C	32.7040183, -117.2247925

San Diego North Island Shallow Water Habitat Light A		32.7024675, -117.2259533
San Diego North Island Shallow Water Habitat Light D		32.7048019, -117.2240339
San Mateo Point Light		33.3883967, -117.5957200
Shelter Island Light S		32.710088, -117.2228267
Shelter Island West End Light 2		32.7078617, -117.2350200
Wilson Cove Fog Signal		33.0070967, -118.5605017
Wilson Cove Light		33.003905, -118.552805
Wilson Cove North End Light		33.0237250, -118.5638567
Zuniga Jetty Light V		32.6818767, -117.2235050
Zuniga Jetty Light W		32.6783067, -117.2233983
Zuniga Jetty Light X		32.6747300, -117.22328
Zuniga Jetty Light Y		32.6708733, -117.2231667
Zuniga Jetty Light Z		32.6668850, -117.2230767
Key Highway and Rail Bridges Crossing Waterways		
Coronado Bay Bridge	San Diego Bay	32.68688, -117.154928
Big Bend Stream Gage	Colorado River	37.9416667, -121.3583333
Laughlin Bridge	Colorado River	38.0316667, -114.34795
London Bridge	Colorado River	38.471625, -114.34795
Needles Hwy	Colorado River	38.4566667, -121.5033333
Needles Stream Gage	Colorado River	37.5916667, -122.3383333
Nimitz Road	Navy Estuary	32.728991, -117.214445
North Harbor Dr Bridge	Navy Estuary	32.728297, -117.214576
North Ingraham St	San Diego	38.9616667, -121.335
Pipeline Bridge	Colorado River	37.78, -122.245
River Queen Island Bridge	Colorado River	37.9366667, -122.45
Seaworld Skyride	Mission Bay	32.767635, -117.228080
South Ingraham St	Mission Bay	33.6166667, -117.925
Topock Hwy Br (I-40)	I-40	34.717198, -114.487081
Topock Pipeline Bridge	Colorado River	39.145, -121.9183333
Topock Pipeline Bridge	Colorado River	38.1666667, -122.6216667
Topock Pipeline Bridge (old-USH 66)	Colorado River	38.8016667, -121.72
Topock Railroad Bridge (BNSF)	Colorado River	34.718110, -114.487235
Topock Stream Gage	Colorado River	38.06, -121.42
Veterans Blvd (Aha Macav) Bridge	Colorado River	32.77, -117.23
W. Mission Blvd.	Mission Bay	33.62, -117.93

Key MTS Infrastructure Not Associated with Facilities	
Fishing Piers-Bay	<ul style="list-style-type: none"> • Shelter Island Pier • Embarcadero Marina Park South • Crosby Park • Pepper Park • Chula Vista Bayside Park • Coronado Ferry Landing Pier • Cesar Chavez Park Pier
Fishing Piers-Ocean	<ul style="list-style-type: none"> • Crystal Pier • Imperial Beach Pier • Ocean Beach Pier • Oceanside Pier
Fuel Docks	<ul style="list-style-type: none"> • Pearson’s Marine • High Seas Fuel Dock • Dana Landing Fuel Dock • Harbor Island West Fuel Dock
Pump-out Facilities	<ul style="list-style-type: none"> • Harbor Police Dock and Transient Vessel Dock • Pearson’s Fuel Dock • Driscoll’s Wharf • Harbor Island West Fuel Dock • Sheraton Harbor Island Marina • Sunroad Resort Marina • Laurel Street Moorings • San Diego Marriot Marina • National City Launch Ramp • Chula Vista Marina • California Yacht Marina • Chula Vista Launch Ramp • Loews Crown Isle Marina • Fiddler’s Cove Marina • Glorietta Bay Marina
Wharves	<ul style="list-style-type: none"> • Seaport Village

TAB G: List of Organizations That Can Provide Subject Matter Expertise to the MTSRU

<i>Agency Name</i>	<i>POC Name</i>	<i>Business Telephone #</i>	<i>Email Address</i>
Federal Representation			
USCG Auxiliary Flotilla 1-1	Flotilla Commander Edward Kwok Pui Lai	619-742-9443	Edward.k.lai@cgauxnet.us

Naval Base Coronado	Dispatcher	619-545-1011	nbcpao@navy.mil
Naval Base Point Loma	Dispatcher	619-553-0090	nbpl_pao@navy.mil
Naval Base San Diego	Dispatcher	619-556-1011	ndsb.pao@navy.mil
Navy Supervisor of Salvage and Diving (SUPSALV)	NAVSEA Duty Officer	202-781-3889 202-781-4588	nssc_supsalv5.fct@navy.mil
U.S. Army Corps of Engineers (USACE)		858-569-5238	
U.S. Customs and Border Protection (CBP)	Dispatcher	619-652-9966 Ext 100	
Immigration and Customs Enforcement (ICE)	San Diego Field Office Dispatcher	619-436-0410	SanDiego.Outreach@ice.dhs.gov
Transportation Security Administration (TSA)		619-400-2404	
Maritime Administration (MARAD)	Eugene Dawydiak	415-740-4232	Eugene.dawydiak@dot.gov
U.S. Environmental Protection Agency (EPA)	Region 9 (AZ, CA, HI, NV)	415-947-8000	R9.info@epa.gov
USCG Incident Management Assistance Team (IMAT)	Duty Officer	757-448-5572	
State and Local Government Representation			
San Diego Bay Pilots Association	San Diego Pilot's Business Manager, Will Bartsch	619-495-0825	
Port of San Diego	General information	619-686-6200	
San Diego Fire Department	Dispatcher	619-533-4300	

San Diego Police Department		619-531-2000	
California Transit (CalTrans)		619-688-6699	
California Office of Emergency Services (CALOES)	Office	1-800-852-7550	
San Diego Environmental Health	Operations	619-338-2222	
San Diego Harbor Police	Dispatcher	619-686-0451 619-686-6585	
San Diego County Sheriff	Dispatcher	619-956-4900	
California Department of Fish and Wildlife		916-445-0411	
California Natural Resources Agency		916-653-5656	
San Diego Chamber of Commerce		619-544-1300	
Local Industry Representation			
San Diego Working Waterfront	Sharon Cloward SDWW President	619-246-1916	sharon@sdworkingwaterfront.com
Sportfishing Association of California	Ken Franke SAC, President	619-760-4031	kennethfrankeSAC@gmail.com
MTSA Facility Owner/Operators			
Tenth Avenue Marine Terminal		619-686-6346	
National City Marine Terminal		619-683-8963	
Broadway Pier		619-400-4744	
Cruise Ship Terminal		619-400-4744	
Stevedores			
Metro Ports	Joe Lockhart	310-877-1315	joe.lockhart@metsteco.com
Pasha Stevedoring & Terminals	Chris Woods	619-876-1725	Chris.Woods@psterminals.com
Ports America	Barry Thamert	310-628-2045	Barry.Thamert@portsamerica.com
SSA Marine	Ruben Mora	209-670-6490	sdops@ssamarine.com
Shippers and Freight Forwarders			
Approved Freight Forwarders	Angel Hernandez	800-533-4826	Angel.h@approvedforwarders.com

C.H. Robinson Project Logistics Ltd.	Shamim Premji	403-295-9706	Shamim.Premji@chrobinson.com
DB Schenker		281-913-1552	
Dole	Sarah Marsh	979-824-9463	
Expeditors International	Jay Richards	619-710-1900	Jay.Richards@expeditors.com
Hansa Meyer Global Transport USA	Charles Haymaker	713-993-7640	C.haymaker@hansameyer.com
Kuehne +Nagel	Carol Coudry	619-547-7311	Carol.coudry@kuehne-nagel.com
Mainfreight		858-831-0711	San.international@mainfreightusa.com
Panalpina	James “Jim” Burritt	619-671-2010	Jim.Burritt@panalpina.com
Paxton Shreve & Hayes	Dean Sykes	619-232-8941	marineops@pshinc.net
Recreational Boating Associations & Maritime Industry			
Recreational Powerboating Association		310-822-7171	info@therpba.com
Pasha Stevedoring & Terminals	Andrew Clark	619-602-1762	
Ports America	Bart Goedhard	206-257-8998	Bart.G Goedhard@portsamerica.com
SSA Marine	Jack Diethofer	619-544-1090	Jack.diethofer@ssamarine.com
Six Maritime – private sector patrol boats		619-871-0200	Joseph@sixmaritime.com
SDUPD Mooring Office	Commercial Fishermen at G Street	619-686-6227	
Patriot Jet Boat Harbor Tours		619-234-4111	
City Cruised by Hornblower		619-686-8715	
Flagship Cruises and Events		619-686-8715	
Coronado Ferry		619-435-8895	
Allied Universal – private sector patrol boats		858-560-8114	
Trucking Companies			
American Heavy	Brad Sutton	909-590-5662	
A & D Logistics		619-722-6113	dispatch@aanddlogistics.com

Barnhart Crane	Josh Hvelka	562-661-4914	jhavelka@barnhartcrane.com
Bennett Transportation		619-277-7447	
Contractor's Cargo	Keoni Rabaino	310-795-5845	krabaino@contractorscargo.com
MHX, LLC	Jeff Caffey	800-234-2098	jeffc@mhx.solutions
Heavy Transport	Brad Tuttle	562-984-2445	Brad.tuttle@heavy-trans.com
Terminal Lift LLC/Discount Heavy Haul	Larry Schmidt	619-562-0355	Info@terminallift.com
Shipyards/Fleeting Operations			
BAE Systems 2205 East Belt San Diego, CA 92113 Deep draft vessel repair		619-238-1000	
Austal		251-434-8000	
Continental Maritime 1995 Bay Front St San Diego, CA 92113 Deep draft vessel repair		619-234-8851	
General Dynamics NASSCO 2798 Harbor Drive San Diego, CA 92113 Deep draft vessel repair		619-544-3400	
Towboat Operators			
Towboat US/Vessel Assist		619-672-5918	Bbmsoffice@gmail.com
Sea Tow San Diego	Capt Jared Stubbs	888-973-2869	sandiego@seatow.com
Crowley	San Diego Dispatch	206-332-8202	
Curtin	Pat Neal	619-533-7932	pneal@curtinmaritime.com
Pacific Maritime Group	Grant Westmorland	619-533-7932	info@pacificmaritimegroup.com
Maritime Associations			
Pacific Maritime Association	Madison Bundy	510-915-6152	mbundy@pmanet.org

The Maritime Alliance	San Diego Office	619-450-4600	
The American Waterways Operators	Charles Costanzo, VP Pacific Region 5315 22 nd Ave NW Seattle, WA 98107	206-257-4723	
American Association of Port Authorities	1010 Duke St, Alexandria, VA 22314	703-684-5700	info@aapa-ports.org
International Maritime Organization		+44 (0)20-7735-7611	info@imo.org
San Diego Maritime Museum	1492 N Harbor Dr, San Diego, CA 92101	619-234-9153	
San Diego Unified Port District		619-686-6200	
San Diego Bay Pilots Association	Will Bartsch	619-495-0825	
San Diego Marine Exchange	2636 Shelter Island Dr, San Diego 92106	619-223-7159	
Propeller Club – Port of San Diego			Secretary@propellerclubsd.org
National Transportation Safety Board		844-373-9922	
National Oceanic and Atmospheric Administration – presence at TAMT		206-526-6133	
Organized Labor Union Representatives			
Sailor’s Union of the Pacific	Dispatcher Headquarters	415-777-3616	
ILWU Local 29	Dispatcher Headquarters	619-477-4593	
ILWU Local 29	President Anthony Soniga	619-972-6982	
Pacific Maritime Association	San Diego Office Paul Russell	619-321-6914	
Teamsters		619-582-0542	

Vendors and Ship Chandlery Service Operators			
Harbor Ship Supply		619-310-547-1181	
Wrist		310-537-7466	
Downwind Marine	2804 Canon Street San Diego, CA 92106	619-225-9411	
Mutual Aid/Co-Ops (spill response, security)			
Patriot Environmental Services	550 Seagaze Drive Oceanside, CA 92054	760-848-0609	info@thebnngroup.com
Salvage Companies			
Ocean Blue Environmental		800-900-9930	
NRC Environmental Services		800-899-4672	
Advanced Cleanup Technologies		800-334-2284	
JC Environmental		619-477-4416	
Ancon Marine		310-933-6002	
So Cal Ship Services		310-519-8411	
Crowley Marine Services		800-900-8847	
Patriot Environmental		800-624-9136	
Clean Harbors		800-645-8265	
C&W Diving Services		619-474-2700 619-954-4892	
Coast Diving	Cheryl Ferreira	310-547-0955	
Presley Precision Diving		619-223-3234	

SECTION 3: MTS RECOVERY MANAGEMENT

This section outlines the process and procedures the Incident/Unified Command will follow to ensure that MTS recovery objectives are considered in all contingency response operations. This section also defines and describes short-term recovery priorities and the transition to long-term recovery.

A. PURPOSE: This section provides guidance to the Incident Commander/Unified Command for the effective management of MTS recovery operations in an all-hazard framework. When an MTS event occurs, there is a normal cycle to the incident management response. This cycle provides a pathway for the Planning and Operations sections when considering strategies and tactics during incident management planning including key stakeholder involvement, execution of pre-identified priorities and procedures, and a seamless transition into a long-term restoration phase when appropriate.

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

- a. Maintains open port concept;
- b. Mitigates impact on the MTS, trade, and the economy;
- c. Identifies resources, agencies involved, incident effects, and course of action for the recovery of maritime infrastructure;
- d. Prioritizes MTS Recovery operations;
- e. Identifies and prioritizes cargo streams;
- f. Coordinates with operational elements conducting salvage or marine debris removal operations; and
- g. Reports on the status of the MTS through EEIs within CART.

B. PROCESS: MTS Recovery at the port level contributes to national goals and is guided by the policies and priorities of local and regional needs. The San Diego 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, the San Diego COTP will follow this process:

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

1. Recovery Task 1 - Establishing the MTSRU

- a. The determination to establish the MTSRU is the responsibility of the Planning Section Chief (PSC) or Incident Commander if there is no PSC and will be based on factors including: the length of the interruption, scale of the interruption to the MTS, or MARSEC increases. TAB L provides a MTSRU notification process guide to assist in altering members of the MTSRU that the unit is being stood up. Although all MTS disruption scenarios are different, and may require participation from myriad stakeholders, there are basic assumptions for each event. These assumptions include:

- (1) A written process exists to notify all members of the MTSRU that activation is required;
- (2) Members have received appropriate training and have awareness of the priorities, procedures, and protocols of the plan;
- (3) Members have pre-determined roles and responsibilities with the MTRSU.

Upon determination that the MTSRU will be activated, the PSC or appropriate Command and General Staff will notify the MTSRU leader and provide initial direction. This is vital to establishing a sound foundation of MTS recovery reporting and should include at a minimum:

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

- b. The MTSRU will be established under the Planning Section as shown in Figure 3.1. As the Incident Command System is flexible and scalable, the MTSRU may be placed in other ICS sections to satisfy unique needs of the IC/UC. Moving the MTSRU to another ICS section should only be done when critically required to address unique elements in the recovery operation. Marine Transportation System recovery requirements will be addressed during the Incident Action Plan development cycle no matter the location of the MTSRU within the organization.

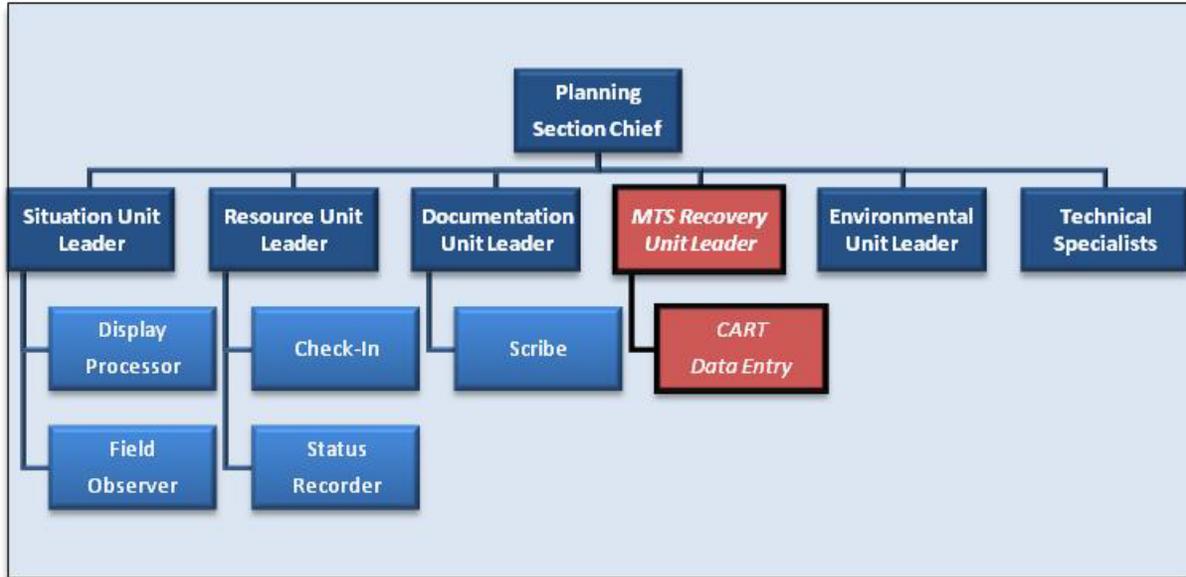


Figure 3.1: Example of ICS Organization including MTSRU

- c. There are fundamental considerations that are essential to the MTSRU establishment process. Figure 3.2 is an extract from the Incident Management Handbook of the basic activities the MTSRU Leader shall consider when activating the MTSRU. This checklist and an expanded checklist of MTSRU Activities are included as TAB I of Section 3 to this Plan.

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

Figure 3.2: Example Extract from Unit Leader Checklist

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

- Space for a minimum of two (2) tables (30" x 48") and at least 4 chairs
- Space for small table for printer
- Access to electrical outlets
- Adequate lighting
- Communication access, such as a land line if available
- Private Space for Industry Discussions
- Close Proximity to Situation Unit
- Internet Access/Access to the CGDN (if not available use portable Hot Spot for wireless)

The MTSRU is to be co-located with the Incident Command Post (ICP) or at U.S. Coast Guard Sector San Diego (2710 N. Harbor Dr., San Diego, CA 92101). Should either location be deemed unsuitable or insufficient for the MTSRU, an alternative location can be established based on priorities and needs.

Figure 3.3 is an example of a standard MTSRU footprint within the Incident/Unified Command.

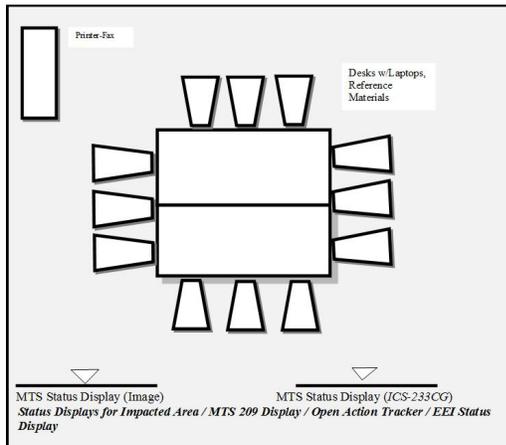


Figure 3.3: Example MTSRU Space Organization

e. 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. Incident Command System MTSRU Kits are located in the Sector San Diego Incident Logistics Trailer located at Sector San Diego (2710 N. Harbor Dr. San Diego, CA 92101).

f. 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. United States Coast Guard Sector San Diego members are assigned additional emergency management and response duties for all hazard events. The initial Coast Guard representatives in the MTSRU will be the Waterways Management Division. Key port stakeholders who are jurisdictionally or organizationally responsible for assisting with port recovery should also be included in the MTSRU. The MTSRU will initially consist of representatives from:

- U.S. Coast Guard
- U.S. Customs & Border Protection
- U.S. Maritime Administration
- U.S. Army Corps of Engineers
- California Governor's Office of Emergency Services
- Port of San Diego Administration
- San Diego Marine Exchange
- San Diego Pilots Association

Pre-designated MTSRU personnel should become familiar with MTS recovery policies, procedures, and EEIs. Designated personnel should be prepared for rapid activation to establish a MTSRU. Additional members of the MTSRU may come from other port stakeholders as an incident dictates: This may include representation from:

- Local advisory Committees
- Bulk Oil Terminals
- Container & Break Bulk Terminals
- Passenger Vessel Terminals
- Organized Labor
- Towing Vessel Operators
- Salvage and Marine Firefighting providers
- Local Law Enforcement & Public Safety Officers

As a MTSRU is established and situational information is reported in, additional support may be needed to facilitate the recovery efforts. The MTSRU may bring in other advisors and subject matter experts with a unique knowledge or skill set to assist with a specific aspect of MTS recovery. Additional resources may be in the form of salvage specialists, marine firefighters, economic advisors, shipping agents, GIS specialists, equipment operators, or other additional technical resources. These advisors may come from various government or industry sources such as:

- U.S. Coast Guard Marine Safety Center
- U.S. Coast Guard National Strike Force
- U.S. Navy Supervisor of Salvage
- U.S. National Oceanic & Atmospheric Administration
- U.S. Department of Fish & Wildlife
- U.S. Department of Commerce
- U.S. Environmental Protection Agency
- U.S. Department of Health & Human Services
- State of California Department of Fish & Wildlife
- State of California Department of Transportation
- Oil Spill Response Organizations
- Operators of commercial fishing vessels
- Operators of recreational vessels
- Container crane manufacturer or repair technician
- Utility Companies/electrical engineers
- GIS mapping/display specialists
- Cyber specialists

Tab G, of Section 2, provides information on the various federal, state, and local agencies, as well as private organizations and businesses that may be able to support MTS recovery efforts.

g. The San Diego COTP will activate its MTSRU personnel using the process and protocols outlined below:

- (1) USCG Personnel Notification: USCG personnel identified on the Sector San Diego Watch Quarter Station Bill (WQSB) and surge personnel can be notified by traditional methods (telephone, email, etc.) or through Alert & Warning system (AWS) 2.0, which is an application that enables the Coast Guard to transmit targeted alerts in bulk, as well as receive responses from alert recipients.
- (2) Port Stakeholder/State-Local Government/Other Government Agency: AWS 2.0 is the Coast Guard's official and approved system for disseminating alerts, threat warnings, and other critical information to maritime security partners and stakeholders in support of maritime activities. Partners with a purely information / coordination role will be notified via radio broadcast and email.

2. Recovery Task 2 - Obtaining Situational Awareness

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

- a. Receive initial briefing on the incident from the MTSL, SITU, PSC, or Command Duty Officer. Review current ICS-201 and/or IAP for overview of command objectives and current operations. Review the San Diego COTP MTSRP’s pre-established processes, procedures, and priorities. This is a critical step in gaining situational awareness.
- b. Determine which EEI category(s) impacted are applicable to San Diego COTP zone.

Port Area Critical Infrastructure	Waterways & Navigation Systems	Port Area Vessels	Energy Installations	Monitoring Systems
Military Facilities	Aids to Navigation	High Capacity Passenger Vessels & Ferries	Offshore Renewable Energy Installations	Real Time Waterway Monitoring
Bridges	Deep Draft Channels	Small Passenger Vessels		
Container Facilities	Non-Deep Draft Channels	Commercial Fishing Vessels		
Non-Container Facilities	HAZMAT Incidents			
Passenger/Ferry Terminals	Oil Pollution Incidents			
Shipyards	Vessel Wrecks			
Bulk Liquid Facilities				

Tab C, of Section 2, identifies each critical infrastructure identified in the San Diego COTP Zone within potentially impacted areas.

- c. Recommend to Operations Section the critical infrastructure and waterways to conduct port assessments to identify potential MTS impacts, see TAB J of Section 3, which provides an example of an infrastructure assessment checklist. To determine local waterways status, the Operations Section may conduct the following steps:
 - 1) Assess overall damage to port waterways and infrastructure through on-scene observation and overflights;
 - 2) Conduct initial centerline profiles to determine extent of waterway impact;
 - 3) Conduct standard controlling depth reports for each waterway;
 - 4) Survey aids to navigation for essential aid re-establishment;
 - 5) Conduct side-scan SONAR and magnetometer surveys of channel berths as required.

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

USCG resources (pollution responders, facility inspectors, vessel inspectors, station boats, ATON boats, air station) may be deployed to provide information on the status of the MTS post event. Partner resources (police, fire, harbor patrol, port authority, pilot association, USACE) may also be deployed to conduct various surveys (windshield surveys, channel surveys with side-scan sonar, aerial surveys, etc.). The following resources may be dispatched to conduct infrastructure assessments in and around the San Diego Port Complex.

Table 1. Port Survey Teams

Team	Focus/Task	Area/Location	Report to:
<i>USCG Assets</i>			
AirSta San Diego	PWCS/MER	AOR/Impacted Area	SCC
USCG ANT 26' Trailable Aids to Navigation Boat (TANB)	ATON	Port of San Diego	WWM/SCC
USCGC George Cobb (WLM 564)	ATON	Homeported in LA/LB, responsible for aids to navigation in San Diego AOR	LA/LB WWM/SCC
Sector IMD	Oil/Hazmat/Wrecks	Port of San Diego	IMD/NRC
Sector Inspections Team	MTSA/ISPS/Facility Status	Port of San Diego	FAC/SCC
USCG Aux. Patrols	Port Surveys	Impacted Area	SCC
<i>Port Partners</i>			
San Diego Harbor Police	Marine Firefighting, Enforcement, Dive Team	Port of San Diego	Port of San Diego
Navy SUP/SALV	Salvage	AOR/Impacted Area	Naval Sea Systems Command
Cal Department of Fish and Wildlife	Spill Response	AOR/Impacted Area	State of California
NOAA Navigation Response Team	Port Surveys	AOR/Impacted Area	NOAA
USACE	Federal Navigation Channels	SoCal/Impacted Areas	LA District EOC
Local Pilots and Mariners	Marina Surveys	Impacted Area	Various

- e. Conduct outreach to port partners and maritime stakeholders to determine the status of the MTS, including commercial vessel traffic by:
- Convening information sharing meeting (physically or telephonically) with port partners and stakeholders included in the pre-established MTSRU committee as appropriate
 - Providing a situation brief/update
 - Identifying any port security concerns
 - Identifying any additional MTS restrictions
 - Identifying vessel queue and anchorage status
 - Identifying information distribution requirements
 - Identifying meeting schedule for future port partner briefs

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

The USCG Sector San Diego POC for updating CART is the Emergency Management Specialist within EMFR Division. The Security Specialist within the EMFR Division is the secondary POC. Additional personnel can be assigned from Facilities, Vessel Inspections, and Waterways Management.

The USCG Sector San Diego POC for updating Homeport is the Security Specialist within the EMFR Division. Additional personnel assigned to USCG Sector San Diego have Homeport administrative accounts.

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

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

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

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

- a. Determine the extent of the disruptions to the MTS. After assessing the status of the baseline EEIs, identify the impacts to cargo flow, vessel movement, critical infrastructure and waterways according to the priorities.
- b. Determine priorities. Section 2.B identifies planning priorities which need to be considered when developing COAs. Many factors could amplify, modify, or reprioritize these lists both before and during an incident. Incident specific infrastructure recovery priorities must be communicated to the Operations Section of the IC/UC. Information on cargo, infrastructure and vessel priorities will assist in this development.

In general, the most critical local waterway to open after an incident is the San Diego Bay Main Channel. The extent to which any or all of the waterways suffer or escape damage during an incident will influence how and when they are cleared and supporting infrastructure repaired. The exact priority or order in which they would be addressed will be directed by the Unified Command based on recommendations from the MTSRU.

Many factors could amplify, modify, or reprioritize these priorities both before and during an incident. These decisions, while based in part on the assessments of the local Unified Command, will also be guided by the DHS Joint Field Office and the National Infrastructure Coordinating Center. An additional benefit of a robust program to exercise various incident response and recovery scenarios is insight into how to rapidly adjust to national level priorities and reflect them at the regional level. The guidance to the MTSRU as to how to incorporate national level needs should come from the Unified Command through the normal NIMS/ICS processes.

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

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



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

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

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

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

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

4. **Recovery Task 4 - MTS Status Reporting**

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

The primary MTS recovery communication tool within the USCG is CART. In addition to internal reporting through CART, there are external communication nodes that the MTSRU will be required to maintain and validate for accuracy. These include Homeport and the Homeland Security Information Network (HSIN), if utilized for response communications. The San Diego COTP will ensure the internal and external MTS status reporting expectations are met.

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

The data integrity standards in the CART User Guide will be strictly followed. TAB H provides a template to assist in the development of the MTS Executive Summary. The MTSL will provide MTS status specific information during all phases of the planning cycle. The following table provides recommended information elements to insert during critical stages of Incident Action Plan development.

Table 2: Incident Action Plan Development Meeting Cycle

Meeting	Information Required
IC / UC Objective Development	Provide Core MTS Recovery Objectives for consideration. <ul style="list-style-type: none"> • Rapid and comprehensive assessment of the MTS Infrastructure. • Open Communication with stakeholders via MTSRU • Identification of critical local and regional cargo needs. • Use of all communication nodes including social media to accurately report the status of the MTS and recovery plans.
Command & General Staff Meeting / Briefing	Brief on objectives for MTS Recovery or provide a status update of current recovery operations. Include a reminder on key priorities.
Preparing for Tactics Meeting	Provide initial assessment results and potential COA. These may include: <ul style="list-style-type: none"> • Waterway and ATON Status. • Vessel Management Scheme. • Stakeholder concerns and means of input. • Critical economic considerations.
Tactics Meeting	SME for MTS Recovery operations. Monitor discussion and ensure accuracy of recommendations including traffic management, vessel queue management, ATON issues, or recommended/required COTP actions.
Preparing for the Planning Meeting	Finalize plan for recovery operations during the next operational period. Ensure final outreach and assessment via stakeholders for updated waterway and infrastructure status.
Operations Briefing	Entire MTSRU staff should attend if possible. Provide any clarification to field Divisions/Groups/Branches regarding planned recovery ops.
Monitor Ongoing Operations	Receive, monitor, and assess field-generated information to measure progress toward operational goals and overall incident objectives. Adjust as necessary during the next Command/General Staff meeting.

- **External Communications:** Maritime Transportation System stakeholders do not have access to CART for real-time status reporting. The MTSRU will leverage the external outreach capabilities of Homeport and HSIN to communicate critical MTS Status information and operational restriction updates to an unlimited number of users. Examples of stakeholder information that should be displayed in Homeport include:
 - Port Status Information (See Example in Figure 3.4 below),
 - Operational Restrictions, and
 - Critical Cargo Management Information.

Port	Port Status	Comments	Last Changed
32nd Street	■ Open		2018-09-05
BROADWAY	■ Open		2018-09-05
CORONADO	■ Open		2018-09-05
MISSION BAY	■ Open		2018-09-05
NATIONAL CITY	■ Open		2018-09-05
OCEANSIDE	■ Open		2018-09-05
POINT LOMA	■ Open		2018-09-05
SAN DIEGO	■ Open		2018-09-05

Figure 3.4: Port Status Information

- (1) **Port Status:** The San Diego COTP will use Homeport to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by the Security Specialist. The MTSRU will monitor this closely when expected changes occur and require adjustment in Homeport.
- (2) **Operational Restrictions:** As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners; or other documents describing operational restrictions of the MTS will also be posted in Homeport. The San Diego COTP will ensure that appropriate operationally restricting information will be uploaded to Homeport.
- (3) **Critical Cargo Management Information:** CBP provides for real-time critical trade messaging via their website <https://www.cbp.gov/newsroom>. This information provides the status of CBP capabilities to manage cargo flow within the affected AOR, future plans and alternative procedures. This site will be provided to stakeholders via CBP.
- (4) **Currency and Accuracy:** Homeport will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.

- Reporting Standards: The San Diego COTP will adhere to the data integrity standards described in the CART user guide. The following basic reporting standards are not clearly described in policy, but will be implemented as a best-practice for MTS Status Reporting:

- (1) Baseline: The PSC or MTSL will determine if the entire baseline of all EEIs will be entered into the event or only the impacted EEIs. If all EEIs are not entered into the event the San Diego COTP will clearly note this in the event summary. Not including the full baseline will alter the Baseline % displayed.
- (2) Status: The designation of Fully Available (**FA**); Partially Available (**PA**); or Not Available (**NA**) will be made in accordance with PACAREA policy and the data integrity standards. When the designation is PA or NA, comments will be added in the EEI as well as the Summary Table. This information is critical to understanding impacts to individual EEIs as well as the aggregate impact on the EEI categories themselves along with potential local, regional, or national level impacts.
- (3) EEI Comments: As noted above, comments shall be included when status designations are PA or NA. Comments should be brief but include information on the impacts of the disrupted EEI categories at local thru national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact to the MTS.
- (4) Report Summaries: The MTSL has the responsibility of reviewing the report summary entries prior to entering into CART. The report summaries should be reviewed for:
 - Format
 - Accuracy
 - Spelling
 - Currency
 - Alignment with any other Public Messaging/Homeport or other internal-external MTS Status reporting source.

See the guidance in TAB H to this section for detailed guidance and recommended templates for the report summaries.

- Alternative Reporting Process: In the event the San Diego COTP does not have access to CART or internet access is limited, the MTSRU will manually track EEI status and any significant changes in MTS recovery actions or recovery plans using the templates provided in Table 3 to this section. The manually generated MTS status tracking and reports will be archived and delivered to the Documentation Unit Leader (DOCL) at the conclusion of each operational period. Transmission of this information will be under the direction of the Situation Unit Leader, consistent with senior management communication requirements, and available means.

- (1) The San Diego COTP will maintain an export of all EEIs from CART in a separate spreadsheet to include EEI name, category, and latitude/longitude in a decimal degree format. See Appendix D on EEIs.
- (2) Guidelines for reporting in the template will adhere to the San Diego COTP reporting standards previously described.

Table 3: Alternative Reporting Template

EEI	Base	FA	PA	NA	Comment
Waterways and Navigation Systems					
Aids to Navigation					
Deep Draft Channel					
Non-Deep Draft Chan.					
Locks					
		Open	Investigation	Closed	
Vessel Salvage/Wrecks					EEI must be created for each Event.
Oil Pollution Incidents					EEI must be created for each Event.
HAZMAT Incidents					EEI must be created for each Event.
Port Area – MTS Essential Infrastructure					
Bridges					
Bulk Liquid Facilities					
Container Facilities					
Non-container Facilities					
Shipyards					
Pass/Ferry Terminals					
Port Area - Vessels					
Commercial Fishing					
Passenger and Ferries					
Small Passenger					
Gaming					
Barges					
Offshore Energy					
Offshore Platforms					
Offshore Production (liquid hydrocarbons)	Pre-incident bbl/day		Current bbl/day		
Offshore Production (natural gas)	Pre-incident mcf/day		Current mcf/day		
Offshore Renewable Energy Installations					
Monitoring Systems					
Monitoring Systems					

5. Recovery Task 5 – Demobilize the MTSRU

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

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

TAB K, of Section 3, provides a sample demobilization report.

6. Recovery Task 6 – Additional Tasking

As determined by Sector San Diego.

TAB H: MTS REPORTING TEMPLATE

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

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

Table 4: Port Incident/Area Summary Guidance

Summary Topic	Category	Description
<p>Port Incident/Area Summary</p> <p>Provide an overall description of the AOR and/or port area. This description should include an executive level description of the key port activities and, if available, basic economic impact information from publicly available sources (i.e. Economic Impact Reports, etc.). This information may be found in Section 1000 of the Area Maritime Security Plan or in the Area Contingency Plan.</p>	<p>Waterways and Navigation</p>	<p>Describe impacts to waterways or specific ATON EEIs.</p>

Table 5: MTS Impact Guidance

Summary Topic	Category	Description
<p>MTS Impact</p> <p>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.</p>	Waterways and Navigation	Describe impacts to waterways or specific ATON EEIs.
	Port Area – Critical Infrastructure	Describe impacts to critical infrastructure in the impacted area.
	Port Area – Vessels	Describe impact to vessels that operate within the impacted area including High Capacity Passenger Vessels, Ferries, and the Small Passenger/Commercial Fishing Vessel Fleets.
	Monitoring Systems	Describe impacts to port monitoring systems including any integrated camera systems, Rescue 21, waterway monitoring stations, VHF Towers, VTS systems.

The Port of San Diego is OPEN.

The Port of San Diego is OPEN WITH RESTRICTIONS. A significant amount of storm debris has accumulated in the vicinity of the Trout River Cut in between Buoys R64 and R66. The debris includes a number of small boats rafted together, vegetation, various size containers/drums. The Port is open to normal deep draft traffic to all facilities N and E of this area. All inbound and outbound traffic W and S of this area has been restricted. Corps of Engineers and City Solid Waste Management Division estimates the debris field to be cleared by 22 May 2017. Due to damaged critical range lights the COTP has directed daylight transits only until repairs are completed. The estimated time for repair to the range lights is 24 May 2017.

The Port of San Diego is CLOSED until surveys of the channel have been completed. Corps of Engineers estimates that surveys will be completed by 21 May 2017.

WATERWAY & NAVIGATION: The following ATON have been reported damaged/missing: River Bar Cut Front Range; Training Wall Front Range Light; SJR Lighted Buoy 69.

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

PORT AREA – VESSELS: The River Ferry allided with the Main St. Bridge during transit to safe haven. Officer in Charge, Marine Inspection (OCMI) and Vessel Operator conducting structural assessment. No operations authorized until OCMI makes final determination. Additional information found in MISLE Case # 1234567.

Table 6: MTS Recovery Actions Guidance

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

Enter Date/Time Group: The MTSRU has been established in [location] and currently staffed by USCG personnel. The Port Coordination Team (PCT) has been activated via the Alert Warning System and in accordance with standing notification protocols. The first PCT teleconference is scheduled for [date/time]. No additional support determined to be necessary. MTSL will continue to assess personnel needs and request via Logistics and CG-213RR.

Port Infrastructure Assessment Teams have been deployed in the northern and southern portions of the port area. Priority is assigned to energy and Caribbean Cargo terminals for assessment with secondary priorities assigned to Ro-Ro and bulk aggregate terminals.

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

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

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

No Cyber disruption or issues.

Table 7: Vessels in Queue Guidance

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

Insert Date/Time Group:

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

- *Cause of the Queue: The Port of San Diego remains closed due to impacts from Hurricane SMITH, assessment of the channel and associated ATON pends.*

- *Date to resolve queue: It is estimated that the assessment will be completed by [insert DD/MM/YY]. The Navigational Assessment Branch will review all data and make appropriate recommendations to the IC/UC.*

- *Time to Resolve the Vessel Queue: After the IC/UC determines the channel and ATON are in sufficient state to initiate operations, it is estimated that it will take 36 hours to reduce the vessel queue to a normal state and return all scheduling and arrivals back to the appropriate stakeholder groups.*

Table 8: Waterway Management Actions Guidance

Summary Topic	Category	Description
<p>Waterway Management Actions</p> <p>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.</p>	<p>Daytime/Nighttime Operating Restrictions</p>	<p>Describe any operational restrictions impacting a 24-hour vessel movement cycle.</p>
	<p>Draft Restrictions</p>	<p>Describe any restriction on operating in port areas based on obstructions or other restrictions preventing vessels from entering or departing the port area.</p>
	<p>Ice related restrictions</p>	<p>Note in detail any specific ice restrictions including size of available waterways, channel portions open for traffic, need for assist vessels, etc.</p>
	<p>Tow Restrictions</p>	<p>Note any requirement for towing vessel assistance and required size/bollard pull/horsepower restrictions.</p>
	<p>Speed Restrictions</p>	<p>Note any speed restricted areas within the port, reason, and anticipated date of corrective actions.</p>

Insert Date/Time-Group: The Port of San Diego is OPEN WITH RESTRICTIONS. The restrictions currently include daylight operations only due to noted damage to key Priority range lights at the port entrance and high-risk areas within the port as determined by the Harbor Safety Committee.

There are draft restrictions to vessels greater than 20’ draft noted in the vicinity of [insert port location] due to identification of submerged objects in the navigable channel. MSIB [insert number] has been issued and currently posted on the unit HOMEPORT site. The PCT has been notified along with the Marine Exchange, who is socializing this restriction.

[Note any ice-related restrictions here]

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

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

Table 9: Future Plans Guidance

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

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 State Police to complete assessment of major highways with port nexus. Coordinate with Rail for intermodal impacts and corrective actions and key repair milestones.*
- *Offshore Energy: Note any offshore energy future plans.*
- *Monitoring Systems: R21 remains inoperable in the southern portion of the AOR until repairs can be made to the [name R21 tower/note]. Port Entrance cameras remain inoperable until repairs can be completed on DD/MM/YY.*
- *Cyber Infrastructure; Note any future plans to address cyber impacts and note critical dates.*

Table 10: Intermodal and Supply Chain Impact

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

Enter Date/Time-Group:

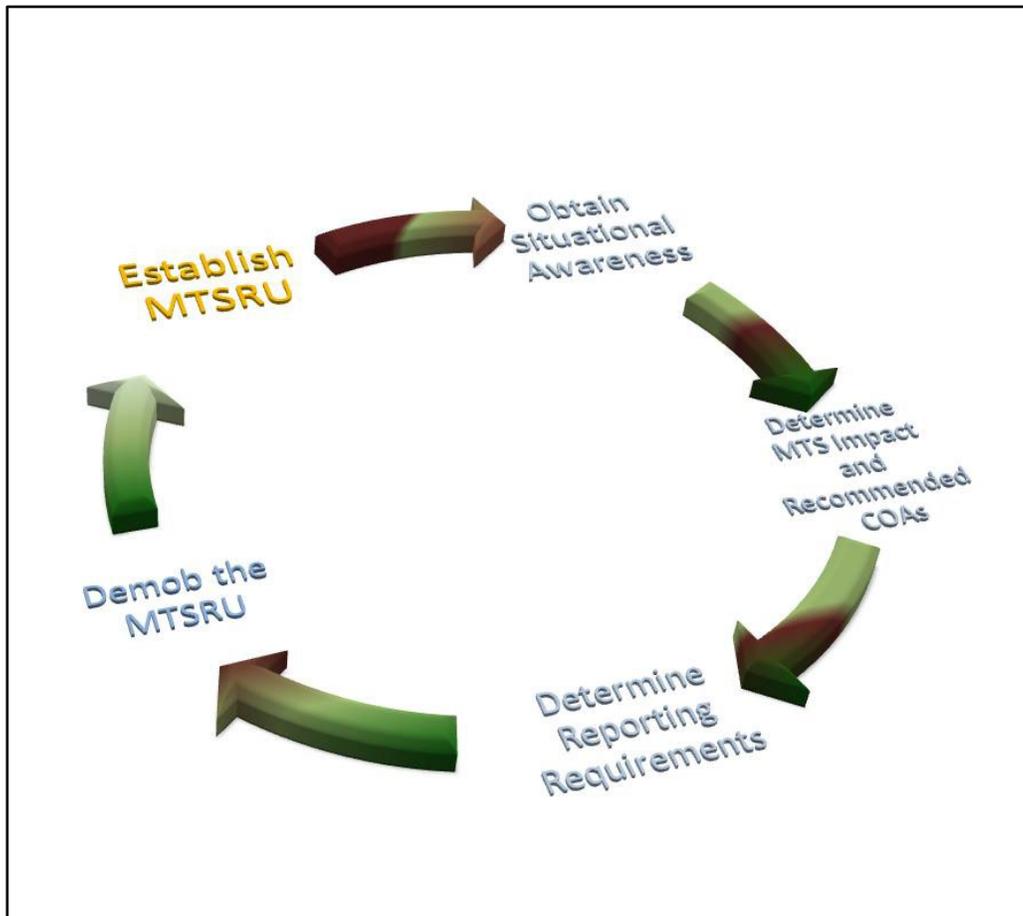
- Intermodal Impact: The linkage between the cargo handling at the terminal [name terminal or terminals or Port Authority] has been interrupted due to [describe limiting factor or factors]. Describe the impact in terms of delay, percentage of thru-put, or other descriptive factor other than a financial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

TAB I: MTSRU SOP

USCG Sector San Diego

Marine Transportation System Recovery Unit (MTSRU)

Standard Operating Procedure



USCG San Diego Marine Transportation System Recovery Unit (MTSRU) Standard Operating Procedure

Executive Summary

The MTSRU is part of the Planning Section of the ICS established for every incident that significantly disrupts the MTS in the San Diego COTP zone and in accordance with the activation policies outlined in the Sector San Diego MTSRP. The MTSRU is primarily staffed by USCG personnel and augmented by local maritime industry experts.

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

1. Establishing the MTSRU;
2. Gaining situational awareness of the impact;
3. Determining the impacts to the MTS and recommending COAs to the IC/UC;
4. Determining reporting requirements;
5. Demobilizing the MTSRU.

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

References: Copies of these reference materials are included in the **MTSRU Go-Kit** in the manual labeled REFERENCE MATERIALS and also on the **MTSRU Go-Kit Hard Drives**.

- A. Commandant Instruction 16000.28 Recovery of the Marine Transportation System for the Resumption of Commerce
- B. PACAREA Marine Transportation System Recovery Guidance
- C. USCG COMDTPUBP3120.17A U. S. USCG Incident Management Handbook
- D. CART User Guide
- E. USCG MTSL Job Aid

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

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

Stage 1: Establishing the Marine Transportation System Recovery Unit

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

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

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

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

Stage 2: Obtain Situational Awareness

The second stage of the MTSRU cycle is to obtain Situational Awareness. As the MTSL is coordinating activities with the PSC and attending initial meetings, it is critical that the MTSRU act immediately and independently to provide the initial snapshot of the status of the MTS and impacted/potential impacted areas. This activity will require outreach efforts with different sections or units within the Incident Command as well as industry.

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

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

Stage 3: Determine MTS Impact and Recommend COAs

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

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

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

Stage 4: MTS Reporting Requirements

The fourth stage of the MTSRU cycle is maintain the reporting requirements established during Stage 2 of the MTSRU cycle. CART **will** be the main reporting tool for the status of the MTS to all stakeholders unless otherwise directed. The MTS-209 Executive Summary can be provided for external stakeholders. The **MTSL** will assign at least one representative of the MTSRU to the **CART Specialist** position. This position requires familiarity with CART, the *[insert Unit name here]* EEIs, and how to navigate CART to ensure all applicable MTS Sections are appropriately addressed and populated in accordance with the existing Data Integrity Standards in the CART User Manual. See CART Job-Aid for more information on basic CART procedures. There are also critical periods during the Planning Cycle that information must be available to the PSC and UC/IC so that vital prioritization and operational decisions can be made. These periods include the initial IC/UC meeting, the period prior to the Tactics Meeting, during the Planning Meeting, and during the IAP Prep & Approval period.

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

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

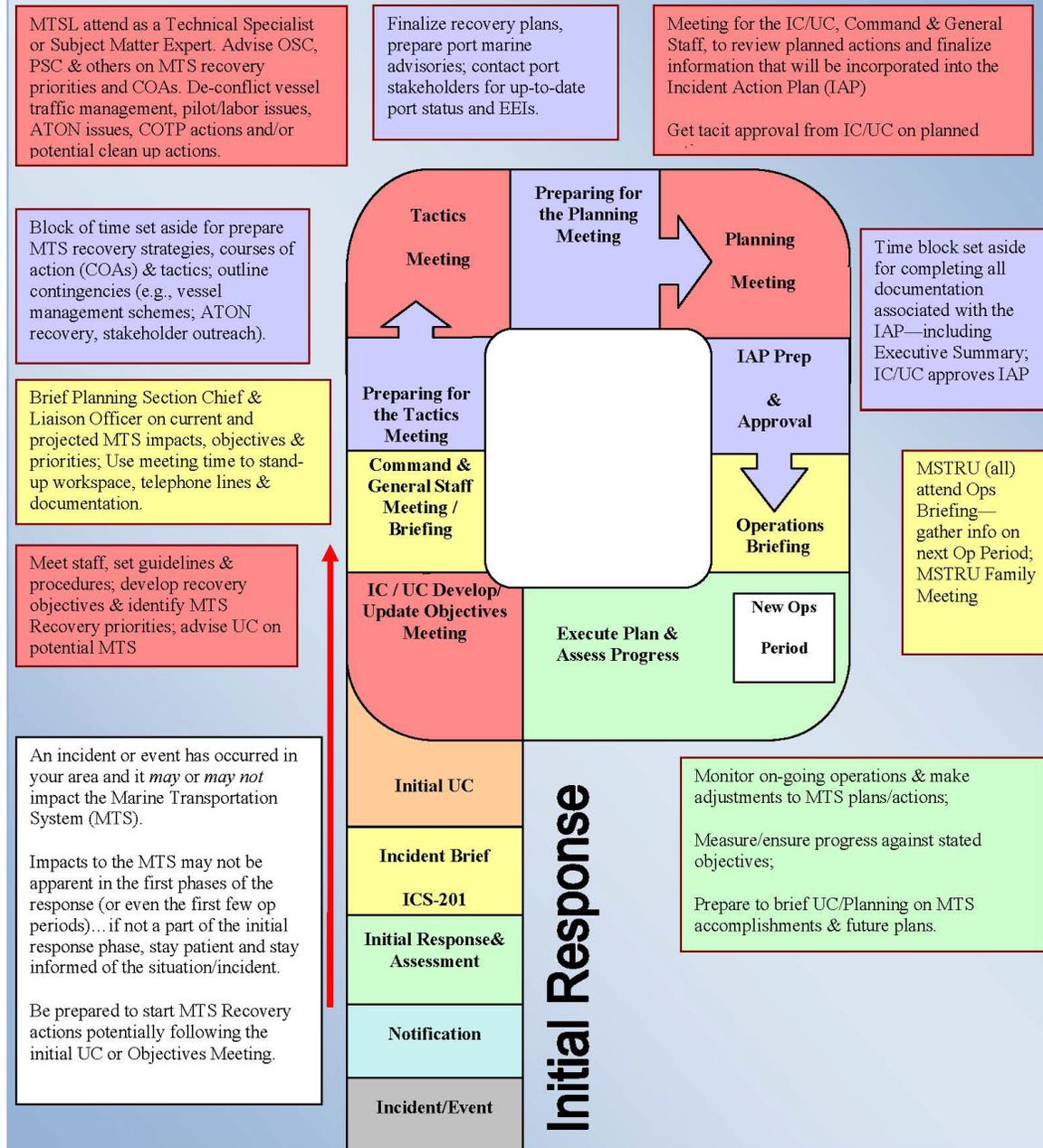
Stage 5: Demobilization of the MTSRU

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

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

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

Annex 9 The MTS Recovery Unit Planning "P"



TAB J: INFRASTRUCTURE ASSESSMENT CHECKLIST(S)

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

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

<i>Critical Infrastructure Element</i>	<i>Description of Damage Observed</i>	<i>Location/ Identifier</i>	<i>Comment</i>
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 K: MTSRU DEMOBILIZATION REPORT TEMPLATE

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

From : [Sector Name]

To: Area

Via: [District Name WWM]

Ref: (a) [Area Policy]

(b) [District Policy]

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

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

e. Monitoring Systems

- i. Radar:
 - ii. Communications:
 - iii. Cameras:
 - iv. Automated Identification System:
 - v. Vessel Traffic Service:
 - vi. Cyber / Information Systems
3. Policy Recommendations: The following is a list of recommended legal, regulatory, or policy initiatives that address the outstanding MTS infrastructure
- a. Type 2 or higher event MTS Recovery Unit (MTRU) Staffing (example):
 - b.
4. Stakeholder Concerns: The following is a list of stakeholder concerns regarding infrastructure restoration.
- a. Regulatory Agency communications (example):
 - b.
5. USCG Best Practices and Lessons Learned: The following is a list of observed best practices and lessons learned for MTSR of the [Sector/MSU] area of responsibility.
- a. Best Practices:
 - i. (example)
 - b. Lessons Learned:
 - i. (example)

TAB L: MTSRU NOTIFICATION PROCESS GUIDE

Policy/Program Information
<p>[Enter MTSRU Team Name] Alert is the process by which the Sector Command Center (SCC) alerts the members of [Enter MTSRU Team Name] that the MTSRU has been activated in response to a port disruption incident or an incident that could affect normal port operations. These incidents could range from major infrastructure damage incidents to a MARSEC increase in another port. The MTSRU serves as the Captain of the Port's subject matter expertise for all segments of port operations and provides advice and status updates of critical infrastructure and key operations within the MTS.</p> <p>REFERENCES:</p> <ul style="list-style-type: none"> (a) Area Maritime Security Plan for <i>[Name or other reference]</i> (b) USCG <i>[Insert Unit Name]</i> Marine Transportation System Recovery Plan (Series)

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

GATHER OTHER SIGNIFICANT INFO: If reported into the CC...	ANSWER
How long will port operations be interrupted?	
Is the security of the port or port facilities at risk 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/Planning Dept Heads)	
Utilize the <i>[Pre-Developed AWS Scenario Created for this QRC.]</i> Follow the guidance in Alert Warning System (AWS) Alert Quick Response Card (QRC) for <i>[MTSRU Team Name]</i> Activation. Coordinate initial text verbiage * with Prevention/Planning Dept Heads. Provide a minimum of 30 minutes from Text Alert to Teleconference.	
Track responses to AWS. If no response within 30 minutes notify Prevention/Planning Dept Heads. Move on to secondary means of communication via personal telephone notification.	
Brief CDO, COTP and Prevention/Planning Dept Heads when 100% notification has been achieved.	
Dial into Conf Room established for Team Notification.	

* **<Recommended text for Scenario>** There is basic text already in the AWS Scenarios for the Port Coordination Team activation. 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 [MTSRU Team Name] has been activated. It is requested that you dial into the [MTSRU Team Name] teleconference number and pass-code located on your quick reference guide at (Insert Time). Please be prepared to provide a briefing to the [MTSRU Team Name] on your assigned missions. Contact the [location/phone number] with any urgent questions. Thank you.”

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

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

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

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

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

At the end of this **Status Report Brief**, participants will be provided an e-mail address and Homeport Website to forward their issues or concerns for consideration in future decision-making as well as providing the time for the next [*MTSRU Team Name*] Conference Call. The [*MTSRU Team Name*] Conference Calls will continue every (*12/24 hours*) until the (*Incident Command /Unified Command*) determines they are no longer necessary.

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

- Please use the **MUTE** feature on your phone to minimize background noise.
- Please hold all comments and questions to the portion of the meeting where we open the floor to agency/organization/port affiliation comments.
- Please identify yourself and your organization/company when speaking.
- Please do not talk over others as they are offering comments or questions.
- Only members of the [*Team Name*] will provide information during this teleconference.

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

- a. Provide a brief summary of the incident and its impact on the MTS.*
- b. Provide a brief summary of previous calls held 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 U. S. Customs & Border Protection (if included) is: (*name/rank/position*)

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

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

Assessment should include:

- Area affected
- Status of port approaches [*Refer to Pilots; Towing Vessel Operator for additional or verification information if USCG does not have full awareness of status*]
- Status of Channel (***includes 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 downstream transportation systems (***roads/highways/rails/secondary waterways***)
- Current priorities and location of the Incident/Unified Command
- Resources en route and/or requested-ordered

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

“I will now go down the list of participants so that you may state your status as Fully Operational or Limited Operations, ask questions about the situation, share information of critical or strategic importance regarding the recovery of the MTS, and brief the group on any actions you may currently be taking within your company or organization”.

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

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

Address the issues presented by the participants.

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

SECTION 4: MTSRP MAINTENANCE

A. PURPOSE: This section discusses plan validation and update requirements. Lessons learned and recommended actions from training and exercises as required by Enclosure 2 of NVIC 04-18 identify best practices and areas of needed improvement.

B. MTSRP VALIDATION:

1. Annual MTSRP Validation

- a. The 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 District or PACAREA.

2. CART Validation

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

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP

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

- (4) Review of government, industry and academic studies of industry interdependencies, downstream effects of transportation disruptions, and the resiliency of industries and transportation sectors in recovering from a disaster or an incident, and
 - (5) Policy updates.
- b. The COTP San Diego will ensure that the five year review plan is forwarded to the cognizant District Commander Plan Review Authority for review.
 - c. Review the plan and forward to the Plan Approval Authority for approval.
2. **Immediate MTSRP Program Updates** – An immediate program wide MTSRP review and update may not be aligned with the existing five year review and approval cycle. The five year review and approval timeframe may be restarted by the Commandant (CG-FAC) MTS Recovery Program Manager to meet the mandated updates.

APPENDIX A: 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 reporting EEI Status when CART is unavailable.

Step 1: Log into CART and Create an Event.



The screenshot shows the MTSR CART homepage. The navigation bar includes: CART HOME, BASELINE DATA, CREATE AN EVENT (circled in red), ACTIVE EVENTS, PAST EVENTS, REPORTS, and ADMIN. Below the navigation bar, there is a welcome message: "Welcome to the USCG Marine Transportation System Recovery Common Assessment and Reporting Tool". A notice states: "The purpose of the Common Assessment Reporting Tool (CART) is to facilitate Maritime Transportation System Recovery (MTSR) following a transportation disruption. Thank you for supporting the U.S. Coast Guard and our mission to achieve a coordinated, integrated approach to planning for and responding to major disruptions in our marine transportation system." A notice in red text says: "NOTICE: To support training and exercise requirements and to maintain MTSR unit member proficiency, non-real world events should be created and maintained on the CART training site at: <https://cgcarttrain.uscg.mil>". An announcement states: "**ANNOUNCEMENT** The CART Program Administrators have issued an important announcement. Please [click here](#) for details." A disclaimer follows: "DISCLAIMER Unauthorized attempts to upload or change information on this web site is strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and the National Information Infrastructure Protection Act. The inclusion of proprietary and personally identifiable information is NOT authorized. Inappropriate material is subject to removal by the CART Program Sponsor." At the bottom, there is a red bar with the text: "MTSR COMMON ASSESSMENT AND REPORTING TOOL - Release Information".

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



The screenshot shows the "Create a CART Event" form. The form is titled "Create a CART Event" and has a sub-header "Enter Event Details". The form fields are: Event Name: Baseline Export; Event Summary: Created to export Baseline.; Location: Sector San Diego; Start Date: (mm/dd/yyyy) 10/01/2024. Below the form fields, there is a note: "**All fields are required**". At the bottom of the form, there are three buttons: Next, Cancel, and Reset. The navigation bar at the top includes: CART HOME, BASELINE DATA, CREATE AN EVENT (circled in red), ACTIVE EVENTS, PAST EVENTS, REPORTS, and ADMIN. At the bottom, there is a red bar with the text: "MTSR COMMON ASSESSMENT AND REPORTING TOOL - Release Information".

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.

BALLAST POINT SHOAL BUOY	Aids to Navigation	
CAMP PENDLETON NORTH LIGHT	Aids to Navigation	
CAMP PENDLETON SOUTH LIGHT	Aids to Navigation	
CHINA POINT LIGHT	Aids to Navigation	
DEL MAR BOAT BASIN BUOY 1	Aids to Navigation	
SAN DIEGO BAY CHANNEL LIGHTED BUOY 08	Aids to Navigation	
SAN DIEGO BAY CHANNEL LIGHTED BUOY 09	Aids to Navigation	
SAN DIEGO COMMERCIAL BASIN LIGHTED BUOY 1	Aids to Navigation	
SAN DIEGO BAY CHANNEL LIGHTED BUOY 38	Aids to Navigation	

 At the bottom of the table, there are pagination links: 1 2 3 4 5 6 7 8 9 10 ... View All. Below the table are three buttons: 'Review Event', 'Cancel', and 'Previous'."/>

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

Event Summary: Export Baseline

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 Infrastructure	Facilities	30	30 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	18	18 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	11	11 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	25	25 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	11	11 (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

Navigation: CARTHOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PASTEVENTS | REPORTS | ADMIN
 MTSR COMMON ASSESSMENT AND REPORTING TOOL - VERSION 2.2.5

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

EEI Instance Status [Add an EEI Instance](#)

Filter by District: Select One | Filter by Sector: Select One | Filter by CO2P: Select One | Filter by MSU: Select One | Filter by EEI Type: Select One

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

1 2 3 4 5 6 7 8 9 10 ... [View All](#)

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

The screenshot displays the 'EEI Instance Status' application interface. At the top, there are several filter tabs: 'Filter by District', 'Filter by Sector', 'Filter by COTP', 'Filter by MSU', and 'Filter by EEI Type'. Below these are dropdown menus for each filter, all currently set to 'Select One'. The main area contains a table with the following columns: District, Sector, COTP, MSU, EEI Type, and actions (Edit, Remove). The table lists ten 'Aids to Navigation' instances, all with a status of '(Fully Available)'. A tooltip is visible over the 'SJR Chaseville Turn LB 71 (CRITICAL ATON) LLNR 7590' row, showing its instance name and type. At the bottom right of the table, the 'Remove' button for the last row is circled in red, and a blue 'Export to Excel' link is visible below it. A red navigation bar at the very bottom contains links for 'CART HOME', 'BASELINE DATA', 'CREATE AN EVENT', 'ACTIVE EVENTS', 'PASTE EVENTS', 'REPORTS', and 'ADMIN'.

Filter by District	Filter by Sector	Filter by COTP	Filter by MSU	Filter by EEI Type			
Select One	Select One	Select One	Select One	Select One			
Aids to Navigation	Sherman Cut Range Front Light LLNR 7235	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	Sherman Cut Range Rear Light LLNR 7240	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	SJR Chaseville Turn LB 71 (CRITICAL ATON) LLNR 7590	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	SJR Drummond Creek Cut Lighted Buoy 59 (CRITICAL ATON) LLNR 7500	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	SJR Drummond Creek Lighted Buoy 58 (CRITICAL ATON) LLNR 7505	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	SJR Entrance Lighted Buoy 3 (CRITICAL ATON) LLNR 7125	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	SJR Entrance Lighted Buoy 4 (CRITICAL ATON) LLNR 7130	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	SJR Lighted Bell Buoy 6 (CRITICAL ATON) LLNR 7140	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	
Aids to Navigation	SJR Lighted Buoy 5 (CRITICAL ATON) LLNR 7135	<input checked="" type="radio"/> FA <input type="radio"/> PA <input type="radio"/> NA (Fully Available)	Jacksonville	07-Feb-2017	Edit	Remove	

Export to Excel

CART HOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PASTE EVENTS | REPORTS | ADMIN

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 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: 04/30/2021
MARINE TRANSPORTATION SYSTEM RECOVERY ESSENTIAL ELEMENTS OF INFORMATION		
U.S. Coast Guard policy requires Sector Commanders to create, and update annually, Essential Elements of Information regarding the Marine Transportation System within their Captain of the Port Zones. This form is used to capture data and compare data gathered with information maintained by the U.S. Coast Guard.		
SECTION I: FACILITY CONTACT INFORMATION		
1. Facility Name		
2. Facility Point of Contact		
3. Position/Title		
4. Telephone	5. Email	6. Fax
7. Location		8. Lat-Long
SECTION II: CARGOES		
9. Products or goods received (<i>liquid or dry bulk cargo by name(s), containers, autos etc.</i>)		
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/> Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/> Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/> Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/> Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/> Container <input type="checkbox"/>
Cargo Name	Liquid <input type="checkbox"/>	Dry <input type="checkbox"/> Container <input type="checkbox"/>
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

Provide any additional information pertinent to the cargo criticality

Privacy Act Statement

Authority: 33 U.S.C. §1225, 46 U.S.C. §70103, and 50 U.S.C. §191 authorize the collection of this information.
Purpose: Gathering essential elements of information before a port disruption enables the U.S. Coast Guard to establish a normal port condition baseline. Then, following a port disruption, the port's condition can be measured against the normal baseline to provide critical input to those federal, state, and local response organizations that are engaging in restoring the port to its pre-disruption condition.
Routine Uses: It is used by the U.S. Coast Guard Marine Transportation System Recovery Unit to assess the condition of the port, prioritize recovery efforts, and gauge the effectiveness of the response. A complete list of the routine uses can be found in the system of records notice associated with this form, "Department of Homeland Security/U.S. Coast Guard-013 - Marine Information for Safety and Law Enforcement (MISLE)." The Department's full list of system of records notices can be found on the Department's website at <http://www.dhs.gov/system-records-notices-sorn>.
Disclosure: This is a voluntary solicitation for information and is not mandatory; however the U.S. Coast Guard cannot properly prioritize recovery efforts without this valuable input.

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

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

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS		OMB No. 1625-0127 Expires: 04/30/2021		
U.S. Coast Guard _____ is gathering critical facility status information for the port of _____ following _____.				
Information you voluntarily provide will enable the U.S. Coast Guard (USCG) to understand your facility's current status and will be used by the USCG Marine Transportation System Recovery Unit to prioritize port-wide recovery efforts.				
This is a voluntary solicitation for information and is not mandatory; however, without this information, the USCG cannot properly assess the condition of your facility and must consider it closed with no critical impact until the USCG is able to conduct an on-scene assessment.				
We request you review the criteria below and provide the information to:				
Name _____	via Fax _____	via Email _____		
SECTION I: FACILITY INFORMATION				
1. Facility Name _____				
2. Facility Status (Check one)				
Fully Available <input type="checkbox"/> Partially Available <input type="checkbox"/> Not Available <input type="checkbox"/>				
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).				
<i>(continue on page 2)</i>				
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).				
<i>(continue on page 2)</i>				
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.)

Privacy Act Statement

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

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

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

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

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 7318, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7318 or Office of Management and Budget, Paperwork Reduction Project (1625-0127), Washington, DC 20503.

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

EEI Instance Details [Edit Instance Details](#)

Instance Name:* Tenth Avenue Marine Terminal
EEI Type:* Maritime Support Sites
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

Last Modified by User: Kris.szczehowicz@uscg.mil

EEI Instance Attributes [Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Location Latitude*	32.699229	Kris.szczehowicz@uscg.mil
Location Longitude*	-117.156337	Kris.szczehowicz@uscg.mil
Waterway	San Diego Bay	Kris.szczehowicz@uscg.mil
Typical cargoes off-loaded from vessels	Perishables and refrigerated commodities, fertilizer, cement, breakbulk commodities	Kris.szczehowicz@uscg.mil
Additional Details	<p>The Port of San Diego is the only major West Coast port combining all the assets of a great natural, all-weather harbor and extensive on-dock distribution facilities with the resultant elimination of the expense of local drayage from on-dock to off-dock warehouses.</p> <p>This provides the importer with a competitive advantage over all other West Coast ports.</p> <p>Features 96-acre complex Eight berths Depth of 42 feet Flexible, mobile harbor crane Flexible storage opportunities including cold storage, covered storage and open laydown space Approx. 300,000 sq. ft. (27,871 square meters) temperature controlled warehouse On-dock shore power and fueling 15 miles from U.S.-Mexico Border U.S. Customs and Federal USDA inspection services Minutes from interstates 5, 8, 15 and 805</p>	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* National City Marine Terminal
EEI Type:* Maritime Support Sites
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: Kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	SD002	
Location Latitude*	32.7148381	
Location Longitude*	-117.1572861	
Waterway	San Diego Bay, National City	
Typical cargoes off-loaded from vessels	Vehicles (new cars), lumber, general cargo to/from Hawaii	
Additional Details	"MTSA FACILITY" ~P.O. Box 488San Diego, CA 92112(619) 683-25021-800-854-2757(619) 234-3965 (fax)	

EEI Instance Details [Edit Instance Details](#)

Instance Name:* ACTION CLEANING
 EEI Type:* Small Transfer Facilities
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: No Record

EEI Instance Attributes [Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	FIN SD004	
Location Latitude*	32.7025831	
Location Longitude*	-117.1499306	
Primary Products received from vessels	HAZARDOUS WASTE TREATMENT & DISPOSAL: DIESEL OIL, LUBE OIL,OILY SLUDGE, OILY BILGE WATER	
Additional Details	MOBILE FACILITY: VAC TRUCKS, TANK TRAILER, BAKER TANKS ADDRESS: 1668 NEWTON AVE., SAN DIEGO, CA 92113 PH: 619-233-1882	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* B STREET / CRUISE SHIP TERMINAL
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD008
Location Latitude*	32.717438
Location Longitude*	-117.176207
Waterway	SAN DIEGO BAY
Terminal Type	CRUISE SHIP TERMINAL
Additional Details	"MTSA FACILITY" ~ 1800 N. HARBOR DRIVE, SAN DIEGO, CA 92101. 2 1000 foot berths and 1 400 foot berth. On site Agencies: CBP.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* BAE shipyard
 EEI Type:* Shipyards
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: No Record

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	SD035	
Location Latitude*	32.69444	
Location Longitude*	-117.14778	
Waterway	San Diego Bay	
Additional Details	<p>NOT a MTSA facility 2201 Belt Street, San Diego, CA 92113 phone 619 238 1000</p> <p>The BAE Shipyard encompasses 20 acres of property and over 16.6 acres of water area. The facility is leased from the Port of San Diego and is adjacent to the U.S. Naval Station.</p> <p>SHIPYARD INFORMATION: Four Piers – 2,800 ft Pride of San Diego Drydock – 26,000 ton lift</p> <p>This EEI contains Images</p>	james.p.hubbard@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* BAE SYSTEMS
EEI Type:* Small Transfer Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: No Record

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	SD035	
Location Latitude*	33.0094881	
Location Longitude*	-117.0941581	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* BAHIA HOTEL
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD038
Location Latitude*	32.772649
Location Longitude*	-117.247266
Waterway	MISSION BAY
Terminal Type	CHARTER BOAT PASSENGER
Number of cruise ships docked on a typical day	2
Additional Details	"MTSA FACILITY"~ 998 W MISSION BAY DR., SAN DIEGO,CA 92109-7803 phone 858 488 0551

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* BALLAST POINT LIGHT B
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1570
Location Latitude*	32.6863300
Location Longitude*	-117.2327717
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* BALLAST POINT SHOAL BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)



EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1571
Location Latitude*	32.6868625
Location Longitude*	-117.2336947
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Big Bend Stream Gage
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	37.9416667
Location Longitude*	-121.3583333
Waterway	Colorado River
Additional Details	U.S. Bureau of Reclamation/Boulder Canyon Operations Office P.O. Box 61470 Boulder City, NV 89006-1470 702-293-8190 / or 702-293-8671

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* CALIFORNIA MARINE CLEANING
EEI Type:* Small Transfer Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: No Record

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	FIN SD010	
Location Latitude*	32.6967669	
Location Longitude*	-117.1231869	
Primary Products received from vessels	ENGINE OIL, DIESEL #2, TURBINE OILS 2135, TURBO OIL 78	
Additional Details	MOBILE FACILITY: VAC TRUCKS, TANK TRAILERS, BAKER TANKS, ETC.. ADDRESS: 905 SOUTH 33 STREET, SAN DIEGO, CA 92113 PH: (619) 231-8788	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* CAMP PENDLETON CALIBRATION LIGHTED BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 65
Location Latitude*	33.3383339
Location Longitude*	-117.6184856
Additional Details	SAN DIEGO TO SANTA ROSA ISLAND (CHART 18740) CGC GEORGE COBB PRIMARY AID / ANT SAN DIEGO SECONDARY AID.

EI Instance Details

[Edit Instance Details](#)

Instance Name:* CAMP PENDLETON NEARSHORE, CA #43
EI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station 46242 - Camp Pendleton Nearshore, CA (043)
Location Latitude*	33.22
Location Longitude*	-117.43972
Waterway	Pacific Ocean
Additional Details	Most recent water depth (MLLW):20 m (66 ft, 11 fm)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* CAMP PENDLETON NORTH LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 60
Location Latitude*	33.3107217
Location Longitude*	-117.4826450
Additional Details	SAN DIEGO TO SANTA ROSA (CHART 18740) ANT SAN DIEGO PRIMARY AID

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* CAMP PENDLETON SOUTH LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 50
Location Latitude*	33.25726
Location Longitude*	-117.4364383
Additional Details	SAN DIEGO TO SANTA ROSA (CHART 18740) ANT SAN DIEGO PRIMARY AID

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Carlsbad Energy Center
 EEI Type:* Electric Power Site
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: Kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Location Latitude*	33.13984	Kris.szczehowicz@uscg.mil
Location Longitude*	-117.33426	Kris.szczehowicz@uscg.mil
Waterway	Pacific Ocean	Kris.szczehowicz@uscg.mil
Additional Details	<p>Address is: 4950 Avenida Encinas, Carlsbad, CA 92008 Project Manager PH: 916-698-7498</p> <p>The Carlsbad Energy Center Project (CECP) is located on the existing Encina Power Station (EPS) power plant complex in the city of Carlsbad, San Diego County.</p> <p>On May 31, 2012, the California Energy Commission (CEC) approved the 558-megawatt Carlsbad Energy Center Project.</p> <p>On July 30, 2015, the California Energy Commission (CEC) approved a Post-Certification Amendment (PTA) (TN 205625) for the construction and operation of the Amended Carlsbad Energy Center Project (ACECP), which was comprised of six General Electric (GE) LMS100-PA 632 MW natural gas-fired, diffusion-flame turbine engines operating in simple-cycle configuration. Although six combustion turbine generators (CTGs) were approved for the ACECP, only five CTGs with a total net output capacity of about 527-megawatts were constructed. The ACECP is located on the northeastern parcel of the 95-acre EPS complex. The ACECP provides power generation reliability in the San Diego Gas & Electric (SDG&E) service territory. The ACECP began operation on December 12, 2018.</p> <p>Encina Power Station (EPS) was retired in December 2018. The EPS, as well as all above ground EPS facilities west of the North County Transit District (NCTD) railroad tracks, are currently being demolished. The demolition of EPS would be completed by September 12, 2022.</p>	Kris.szczehowicz@uscg.mil
Power Source*	Natural Gas fired, diffusion-flame turbine engines	Kris.szczehowicz@uscg.mil
CG Regulated*	No	Kris.szczehowicz@uscg.mil
Site Capacity	527 Megawatts	Kris.szczehowicz@uscg.mil

EI Instance Details

[Edit Instance Details](#)

Instance Name:* CHINA POINT LIGHT
EEl Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2525
Location Latitude*	32.803625
Location Longitude*	-118.4259333
Additional Details	SAN CLEMENTE ISLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* CITY CRUISES BY HORNBLOWER
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: Kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	FIN SD020	
Location Latitude*	32.7164619	
Location Longitude*	-117.17329	
Waterway	SAN DIEGO BAY	
Terminal Type	CHARTER BOAT PASSENGER	
Additional Details	"MTSA FACILITY", 1066 N HARBOR DR, SAN DIEGO,CA 92101-3316 phone 619 686 8700 alternate address: 2825 5th Ave, SD 92103	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Commercial Fishing Vessels
EEI Type:* Commercial Fishing
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: No Record

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Additional Details	<p>The U.S. Coast Guard estimates that approximately 281 commercial fishing boats operate in the San Diego area. Seasons and catch limits vary and are set by state and federal fish and wildlife authorities.</p> <p>According to the California Department of Fish and Wildlife, the annual catch in San Diego for 2023 was 4,757,370 pounds with an estimated dockside value of \$14,131,925 dollars.</p> <p>https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=220034&inline</p> <p>SSD CFVS Coordinator 619-278-7249.</p>	Kris.szczehowicz@uscg.mil
Baseline Total*	281	Kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* CONTINENTAL MARITIME
EEI Type:* Shipyards
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	SD011
Location Latitude*	32.6944819
Location Longitude*	-117.1447981
Primary Products received from vessels	BILGE WATER, WASTE OIL
Additional Details	"MTSA FACILITY" ~ FIXED FACILITY. Certified Master Ship Repair Contractor for the U.S. Navy.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Coronado Bay Bridge
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.68788
Location Longitude*	-117.154928
Waterway	San Diego Bay
Type of bridge	Fixed
Additional Details	Caltrans - District 11 4050 Taylor St. San Diego, CA 92110 510-286-0337 / 848-3482

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DANA POINT, CA #96
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station 46223 - Dana Point, CA (096)
Location Latitude*	33.45833
Location Longitude*	-117.76667
Waterway	Pacific Ocean
Additional Details	Most recent water depth (MLLW): 373 m (1224 ft, 204 fm) Measured parameters: wave energy, wave direction, sea temperature

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN BUOY 1
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2345
Location Latitude*	33.2094653
Location Longitude*	-117.40448
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN BUOY 2
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2350
Location Latitude*	33.2098692
Location Longitude*	-117.4036506
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN BUOY 3
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2355
Location Latitude*	33.2115856
Location Longitude*	-117.4050022
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN BUOY 4
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2360
Location Latitude*	33.21173
Location Longitude*	-117.4043728
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN BUOY 5
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2365
Location Latitude*	33.2130489
Location Longitude*	-117.4049583
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN BUOY 6
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2370
Location Latitude*	33.2127597
Location Longitude*	-117.4041114
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN DAYBEACON 7
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2375
Location Latitude*	33.215105
Location Longitude*	-117.4032633
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* DEL MAR BOAT BASIN DAYBEACON 8
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2380
Location Latitude*	33.2137517
Location Longitude*	-117.4021783
Waterway	DEL MAR BOAT BASIN
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Dion & Sons, Inc.
EEI Type:* Small Transfer Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: briana.l.biagas@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Location Latitude*	32.801	briana.l.biagas@uscg.mil
Location Longitude*	-117.089	briana.l.biagas@uscg.mil
Primary Products received from vessels	Waste Oil	briana.l.biagas@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* FISHERMAN'S LANDING
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD040
Location Latitude*	32.724812
Location Longitude*	-117.226721
Terminal Type	CHARTER BOAT PASSENGER
Additional Details	"MTSA FACILITY" - 2838 GARRISON ST., SAN DIEGO, CA 92106 phone 619 221 8500

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* FLAGSHIP CRUISES AND EVENTS
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: Kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	FIN SD017	
Location Latitude*	32.725032	
Location Longitude*	-117.213993	
Waterway	SAN DIEGO BAY	
Terminal Type	CHARTER BOAT PASSENGER	
Additional Details	"MTSA FACILITY" ~ 1050 North Harbor Drive San Diego, California 92101. 619 992 4145	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* General Dynamics - NASSCO
EEI Type:* Shipyards
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD023
Location Latitude*	32.69093
Location Longitude*	-117.13373
Waterway	San Diego Bay / National City
Average number of vessels that can be handled at one time	several new construction and repair operations at once
Additional Details	National Steel & Shipbuilding Company (NASSCO) Major U.S. shipbuilder and repair facility 2798 E. Harbor Drive, San Diego, CA 92113 www.nassco.com 619 544 3553

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* GLORIETTA BAY CHANNEL BUOY 2
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1885
Location Latitude*	32.6860739
Location Longitude*	-117.1561281
Waterway	GLORIETTA BAY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* GLORIETTA BAY CHANNEL BUOY 3
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1890
Location Latitude*	32.6834075
Location Longitude*	-117.1575444
Waterway	GLORIETTA BAY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* GLORIETTA BAY CHANNEL BUOY 6
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1895
Location Latitude*	32.6783858
Location Longitude*	-117.1675328
Waterway	GLORIETTA BAY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* GLORIETTA BAY CHANNEL LIGHTED BUOY 1
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1865
Location Latitude*	32.6864336
Location Longitude*	-117.1530908
Waterway	GLORIETTA BAY
Additional Details	CGC GEORGE COBB PRIMARY AID / ANT SAN DIEGO SECONDARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* GLORIETTA BAY CHANNEL RANGE FRONT LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1875
Location Latitude*	32.6764053
Location Longitude*	-117.1691172
Waterway	GLORIETTA BAY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* GLORIETTA BAY CHANNEL RANGE REAR LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1880
Location Latitude*	32.6760567
Location Longitude*	-117.1696417
Waterway	GLORIETTA BAY
Additional Details	ON SHORE, 210FT, 232 DEGREES FROM FRONT LIGHT. ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* H & M LANDING
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD016
Location Latitude*	32.723511
Location Longitude*	-117.227596
Terminal Type	CHARTER BOAT PASSENGER
Additional Details	"MTSA FACILITY" ~ 2803 EMERSON ST., SAN DIEGO, CA 92106-2716 phone 619 222 1144

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* HARBOR ISLAND LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: No Record

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	LLNR 1700	
Location Latitude*	32.7241767	
Location Longitude*	-117.2131683	
Waterway	SAN DIEGO BAY	
Additional Details	ON TOP RED ROOFED BLDG. ANT SAN DIEGO PRIMARY AID.	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* HIGH SEAS FUEL DOCK
EEI Type:* Bulk Liquid Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD019
Location Latitude*	32.7198131
Location Longitude*	-117.2262461
Primary Products received from vessels	DIESEL, LUBE OIL
Primary Products transferred to vessels	DIESEL, LUBE OIL
Additional Details	ADDRESS: 2540 SHELTER ISLAND DRIVE, SAN DIEGO, CA 92106 PH: (619) 523-2980

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* IMPERIAL BEACH NEARSHORE, CA #155
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station 46235 - Imperial Beach Nearshore, CA (155)
Location Latitude*	32.57167
Location Longitude*	-117.16667
Waterway	Pacific Ocean
Additional Details	Most recent water depth (MLLW): 18 m (59 ft, 10 fm)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Inspiration Hornblower
EEI Type:* Passenger and Ferries
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: Kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Typical cruise ship route/operating area	Limited to San Diego Bay, California, and San Pedro Bay, California, and its tributaries	Kris.szczehowicz@uscg.mil
Ferry route starting point	Pier 1 - 1800 N. Harbor Drive, San Diego, CA 92101	Kris.szczehowicz@uscg.mil
Ferry route ending point	Pier 1 - 1800 N. Harbor Drive, San Diego, CA 92101	Kris.szczehowicz@uscg.mil
Additional Details	Capacity of 1200 persons.	Kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Laughlin Bridge
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	38.0316667
Location Longitude*	-122.08
Waterway	Colorado River
Additional Details	(Maintenance is Nevada DOT, 123 E. Washington Ave., Las Vegas NV 89101/(702) 385-6500) Clark County Dept. of Public Works 500 S. Grand Central Pkwy, P.O. Box 554000 Las Vegas, NV 89155-4000 W: (702) 455-6065; Cell (702) 378-6899; Fax: (702) 455-6113; H: (702) 361-1120

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* London Bridge
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	34.471625
Location Longitude*	-114.34795
Additional Details	Lake Havasu City 2330 McCulloch Blvd. N. Lake Havasu City, AZ 86403 928-855-4111

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Mission Bay Federal Navigation Channel
EEI Type:* Deep Draft Channel
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.75722
Location Longitude*	-117.25922
Waterway	Yes
Federal Channel	Yes
Channel Depth	-25' Approach, -20' Entrance, -20' Central, -15' Mariners Basin, -20' Quivira Basin, -20' Glenn Rick Bridge
Additional Details	Federal Channel extends from the entrance to the ocean side of the Glenn Rick Bridge and includes Mariner and Quivira Basin.

EI Instance Details

[Edit Instance Details](#)

Instance Name:* MISSION BAY LIGHT 6
EI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2287
Location Latitude*	32.7626597
Location Longitude*	-117.2422086
Waterway	MISSION BAY
Additional Details	APPROACHES TO SAN DIEGO BAY (CHART 18765) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Mission Bay Middle Jetty
EEI Type:* Non-Deep Draft Chan.
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.75598
Location Longitude*	-117.25841
Additional Details	4270 ft.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Mission Bay North Jetty
EEI Type:* Non-Deep Draft Chan.
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.75833
Location Longitude*	-117.26006
Additional Details	3300 ft.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* MISSION BAY NORTH JETTY LIGHT 1
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 30 & 2280
Location Latitude*	32.75839
Location Longitude*	-117.2601417
Waterway	MISSION BAY
Additional Details	SAN DIEGO TO SANTA ROSA ISLAND (CHART 18740) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Mission Bay South Jetty
EEI Type:* Non-Deep Draft Chan.
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.75414
Location Longitude*	-117.25258
Additional Details	2050 ft.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* MISSION BAY SOUTH JETTY LIGHTED BUOY 2
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 25 / 2275
Location Latitude*	32.7558333
Location Longitude*	-117.2625
Waterway	MISSION BAY
Additional Details	CGC GEORGE COBB PRIMARY AID / ANT SAN DIEGO SECONDARY AID

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* MISSION BAY WIER LIGHT EAST END
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2283
Location Latitude*	32.75726
Location Longitude*	-117.2488283
Waterway	MISSION BAY
Additional Details	APPROACHES TO SAN DIEGO BAY (CHART 18765) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* MISSION BAY WIER LIGHT WEST END
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2282
Location Latitude*	32.757065
Location Longitude*	-117.25036
Waterway	MISSION BAY
Additional Details	APPROACHES TO SAN DIEGO BAY (CHART 18765) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* NALF SAN CLEMENTE ISLAND
EEI Type:* Bulk Liquid Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD022
Location Latitude*	33.0227778
Location Longitude*	-118.5886111
Additional Details	ADDRESS: C/O NAS NORTH ISLAND, P.O. BOX 357054, SAN DIEGO, CA 92135 PH: (619) 545-9026

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* NAVY ANCHORAGE SOUTH END LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2540
Location Latitude*	32.9751917
Location Longitude*	-118.5318117
Additional Details	SAN CLEMENTE INSLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Needles Hwy
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	38.4566667
Location Longitude*	-121.5033333
Waterway	Colorado River
Additional Details	City of Needles 817 Third St., Needles, CA 92363 760-326-5700 / 5740

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Needles Stream Gage
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	37.5916667
Location Longitude*	-122.3383333
Waterway	Colorado River
Additional Details	U.S. Bureau of Reclamation/Boulder Canyon Operations Office P.O. Box 61470 Boulder City, NV 89006-1470 702-293-8190 / or 702-293-8571

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Nimitz Road
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.728991
Location Longitude*	-117.214445
Waterway	Navy Estuary
Additional Details	City of San Diego, Redevelopment Agency 202 C Street, 3rd Floor, MS 3A San Diego, CA 92101 619-794-1257; cell 619-820-5157

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* North Harbor Drive Br
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.728297
Location Longitude*	-117.214576
Waterway	Navy Estuary
Additional Details	City of San Diego, Attn: City Engineer 202 C Street, 9th Floor San Diego, CA 92101 858-627-3261(work) / 619-447-5793 (home)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* North Ingraham St
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	38.9616667
Location Longitude*	-121.335
Additional Details	City of San Diego, Attn: City Engineer 202 C Street, 9th Floor San Diego, CA 92101 858-627-3261(work) / 619-447-5793 (home)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* NORTH ISLAND LIGHT N
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1705
Location Latitude*	32.7141117
Location Longitude*	-117.2092017
Waterway	SAN DIEGO BAY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* NORTH ISLAND LIGHT NW
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1635
Location Latitude*	32.7083
Location Longitude*	-117.2198733
Waterway	SAN DIEGO BAY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE APPROACH LIGHTED WHISTLE BUOY OC
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2290
Location Latitude*	32.2017025
Location Longitude*	-117.4080953
Additional Details	CGC GEORGE COBB PRIMARY AID / ANT SAN DIEGO SECONDARY AID.

EI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE BREAKWATER LIGHT 1
EI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2295
Location Latitude*	33.2055319
Location Longitude*	-117.4027353
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE DANGER BUOY
EI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2317
Location Latitude*	33.2084369
Location Longitude*	-117.3992161
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE DAYBEACON 6
EI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2320
Location Latitude*	33.20771
Location Longitude*	-117.3963833
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Oceanside Harbor Federal Navigation Channel
EEI Type:* Deep Draft Channel
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	33.20558
Location Longitude*	-117.40105
Waterway	Yes
Federal Channel	Yes
Channel Depth	-20' Entrance Channel, -25 Advance Maintenance Areas, -20 Oceanside Channel, -20 Del Mar Channel
Additional Details	Federal Channel extends north from the Entrance Channel to the Del Mar Boat Basin, and extends south from the Entrance Channel to the Oceanside Harbor.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE HARBOR LIGHTED BUOY 3
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2305
Location Latitude*	33.2082036
Location Longitude*	-117.4003692
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Oceanside Harbor South Jetty
EEI Type:* Non-Deep Draft Chan.
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	33.20597
Location Longitude*	-117.39951
Additional Details	1010 ft.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE JUNCTION LIGHTED BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2300
Location Latitude*	33.2079631
Location Longitude*	-117.4024161
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE LIGHT 4
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2310
Location Latitude*	33.2072433
Location Longitude*	-117.3997433
Waterway	OCEANSIDE
Additional Details	GULF OF CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE LIGHT 7
EI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2325
Location Latitude*	33.2087567
Location Longitude*	-117.3958417
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE LIGHTED BUOY 5
EI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2315
Location Latitude*	33.2084211
Location Longitude*	-117.3975603
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Oceanside Offshore Station #45
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station 46224 - Oceanside Offshore, CA (045)
Location Latitude*	33.17944
Location Longitude*	-117.47135
Waterway	Pacific Ocean
Type of monitoring system	NOAA Buoy

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE OFFSHORE, CA #45
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station 46224 - Oceanside Offshore, CA (045)
Location Latitude*	33.17944
Location Longitude*	-117.47139
Waterway	Pacific Ocean
Additional Details	Most recent water depth (MLLW): 220 m (722 ft, 120 fm)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* OCEANSIDE SOUTH JETTY LIGHT 2
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 45 & 2296
Location Latitude*	33.2060367
Location Longitude*	-117.3995967
Waterway	OCEANSIDE
Additional Details	GULF OF SANTA CATALINA (CHART 18774) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* PACIFIC TANK CLEANING
EEI Type:* Bulk Liquid Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD025
Location Latitude*	32.6929611
Location Longitude*	-117.1350700
Primary Products received from vessels	OILY WATER, OILY WASTE
Additional Details	MOBILE FACILITY: VAC TRUCKS, TANK TRAILERS, BAKER TANKS, ETC.. ADDRESS: P.O. BOX 13528 SAN DIEGO, CA 92170 PH: (619) 235-0970

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Patriot Environmental Services
EEI Type:* Small Transfer Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: *briana.l.biagas@uscg.mil*

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Location Latitude*	32.760	briana.l.biagas@uscg.mil
Location Longitude*	-117.206	briana.l.biagas@uscg.mil
Primary Products received from vessels	Waste Oil	briana.l.biagas@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* PEARSON MARINE FUELS
EEI Type:* Bulk Liquid Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD027
Location Latitude*	32.7195500
Location Longitude*	-117.2257169
Primary Products received from vessels	DIESEL OIL, LUBE OIL, GASOLINE
Primary Products transferred to vessels	DIESEL OIL, LUBE OIL, GASOLINE
Additional Details	ADDRESS: 2435 SHELTER ISLAND DRIVE, SAN DIEGO, CA 92106 PH: (619) 222-7084

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Pipeline Bridge
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	37.78
Location Longitude*	-122.245
Waterway	Colorado River
Additional Details	Southwest Gas Corp P.O. Box 98510 Las Vegas, NV 89193-8510 1-800-447-5422 or 1-702-365-1111

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* POINT LOMA LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 5
Location Latitude*	32.6650317
Location Longitude*	-117.2426667
Additional Details	"CRITICAL AID" ~ POINT LOMA LIGHTHOUSE - SAN DIEGO TO SANTA ROSA (CHART 18740) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* POINT LOMA SOUTH, CA #191
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station 46232 - Point Loma South, CA (191)
Location Latitude*	32.53028
Location Longitude*	-117.43111
Waterway	Pacific Ocean
Additional Details	Most recent water depth (MLLW):1123 m (3685 ft, 614 fm)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* POINT LOMA SPORTFISHING
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD028
Location Latitude*	32.724070
Location Longitude*	-117.227311
Terminal Type	CHARTER BOAT PASSENGER
Additional Details	"MTSA FACILITY" ~ 1403 SCOTT ST., SAN DIEGO,CA 92106 phone 619 223 1627

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* PYRAMID COVE ANCHORAGE LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2535
Location Latitude*	32.8331833
Location Longitude*	-118.3833283
Additional Details	SAN CLEMENTE ISLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* PYRAMID HEAD LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2530
Location Latitude*	32.8203967
Location Longitude*	-118.3534417
Additional Details	SAN CLEMENTE ISLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* River Queen Island Bridge
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	37.9366667
Location Longitude*	-122.45
Waterway	Colorado River
Additional Details	Don Laughlin-Riverside Resorts Box 500 Laughlin, NV 89029 928-704-3111; pager 928-727-4885

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN CLEMENTE ISLAND LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2575
Location Latitude*	33.0305517
Location Longitude*	-118.5963083
Additional Details	SAN CLEMENTE ISLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO COMMERCIAL BASIN LIGHTED BUOY 1
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1655
Location Latitude*	32.7192175
Location Longitude*	-117.2172575
Additional Details	CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* San Diego
EEI Type:* Ports
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.73
Location Longitude*	-117.17

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY APPROACH LIGHTED BELL BUOY 3
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1490
Location Latitude*	32.6369986
Location Longitude*	-117.2369403
Additional Details	"CRITICAL AID" ~ APPROACHES TO SAN DIEGO BAY (CHART 18765)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY APPROACH LIGHTED BELL BUOY 4
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1493
Location Latitude*	32.6338892
Location Longitude*	-117.2219297
Additional Details	"CRITICAL AID" ~APPROACHES TO SAN DIEGO BAY (CHART 18765) CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY APPROACH LIGHTED WHISTLE BUOY SD
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 10 / 1485
Location Latitude*	32.6222756
Location Longitude*	-117.2458689
Additional Details	APPROACHES TO SAN DIEGO BAY (CHART 18765) CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL BUOY 22A
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1825
Location Latitude*	32.7031072
Location Longitude*	-117.1744778
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 05
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1495
Location Latitude*	32.652275
Location Longitude*	-117.2272572
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 06
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1510
Location Latitude*	32.6525528
Location Longitude*	-117.2247572
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 07
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1515
Location Latitude*	32.6650522
Location Longitude*	-117.2290631
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 08
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1545
Location Latitude*	32.6653358
Location Longitude*	-117.2265256
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 09
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1550
Location Latitude*	32.6735242
Location Longitude*	-117.2302575
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 10
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1555
Location Latitude*	32.6738364
Location Longitude*	-117.2275719
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 11
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1560
Location Latitude*	32.6819961
Location Longitude*	-117.2315633
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 12
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1565
Location Latitude*	32.6824628
Location Longitude*	-117.2290050
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 14
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1585
Location Latitude*	32.6956069
Location Longitude*	-117.2309800
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 15
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1590
Location Latitude*	32.6958014
Location Longitude*	-117.2330914
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 16
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1620
Location Latitude*	32.7017733
Location Longitude*	-117.2292300
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 16A
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1625
Location Latitude*	32.7063011
Location Longitude*	-117.2261467
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 17
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1630
Location Latitude*	32.7053289
Location Longitude*	-117.2297303
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 18
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1645
Location Latitude*	32.7131067
Location Longitude*	-117.2172575
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 19
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1650
Location Latitude*	32.7149542
Location Longitude*	-117.2184131
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 20
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1710
Location Latitude*	32.7167178
Location Longitude*	-117.2069239
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 21
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1715
Location Latitude*	32.7190508
Location Longitude*	-117.1937008
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 22
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1830
Location Latitude*	32.7086903
Location Longitude*	-117.1786725
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 23
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1835
Location Latitude*	32.7039128
Location Longitude*	-117.1691722
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 24
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1840
Location Latitude*	32.6985758
Location Longitude*	-117.16501
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 26
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR1845
Location Latitude*	32.6833025
Location Longitude*	-117.1442542
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 26A
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1847
Location Latitude*	32.6799331
Location Longitude*	-117.1388442
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 28
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1980
Location Latitude*	32.6767194
Location Longitude*	-117.1335036
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 30
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2005
Location Latitude*	32.6689975
Location Longitude*	-117.1276700
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 32
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2010
Location Latitude*	32.6631211
Location Longitude*	-117.1261531
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 33
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2015
Location Latitude*	32.6585811
Location Longitude*	-117.1231975
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 34
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2020
Location Latitude*	32.65672
Location Longitude*	-117.1269753
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 36
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2035
Location Latitude*	32.6551708
Location Longitude*	-117.1242439
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 38
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2040
Location Latitude*	32.6509917
Location Longitude*	-117.1231594
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 39
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2042
Location Latitude*	32.6472758
Location Longitude*	-117.1203083
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY CHANNEL LIGHTED BUOY 40
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2045
Location Latitude*	32.6452481
Location Longitude*	-117.1242806
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773)CGC GEORGE COBB PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY ENTRANCE RANGE FRONT LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1500
Location Latitude*	32.7050483
Location Longitude*	-117.2336
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY ENTRANCE RANGE REAR LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1505
Location Latitude*	32.7090467
Location Longitude*	-117.2341617
Waterway	SAN DIEGO BAY
Additional Details	"CRITICAL AID" ~ SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY PIER B FOG SIGNAL
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1800
Location Latitude*	32.7175233
Location Longitude*	-117.1763917
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SAFETY ZONE NORTHEAST BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1810
Location Latitude*	32.7267664
Location Longitude*	-117.1790361
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SAFETY ZONE NORTHWEST BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1821.1
Location Latitude*	32.7248611
Location Longitude*	-117.1850278
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SAFETY ZONE NORTHWEST DAYBEACON
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1822
Location Latitude*	32.7266417
Location Longitude*	-117.1840817
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SAFETY ZONE SOUTHEAST BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1815
Location Latitude*	32.7223286
Location Longitude*	-117.1812839
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SAFETY ZONE SOUTHWEST BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1820
Location Latitude*	32.7238564
Location Longitude*	-117.1854783
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SAFETY ZONE WEST BUOY
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1821
Location Latitude*	32.7256944
Location Longitude*	-117.1845278
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SUBMERGED JETTY LIGHT E
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1567
Location Latitude*	32.6867367
Location Longitude*	-117.2278667
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO BAY SUBMERGED JETTY LIGHT M
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1568
Location Latitude*	32.6862750
Location Longitude*	-117.2268533
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* San Diego Harbor Federal Navigation Channel
EEI Type:* Deep Draft Channel
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.67046
Location Longitude*	-117.22811
Waterway	Yes
Federal Channel	Yes
Channel Depth	-55' Approach, -47' Entrance, -49' Aircraft Carrier Turning Basin, -42' Central, -37' Coronado Bridge, -35' Back Bay
Additional Details	<p>The Federal navigation project consists of the approach, entrance and central channels as well as an aircraft carrier turning basin adjacent to NASNI whose authorized depths vary from -55' to -35'.</p> <p>The Federal channel extends from the harbor entrance at Point Loma to the Sweetwater Channel in the back bay.</p>

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT DAYBEACON B
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1617
Location Latitude*	32.7033881
Location Longitude*	-117.2254969
Waterway	SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT DAYBEACON C
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1618
Location Latitude*	32.7040183
Location Longitude*	-117.2247925
Waterway	SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT LIGHT A
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1616
Location Latitude*	32.7024675
Location Longitude*	-117.2259533
Waterway	SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT LIGHT D
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1619
Location Latitude*	32.7048019
Location Longitude*	-117.2240339
Waterway	SAN DIEGO NORTH ISLAND SHALLOW WATER HABITAT
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SAN MATEO POINT LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 80
Location Latitude*	33.3883967
Location Longitude*	-117.5957200
Additional Details	SAN DIEGO TO SANTA ROSA ISLAND (CHART 18740) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SCRIPPS INSTITUTE
EEI Type:* Pass/Ferry Terminals
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	FIN SD030
Location Latitude*	32.867022
Location Longitude*	-117.257271
Terminal Type	RESEARCH VESSELS
Additional Details	"MTSA FACILITY" ~ 10550 N TORREY PINES RD, LA JOLLA,CA 92037 phone 858 534 1639

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SCRIPPS PIER, LA JOLLA CA #73
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station LJPC1 - La Jolla, CA (073)
Location Latitude*	32.86667
Location Longitude*	-117.25667
Waterway	Pacific Ocean
Additional Details	Most recent water depth (MLLW): 7 m (23 ft, 4 fm)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SeaWorld Skyride
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.767635
Location Longitude*	-117.228080
Waterway	Mission Bay
Additional Details	SeaWorld Corp 500 SeaWorld Dr. San Diego, CA 92109 619-226-3900

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SHELTER ISLAND LIGHT S
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1640
Location Latitude*	32.710088
Location Longitude*	-117.2228267
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SHELTER ISLAND WEST END LIGHT 2
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1595
Location Latitude*	32.7078617
Location Longitude*	-117.2350200
Waterway	SAN DIEGO BAY
Additional Details	SAN DIEGO BAY (CHART 18773) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SOUTH BAY SANDBLASTING
EEI Type:* Small Transfer Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: No Record

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	FIN SD034	
Location Latitude*	32.6990000	
Location Longitude*	-117.11142	
Additional Details	MOBILE FACILITY: VAC TRUCKS, TANK TRAILERS, BAKER TANKS, ETC.. ADDRESS: 3589 Dalbergian St, SAN DIEGO, CA PH: (619) 238-8338	

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* South Ingraham St
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	33.6166667
Location Longitude*	-117.925
Waterway	Mission Bay
Additional Details	City of San Diego, Attn: City Engineer 202 C Street, 9th Floor San Diego, CA 92101 858-627-3261 619-980-6315cell 619-447-5793 hm

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* SPV Fleet
EEI Type:* Small Passenger
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Additional Details	The Small Passenger Vessel (SPV) Fleet in the San Diego AOR consists of vessels that are part of the Sportfishing Fleet of California (SAC), harbor and whale watching cruises, and tours on Lake Powell, Lake Mead, Lake Havasu, and the Colorado River.	kris.szczehowicz@uscg.mil
Baseline Total*	195	Kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* THE JANKOVICH COMPANY
EI Type:* Small Transfer Facilities
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: Kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	FIN SD021	
Location Latitude*	32.7040489	
Location Longitude*	-117.1562131	
Primary Products received from vessels	GASOLINE, DIESEL, FUEL OIL #6, BUNKER FUEL	
Additional Details	ADDRESS:1800 Crosby Road, San Diego, CA 92101 PH: (619) 686-6300	Kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Topock Hwy Br (I-40)
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	34.717198
Location Longitude*	-114.487081
Additional Details	Caltrans P.O. Box 942874 Sacramento, CA 94274 (909) 383-7503

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Topock Pipeline Br.
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	39.145
Location Longitude*	-121.9183333
Waterway	Colorado River
Additional Details	Pacific Gas & Electric Co 77 Beale Street San Francisco, CA 94106 760-326-5516

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Topock Pipeline Bridge
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	38.1666667
Location Longitude*	-122.6216667
Waterway	Colorado River
Additional Details	Southern California Gas Company P.O. Box 3150 San Dimas, CA 91773 760-243-6550

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Topock Pipeline Bridge (old-USH 66)
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	38.8016667
Location Longitude*	-121.72
Waterway	Colorado River
Additional Details	Pacific Gas & Electric Co 77 Beale Street San Francisco, CA 94106 760-253-7874

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Topock RR (BNSF)
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	34.718110
Location Longitude*	-114.487235
Waterway	Colorado River
Additional Details	Burlington Northern Santa Fe (BNSF) 4515 Kansas Avenue Kansas City, KS, 66106 817-234-6164

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Topock Stream Gage
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	38.06
Location Longitude*	-121.42
Waterway	Colorado River
Additional Details	U.S. Bureau of Reclamation/Boulder Canyon Operations Office P. O. Box 61470 Boulder City, NV 89006-1470

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* TORREY PINES OUTER, CA #100
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	Station 46225 - Torrey Pines Outer, CA (100)
Location Latitude*	32.93028
Location Longitude*	-117.3925
Waterway	Pacific Ocean
Additional Details	Most recent water depth (MLLW): 555 m (1821 ft, 304 fm)

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* USCG Sector San Diego
EEI Type:* USCG Unit
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: James.p.Hubbard@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Location Latitude*	32.727	Kris.szczehowicz@uscg.mil
Location Longitude*	-117.182	Kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Veterans Blvd (Aha Macav) Bridge
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	32.77
Location Longitude*	-117.2333333
Waterway	Colorado River
Additional Details	Fort Mojave Indian Tribe 500 Merriman Ave Needles, CA 92363 619-686-6595

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* VHF-FM High Site - Rescue 21 - San Onofre Peak RFF
EEI Type:* Monitoring Systems
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: john.w.albrough@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Location Latitude*	33.362167	john.w.albrough@uscg.mil
Location Longitude*	-117.496	john.w.albrough@uscg.mil
Type of monitoring system	VHF-FM High Site	john.w.albrough@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* W Mission Blvd
EEI Type:* Bridges
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Location Latitude*	33.62
Location Longitude*	-117.93
Waterway	Mission Bay
Additional Details	City of San Diego, Attn: City Engineer 202 C Street, 9th Floor San Diego, CA 92101 949-644-3711

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* WILSON COVE FOG SIGNAL
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2560
Location Latitude*	33.0070967
Location Longitude*	-118.5605017
Waterway	WILSON COVE
Additional Details	SAN CLEMENTE ISLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* WILSON COVE LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2545
Location Latitude*	33.003905
Location Longitude*	-118.552805
Waterway	WILSON COVE
Additional Details	SAN CLEMENTE ISLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* WILSON COVE NORTH END LIGHT
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 2565
Location Latitude*	33.0237250
Location Longitude*	-118.5638567
Waterway	WILSON COVE
Additional Details	SAN CLEMENTE ISLAND (CHART 18762) ANT SAN DIEGO PRIMARY AID

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* ZUNIGA JETTY LIGHT V
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1540
Location Latitude*	32.6818767
Location Longitude*	-117.2235050
Waterway	ZUNIGA JETTY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* ZUNIGA JETTY LIGHT W
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1535
Location Latitude*	32.6783067
Location Longitude*	-117.2233983
Waterway	ZUNIGA JETTY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* ZUNIGA JETTY LIGHT X
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1530
Location Latitude*	32.6747300
Location Longitude*	-117.22328
Waterway	ZUNIGA JETTY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* ZUNIGA JETTY LIGHT Y
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1525
Location Latitude*	32.6708733
Location Longitude*	-117.2231667
Waterway	ZUNIGA JETTY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* ZUNIGA JETTY LIGHT Z
EEI Type:* Aids to Navigation
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True
[Images](#)

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details
Alternative Name or Identifier	LLNR 1520
Location Latitude*	32.6668850
Location Longitude*	-117.2230767
Waterway	ZUNIGA JETTY
Additional Details	ANT SAN DIEGO PRIMARY AID.

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* "B" Street Merchant Vessel Anchorage (NAD 83)
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User												
Alternative Name or Identifier	"B" Street Merchant Vessel Anchorage (NAD 83)	kris.szczehowicz@uscg.mil												
Location Latitude*	32.716889	kris.szczehowicz@uscg.mil												
Location Longitude*	117.17675	kris.szczehowicz@uscg.mil												
Waterway	San Diego Harbor, CA.	kris.szczehowicz@uscg.mil												
Additional Details	<p>"B" Street Merchant Vessel Anchorage (NAD 83). The waters bounded by a line connecting the following points:</p> <table border="0"> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>32°43'00.8? N</td> <td>117°10'36.3? W</td> </tr> <tr> <td>32°43'00.8? N</td> <td>117°11'23.0? W</td> </tr> <tr> <td>32°43'05.0? N</td> <td>117°11'30.5? W</td> </tr> <tr> <td>32°43'27.2? N</td> <td>117°11'14.0? W</td> </tr> <tr> <td>32°43'20.2? N</td> <td>117°10'53.0? W</td> </tr> </table> <p>and thence due east to the shoreline, and thence along the shoreline and pier to the point of beginning.</p> <p>(b) The regulations. (1) The area described here is reserved for the use of merchant vessels calling at the Port of San Diego while awaiting a berth. The administration of this anchorage is exercised by the Port Director, San Diego Unified Port District. (2) Vessels anchoring in San Diego Harbor shall leave a free passage for other craft and shall not obstruct the approaches to the wharves in the harbor.</p>	Latitude	Longitude	32°43'00.8? N	117°10'36.3? W	32°43'00.8? N	117°11'23.0? W	32°43'05.0? N	117°11'30.5? W	32°43'27.2? N	117°11'14.0? W	32°43'20.2? N	117°10'53.0? W	kris.szczehowicz@uscg.mil
Latitude	Longitude													
32°43'00.8? N	117°10'36.3? W													
32°43'00.8? N	117°11'23.0? W													
32°43'05.0? N	117°11'30.5? W													
32°43'27.2? N	117°11'14.0? W													
32°43'20.2? N	117°10'53.0? W													

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-1
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczecowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-1	kris.szczecowicz@uscg.mil
Location Latitude*	32.715575	kris.szczecowicz@uscg.mil
Location Longitude*	-117.22975	kris.szczecowicz@uscg.mil
Waterway	San Diego Harbor, CA	kris.szczecowicz@uscg.mil
Additional Details	Area A-1. In North San Diego Bay, the Shelter Island Yacht Basin Anchorage, the water area enclosed by a line beginning at latitude 32°42'56.7? N., longitude 117°13'47.1? W.; thence southwesterly to latitude 32°42'53.6? N., longitude 117°13'51.3? W.; thence northwesterly to latitude 32°43'01.3? N., longitude 117°13'59.1? W.; thence northeasterly to latitude 32°43'02.6? N., longitude 117°13'55.5? W.; thence southeasterly to latitude 32°42'59.8? N., longitude 117°13'50.4? W.; thence southeasterly to the point of beginning.	kris.szczecowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-1a
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-1a	kris.szczehowicz@uscg.mil
Location Latitude*	32.709333	kris.szczehowicz@uscg.mil
Location Longitude*	-117.230083	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-1a. In North San Diego Bay, the Shelter Island Roadstead Anchorage east of Shelter Island, the water area 55 feet either side of a line beginning at latitude 32°42'33.6? N., longitude 117°13'48.3? W.; thence northeasterly to latitude 32°42'36.0? N., longitude 117°13'45.1? W.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-1b
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-1b	kris.szczehowicz@uscg.mil
Location Latitude*	32.712194	kris.szczehowicz@uscg.mil
Location Longitude*	-117.226194	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-1b. The water area off Shelter Island's eastern shore, 210 feet shoreward of a line beginning at latitude 32°42'43.9? N., longitude 117°13'34.3? W.; thence northeasterly to latitude 32°42'52.8? N., longitude 117°13'22.4? W.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-1c
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-1c	kris.szczehowicz@uscg.mil
Location Latitude*	32.715278	kris.szczehowicz@uscg.mil
Location Longitude*	-117.222056	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-1c. The water area off Shelter Island's eastern shore, 210 feet shoreward of a line beginning at latitude 32°42'55.0? N., longitude 117°13'19.4? W.; thence northeasterly to latitude 32°43'03.5? N., longitude 117°13'07.6? W.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-2
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-2	kris.szczehowicz@uscg.mil
Location Latitude*	32.720472	kris.szczehowicz@uscg.mil
Location Longitude*	-117.223278	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-2. In North San Diego Bay, the America's Cup Harbor Anchorage, the water area enclosed by a line beginning at latitude 32°43'13.7? N, longitude 117°13'23.8? W; thence northeasterly to latitude 32°43'16.7? N., longitude 117°13'16.4? W.; thence northwesterly to latitude 32°43'22.6? N., longitude 117°13'25.8? W.; thence westerly to latitude 32°43'22.5? N., longitude 117°13'29.6? W.; thence southwesterly to latitude 32°43'19.0? N., longitude 117°13'32.6? W.; thence southeasterly to the point of beginning.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-3
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-3	kris.szczehowicz@uscg.mil
Location Latitude*	32.724944	kris.szczehowicz@uscg.mil
Location Longitude*	-117.174583	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-3. In North San Diego Bay, the Laurel Street Roadstead Anchorage, the water area enclosed by a line beginning at latitude 32°43'30.5? N., longitude 117°10'28.5? W.; thence southwesterly to latitude 32°43'29.8? N., longitude 117°10'34.2? W.; thence southwesterly to latitude 32°43'25.8? N., longitude 117°10'36.1? W.; thence southerly to latitude 32°43'20.2? N., longitude 117°10'36.1? W.; thence westerly to latitude 32°43'20.2? N., longitude 117°10'52.9? W.; thence northeasterly to 32°43'29.8? N., longitude 117°10'48.0? W., thence northeasterly following a line parallel to, and 200 feet bay ward of, the shoreline of San Diego Bay adjoining Harbor Drive to the point of beginning.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-4
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-4	kris.szczehowicz@uscg.mil
Location Latitude*	32.688639	kris.szczehowicz@uscg.mil
Location Longitude*	-117.161972	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-4. In Central San Diego Bay, the Bay Bridge Roadstead Anchorage, the water area enclosed by a line beginning at latitude 32°41'32.1? N., longitude 117°09'43.1? W.; thence southwesterly to latitude 32°41'19.1? N., longitude 117°09'46.1? W.; thence southeasterly to latitude 32°41'17.8? N., longitude 117°09'44.3? W.; thence southeasterly to latitude 32°41'14.9? N., longitude 117°09'37.9? W.; thence northeasterly to latitude 32°41'26.9? N., longitude 117°09'35.1? W., thence southwesterly to the point of beginning.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-5
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-5	kris.szczehowicz@uscg.mil
Location Latitude*	32.678389	kris.szczehowicz@uscg.mil
Location Longitude*	-117.167528	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-5. In Central San Diego Bay, the Glorietta Bay Anchorage, the water area enclosed by a line beginning at latitude 32°40'42.2? N., longitude 117°10'03.1? W.; thence southwesterly to latitude 32°40'41.2? N., longitude 117°10'06.6? W.; thence northwesterly to latitude 32°40'46.2? N., longitude 117°10'15.6? W.; thence northeasterly to latitude 32°40'46.7? N., longitude 117°10'14.1? W.; thence southeasterly to the point of beginning.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-6
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczecowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-6	kris.szczecowicz@uscg.mil
Location Latitude*	32.652889	kris.szczecowicz@uscg.mil
Location Longitude*	-117.147056	kris.szczecowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczecowicz@uscg.mil
Additional Details	<p>Area A-6. In Fiddler's Cove, the water enclosed by a line beginning at latitude 32°39'10.4? N., longitude 117°08'49.4? W.; thence northwesterly to latitude 32°39'14.9? N., longitude 117°08'51.8? W.; thence northeasterly to latitude 32°39'17.6? N., longitude 117°08'47.5? W.; thence northwesterly to latitude 32°39'19.8? N., longitude 117°08'48.8? W.; thence northeasterly to latitude 32°39'24.4? N., longitude 117°08'41.4? W.; thence southeasterly to latitude 32°39'15.7? N., longitude 117°08'36.0? W.; thence southwesterly to the point of beginning.</p> <p>Note: This area is located on Federal property owned by the United States Navy, and it is reserved for active duty military, their dependents, retirees, and DOD employees only.</p>	kris.szczecowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-8
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-8	kris.szczehowicz@uscg.mil
Location Latitude*	32.653389	kris.szczehowicz@uscg.mil
Location Longitude*	-117.129194	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	Area A-8. In South San Diego Bay, the Sweetwater Anchorage, the water enclosed by a line beginning at latitude 32°39'12.2? N., longitude 117°07'45.1? W.; thence easterly to latitude 32°39'12.2? N., longitude 117°07'30.1? W.; thence southerly to latitude 32°38'45.2? N., longitude 117°07'30.1? W.; thence westerly to latitude 32°38'45.2? N., longitude 117°07'45.1? W.; thence northerly to the point of beginning.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage A-9
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area A-9	kris.szczehowicz@uscg.mil
Location Latitude*	32.726639	kris.szczehowicz@uscg.mil
Location Longitude*	-117.185056	kris.szczehowicz@uscg.mil
Waterway	San Diego Harbor, Calif.	kris.szczehowicz@uscg.mil
Additional Details	<p>Area A-9. In North San Diego Bay, the Cruiser Anchorage, the water enclosed by a line beginning at latitude 32°43'35.9? N., longitude 117°11'06.2? W.; thence southwesterly to latitude 32°43'31.5? N., longitude 117°11'13.2? W.; thence southeasterly to latitude 32°43'28.9? N., longitude 117°11'11.0? W.; thence southeasterly to latitude 32°43'25.9? N., longitude 117°11'07.7? W.; thence northeasterly to latitude 32°43'34.8? N., longitude 117°11'03.2? W., thence northwesterly to the point of beginning. All coordinates in this section use Datum: NAD 83.</p> <p>Note: Mariners anchoring in these anchorages, excluding Anchorage A-6, should consult applicable local ordinances of the San Diego Unified Port District. Temporary floats or buoys for marking anchors are allowed. Fixed moorings, piles or stakes are prohibited. All moorings shall be positioned so that no vessel, when anchored, shall at any time extend beyond the limits of the area. See Captain of the Port Notice 6-97, a copy of which can be obtained by calling (619) 683-6495.</p>	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage M-1
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczecowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area M-1	kris.szczecowicz@uscg.mil
Location Latitude*	32.781556	kris.szczecowicz@uscg.mil
Location Longitude*	-117.247917	kris.szczecowicz@uscg.mil
Waterway	Mission Bay, Calif.	kris.szczecowicz@uscg.mil
Additional Details	<p>Area M-1. In San Juan Cove, the entire water area west of a line drawn from latitude 32°46'53.6" N., longitude 117°14'52.5" W.; to El Carmel Point North Light; latitude 32°46'48.0" N., longitude 117°14'50.1" W.</p> <p>Note: Control over the anchoring of vessels and placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.</p>	kris.szczecowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage M-2
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczechowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area M-2	kris.szczechowicz@uscg.mil
Location Latitude*	32.777778	kris.szczechowicz@uscg.mil
Location Longitude*	-117.246389	kris.szczechowicz@uscg.mil
Waterway	Mission Bay, Calif.	kris.szczechowicz@uscg.mil
Additional Details	<p>Area M-2. In Santa Barbara Cove, the entire water area west of a line drawn from latitude 32°46'40.0" N., longitude 117°14'47.0" W.; to latitude 32°46'33.5" N., longitude 117°14'45.5" W.</p> <p>Note: Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.</p>	kris.szczechowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage M-3
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area M-3	kris.szczehowicz@uscg.mil
Location Latitude*	32.763667	kris.szczehowicz@uscg.mil
Location Longitude*	-117.24525	kris.szczehowicz@uscg.mil
Waterway	Mission Bay, Calif.	kris.szczehowicz@uscg.mil
Additional Details	<p>Area M-3. In Mariners Basin, the entire water area west of a line drawn from latitude 32°45'49.2? N., longitude 117°14'42.9? W.; to Mission Point Light; latitude 32°45'43.7? N., longitude 117°14'41.9? W.</p> <p>Note: Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.</p>	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Anchorage M-4
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Area M-4	kris.szczehowicz@uscg.mil
Location Latitude*	32.761889	kris.szczehowicz@uscg.mil
Location Longitude*	-117.240444	kris.szczehowicz@uscg.mil
Waterway	Mission Bay, Calif.	kris.szczehowicz@uscg.mil
Additional Details	<p>Area M-4. In Quivira Basin, the entire water area enclosed by that portion of a circle of 45 yard radius from latitude 32°45'42.8" N., longitude 117°14'25.6" W.; through the arc from 354° T to 088° T.</p> <p>Note: Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.</p>	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczecowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User														
Alternative Name or Identifier	Lake Mead Anchorage - Overton Beach, Nev. (Area A)	kris.szczecowicz@uscg.mil														
Location Latitude*	36.451389	kris.szczecowicz@uscg.mil														
Location Longitude*	-114.363333	kris.szczecowicz@uscg.mil														
Waterway	Lake Mead - Overton Beach, Nev.	kris.szczecowicz@uscg.mil														
Additional Details	<p>Overton Beach, Nev —(1) Area “A”. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding two 300-foot-wide fairways, extending northwesterly and southwesterly from the launching ramps, as established by the Superintendent, Lake Mead Recreation Area:</p> <table> <thead> <tr> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>“a” 36°27'05? N.</td> <td>114°21'48? W.</td> </tr> <tr> <td>“b” 36°27'15? N.</td> <td>114°21'20? W.</td> </tr> <tr> <td>“c” 36°26'32? N.</td> <td>114°20'45? W.</td> </tr> <tr> <td>“d” 36°25'49? N.</td> <td>114°20'50? W.</td> </tr> <tr> <td>“e” 36°25'00? N.</td> <td>114°21'27? W.</td> </tr> <tr> <td>“f” 36°25'19? N.</td> <td>114°22'10? W.</td> </tr> </tbody> </table>	Latitude	Longitude	“a” 36°27'05? N.	114°21'48? W.	“b” 36°27'15? N.	114°21'20? W.	“c” 36°26'32? N.	114°20'45? W.	“d” 36°25'49? N.	114°20'50? W.	“e” 36°25'00? N.	114°21'27? W.	“f” 36°25'19? N.	114°22'10? W.	kris.szczecowicz@uscg.mil
Latitude	Longitude															
“a” 36°27'05? N.	114°21'48? W.															
“b” 36°27'15? N.	114°21'20? W.															
“c” 36°26'32? N.	114°20'45? W.															
“d” 36°25'49? N.	114°20'50? W.															
“e” 36°25'00? N.	114°21'27? W.															
“f” 36°25'19? N.	114°22'10? W.															

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczecowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User										
Alternative Name or Identifier	Lake Mead Anchorage - Echo Bay, Nev.	kris.szczecowicz@uscg.mil										
Location Latitude*	36.308333	kris.szczecowicz@uscg.mil										
Location Longitude*	-114.419444	kris.szczecowicz@uscg.mil										
Waterway	Lake Mead - Echo Bay, Nev.	kris.szczecowicz@uscg.mil										
Additional Details	<p>Echo Bay, Nev. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 100-foot-wide fairway, extending southwesterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table> <thead> <tr> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>“a” 36°18'30? N.</td> <td>114°25'10? W.</td> </tr> <tr> <td>“b” 36°18'20? N.</td> <td>114°24'00? W.</td> </tr> <tr> <td>“c” 36°17'35? N.</td> <td>114°24'05? W.</td> </tr> <tr> <td>“d” 36°17'40? N.</td> <td>114°24'27? W.</td> </tr> </tbody> </table>	Latitude	Longitude	“a” 36°18'30? N.	114°25'10? W.	“b” 36°18'20? N.	114°24'00? W.	“c” 36°17'35? N.	114°24'05? W.	“d” 36°17'40? N.	114°24'27? W.	kris.szczecowicz@uscg.mil
Latitude	Longitude											
“a” 36°18'30? N.	114°25'10? W.											
“b” 36°18'20? N.	114°24'00? W.											
“c” 36°17'35? N.	114°24'05? W.											
“d” 36°17'40? N.	114°24'27? W.											

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User								
Alternative Name or Identifier	Lake Mead Anchorage - Callville Bay, Nev.	kris.szczehowicz@uscg.mil								
Location Latitude*	36.15	kris.szczehowicz@uscg.mil								
Location Longitude*	-114.711111	kris.szczehowicz@uscg.mil								
Waterway	Lake Mead	kris.szczehowicz@uscg.mil								
Additional Details	<p>Callville Bay, Nev. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 200-foot-wide fairway, extending southeasterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table> <thead> <tr> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>“a” 36°09'00? N.</td> <td>114°42'40? W.</td> </tr> <tr> <td>“b” 36°08'10? N.</td> <td>114°42'03? W.</td> </tr> <tr> <td>“c” 36°08'06? N.</td> <td>114°42'40? W.</td> </tr> </tbody> </table>	Latitude	Longitude	“a” 36°09'00? N.	114°42'40? W.	“b” 36°08'10? N.	114°42'03? W.	“c” 36°08'06? N.	114°42'40? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude									
“a” 36°09'00? N.	114°42'40? W.									
“b” 36°08'10? N.	114°42'03? W.									
“c” 36°08'06? N.	114°42'40? W.									

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Mead Anchorage - Las Vegas Wash, Nev.	kris.szczehowicz@uscg.mil						
Location Latitude*	36.123056	kris.szczehowicz@uscg.mil						
Location Longitude*	-114.829167	kris.szczehowicz@uscg.mil						
Waterway	Lake Mead	kris.szczehowicz@uscg.mil						
Additional Details	<p>Las Vegas Wash, Nev. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 200-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table><tr><td>Latitude</td><td>Longitude</td></tr><tr><td>“a” 36°07'23? N.</td><td>114°49'45? W.</td></tr><tr><td>“b” 36°06'29? N.</td><td>114°49'45? W.</td></tr></table>	Latitude	Longitude	“a” 36°07'23? N.	114°49'45? W.	“b” 36°06'29? N.	114°49'45? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 36°07'23? N.	114°49'45? W.							
“b” 36°06'29? N.	114°49'45? W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User								
Alternative Name or Identifier	Lake Mead Anchorage - Hemenway Harbor, Nev.	kris.szczehowicz@uscg.mil								
Location Latitude*	36.068056	kris.szczehowicz@uscg.mil								
Location Longitude*	-114.804167	kris.szczehowicz@uscg.mil								
Waterway	Lake Mead	kris.szczehowicz@uscg.mil								
Additional Details	<p>Hemenway Harbor, Nev. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 100-foot-wide fairway, extending easterly from the launching ramp at Boulder Beach and a 600-foot-wide fairway, extending northeasterly from the launching ramp at Hemenway Harbor, both as established by the Superintendent, Lake Mead Recreation Area:</p> <table> <thead> <tr> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>“a” 36°04'05? N.</td> <td>114°48'15? W.</td> </tr> <tr> <td>“b” 36°03'25? N.</td> <td>114°48'10? W.</td> </tr> <tr> <td>“c” 36°01'20? N.</td> <td>114°45'15? W.</td> </tr> </tbody> </table>	Latitude	Longitude	“a” 36°04'05? N.	114°48'15? W.	“b” 36°03'25? N.	114°48'10? W.	“c” 36°01'20? N.	114°45'15? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude									
“a” 36°04'05? N.	114°48'15? W.									
“b” 36°03'25? N.	114°48'10? W.									
“c” 36°01'20? N.	114°45'15? W.									

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Mead Anchorage - Kingman Wash, Ariz.	kris.szczehowicz@uscg.mil						
Location Latitude*	36.042778	kris.szczehowicz@uscg.mil						
Location Longitude*	-114.713889	kris.szczehowicz@uscg.mil						
Waterway	Lake Mead	kris.szczehowicz@uscg.mil						
Additional Details	<p>Kingman Wash, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table><tr><td>Latitude</td><td>Longitude</td></tr><tr><td>“a” 36°02'34? N.</td><td>114°42'50? W.</td></tr><tr><td>“b” 36°02'05? N.</td><td>114°43'05? W.</td></tr></table>	Latitude	Longitude	“a” 36°02'34? N.	114°42'50? W.	“b” 36°02'05? N.	114°43'05? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 36°02'34? N.	114°42'50? W.							
“b” 36°02'05? N.	114°43'05? W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczechowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User								
Alternative Name or Identifier	Lake Mead Anchorage - Temple Bar, Ariz.	kris.szczechowicz@uscg.mil								
Location Latitude*	36.039167	kris.szczechowicz@uscg.mil								
Location Longitude*	-114.324722	kris.szczechowicz@uscg.mil								
Waterway	Lake Mead	kris.szczechowicz@uscg.mil								
Additional Details	<p>Temple Bar, Ariz. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 200-foot-wide fairway, extending southwesterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table><thead><tr><th>Latitude</th><th>Longitude</th></tr></thead><tbody><tr><td>“a” 36°02'21? N.</td><td>114°19'29? W.</td></tr><tr><td>“b” 36°02'34? N.</td><td>114°18'46? W.</td></tr><tr><td>“c” 36°02'03? N.</td><td>114°18'13? W.</td></tr></tbody></table>	Latitude	Longitude	“a” 36°02'21? N.	114°19'29? W.	“b” 36°02'34? N.	114°18'46? W.	“c” 36°02'03? N.	114°18'13? W.	kris.szczechowicz@uscg.mil
Latitude	Longitude									
“a” 36°02'21? N.	114°19'29? W.									
“b” 36°02'34? N.	114°18'46? W.									
“c” 36°02'03? N.	114°18'13? W.									

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
EI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczecowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Mead Anchorage - Greggs, Ariz.	kris.szczecowicz@uscg.mil						
Location Latitude*	36.009722	kris.szczecowicz@uscg.mil						
Location Longitude*	-114.230278	kris.szczecowicz@uscg.mil						
Waterway	Lake Mead	kris.szczecowicz@uscg.mil						
Additional Details	<p>Greggs, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending northerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table><tr><td>Latitude</td><td>Longitude</td></tr><tr><td>“a” 36°00'35? N.</td><td>114°13'49? W.</td></tr><tr><td>“b” 36°00'35? N.</td><td>114°14'10? W.</td></tr></table>	Latitude	Longitude	“a” 36°00'35? N.	114°13'49? W.	“b” 36°00'35? N.	114°14'10? W.	kris.szczecowicz@uscg.mil
Latitude	Longitude							
“a” 36°00'35? N.	114°13'49? W.							
“b” 36°00'35? N.	114°14'10? W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Mead Anchorage - Pierce Ferry, Ariz.	kris.szczehowicz@uscg.mil						
Location Latitude*	36.145	kris.szczehowicz@uscg.mil						
Location Longitude*	-113.99	kris.szczehowicz@uscg.mil						
Waterway	Lake Mead	kris.szczehowicz@uscg.mil						
Additional Details	<p>Pierce Ferry, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>“a” 36°08'42? N.</td> <td>113°59'24? W.</td> </tr> <tr> <td>“b” 36°07'18? N.</td> <td>113°58'32? W.</td> </tr> </table>	Latitude	Longitude	“a” 36°08'42? N.	113°59'24? W.	“b” 36°07'18? N.	113°58'32? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 36°08'42? N.	113°59'24? W.							
“b” 36°07'18? N.	113°58'32? W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mead Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#) Last Modified by User: kris.szczechowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User									
Alternative Name or Identifier	Lake Mead Anchorage - South Bay, Ariz.	kris.szczechowicz@uscg.mil									
Location Latitude*	36.107222	kris.szczechowicz@uscg.mil									
Location Longitude*	-114.103611	kris.szczechowicz@uscg.mil									
Waterway	Lake Mead	kris.szczechowicz@uscg.mil									
Additional Details	<p>South Bay, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding one 100-foot wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table border="0"> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>“a” 36°06'26? N.</td> <td>114°06'13? W.</td> </tr> <tr> <td>“b” 36°05'00? N.</td> <td>114°06'50? W.</td> </tr> <tr> <td>“c” 36°05'00? N.</td> <td>114°06'13? W.</td> </tr> </table> <p>Note: Fixed moorings, piles, or stakes are prohibited. Single and fore-and-aft temporary moorings will be allowed. The anchoring of vessels and the placing of temporary moorings will be under the jurisdiction and at the discretion of the Superintendent, Lake Mead Recreation Area, National Park Service.</p>	Latitude	Longitude	“a” 36°06'26? N.	114°06'13? W.	“b” 36°05'00? N.	114°06'50? W.	“c” 36°05'00? N.	114°06'13? W.	kris.szczechowicz@uscg.mil	
Latitude	Longitude										
“a” 36°06'26? N.	114°06'13? W.										
“b” 36°05'00? N.	114°06'50? W.										
“c” 36°05'00? N.	114°06'13? W.										

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mohave Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Willow Beach, Ariz.	kris.szczehowicz@uscg.mil
Location Latitude*	35.875	kris.szczehowicz@uscg.mil
Location Longitude*	-114.659722	kris.szczehowicz@uscg.mil
Waterway	Lake Mohave	kris.szczehowicz@uscg.mil
Additional Details	Willow Beach, Ariz. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area: Latitude Longitude "a" 35°52'30" N. 114°39'35" W. "b" 35°52'10" N. 114°39'35" W.	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mohave Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Mohave Anchorage - Katherine, Ariz.	kris.szczehowicz@uscg.mil						
Location Latitude*	35.225833	kris.szczehowicz@uscg.mil						
Location Longitude*	-114.577222	kris.szczehowicz@uscg.mil						
Waterway	Lake Mohave, Ariz.	kris.szczehowicz@uscg.mil						
Additional Details	<p>Katherine, Ariz. That portion of Lake Mohave inclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table><thead><tr><th>Latitude</th><th>Longitude</th></tr></thead><tbody><tr><td>“a” 35°13'33? N.</td><td>114°34'38? W.</td></tr><tr><td>“b” 35°13'05? N.</td><td>114°34'40? W.</td></tr></tbody></table>	Latitude	Longitude	“a” 35°13'33? N.	114°34'38? W.	“b” 35°13'05? N.	114°34'40? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 35°13'33? N.	114°34'38? W.							
“b” 35°13'05? N.	114°34'40? W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mohave Anchorage
EEl Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Mohave El Dorada Canyon Anchorage	kris.szczehowicz@uscg.mil						
Location Latitude*	35.710278	kris.szczehowicz@uscg.mil						
Location Longitude*	-114.705833	kris.szczehowicz@uscg.mil						
Waterway	Lake Mohave	kris.szczehowicz@uscg.mil						
Additional Details	<p>El Dorado Canyon, Nev. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 50-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:</p> <table><tr><td>Latitude</td><td>Longitude</td></tr><tr><td>“a” 35°42'37? N.</td><td>114°42'21? W.</td></tr><tr><td>“b” 35°42'08? N.</td><td>114°42'10? W.</td></tr></table>	Latitude	Longitude	“a” 35°42'37? N.	114°42'21? W.	“b” 35°42'08? N.	114°42'10? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 35°42'37? N.	114°42'21? W.							
“b” 35°42'08? N.	114°42'10? W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Mohave Anchorage - Cottonwood Cove
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Mohave Anchorage - Cottonwood Cove, Nev.	kris.szczehowicz@uscg.mil						
Location Latitude*	35.496111	kris.szczehowicz@uscg.mil						
Location Longitude*	-114.681944	kris.szczehowicz@uscg.mil						
Waterway	Lake Mohave	kris.szczehowicz@uscg.mil						
Additional Details	<p>Cottonwood Cove, Nev. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 200-foot-wide fairway extending northeasterly from the launching ramp, as established by the Superintendent Lake Mead Recreation Area:</p> <table><tr><td>Latitude</td><td>Longitude</td></tr><tr><td>“a” 35°29'46" N.</td><td>114°40'55" W.</td></tr><tr><td>“b” 35°29'33" N.</td><td>114°40'45" W.</td></tr></table>	Latitude	Longitude	“a” 35°29'46" N.	114°40'55" W.	“b” 35°29'33" N.	114°40'45" W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 35°29'46" N.	114°40'55" W.							
“b” 35°29'33" N.	114°40'45" W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Powell Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Powell Anchorage - Castel Bute, Utah.	kris.szczehowicz@uscg.mil						
Location Latitude*	37.729167	kris.szczehowicz@uscg.mil						
Location Longitude*	-110.45	kris.szczehowicz@uscg.mil						
Waterway	Lake Powell	kris.szczehowicz@uscg.mil						
Additional Details	<p>Castel Butte, Utah. That portion of Lake Powell enclosed by the shore and a line connecting the following points, excluding a 300-foot-wide fairway extending in an east-west direction perpendicular to the launching ramp, as established by the Superintendent, Glen Canyon National Recreation Area:</p> <table> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>“a” 37°43’45? N.</td> <td>110°27’00? W.</td> </tr> <tr> <td>“b” 37°42’30? N.</td> <td>110°27’57? W.</td> </tr> </table>	Latitude	Longitude	“a” 37°43’45? N.	110°27’00? W.	“b” 37°42’30? N.	110°27’57? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 37°43’45? N.	110°27’00? W.							
“b” 37°42’30? N.	110°27’57? W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Powell Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	Lake Powell Anchorage - Bullfrog Basin, Utah.	kris.szczehowicz@uscg.mil						
Location Latitude*	37.488056	kris.szczehowicz@uscg.mil						
Location Longitude*	-110.707778	kris.szczehowicz@uscg.mil						
Waterway	Lake Powell	kris.szczehowicz@uscg.mil						
Additional Details	<p>Bullfrog Basin, Utah. That portion of Lake Powell enclosed by the shore and a line connecting the following points, excluding a 300-foot-wide fairway, extending southeasterly from the launching ramp, as established by the Superintendent, Glen Canyon National Recreation Area:</p> <table> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>“a” 37°29'17" N.</td> <td>110°42'28" W.</td> </tr> <tr> <td>“b” 37°28'44" N.</td> <td>110°43'40" W.</td> </tr> </table>	Latitude	Longitude	“a” 37°29'17" N.	110°42'28" W.	“b” 37°28'44" N.	110°43'40" W.	kris.szczehowicz@uscg.mil
Latitude	Longitude							
“a” 37°29'17" N.	110°42'28" W.							
“b” 37°28'44" N.	110°43'40" W.							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Powell Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User								
Alternative Name or Identifier	Lake Powell Anchorage - Halls Crossing, Utah.	kris.szczehowicz@uscg.mil								
Location Latitude*	37.473333	kris.szczehowicz@uscg.mil								
Location Longitude*	-110.715833	kris.szczehowicz@uscg.mil								
Waterway	Lake Powell	kris.szczehowicz@uscg.mil								
Additional Details	<p>Halls Crossing, Utah. That portion of Lake Powell enclosed by the shore and a line connecting the following points, excluding a 300-foot-wide fairway, extending northwesterly from the launching ramp, as established by the Superintendent, Glen Canyon National Recreation Area:</p> <table> <thead> <tr> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>“a” 37°28'24? N.</td> <td>110°42'57? W.</td> </tr> <tr> <td>“b” 37°28'00? N.</td> <td>110°43'21? W.</td> </tr> <tr> <td>“c” 37°27'46? N.</td> <td>110°43'16? W.</td> </tr> </tbody> </table>	Latitude	Longitude	“a” 37°28'24? N.	110°42'57? W.	“b” 37°28'00? N.	110°43'21? W.	“c” 37°27'46? N.	110°43'16? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude									
“a” 37°28'24? N.	110°42'57? W.									
“b” 37°28'00? N.	110°43'21? W.									
“c” 37°27'46? N.	110°43'16? W.									

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Powell Anchorage - Hite
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczecowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User																				
Alternative Name or Identifier	Lake Powell Anchorage - Hite, Utah.	kris.szczecowicz@uscg.mil																				
Location Latitude*	37.861111	kris.szczecowicz@uscg.mil																				
Location Longitude*	-110.395833	kris.szczecowicz@uscg.mil																				
Additional Details	<p>Hite, Utah. That portion of Lake Powell enclosed by the shore and by lines connecting the following two sets of points, excluding a 200-foot-wide fairway extending westerly from the launching ramp on the far shore, as established by the Superintendent, Glen Canyon National Recreation area:</p> <table border="0"> <tr> <td>East Shore</td> <td></td> </tr> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>“a” 37°51'40? N.</td> <td>110°23'45? W.</td> </tr> <tr> <td>“b” 37°51'40? N.</td> <td>110°24'05? W.</td> </tr> <tr> <td>“c” 37°52'30? N.</td> <td>110°24'00? W.</td> </tr> <tr> <td>“d” 37°52'30? N.</td> <td>110°23'35? W.</td> </tr> </table> <table border="0"> <tr> <td>North Wash</td> <td></td> </tr> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>“a” 37°52'00? N.</td> <td>110°24'45? W.</td> </tr> <tr> <td>“b” 37°52'40? N.</td> <td>110°24'45? W.</td> </tr> </table>	East Shore		Latitude	Longitude	“a” 37°51'40? N.	110°23'45? W.	“b” 37°51'40? N.	110°24'05? W.	“c” 37°52'30? N.	110°24'00? W.	“d” 37°52'30? N.	110°23'35? W.	North Wash		Latitude	Longitude	“a” 37°52'00? N.	110°24'45? W.	“b” 37°52'40? N.	110°24'45? W.	kris.szczecowicz@uscg.mil
East Shore																						
Latitude	Longitude																					
“a” 37°51'40? N.	110°23'45? W.																					
“b” 37°51'40? N.	110°24'05? W.																					
“c” 37°52'30? N.	110°24'00? W.																					
“d” 37°52'30? N.	110°23'35? W.																					
North Wash																						
Latitude	Longitude																					
“a” 37°52'00? N.	110°24'45? W.																					
“b” 37°52'40? N.	110°24'45? W.																					

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Powell Anchorage - Wahweap
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczechowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User										
Alternative Name or Identifier	Lake Powell Anchorage - Wahweap, Arizona-Utah.	kris.szczechowicz@uscg.mil										
Location Latitude*	37.005833	kris.szczechowicz@uscg.mil										
Location Longitude*	-111.508333	kris.szczechowicz@uscg.mil										
Additional Details	<p>Wahweap, Arizona-Utah. That portion of Lake Powell enclosed by the shore and a line connecting the following points, excluding a 200-foot-wide fairway, extending northeasterly from the northerly launching ramp and a 300-foot-wide fairway, extending easterly from the southerly launching ramp, as established by the Superintendent, Glen Canyon National Recreation Area:</p> <table border="0"> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>“a” 37°00’21? N.</td> <td>111°30’30? W.</td> </tr> <tr> <td>“b” 37°00’40? N.</td> <td>111°30’00? W.</td> </tr> <tr> <td>“c” 36°59’10? N.</td> <td>111°28’48? W.</td> </tr> <tr> <td>“d” 36°59’10? N.</td> <td>111°29’24? W.</td> </tr> </table> <p>Note: Fixed moorings, piles, or stakes are prohibited. Single and fore-and-aft temporary moorings will be allowed. The anchoring of vessels and the placing of temporary moorings will be under the jurisdiction and at the discretion of the Superintendent, Glen Canyon National Recreation Area.</p>	Latitude	Longitude	“a” 37°00’21? N.	111°30’30? W.	“b” 37°00’40? N.	111°30’00? W.	“c” 36°59’10? N.	111°28’48? W.	“d” 36°59’10? N.	111°29’24? W.	kris.szczechowicz@uscg.mil
Latitude	Longitude											
“a” 37°00’21? N.	111°30’30? W.											
“b” 37°00’40? N.	111°30’00? W.											
“c” 36°59’10? N.	111°28’48? W.											
“d” 36°59’10? N.	111°29’24? W.											

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Lake Powell Anchorage-Dangling Rope Canyon
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User														
Alternative Name or Identifier	Lake Powell Anchorage-Dangling Rope Canyon, Utah.	kris.szczehowicz@uscg.mil														
Location Latitude*	37.113333	kris.szczehowicz@uscg.mil														
Location Longitude*	-111.083333	kris.szczehowicz@uscg.mil														
Additional Details	<p>Dangling Rope Canyon, Utah. That portion of Dangling Rope Canyon, Lake Powell, enclosed by the shoreline and a line connecting the following points, excluding a 200-foot-wide fairway, extending southerly from the marina, as established by the Superintendent, Glen Canyon National Recreation Area:</p> <table><thead><tr><th>Latitude</th><th>Longitude</th></tr></thead><tbody><tr><td>“a” 37°06'48? N.</td><td>111°05'00? W.</td></tr><tr><td>“b” 37°07'15? N.</td><td>111°05'03? W.</td></tr><tr><td>“c” 37°07'19? N.</td><td>111°04'49? W.</td></tr><tr><td>“d” 37°08'08? N.</td><td>111°04'00? W.</td></tr><tr><td>“e” 37°07'30? N.</td><td>111°04'30? W.</td></tr><tr><td>“f” 37°07'20? N.</td><td>111°04'15? W.</td></tr></tbody></table>	Latitude	Longitude	“a” 37°06'48? N.	111°05'00? W.	“b” 37°07'15? N.	111°05'03? W.	“c” 37°07'19? N.	111°04'49? W.	“d” 37°08'08? N.	111°04'00? W.	“e” 37°07'30? N.	111°04'30? W.	“f” 37°07'20? N.	111°04'15? W.	kris.szczehowicz@uscg.mil
Latitude	Longitude															
“a” 37°06'48? N.	111°05'00? W.															
“b” 37°07'15? N.	111°05'03? W.															
“c” 37°07'19? N.	111°04'49? W.															
“d” 37°08'08? N.	111°04'00? W.															
“e” 37°07'30? N.	111°04'30? W.															
“f” 37°07'20? N.	111°04'15? W.															

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* San Clemente Island Anchorage
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User
Alternative Name or Identifier	Pacific Ocean at San Clemente Island, Calif.: in vicinity of Wilson Cove	kris.szczehowicz@uscg.mil
Location Latitude*	33.006509	kris.szczehowicz@uscg.mil
Location Longitude*	-118.557065	kris.szczehowicz@uscg.mil
Waterway	Pacific Ocean	kris.szczehowicz@uscg.mil
Additional Details	<p>The anchorage grounds. Shoreward on a line beginning at a point on the beach bearing 153° true, 1,400 yards, from Wilson Cove Light; thence 62° true, 0.67 nautical mile, thence 332° true, 1.63 nautical miles; thence 241°31' true to the shore line.</p> <p>The regulations. (1) This area is reserved exclusively for anchorage of United States Government vessels or vessels temporarily operating under Government direction, and no vessel, except in an emergency, shall anchor in the area without first obtaining permission from the Commandant, Eleventh Naval District, or the Senior Naval Officer present who shall in turn notify the Commandant promptly. (2) No vessel shall anchor in such a manner as to unreasonably obstruct the approach to the wharf.</p>	kris.szczehowicz@uscg.mil

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Special Anchorage
 EEI Type:* Anchorages
 Sector:* San Diego
 COTP Zone:* San Diego
 MSU/MSD:
 Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User						
Alternative Name or Identifier	NAD 83 (a)	kris.szczehowicz@uscg.mil						
Location Latitude*	32.703667	kris.szczehowicz@uscg.mil						
Location Longitude*	-117.236389	kris.szczehowicz@uscg.mil						
Waterway	San Diego Harbor, CA.	kris.szczehowicz@uscg.mil						
Additional Details	<p>Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:</p> <table border="0"> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>32°42'13.2? N</td> <td>117°14'11.0? W</td> </tr> <tr> <td>32°41'12.0? N</td> <td>117°14'00.3? W</td> </tr> </table> <p>and thence along the shoreline to the point of beginning.</p> <p>The regulations. (1) This anchorage is reserved exclusively for the anchorage of vessels of the United States Government and of authorized harbor pilot boats. No other vessels shall anchor in this area except by special permission obtained in advance from the Commander, Naval Base, San Diego, CA. The administration of this anchorage is exercised by the Commander, Naval Base, San Diego, CA. (2) Vessels anchoring in San Diego Harbor shall leave a free passage for other craft and shall not obstruct the approaches to the wharves in the harbor.</p>	Latitude	Longitude	32°42'13.2? N	117°14'11.0? W	32°41'12.0? N	117°14'00.3? W	kris.szczehowicz@uscg.mil
Latitude	Longitude							
32°42'13.2? N	117°14'11.0? W							
32°41'12.0? N	117°14'00.3? W							

EEI Instance Details

[Edit Instance Details](#)

Instance Name:* Special Anchorage - NAD 83 (b)
EEI Type:* Anchorages
Sector:* San Diego
COTP Zone:* San Diego
MSU/MSD:
Is Active:* True

[Images](#)

Last Modified by User: kris.szczehowicz@uscg.mil

EEI Instance Attributes

[Edit Current Instance Attributes](#)

Attribute Type	Attribute Details	Last Modified By User																
Alternative Name or Identifier	Special Anchorage - NAD 83 (b)	kris.szczehowicz@uscg.mil																
Location Latitude*	32.723778	kris.szczehowicz@uscg.mil																
Location Longitude*	-117.212806	kris.szczehowicz@uscg.mil																
Waterway	San Diego Harbor, CA.	kris.szczehowicz@uscg.mil																
Additional Details	<p>Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:</p> <table border="0"> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>32°43'25.6? N</td> <td>117°12'46.1? W</td> </tr> <tr> <td>32°43'25.3? N</td> <td>117°12'52.0? W</td> </tr> <tr> <td>32°43'08.2? N</td> <td>117°12'58.0? W</td> </tr> <tr> <td>32°42'57.9? N</td> <td>117°12'54.0? W</td> </tr> </table> <p>and thence easterly along the northern boundary of the channel to:</p> <table border="0"> <tr> <td>Latitude</td> <td>Longitude</td> </tr> <tr> <td>32°43'05.0? N</td> <td>117°11'30.5? W</td> </tr> <tr> <td>32°43'27.2? N</td> <td>117°11'14.0? W</td> </tr> </table> <p>and thence along the shoreline of Harbor Island to the point of beginning.</p> <p>The regulations.</p> <p>(1) This anchorage is reserved exclusively for the anchorage of vessels of the United States Government and of authorized harbor pilot boats. No other vessels shall anchor in this area except by special permission obtained in advance from the Commander, Naval Base, San Diego, CA. The administration of this anchorage is exercised by the Commander, Naval Base, San Diego, CA.</p> <p>(2) Vessels anchoring in San Diego Harbor shall leave a free passage for other craft and shall not obstruct the approaches to the wharves in the harbor.</p>	Latitude	Longitude	32°43'25.6? N	117°12'46.1? W	32°43'25.3? N	117°12'52.0? W	32°43'08.2? N	117°12'58.0? W	32°42'57.9? N	117°12'54.0? W	Latitude	Longitude	32°43'05.0? N	117°11'30.5? W	32°43'27.2? N	117°11'14.0? W	kris.szczehowicz@uscg.mil
Latitude	Longitude																	
32°43'25.6? N	117°12'46.1? W																	
32°43'25.3? N	117°12'52.0? W																	
32°43'08.2? N	117°12'58.0? W																	
32°42'57.9? N	117°12'54.0? W																	
Latitude	Longitude																	
32°43'05.0? N	117°11'30.5? W																	
32°43'27.2? N	117°11'14.0? W																	

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ENCLOSURE (2) TO NVIC 04-18

MARINE TRANSPORTATION SYSTEM RECOVERY PLAN 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 Enclosure 1 of NVIC 04-18.
2. **MTSR Exercise Goals** – The goals are to test the effectiveness of the MTSRP, identify areas for improvement, familiarize unit personnel with the plan, train personnel on recovery activities, and otherwise support MTS Recovery through effective plan implementation. Steps to achieve these goals include:
 - a. Improve capability to:
 - (1) Activate the MTSRU,
 - (2) Implement and conduct coordinated interagency command and control operations in accordance with National Incident Management System (NIMS),
 - (3) Communicate effectively with various Federal, State, Local, Tribal and Territorial agencies, as well as industry stakeholders across all affected modes of transportation,
 - (4) Facilitate sharing, correlating and disseminating MTS Recovery Information among stakeholders, and
 - (5) 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, 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.
 - b. **Frequency**. The MTSRP shall be exercised at least twice in a four year period with one operations based and one discussion based exercise. No more than two years may pass between exercises.
 - c. **Type**. The MTS Recovery exercise may be either discussion-based or operations-based and may be different from the accompanying exercise. For example, a discussion-based MTS exercise can be part of an larger operational-based exercise.
 - d. **Design**. The exercise can be developed as a standalone exercise or be part of another contingency exercise such as AMSTEP, PREP, severe weather or Mass Rescue Operations. Section 1.A of Enclosure 1 of NVIC 04-18 identifies multiple categories of MTS disruption that can be used as the initial incident. Combining multiple contingencies within one exercise is encouraged as long as the MTS Recovery

- exercise objectives are tested. For example, the MTS Recovery exercise could start several days after the initial incident occurs. The exercise can be a USCG led exercise or be part of another Federal, State, Local, Tribal, Territorial and Industry exercise.
- e. Goals and Objectives. The MTS Recovery exercise shall meet all of the overarching goals and objectives in Section 1.C of Enclosure 1 of NVIC 04-18. Physically establishing a MTSRU is not required in a discussion-based exercise.
 - f. 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.
 - g. Documentation. MTS Recovery exercises shall be captured in the Office of Contingency Planning (CG-CPE) Contingency Planning System (CPS).
4. **MTS Exercise Considerations** – If the MTSRU and/or port 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** – The San Diego 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** – Coast Guard 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 Coast Guard's CPS as an exercise.
 - (1) Coast Guard 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.

- b. Guidelines and Criteria. The MTSRP Approving Authority may consider authorizing exercise equivalency credit if the following minimum circumstances exist:
- (1) The MTSRP was implemented in response to a real world event involving a disruption to the MTS.
 - (2) Appropriate members of the MTSRU and port stakeholders were involved in the response to the actual event.
 - (3) The event was consistent with MTS Recovery program standards for testing the MTSRP.
 - (4) The effectiveness of the MTSRP elements or strategies actually implemented was evaluated and was relevant to the plan.
 - (5) The response or recovery was adequately documented in CART.
- c. Documentation. A memo requesting credit must provide the following information and data:
- (1) The type of event causing the disruption, (see Section 1.A for examples).
 - (2) Date, time, and location of the event.
 - (3) Description of the event.
 - (4) The objective met in the event.
 - (5) Lessons learned from the event.
 - (6) A statement verifying that the After Action Report and lessons learned were completed and submitted in the Coast Guard CPS.
 - (7) The sections of the plan that require improvement.
 - (8) 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 Enclosure 2 of NVIC 04-18.

U.S. Department of
Homeland Security

United States
Coast Guard

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



Requesting Unit Address

Staff Symbol:
Phone:
Fax:
Email:

3010
Date of Request

MEMORANDUM

From: *Requesting COTP*
Requesting Unit

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

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

Subj: REQUEST FOR MTS RECOVERY REAL WORLD EVENT CREDIT

Ref: (a) NVIC 04-18

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

#

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