

# Marine Transportation System Recovery Planning



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## **Sector Columbia River**

- USCG Sector Columbia River (SCR) is located in Warrenton, Oregon. Marine Safety Unit Portland, a subordinate command of the Sector (and the Sector's Prevention Department) is located in Portland, Oregon.
- The Columbia-Willamette-Snake MTS, formed by the navigable portions of the Columbia, Willamette, and Snake Rivers, is a vital element of the economic engine of the American Northwest, and more broadly, to the Nation as a whole.
- It is one of the few port systems in the Nation to export more goods than it imports.
- It is also the top gateway for American wheat and barley exports, as well as a major exporter of corn, bulk minerals, timber, and paper products.

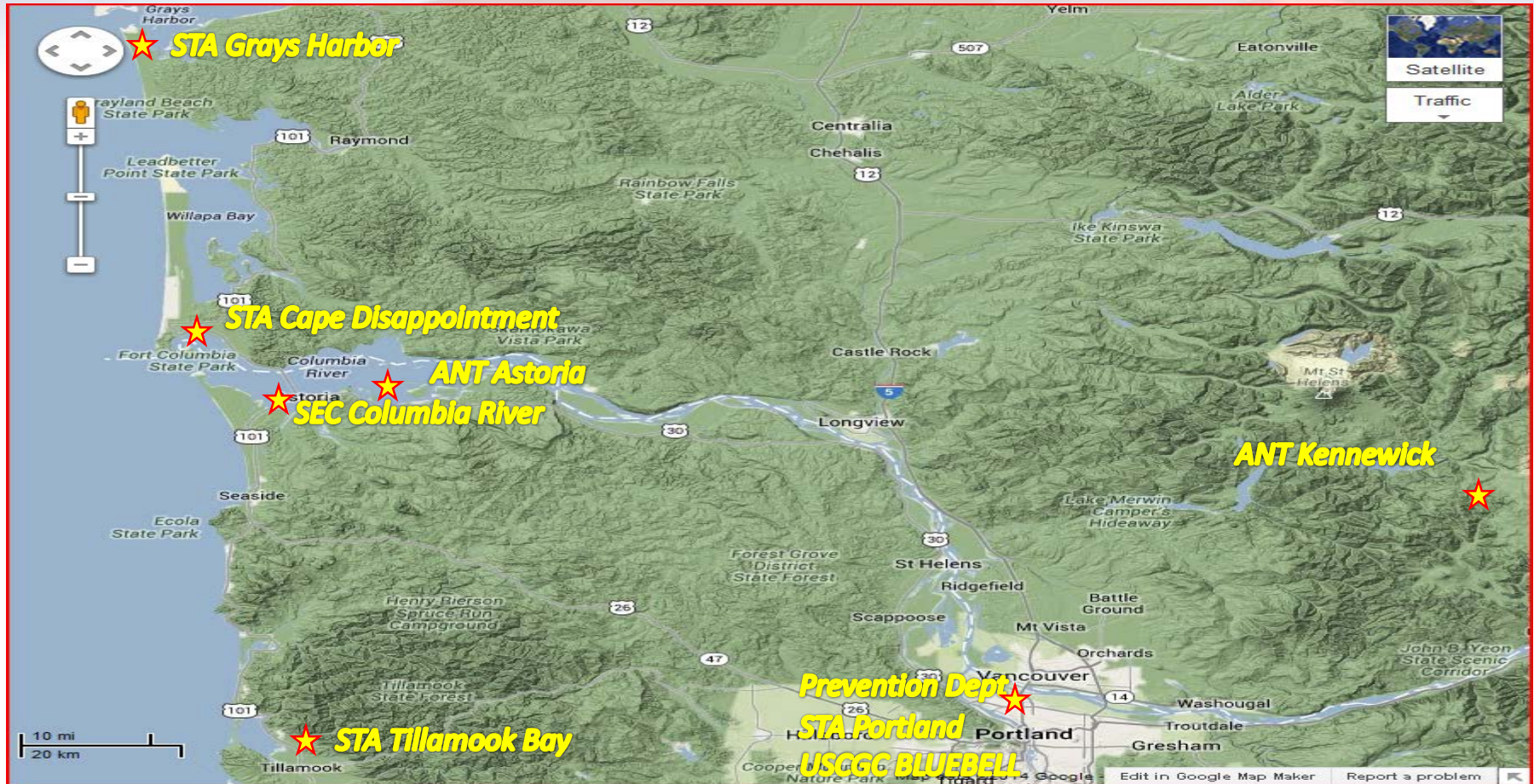






# U.S. COAST GUARD SECTOR COLUMBIA RIVER

## Highlights



- #1 U.S. wheat export gateway
- #1 West Coast wood exports
- #1 West Coast mineral bulk exports
- #2 U.S. soybean export gateway
- #2 West Coast auto imports & exports

- #3 grain export gateway worldwide
- Growing petroleum exports
- 420 miles coast/465 miles river
- 33 ports, \$24 billion commerce

\*Source: Pacific Northwest Waterways Association



# U.S. COAST GUARD SECTOR COLUMBIA RIVER



## Sector Commander Responsibilities

***Officer in Charge, Marine Inspection  
(OCMI)***



***Federal On-Scene Coordinator  
(FOSC)***



***Captain of the Port  
(COTP)***



***Federal Maritime Security  
Coordinator (FMSC)***



***Search & Rescue Mission  
Coordinator (SMC)***





## Marine Transportation System Recovery Unit (MTSRU)

- Falls under the Planning Section Chief in the ICS structure for a type 3 Incident and above.
- Works for the COTP in less than type 3 Incidents

### Goals of the MTSRU

- Track and report the status of the Marine Transportation System (MTS)
- Understand critical recovery pathways
- Recommend courses of action
- Provide an avenue for stakeholder input
- Provide Incident Command/Unified Command with recommended priorities

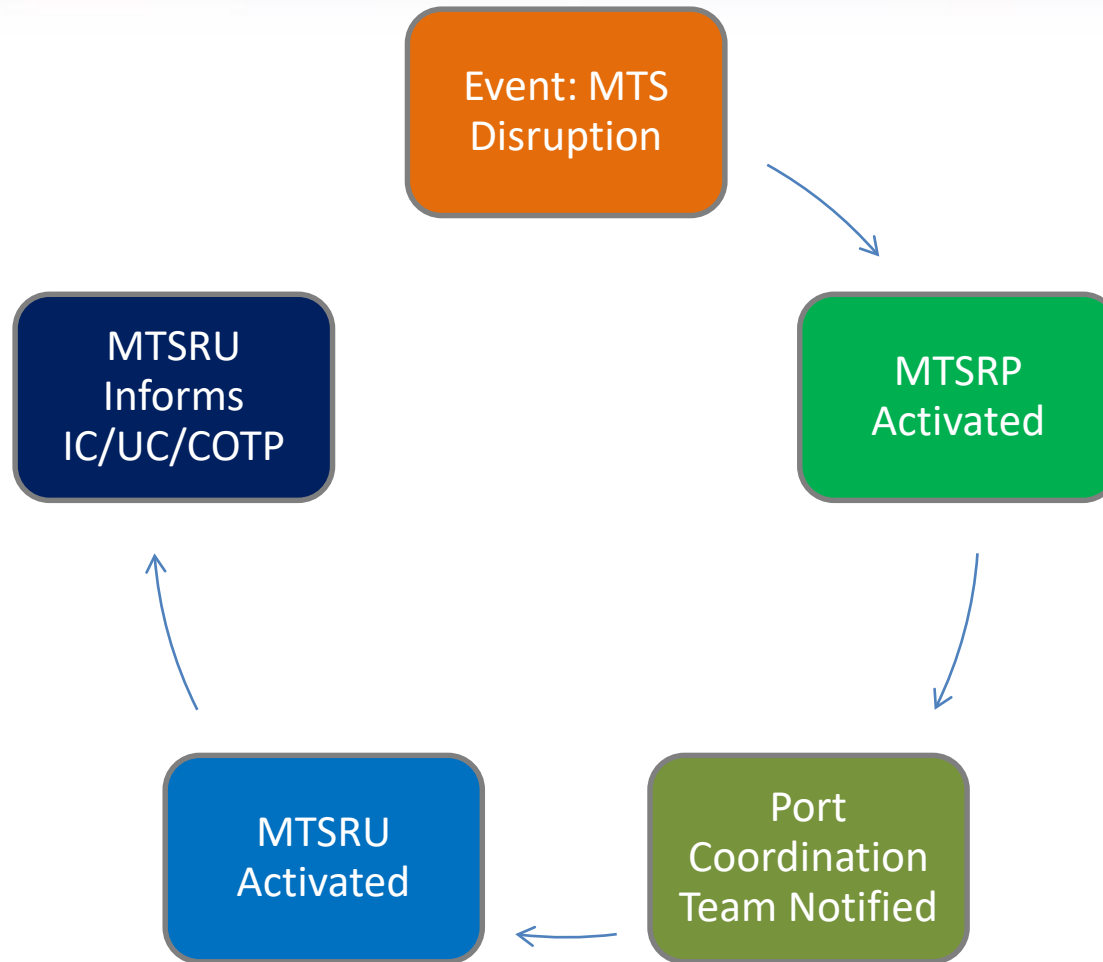
# Marine Transportation System Recovery Plan (MTSRP)

- MTSRP is pulled from the Area Maritime Security plan, allowing it to be shared.
- Updated every year with an overhaul every five years.
- Encourage Stakeholder input.
- Creates a Port Coordination Team.
- Allows regional/local planning efforts to be included.
- Identifies key stakeholders/roles in the region.
- Helps close the gap between local and Federal recovery planning.



MARINE TRANSPORTATION SYSTEM  
RECOVERY PLAN  
FOR  
CAPTAIN OF THE PORT ZONE COLUMBIA RIVER  
2019

# MTS Disruption Cycle







# MTSRP Framework

- The MTSRP provides procedures to facilitate a safe, efficient, and timely restoration of the MTS to pre-disruption condition.
- Potential cascading affects extending beyond a local MTS disruption are addressed.
- Regional or National impacts may be felt when a major port is interrupted or closed with restrictions.
- Establishing an effective and efficient MTS Recovery framework to facilitate short-term recovery of the MTS, and support restorative efforts beyond the initial response/recovery phase is vital to local, regional, and national economic and security interests.
- The MTSRP/ MTSRU will be activated when the following 3 categories of MTS disruptions occur:

# Infrastructure Impact

**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:

Earthquake/Tsunami

Flood

Heavy Weather/Storms

Major Infrastructure Casualty to Bridges, Roads, Dams/Locks

Cyber Attack with Infrastructure Damage

Terrorist attack



# Constrained Operational Capacity

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

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





# Constrained by Response Operations

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

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





# Port Assessment Process

## **Core Stakeholders in Short-term Recovery Planning**

- ✓ USACE
- ✓ NOAA
- ✓ CBP
- ✓ USCG Waterways and Facilities
- ✓ River/Bar Pilots
- ✓ Merchants Exchange
- ✓ Columbia River Steamship Operators Association (CRSOA)
- ✓ Port Emergency Managers
- ✓ County, City, State Emergency Managers
- ✓ First Responders

# Port Assessment Process cont..

**EEIs** (Essential Elements of Information)

Requires Assessment

Partially available

Fully available

Not available

**Port (s)**

Open, Open with Restrictions, Closed





# Essential Elements of Information (EEI)

Summary	Status	Report Summaries	Port Status	Command Comments			
<b>Event Summary:</b> Sector Columbia River EEI Validation							
EEI Group	EEI Type	Baseline	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Monitoring Systems	Monitoring Systems	6	0 (0%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
Port Area - Critical Infrastructure	Barge Fleeting Areas	15	0 (0%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Bridges	34	0 (0%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Bulk Liquid Facilities	30	0 (0%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Container Facilities	6	6 (100%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Non-container Facilities	61	10 (16%)	51 (84%)	0 (0%)		<a href="#">Edit</a>
	Pass/Ferry Terminals	5	5 (100%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Shipyards	10	10 (100%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Port Area - Vessels	Commercial Fishing	1500 (Vessels)	N/A	1500 (100%)	N/A	
Waterways and Navigation Systems	Aids to Navigation	53	10 (19%)	43 (81%)	0 (0%)		<a href="#">Edit</a>
	Anchorage	11	10 (91%)	1 (9%)	0 (0%)		<a href="#">Edit</a>
	Deep Draft Channel	4	4 (100%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Locks	8	8 (100%)	0 (0%)	0 (0%)		<a href="#">Edit</a>
	Non-Deep Draft Chan.	1	1 (100%)	0 (0%)	0 (0%)		<a href="#">Edit</a>

EEI Type: Container Facilities  
 Baseline: 6  
 Requires Assessment: 6 (100%)  
 Fully Available: 0 (0%)  
 Partially Available: 0 (0%)  
 Not Available: 0 (0%)  
 Comments: 24 (71%)

# ODOT Lifeline Routes

## Lifeline Routes

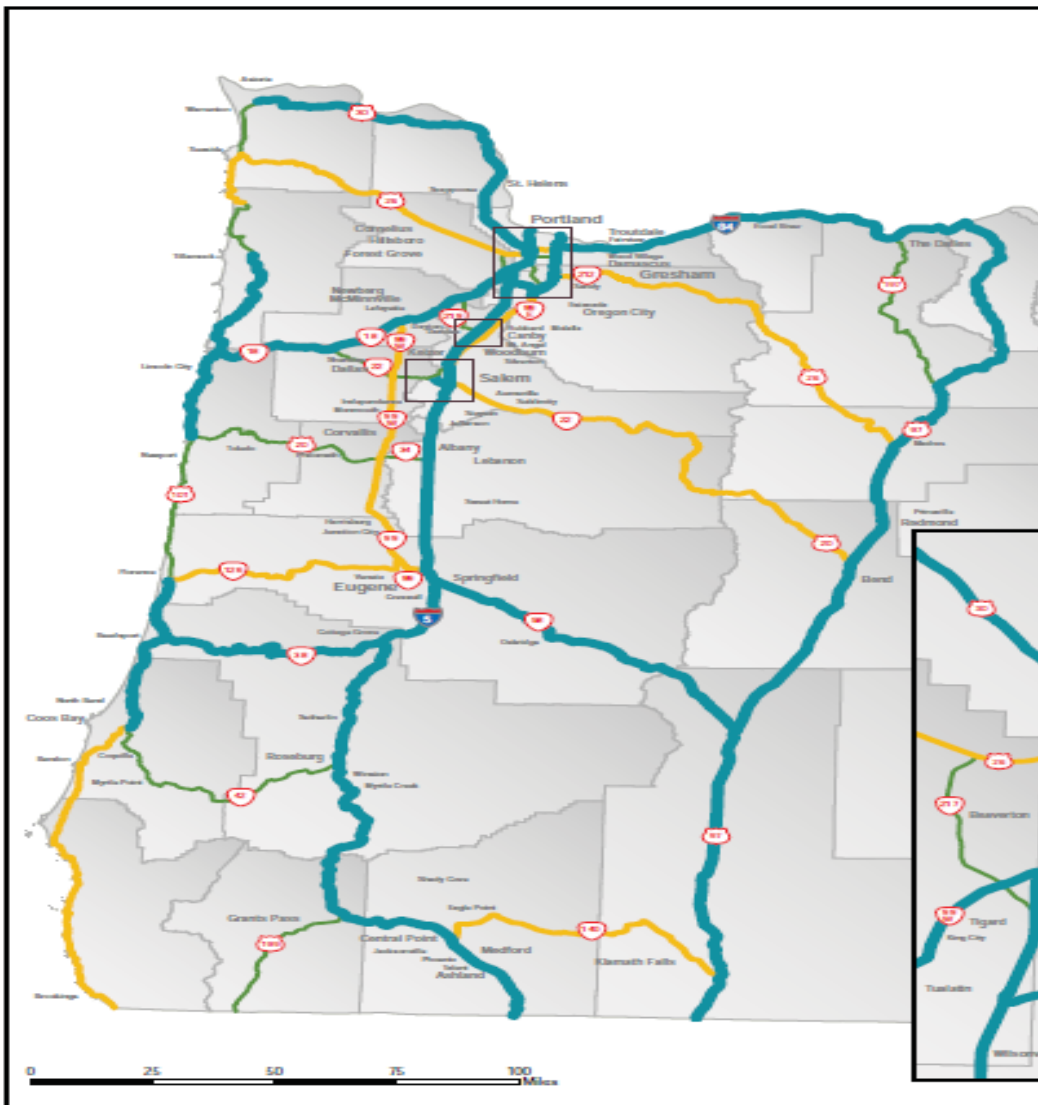
**PRELIMINARY Oregon Seismic Lifeline Route Designations**

- █ Tier 1 Lifeline Route
- █ Tier 2 Lifeline Route
- █ Tier 3 Lifeline Route
- County boundaries
- Streets
- Interstate Route Marker
- U.S. Route Marker
- State Route Marker

**Population**

- Eugene: More than 100,000
- Albany: Between 25,000 and 100,000
- Others: Other under 25,000 population not labeled

Source: Highway routes, unimproved roads, and street boundaries provided by ODOT. ODOT Lifeline Route Designations prepared by the Oregon Seismic Lifeline Identification Project. Map by CDMM P&L, 2012.



# Emergency Support Functions (ESF) vs Statutory Responsibilities

Post Event:

- Priority 1- Search and Rescue
- Priority 1A- MTS Recovery
- USCG does not require mission assignments to complete these tasks.







# ESF #1 Transportation

- Marine Transportation System Stabilization associated with catastrophic disruptions impacting FEMA X

Purpose: Provides Federal support to COTP and state ESF-1 efforts to address MTSRU informed stabilization priorities associated w/critical aspects of MTS w/in the PACNW

Lead Agencies: USDOT, USCG D13, USACE NW Div., FEMA X, MARAD, NOAA

Support Agencies: FEMA X State(s) EMD & DOT, DHS, DOI, DOJ, DOD, DOA, DOE



## *ESF #9 – USCG SAR*



- USCG MAY serve as the Overall Primary Agency in Waterborne SAR missions.
- Will assist the affected state(s)/FEMA region(s) Incident Commander/SAR Mission Coordinator as necessary for mission execution.
- Coordinates effort with support from the FSARCG for a multi-agency response.
- Works with other ESF 9 Primary Agencies to provide federal SAR resources.





## ***ESF #10 – Oil and Hazardous Material Response***



### Purpose:

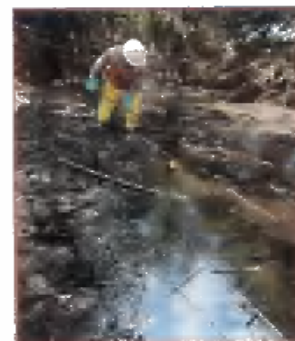
- Provides Federal Support in response to an actual or potential discharge and/or uncontrolled release of oil or hazardous materials when activated.

### Capabilities:

- Appropriate actions to prepare for respond to, and recover from a threat to public health, welfare, or the environment caused by actual or potential oil and hazardous material incidents.

### Examples:

- Technical Specialist
- Water sampling
- Capping
- Decontamination





## ***ESF #10 – Coast Guard***

### ***Oil and Hazardous Material Response***

#### Lead Agencies:

- USCG in coastal areas.
- The Environmental Protection Agency (EPA) in inland areas.

#### Support Agencies:

- Department of Agriculture
- Department of Commerce
- Department of Defense
- Department of Energy
- Department of Health and Human Services









# RISC ESF-1 Subcommittee Background

- **2013 - USNORTHCOM recommended improved regional planning**
- **2016 – US Coast Guard (USCG) District 13 and US Army Corp of Engineers North West Division (USACE) identified the need to increase efficiencies in the Marine Transportation System Recovery cell during exercise Cascadia Rising.**
- **2017 – USCG, USACE, FEMA Region X, and MARAD pursued a Regional Ports and Waterways Reopening Plan**
- **2018 – Developed the Regional Port and Waterway reopening QRC**
- **2019 – Concept shifted to establish a standing ESF-1 working group, as a subcommittee within the FEMA Region X Regional Interagency Steering Committee**

# RISC ESF-1 Subcommittee Scope

- Enhance the regions ability to accomplish the ESF-1 mission sets and stabilize the Transportation Lifeline in times of crises

## ESF-1 Mission

- Monitor and report status of and damage to transportation systems and infrastructure
- Identify temporary alternative transportation solutions to be implemented by others
- Perform activities conducted under direct authority of DOT and its supporting partners
- Coordinate restoration and recovery for transportation systems and infrastructure
- Coordinate and support prevention, preparedness, response, recovery, and mitigation activities among stakeholders

- Increase preparedness through state/regional/national level exercises
- Pre-Identify regional risk that will impact the transportation lifelines and impact response and recovery operations
- Identify and implement improvements to create a resilient transportation infrastructure



Transportation  
COMPONENTS

HIGHWAYS/ROADWAY

MASS TRANSIT

RAILWAY

AVIATION

MARITIME

# Defense Support of Civil Authorities (DSCA)

- **Defense Support of Civil Authorities (DSCA)** is the process by which United States Military assets and personnel can be used to assist in missions normally carried out by civil authorities.
- These missions have included: responses to natural and man-made disasters, law enforcement support, special events, and other domestic activities.
- A relatively recent example of the use of DSCA is the military response to Hurricane Katrina.
- DSCA is the overarching guidance of how the United States military can be requested by a federal agency and the procedures that govern the actions of the military during employment







## *How does DSCA Relate to the NRF?*

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### Defense Support of Civil Authorities:

- Resources are committed after approval by the Secretary of Defense or at the direction of the President.
- Civil Authorities are in charge and DOD support them.
- DSCA deploys in response to Emergency Support Functions (ESFs) through request for assistance (RFAs) and mission assignments (MAs).

### Process:

1. Federal assistance must be requested.
2. Mission assignments created.
3. Resources assigned per ESF and assignment required.



## To Do List:

- Embed/Inform/Consult state and local EOC's.
- Ship prioritization/relief supplies (MOU's).
- Be a part of the MTSRU/ Port Coordination Team.
- MOU/MOA's (Port of Portland T6).
- Identify the work Local and State EM's/ industry partners have been doing and synthesize those efforts with Port Recovery.

# Questions?



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