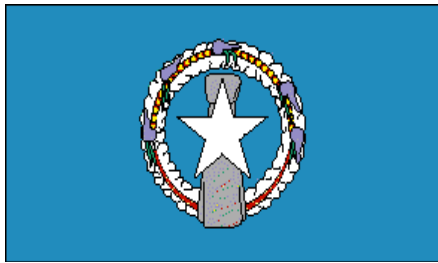


The Mariana Islands Maritime Transportation System Recovery Plan



June 2014

Developed by the Guam/CNMI Maritime Transportation System Advisory Group



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Coast Guard



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16601
23 January 2017

MEMORANDUM

From: J. B. Pruett, CAPT
CG SECTOR Guam (s)

To: Distribution

Subj: REVIEW OF THE MARIANA ISLANDS AREA MARITIME TRANSPORTATION
SYSTEM RECOVERY PLAN

1. I have reviewed this plan and there are no major changes.
2. Direct all questions concerning this plan to U. S. Coast Guard Sector Guam Contingency Planning and Force Readiness Staff, Tel: (671) 355-4889/4941.

#

Distribution: U.S. Coast Guard Sector Guam Homeport Users



16601

MEMORANDUM

From: M. D. Stegman, CAPT
CG Sector Guam (s)

Reply to Mr. Larry Kramer
Attn of: (671) 355-4941

To: Distribution

Subj PROMULGATION OF THE MARIANA ISLANDS AREA MARITIME
TRANSPORTATION SYSTEM RECOVERY PLAN

- Ref:
- (a) An Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation, September 1999
 - (b) National Infrastructure Protection Plan (NIPP)
 - (c) Transportation Systems Sector Specific Plan (TS SSP), Maritime Modal Annex
 - (d) Strategy to Enhance International Supply Chain Security, Department of Homeland Security, July 2007
 - (e) Maritime Infrastructure Recovery Plan (MIRP)
 - (f) National Response Framework (NRF), Critical Infrastructure and Key Resources (CIKR) Annex
 - (g) National Incident Management System (NIMS)
 - (h) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)
 - (i) Maritime Transportation Security Act of 2002 (MTSA)
 - (j) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)
 - (k) Navigation and Navigable Waters, Maritime Security: Area Maritime Security, 33 CFR Parts 101, 103
 - (l) Prescribing Regulations Relating to the Safeguarding of Vessels, Harbors, Ports, and Waterfront Facilities of the United States, Executive Order 10173
 - (m) National Maritime Transportation Security Plan (NMTSP)
 - (n) Recovery of the Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28 (series)
 - (o) Sector Guam Area Maritime Security Plan(s)
 - (p) Area Contingency Plan
 - (q) Operational Risk Management, COMDTINST 3500.3 (series)
 - (r) USCG Incident Management Handbook, COMDT PUB P3120.17(series)
 - (s) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 USC § 5121 et. seq. as amended
 - (t) Marine Transportation System Recovery, PACAREAINST 16001.1 (Series)

1. **PURPOSE:** Provide guidance to the Captain of the Port (COTP) on the preparation and maintenance of the Marine Transportation System (MTS) Recovery Plan. The MTS Recovery plan provides an all-hazard operational framework for coordinating system stabilization and recovery of basic functionality of the U.S. MTS (as described by reference (a)) in the Captain of the Port Zone. It also provides for the establishment of a Maritime Transportation System Recovery Unit (MTSRU) by the COTP that functions within the Planning Section of the Incident Command/Unified Command (IC/UC) structure.
2. **BACKGROUND:**
 - a. (U) The MTS is an integral part of the global, national, regional, and local supply chains and economies. The MTS is characterized by substantial interdependencies across Critical Infrastructure and Key Resource (CIKR) Sectors. (See references (a) through (d)). The MTS consists of waterways, ports (including waterfront facilities), intermodal connections, vessels, vehicles, cyber networks, and system users. Each component is a complex system within itself and is closely connected with the other components. The MTS is primarily an aggregation of state, local, tribal, territorial and/or privately owned facilities and companies, with decentralized management, financing, and operations. Each organization or entity is responsible for its own operational and/or business continuity.
 - b. (U) When a transportation disruption as defined by the SAFE Port Act occurs, there can be dramatic impacts to commerce throughout the regional, national, and global MTS. Incident impact is defined as any incident or combination of incidents that result in or threatens to cause a transportation disruption. This disruption 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. Incidents may include TSIs, natural disasters, a heightened threat level, terrorist attacks, oil spills, cyber disruptions or industrial accidents. Establishing an effective and efficient MTS recovery framework to support restoration of basic functional capability, cargo flow and the international supply chain is vital to the local, regional, and national economic, security and defense interests. See references (d) and (e) for additional information.
 - c. Prior to Hurricane Katrina in 2005, recovery planning was situational in character, albeit under a framework provided by the Federal Response Plan, predecessor to the National Response Plan, which was replaced by the National Response Framework (NRF) which utilizes the National Incident Management System (NIMS) described in references (f) and (g).
 - d. In response to the catastrophic effects of Hurricanes Katrina and Rita, the Coast Guard chartered a Maritime Recovery and Restoration Task Force (MR2TF) to examine how to best reconstitute the MTS after a large-scale disaster with area-wide effects, identify long-term concerns, and resolve interagency issues. The task force recommended incorporation of MTS recovery procedures into the Coast Guard's contingency planning and incident management policy and procedures. Key elements of the recommended approach included in this MTS recovery plan are the establishment of a MTSRU within the planning section of the IC/UC, and pre-incident preparedness through development and population of MTS Essential Elements of Information (EEI).

3. DISCUSSION:

- a. The MTS Recovery Plan applies to the U.S. MTS (reference (a)) and Transportation Disruptions as defined by reference (h) within incident areas. Restoration of MTS cargo flow in the non-incident areas will normally be accomplished through existing communications, organizational structures, and prevention activities. The MTS Recovery Plan may be adapted for use in non-incident areas, for example, when complexity or the operations tempo necessitates unified coordination.
- b. This plan is for use during short-term recovery from an incident (considered to be the first 90 days following an incident). This plan is also intended to guide preparations and transition to the long-term recovery phase, and associated restoration activities during that phase which are conducted separately in accordance with the National Disaster Recovery Framework (NDRF).
- c. The MTS Recovery Plan provides an all-hazard planning and coordination framework for coordinating the stabilization and initial recovery of the U.S. MTS, including the restoration of basic functional capabilities and the resumption of trade. Listed below are some of the supporting objectives of the plan:
 - (1) Reduce the effects of a TSI or the threat of a TSI (references (a) through (e), and (h) through (n)).
 - (2) Establish a Marine Transportation System Recovery Unit (MTSRU) that functions within the Planning Section of the UC/IC (references (f), (m) through (o)). This also embeds MTS infrastructure recovery into the incident management organization;
 - (3) Identify resources, agencies, incident effects and impacts, and courses of action for the system stabilization and basic recovery of public maritime infrastructure such as Aids to Navigation (ATON), communications/cyber systems, and navigable waterways (references (c) through (f), (l), (m), and (n)).
 - (4) Prioritize MTS stabilization and initial recovery operations, including the restoration of ATON, navigable waterways, cargo streams, CIKR and marine infrastructure as appropriate (references (c), (d), (f), (m) and through (o)).
 - (5) Coordinate salvage response and marine debris removal (references (f), (i), (n), and (o)).
 - (6) Develop, prepare and maintain EEIs and any other appropriate measures needed to support system stabilization and recovery planning and operations (references (f), (n), and (o)).
 - (7) Track and report the status of MTS infrastructure stabilization and recovery of basic functions through the use of consistent EEIs.
 - (8) Facilitation of a return of the MTS to pre-incident operational capabilities. An incident or incidents may have profound effects on trade patterns and business interests. A return to pre-incident operational capability of the MTS does not necessarily mean that there will be a corresponding return to pre-incident trade patterns and conditions, although facilitation of the latter is a goal of this plan.

- d. All Government (federal, state, tribal, territorial and local) entities listed in maritime security, response and contingency plans may be able to contribute information pertinent to recovery planning and activities during incident management activities and may engage in recovery operations. Since different agencies normally assist or partner with the Coast Guard when responding to incidents, they may be identified by reference to other plans and documentation.
 - e. All maritime industry stakeholders are valuable resources for information on the effects of incidents, post-incident performance levels, and implications for national security, economy, and CIKR sectors. Vessel and facility operators have the primary responsibility for restoring their infrastructure and normally will leverage resources to assist in their recovery efforts.
4. **ACTION.** Members of the response communities in CNMI and Guam shall plan their response operations in accordance with this plan. The plan shall remain in effect until superseded and shall be amended as required. When changes are promulgated, they shall be entered and noted on the record of changes page. This plan is a non-registered, unclassified publication. Extracts may be made. However, portions of the plan may reference matters that are proprietary in nature and can only be reviewed on an as needed basis.
 5. **DIRECTIVES AFFECTED.** Section 10100, Guam Area Maritime Security Plan, (U) Marine Transportation System Recovery Plan dated 2008 is hereby cancelled in its entirety. Superseded plans shall be destroyed.
 6. This memo promulgates the 2014 update to the Mariana Islands Maritime Transportation System (MTS) Recovery Plan covering Captain of the Port (COTP) Sector Guam Zone. This MTS Recovery Plan is effective this date, and remains in effect until otherwise notified by the COTP.
 7. This MTS Recovery Plan is a living document and will continue to evolve, reflecting lessons learned from application, training, actual operations and exercises. All MTS partners and stakeholders are responsible to ensure that those portions of the Plan which concern their operations and activities are correct and up-to-date, and for drafting and submitting a correction to the Plan. Revisions will be submitted for approval and promulgation to the COTP/FMSC for consultation with the Guam and CNMI MTS Advisory Group. The current version of the MIACP can be viewed on the Coast Guard's non-secure Sector Guam HOMEPORT web portal <http://homeport.uscg.mil>.
 8. Nothing in this Plan shall be construed as contravening or superseding applicable laws or regulations or other directives issued by proper authority. Should any conflict arise between this Plan and any of the foregoing, the COTP shall be promptly advised.

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1000 (U) MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

1100 (U) Area of Responsibility (AOR). The land, waters, and air space of the Sector Guam's Captain of the Port Zone, as defined in 33 Code of Federal Regulations (CFR) part 3, Subpart 3.70-15(b) comprise the Territory of Guam and the adjacent waters of the EEZ, the Commonwealth of the Northern Mariana Islands and the adjacent waters of the EEZ. Section 1610 of the AMS Plan and Section 1010 of the MIACP provide a more detailed area description.

1200 (U) Pre-incident Conditions/Preparedness.

- a. (U) Preparedness. The following pre-incident preparations and actions will be implemented to support recovery planning and activities during incident management:
 - (1) (U) Preparation of Personnel. As designated by the COTP, appropriate personnel should be familiar with MTS recovery policies, procedures, and EEIs. Designated personnel should be prepared to establish a MTSRU within the Planning Section of the Incident Command / Unified Command (IC/UC). The Sector Guam WQSB lists designated Coast Guard MTSRU Personnel.
 - (2) (U) Maritime Transportation System (MTS) Advisory Groups of Guam and CNMI.
 - (a) (U) Function as a year-around pre-incident planning and preparation body. (See Appendix A for recommended members, functions and procedures).
 - (b) (U) Obtain information from various sources (as shown in Figure 1) in order to successfully conduct pre-event planning prior to and MTS disruption event.

Figure 1

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

- (c) (U) Develop and maintain mutual supporting relationships that promote teamwork with the Area Committee (AC), Area Maritime Security Committee (AMSC), and the Port Readiness Committee (PRC). Encourage local committees to participate in Incident Command System (ICS) training whenever possible.
- (3) (U) MTSRU Staffing Procedures. MTSRUs will be staffed and may request additional advisory support in accordance with reference (m) and applicable Area guidance. Membership of the MTSRU is comprised of Coast Guard personnel and representatives from key port area stakeholders and homeland security partners identified in the EEIs that may be impacted based on the type of event. The MTSRU Leader is a Coast Guard Representative designated by the COTP. As illustrated in Figure 2, the MTS Advisory Group will support the MTSRU with critical information needed to develop MTS recovery strategies.

Figure 2

- (4) (U) Essential Elements of Information (EEI). Develop and populate EEIs within the Common Assessment and Reporting Tool (CART), which can be found at <https://cart.uscg.mil>, in order to provide baseline MTS infrastructure information needed to initiate recovery planning. (See Appendix B (COPT Sector Guam Mts Infrastructure Priority List and EEI).
- (5) (U) Stakeholder EEI Liaison. The MTS Advisory Group coordinates with stakeholders to develop baseline expectations of MTS productivity and functionality under normal operating conditions.
- (6) (U) National / Territory Level Requirements and Priorities. General priorities for recovery are listed below. These priorities are an initial planning guide and will need to be adjusted according to incident area needs and conditions, cargo flow considerations and national / territory priorities.
 - (a) (U) Major transportation routes needed for first response and emergency services including evacuation routes, tunnels, bridges, and key waterways.

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- (b) (U) The opening of main shipping channels critical for homeland security and homeland defense operations.
 - (c) Port areas and channels critical for military traffic or out-loads.
 - (d) (U) The opening of main shipping channels critical to major commercial operations.
 - (e) (U) The restoration of critical maritime infrastructures and operations vital to the operation of the port/waterway identified by the AMS Assessment.
 - (f) (U) The restoration of major transportation routes needed for first response and emergency services including evacuation routes, bridges and key waterways.
 - (g) (U) The restoration of secondary commercial waterways.
 - (h) (U) The restoration of public/recreational waterways.
- (7) (U) Potential Major Immediate Impacts. Incident(s) which may include TSIs, natural disasters, heightened threat level, an act of terrorism, technological disasters, spills of oil or hazardous materials, and/or man-made disasters have the major immediate impacts:
- (a) (U) Disruption of scheduled MTS shipments to Guam, CNMI, Federated States of Micronesia, Palau and the Marshall Islands.
 - (b) (U) Any incident or a combination of incidents that results in or threatens to cause a transportation disruption that is characterized by damage to port infrastructure will likely necessitate the activation of the MTSRU or some its components at the discretion of the COTP/UC.
 - (c) Shortages of dry goods, consumable perishables, consumable non-perishables, bottled water, beverages, chemicals and petroleum products.
 - (d) (U) The MTSRU will not be activated if a disruption in normal port activities do not exceed or are expected to exceed the time periods noted below. Disruption of normal port activities have been assigned three general classes based on specific time periods outlined in Table 1 below:

Port	Severe MTS Infrastructure Impact	MTS Capacity Constrained	Primary Response Affected By MTS Disruption
Apra Harbor, GU	72 Hours	48 Hours	8 Hours
Tanapag Harbor, CNMI MP	72 Hours	48 Hours	8 Hours
Tinian Harbor CNMI MP	72 Hours	48 Hours	8 Hours
Rota Harbor CNMI MP	72 Hours	48 Hours	8 Hours

Table 1

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

(8) (U) Potential Impact Timelines for Major and Secondary Effects. As illustrated in Chart 1, the potential impact timeline for shortages that may require rationing is:

- (a) Dry Goods – 2 weeks.
- (b) Perishables – 1 week.
- (c) Non-Perishables – 3 weeks.
- (d) Water – 2 weeks.
- (e) Beverages – 2 weeks.
- (f) Chemicals – 2 weeks.
- (g) Petroleum Products – 1 month.

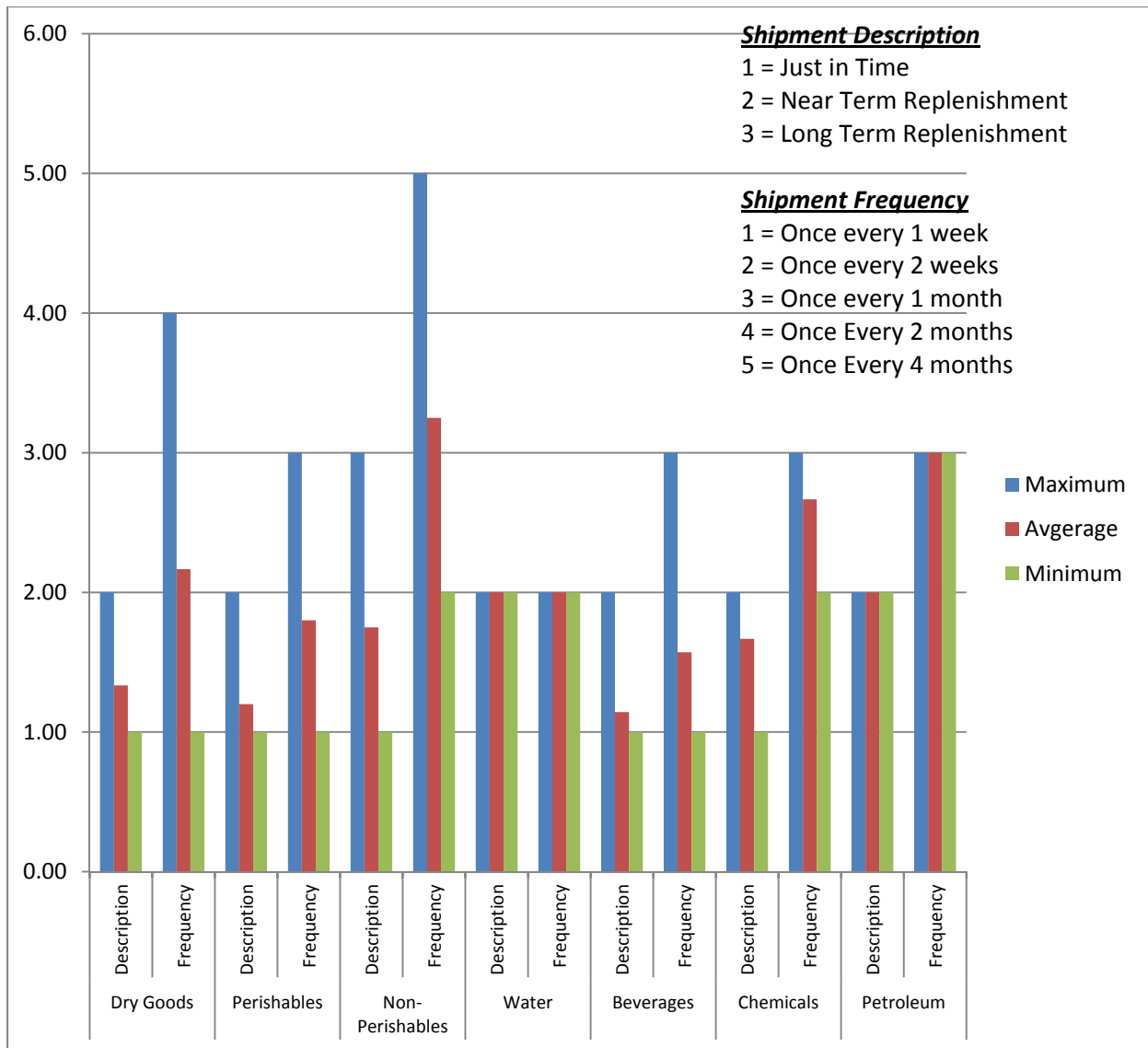


Chart 1

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- (9) (U) Maintaining Infrastructure Integrity. In an effort to maintain infrastructure integrity, the COTP/FMSC has identified vulnerabilities of MTS assets within the Guam COTP Zone. In addition, the COTP/FMSC has developed procedures for mitigating and/or protecting MTS assets against those vulnerabilities. The details providing port wide mitigation and protection for these vulnerabilities are in Section 4000 of the AMS Plan. These MTS assets are primarily vessels, facilities, and facility pipe lines. Each of these MTS assets are assessed by examining their vulnerabilities and mitigation strategies while relying of the following:
- (a) (U) Published Coast Guard MARSEC level guidance (COMDT INST M16600.6 Series, Maritime Security and Response Operations Manual) provides strategies to protect and mitigate both critical infrastructure and vulnerabilities within the MTS. This guidance provides direction for waterborne, landside and aerial surveillance patrols (SURVPATs), port security boardings, positive control measures, and vessel escorts, as well as vessel and facility security spot checks.
 - (b) (U) Federal and territorial security plans and emergency management plans to maintain infrastructure integrity within the region. The following are plans that provide procedures related to maintaining MTS infrastructure integrity: the Guam Area Maritime Security (AMSP) Plan; the CNMI AMSP; the MIACP; the USCG Sector Guam Heavy Weather Plan; the Territory of Guam Comprehensive Emergency Management Plan; CNMI All-Hazards Emergency Operations Plan; numerous facility, vessel security and safety plans; and the USCINCPAC Representative Guam Joint Plan 101 revision 1.
- (10) (U) Resources Needed for MTS Recovery and Resumption of Trade.
- (a) (U) The MIACP Oil Spill Incident Action Plan (IAP).
 - (b) (U) The assets listed in Section 8000 (Marine Fire Fighting) of the MIACP Plan.
 - (c) (U) The assets listed in Tab H (Local Marine Salvage Capabilities) of the Salvage Response Plan.
 - (d) (U) The MTS Recovery Assist Team (MTRAT).
- (11) (U) Communications. Coordination and communication protocols and procedures for recovery planning and operations, including the use of the Coast Guard's HOMEPORT portal, conference calls, advisory group meetings, and other methods. See section 3400 of the AMSP for more information on Communications.
- (12) (U) MTS Recovery Plan Validation.
- (a) (U) Incorporate MTS recovery planning and activities including MTRAT coordination with other agencies, port partners and stakeholders in the COTP's contingency preparedness and AMS exercise programs.

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- (b) (U) Use real world recovery events and/or exercises to validate the MTS recovery plan.
- (13) (U) Territory and Local Prep.
 - (a) Guam Comprehensive Emergency Management Plan.
 - (b) PAG All Hazards Response Plan.
 - (c) CNMI All-Hazards Emergency Operations Plan.
- b. (U) Priorities. First responder safety is the top priority. Refer to Appendix B (COPT Sector Guam MTS Infrastructure Priority List and EEI) for specific priorities and EEI guidance details.
 - (1) (U) General Recovery Priorities.
 - (a) (U) Port Restoration
 - 1 Waterways
 - 2 Cargo Handling Facilities
 - 3 Bulk Liquid Facilities
 - (b) (U) Cargo Priorities
 - 1 Medical
 - 2 Chlorine
 - 3 Food
 - 4 Petroleum Products
 - 5 Construction Supplies
 - 6 Other
 - (2) (U) Prioritization Protocols. The MTS Advisory Group develops planning prioritization protocols for MTS infrastructure and cargo flow in consultation with existing advisory bodies, including Area Committees, AMSCs, Port Readiness Committees (PRCs), Harbor Safety Committees (HSCs), and other advisory bodies as appropriate. The MTSRU adapts the protocols developed to incident conditions. Refer to Appendix B ((U) Sector Guam MTS Recovery Priority List and EEI Guidance) for specific priority list and EEI guidance details.
- c. (U) Support from Other Agencies/Organizations Involved. (U) Some of the agencies that can contribute to MTS recovery planning and operations include, but are not limited to the following. Note: It is important to remember that all of the below listed agencies may not be able to immediately respond.

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- (1) (U) Federal.
 - (a) (U) U. S. Army Corps of Engineers (ACOE). The ACOE conducts channel depth surveys, clears obstructions from channels and restores channels to charted depths through dredging. Information can be obtained from ACOE District personnel for specific support issues. The ACOE is responsible for ESF 3, Public Works and Engineering.
 - (b) (U) Federal Emergency Management Agency (FEMA). FEMA is the lead federal agency responsible for managing all federal government efforts supporting U.S. territories, state and local disaster relief operations. FEMA, as directed by Executive Order 12148, "Federal Emergency Management" is responsible for planning, managing, and coordinating Federal responses to all emergencies. FEMA may provide financial assistance to state and local governments and supply mobile emergency communications centers, supplies, and equipment. FEMA can also provide emergency legal, financial, housing, and food assistance to victims of a disaster.
 - (c) (U) Maritime Administration (MARAD). MARAD is also responsible for ensuring that the U.S. maintains efficient ports, effective intermodal water and land connections, less congested transportation routes and reserve shipping capacity for use in time of national emergency.
 - (d) (U) National Oceanic and Atmospheric Administration (NOAA). Provides scientific support coordination expertise during MTS response and/or recovery operations. NOAA can also provide dispersion modeling for waterborne and airborne hazards.
 - (e) (U) Environmental Protection Agency (EPA). Controls and abates pollution resulting from air, water, solid waste, pesticides, radioactive and toxic substances.
 - (f) (U) U.S. Fish and Wildlife. Enforce federal wildlife laws, protect endangered species, manage migratory birds, restore nationally significant fisheries, and conserve and restore wildlife habitat such as wetlands.
 - (g) (U) National Transportation Safety Board (NTSB). Investigates and reports accidents involving U. S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB also evaluates the adequacy of safeguards and procedures during the transport of hazardous material.
 - (h) (U) Navy Supervisor of Salvage and Diving (SUPSALV). Refer to the AMS Salvage Plan for the description of the responsibilities of the SUPSALV supporting activities.
 - (i) (U) COMNAVMAR Federal Fire Department. Provides HAZMAT detection/response expertise.

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- (j) (U) Joint Region Marianas (JRM) Defense Representative Political-Military Affairs Policy Advisor (J005) and Defense Coordinating Officer Representative for Defense Support of Civil Authorities (J003). All Department of Defense (DoD) requests for services are submitted to this office.
- (2) (U) Territorial agencies.
 - (a) (U) Territorial Agencies provide MTS recovery resources and personnel coordination in accordance with The Territory of Guam Comprehensive Emergency Management Plan (GCEMP) and the CNMI Emergency Management Office Response Plan.
 - 1 (U) The Guam Office of Homeland Security and Civil Defense (GHS/OCD) is responsible for coordinating all Guam emergency response activities in accordance with the GCEMP and other GovGuam agency response plans. In addition, GHS/OCD is responsible for providing and coordinating regional and national response resources with neighboring territories and the FEMA.
 - 2 The CNMI Homeland Security and Emergency Management (HSEM) is responsible for coordinating all CNMI emergency response activities in accordance with the emergency response plan and other CNMI agency response plans. In addition, CNMI HSEM is responsible for providing and coordinating regional and national response resources with neighboring territories and Federal Emergency Management Agency (FEMA).
 - (b) (U) Guam/CNMI Customs and Quarantine Agency (CQA): Provides response resources and coordination in accordance with agency plans; coordinates with Sector Guam during cargo inspections and crew / passenger screenings; and facilitates expedited cargo movement following prolonged cargo movement delays.
 - (c) (U) Port Authority of Guam (PAG): Provides response resources and coordination in accordance with the GCEMP, PAG and port stakeholder response plans.
 - (d) CNMI Port Authority (CPA): Provides response resources and coordination in accordance with the CNMI EMO Emergency Response Plan, port stakeholder response plans and the AMS Plan.
 - (e) (U) Other GovGuam territorial agencies that can contribute to MTS recovery planning and operations include the following: Guam Police Department (GPD); Guam Fire Department (GFD); Guam Department of Public Health and Social Services (DPHSS); Guam EPA; Guam Power Authority (GPA); Guam Waterworks Authority (GWA); Guam Department of Public Works (GPW) and the Mayor's Council.

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- (f) (U) Other CNMI territorial agencies that can contribute to MTS recovery planning and operations include the following: Department of Public Safety (Police), (Fire); CNMI Department of Public Health; CNMI DEQ; CNMI Utilities Cooperation (CUC) and CNMI Department of Public Works (GPW).
- (3) (U) Port Stakeholders:
 - (a) (U) Provide resources to support post-incident port production levels.
 - (b) (U) Liaise with the MTSRU to determine the impact of the incident on their operations and to provide input to assist with the prioritization of recovery efforts.
- (4) (U) Private Sector:
 - (a) (U) Provide assessments of and impacts of the local MTS and local economy.
 - (b) (U) Assist with the prioritization of recovery efforts.
- (5) (U) Local Support for MTS Recovery. Specific support from the following agencies/organizations are essential to a smooth and rapid recovery of the MTS in USCG Sector Guam's Area of Operation (AOR):
 - (a) Cabras Marine. Can provide updated information on waterways and ATON conditions for Guam.
 - (b) Saipan Shipping. Can provide updated information on waterways and ATON conditions in CNMI.

1300 (U) Assumptions.

- (1) (U) If an incident occurs in the COTP Guam Zone that adversely impacts the MTS for a sustained period outlined in Paragraph 1.f. of this plan, the MTSRU will be utilized.
- (2) (U) The threat of a Transportation Security Incident (TSI) that causes a security increase in Maritime Security (MARSEC) Level and associated security measures will necessitate coordinated recovery measures among stakeholders to facilitate the resumption of MTS operations.
- (3) (U) With the exception of tropical weather systems, most transportation disruptions will occur with little to no warning.
- (4) (U) Cargo diversions from regional areas impacted from a large-scale transportation disruption may necessitate that the COTP Guam Zone consider surge operation and security measures.
- (5) (U) Large-scale cargo diversions may necessitate the reallocation of available federal agency resources and policy and regulatory waivers to support the reestablishment of trade.
- (6) (U) A catastrophic event at the commercial port will seriously degrade stakeholder resources, necessitating reconstitution and large-scale support

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

from resources outside the affected area in order to support and sustain first response and subsequent recovery activities.

- (7) (U) Commander, Fourteenth Coast Guard District (CCGDFOURTEEN) will provide assets and logistics support whenever Sector resources are inadequate. The Commandant will provide funds as necessary for response and recovery operations.
- (8) (U) If Coast Guard facilities are adversely affected, Sector Guam will implement the Sector Guam Continuity of Operations (COOP) Plan and will relocate operations as directed by that plan.
- (9) (U) Other response plans may be executed in conjunction with this plan.
- (10) (U) If needed, Coast Guard Reservists will be involuntarily recalled to active duty to meet contingency personnel requirements for this response/recovery operation.
- (11) (U) Auxiliary personnel and facilities will be available to augment Coast Guard response operations.

1400 (U) Memorandums of Agreement/Understanding. See Appendix D (Sector Guam MOU's/MOA's/ISSA's).

1500 (U) Definitions. For more recovery definitions, see Recovery of the Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28; Strategy to Enhance International Supply Chain Security (DHS, 2007) and Enclosure (6) to NVIC 09-02, Change 4.

- a. (U) 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.
- b. (U) Marine Transportation System (MTS). The MTS is a network of maritime operations that interface with shore-side operations at intermodal connections as part of the overall territorial/regional/national/global transportation supply chain. The various maritime operations within the MTS networks have components that include vessels, port facilities, waterways/ waterway infrastructure, and intermodal connections and users to include crews, passengers, and port workers.
- c. (U) MTS Advisory Group. A working group responsible for planning, analysis, training and exercise development of prior to, and during the activation of the MTSRU.
- d. (U) Marine Transportation System Recovery Unit (MTSRU). A unit of the Planning Section of the ICS established for every incident that disrupts the MTS in accordance of Paragraph 1.f. of this plan. This unit is primarily staffed with federal/territorial government personnel, local marine industry, and other private sector organizations.

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

- e. (U) Maritime Critical Infrastructure and Key Resources (CIKR). CIKR consists of physical infrastructure and cyber networks which are critical to the sustainment of the MTS. Threats or damage to CIs/KRs can adversely impact the operation and economy vitality of the MTS. Examples of CI/KR include, but is not limited to: 105 CFR regulated facilities, nuclear power plants, locks and dams, passenger terminals, fuel tanks, pipelines, cargo terminals, bridges and military facilities.
- f. (U) Response. For the purposes of this plan per reference (k), response to support resumption of trade consists of those measures, operations and activities in incident areas that are needed to set the stage for recovery activities.
- g. (U) System Stabilization. For the purposes of this plan per reference (d), response to support resumption of trade consists of those measures, operations and activities in incident areas that are needed to initiate system stabilization and recovery activities.
- h. (U) Recovery. Emergency measures, operations and activities in incident and non-incident areas that facilitate the resumption of commerce and re-establish the basic functionality of the MTS following a significant disruption. The Recovery Phase begins during the Response phase and continues into the initial part of the Restoration phase. The types of recovery are as follows:
 - (1) (U) Short-term Recovery. The period when impacted infrastructure and supporting activities within the incident are returned to service and are capable of operations or service at some level. This process usually begins within 3 days of the incident, and continues through the early stages of resumption of commerce and trade. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable in 90 days or less.
 - (2) (U) Long-Term Recovery. The period when 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 beyond 90 days.
- i. (U) 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.
- j. (U) Resumption of commerce. Facilitating the movement of vessels, goods, commodities, and passengers following an incident that has significantly disrupted the MTS.
- k. (U) Transportation Disruption. Any significant delay, constriction, interruption, or stoppage in the flow of trade caused by a natural disaster, heightened threat level, and act of terrorism or any transportation security incident.
- l. (U) 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.

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

2000 (U) MISSION.

Facilitate system stabilization and short-term recovery of the U.S. Marine Transportation System (MTS) in USCG Sector Guam COTP zone from all hazards that result in transportation disruptions within the framework of references (a) through (f), and (h) through (p), in order to support an orderly transition to long-term recovery measures.

3000 (U) EXECUTION.

3100 (U) Concept of Operations.

- a. (U) Maritime Incident Commander's Intent. Provide a coordinated, cooperative, and mutually supporting recovery framework and strategy for MTS stakeholders. Initiate unified incident management, system stabilization, recovery assessments and planning, and engagement of relevant stakeholders following an incident or threat of an incident which results in a transportation disruption. Coordinate the safe, secure, and efficient short-term recovery of the MTS, including partial restoration of critical functions and services. Incident communications, coordination, requests for support, infrastructure liaison, and similar needs and issues will be guided by the NRF.
 - (1) (U) MTS recovery planning will be informed by references (c) through (g), and (k) through (q).
 - (2) (U) MTSRU functions will be guided by references (c) through (f), (n), (o), and (q).
 - (3) (U) The COTP will work in conjunction with other agencies, advisory groups, partners, and stakeholders through the NIMS to coordinate recovery of the MTS following an incident that necessitates execution of this plan. The establishment of a MTSRU will be a critical component of this coordinated effort and will be conducted according to reference (n).
 - (4) (U) The principal focus of the plan will be to reopen ports and waterways to support response and recovery operations, and to resume maritime commerce.
- b. (U) General.
 - (1) (U) Initial actions will be taken by stakeholders under their existing contingency, continuity of government, and/or continuity of operations plans, as appropriate.
 - (2) (U) The COTP Sector Guam shall establish a MTSRU after incident response has been initiated and the Incident Commander has identified significant impact(s) to the MTS. MTSRU responsibilities will be guided by references (f), (g), and (n) and Appendix C (Sector Guam MTS Recovery Unit Guidelines).
 - (3) (U) The MTSRU will establish contact and coordinate with stakeholders identified in the EEIs as soon as possible to conduct an initial impact assessment measured against baseline performance and functional information.

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- (4) (U) The MTRSU will determine the impact of the disruption on MTS stakeholders (including national defense/security interests, CIKR, other commerce, etc.), assist the COTP in determining priorities and coordination required for recovery activities (e.g., clearing and marking waterways, responding to environmental hazards, reconstituting facilities and infrastructure, etc.). Collaboration with other agencies, partners, and stakeholders will be principal resources for post-incident recovery planning.
 - (5) (U) The MTSRU will forward recovery assessment and analysis information through the Planning Section Chief to the IC/UC with recommendations on where to focus operational efforts. The IC/UC will use these inputs as guidance for coordinating recovery efforts through the Operations Section.
 - (6) (U) Feedback about implementation of MTS recovery measures and resulting effects on performance and functionality will be considered in forming subsequent MTSRU recommendations.
- c. (U) Deployment. Resource deployments will be conducted by participating organizations according to their procedures and will be coordinated through the IC/UC, when established.
- d. (U) Employment.
- (1) (U) Risk-Based Decision Making. Coast Guard Sector Commanders/ COTPs and subordinate units will manage risk for Coast Guard units using Operational Risk Management (ORM) principles contained in reference (q). COTPs/FMSCs need to account for different philosophies and limits on risk used by other responding (government and non-government) organizations when planning and managing appropriate courses of action. Care should be taken to maintain continuity of operations and limit risk to response personnel and assets when developing and executing recovery operations.
 - (2) (U) Life Saving. Initial response activities should focus on saving or protecting lives, including evacuating/rescuing people from the impacted areas.
 - (3) (U) Reconstitution. The Coast Guard, other agencies, partners and stakeholders will, if necessary, reconstitute their functional capabilities and resources according to their respective continuity of operations and/or business continuity plans.
 - (4) (U) Statutory and Regulatory Responsibilities. Certain statutory responsibilities of the Coast Guard and other agencies will need to be maintained or addressed following an incident. Adjustments to plans may be made consistent within the limits of discretionary authority and available resources to maintain vital functions and services. Policy and regulatory waivers will be addressed according to need.
 - (5) (U) Short-term (less than 90 days) Recovery Planning and Operations. Coast Guard, partner, and stakeholder resources should be employed as available and appropriate to execute the tasks identified in this plan and the recovery elements of the Incident Action Plan (IAP).

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

- (6) (U) Safety. Each participating organization is responsible for complying with applicable safety rules and regulations, as well as incident-specific and site-specific safety requirements promulgated by proper authority. All recovery activities will be coordinated with the IC/UC (when established), and other participating entities as appropriate to avoid mutual interference.
- (7) (U) Security of Recovery Resources. Each organization is responsible for providing security for its own recovery resources (e.g. personnel, pre-staged equipment, food, emergency potable water, portable generators, and medical supplies). Security needs that exceed a providing organization's organic capabilities will be brought to the attention of the IC/UC.
- (8) (U) Demobilization. Resources employed for response and short-term recovery should be released when no longer needed. For planning purposes, infrastructure restoration should progress sufficiently to enable a transition from short-term to long-term recovery. The MTSRU will assist in preparing for this transition, and will identify and document issues impacting long-term MTS recovery. Prior to its demobilization, the MTSRU will prepare a list of issues impacting MTS restoration as part of its demobilization report to the IC/UC. The report will include the status of port recovery (including the level of restoration by EEI), a list of (legal, regulatory, or policy) issues that need attention to resolve outstanding MTS infrastructure problems, and a list of stakeholder concerns regarding infrastructure restoration.

3200 (U) Tasks.

- a. (U) Upon initiation of an IC/UC response to an incident, a MTSRU will be established within the Planning Section in order to:
 - (1) (U) Establish a MTSRU within the Planning Section IAW reference (n) and relevant Area Commander Guidance.
 - (2) (U) Arrange for and supplement MTSRU resources as required.
 - (3) (U) Verify/identify resources needed to accomplish the mission, and coordinate with other government agencies and port stakeholders to identify available resources.
 - (4) (U) Coordinate advisory support with port stakeholders. Use the Coast Guard HOMEPORTR portal and DHS Homeland Security Information Network (HSIN) as coordination tools.
 - (5) (U) Assess MTS recovery needs and issues and report the results through the Planning Section Chief to the IC/UC.
 - (6) (U) Develop MTS recovery elements for incorporation into the IAP.
- b. (U) Identify measures needed for coordination of the MTS recovery during the response phase. Provide input to the IC/UC through the Planning Section.

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- (1) (U) General priorities for recovery are listed below. These priorities are an initial planning guide and will need to be adjusted according to incident area needs and conditions, cargo flow considerations, national, and territory priorities.
 - (a) (U) Eliminate immediate threats to life, public health and safety in accordance with Section 3440 of the AMS Plan.
 - (b) (U) Eliminate immediate threats of significant damage to the MTS while adhering to the priorities established in Appendix C and by receiving assistance from the agencies listed in Paragraph 1200.c.
 - (c) (U) Ensure the economic recovery of the port by following the steps (as needed) outlined in Table 2.

STEP	ACTION
1	Determine the nature of the incident that adversely impacted the MTS.
2	Ensure that safety and security measures have been established for personnel and response teams entering and exiting the reopened port.
3	Determine the extent of damage to the port infrastructure and effect on MTS capability/capacity. Table 3 helps determine the production capacity of COPT Sector Guam commercial port(s) after experiencing infrastructure damage following a TSI or natural disaster.
4	Determine logistic requirements for recovery of the port.
5	Develop a prioritized shipping commodities list, based on information in Appendix C and Paragraph 1200.b.
6	Determine the need to coordinate with local/regional ports, e.g., Naval Base Guam, Port of Saipan, or foreign ports e.g., Port of Kaohsiung Taiwan, to assist Apra Harbor with its responsibilities as the transshipment hub of Micronesia following an MTS disruption. Note: Navy Base Guam and the CNMI AMS Plans specifically contain measures to coordinate efforts with Apra Harbor in the event of a disruption of the MTS in its port.
7	Complete status reporting of maritime CIKR that is correlated with EEIs in accordance with Appendix E, or as needed.

Table 2 – Specific MTS Recovery Procedures

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

Infrastructure	Normal Capacity (100%)	Current Capacity (Following a TSI / Natural Disaster)
Ship Berthing Areas	See USCG Sector Guam EEI for pre-incident conditions.	___% S/M/L* (Circle one)
Cargo Loading /Off-loading Capabilities- Four 40-ton ship-to-shore rail-mounted gantries; Three top lifters.	See USCG Sector Guam EEI for pre-incident conditions.	___% S/M/L* (Circle one)
Fuel Transfer- (Golf Pier, Mobil; Wharf F1 Wharf, Shell- South Pacific Petroleum Corp, Guam Power Authority (GPA)	See USCG Sector Guam EEI for pre-incident conditions.	___% S/M/L* (Circle one)
Container Storage Capacity-	See USCG Sector Guam EEI for pre-incident conditions.	___% S/M/L* (Circle one)
Chandler Services- Provided by agents	Based on need	___% S/M/L* (Circle one)
Bridges with access to commercial port	See USCG Sector Guam EEI for pre-incident conditions.	___% S/M/L* (Circle one)
Access Roads	See USCG Sector Guam EEI for pre-incident conditions.	___% S/M/L* (Circle one)

***(S)= Severe Loss= 40%-100% lost capacity; (M) Moderate Loss = 21%-39% lost capacity; (L) Low Loss = 10% - 20% lost capacity.**

Table 3 – Port Production Capability Following an MTS Disruption.

- (2) (U) The responsibilities for providing and obtaining information during initial damage/impact assessments are as follows. See Figure 3.
 - (a) Bulk Liquid Facility owner/operator – provides information to IC/UC Situation Unit on facility damage, impact, and current status in accordance with Appendix E (Communications and Reporting Guidelines).
 - (b) PAG/CPA provides information to IC/UC Situation Unit on port damage, impact, and current status in accordance with Appendix E (Communications and Reporting Guidelines).
 - (c) Pilots/Tugs provide information to IC/UC Situation Unit on ATON and waterway damage, impact, and current status in accordance with Appendix E (Communications and Reporting Guidelines).

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

- (d) Station Apra Harbor provides information to IC/UC Situation Unit on ATON and waterway damage, impact, and current status in accordance with Appendix E (Communications and Reporting Guidelines).

Figure 3

- (3) (U) The following basic information is needed to support recovery assessments, their implications to response operations and recovery planning, and disruption of trade. (See specific reporting requirements in the Appendix E (Communications and Reporting Guidance).
 - (a) (U) Ship berthing area status.
 - (b) (U) Cargo loading and off-loading capabilities.
 - (c) (U) Status of Bulk Liquid Facilities.
 - 1 Facility operational status.
 - 2 Quantities on hand.
 - 3 Next in/out shipments.
 - (d) (U) Container accountability.
 - (e) (U) Container Storage Capacity (refrigerated and non-refrigerated).
 - (f) (U) Chandler Services (provided by agents based on need).
 - (g) (U) Tug/pilot status.
 - (h) (U) Bridge status (1 bridge for PAG)
 - (i) (U) Access road status.
- (4) (U) Determine and report MTS status and impacts using EEIs that concisely quantify the status of the MTS, including apparent effects/damage and disruption of marine and inter-modal transportation.
 - (a) (U) Determine and report MTS supply chain, cargo stream (including critical cargo), passenger flow, and economic impacts.
 - (b) (U) Determine and report status of other infrastructure and or assistance needed to support MTS functions/recovery.

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- (c) (U) Develop MTS recovery priorities and recommendations, correlated with national-level priorities (if needed).
 - (d) (U) Identify and report need for policy and regulatory waivers to support resumption of trade (if needed).
 - (5) (U) Begin process to disseminate recovery information.
 - (a) (U) Develop an MTS Executive Summary. This report will be produced daily and will include a summary of all pertinent MTS Recovery issues to be included in a SITREP or ICS-209 Status Summary.
 - (b) (U) Use the Coast Guard HOMEPORT portal as a primary coordination and dissemination medium, if possible. The MTS Executive Summary can be downloaded onto the Guam HOMEPORT site for review by all port stakeholders. If the report has been classified SSI then access will be limited to those with approved access in HOMEPORT.
 - (c) (U) Utilize the Public Information Officer (PIO)/Joint Information Center (JIC) to develop and release information about the incident to the news media, incident personnel and to other appropriate agencies and organizations.
 - (6) (U) The MTSRU will coordinate with the appropriate port stakeholders and review Sector Guam EEIs in order to identify the status of supply chain interdependencies across critical infrastructure sectors.
- c. (U) Establish a communications framework and connectivity with port partners and stakeholders. See Communications Procedures and Protocols in Section 3400 of the AMSP.
- d. (U) Maintain situational awareness.
- e. (U) Determine and report MTS status and impacts using EEIs. Include apparent effects/damage and disruption of marine and intermodal transportation.
- f. (U) Determine and report MTS supply chain, cargo stream, passenger throughput, and economic impacts (Note: Avoid including dollar figures in MTS reports. See reference (m) for further guidance).
- g. (U) Determine and report status of other infrastructure needed to support MTS functions/recovery as defined by [33 CFR § 101.105](#).
- h. (U) Determine support needs for follow-up damage and impact assessments.
- i. (U) Develop MTS recovery priorities and recommendations, correlated with national-level priorities.
- j. (U) Develop an MTS recovery plan as a supporting document for the IAP.
- k. (U) Determine access and mobility needed for key personnel.
- l. (U) Identify and report need for policy and regulatory waivers to support resumption of trade.

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- m. (U) The Salvage Response Plan (SRP) and the Area Contingency Plan (ACP) will become supporting plans to the IAP.
 - n. (U) Implementation of Recovery Strategy.
 - (1) (U) Monitor the impact of MSTRU recommendations.
 - (2) (U) Measure the effectiveness of the recovery actions and adjust plans as necessary.
 - (3) (U) Industry stakeholders and port partners will advise the MTSRU of their progress in restoring basic MTS operations. Stakeholder progress reports will validate the MTSRU recommendations, shape future MTSRU plans and create a feedback loop.
 - o. (U) Coordinate with the Infrastructure Liaison Officer (ILO) at the Joint Field Office (JFO) for recovery support. Include identification of recovery issues for which Federal Emergency Management Agency (FEMA) mission assignments under [Stafford Act](#) disaster declarations outlined in reference (s) may be appropriate.
 - p. (U) Recommend maritime security measures needed to support MTS Recovery, if needed.
 - q. (U) Prepare Demobilization Report. Upon demobilization, the MTSRU will submit a demobilization report, through the Planning Section Chief, to the IC/UC. This report will include a list of recommendations of interagency or higher authority actions pertaining to long-term MTS restoration. As restoration of the MTS to 100 percent of its pre-incident productivity/ functionality is often beyond the capabilities of the IC/UC, this MTSRU report will be beneficial in guiding actions by stakeholders subsequent to demobilization of the IC/UC.
- 3300 (U) Coordinating Instructions.
- a. (U) The Coast Guard's Sector Specific Agency (SSA) responsibilities for security of CIKR per reference (c) will function concurrently with incident management activities.
 - b. (U) The MTSRU is authorized direct liaison with all port stakeholders, industry, government agencies, as necessary in the performance of its assigned functions, while performing under this plan.
 - c. (U) Coordination with the AMSC, Area Committee, and other stakeholders will be primarily through the use of the communications protocols/procedures identified within Section 3400 of the AMSP. Conference calls, meetings, and other communications and coordination methods may also be used as appropriate to the situation.
 - d. (U) MTS function and condition information will be shared among stakeholders as necessary to coordinate MTS recovery.

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

3400 (U) Reporting Requirements.

- a. (U) MTS recovery information and assessments will be reported up the chain in accordance with reference (n).
- b. (U) The following shall be reported every 24 hours or sooner as deemed necessary by the COTP / IC / UC(See Appendix E (Communications and Reporting Guidelines) for specific coordination and reporting requirements):
 - (1) (U) Port Area Status Report.
 - (2) (U) Navigation Systems Status Reports.
 - (3) (U) Port Capability Assessment Report.
 - (4) (U) COPT Executive Summary Report.
- c. (U) Every effort will be made to coordinate the battle rhythm of the above reporting requirements with DoD, Guam, and CNMI battle rhythm.

4000 (U) ADMINISTRATION AND LOGISTICS.

4100 (U) Concept of Support. (U) All organizations participating in MTS recovery are responsible for their own administration and logistics. Participating organizations, at their discretion, may report critical needs that exceed their organic capabilities to the IC/UC command for consideration of possible alternative support options.

4200 (U) Logistics. (U) As outlined in Section 4100 above, organizations participating in MTS recovery are responsible for their own logistics support.

4300 (U) Personnel. (U) As outlined in Section 4100 above, organizations participating in MTS recovery are responsible for support of their own personnel.

4400 (U) Funding. (U) As outlined in Section 4100 above, organizations participating in MTS recovery are responsible for providing funding for their own assets/personnel. The MTSRU may make recommendations to the IC/UC for short-term recovery support. The following is a list of possible funding sources which can be used to support MTS recovery activities:

- a. (U) USCG and U.S. Army Corps of Engineers (USACOE) operating budgets. The USCG and USACOE operating budgets are a source of funding for the specific agencies to execute daily missions in relation to MTS recovery operations.
- b. (U) Oil Spill Liability Trust Fund (OSLTF). The OSLTF, or better known as the “fund”, was established by the Oil Pollution Act of 1990 (OPA 90), to facilitate the response to discharges or potential discharges of oil into the navigable waters of the United States. The fund is managed by the National Pollution Fund Center (NPFC) and is accessed by the Federal On-Scene Coordinator (FOSC).
- c. (U) Comprehensive Environmental Response Compensation and Liability Act (CERCLA). This EPA fund is managed by the National Pollution Funds Center (NPFC) to facilitate the response to the release or threat of release of hazardous materials.

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- d. (U) Federal Emergency Management Agency (FEMA). When a Federal Declaration of Disaster is issued, FEMA funding streams (i.e., Stafford Act funds) will be available for specific response and recovery elements such as debris removal, infrastructure repair, or to support recovery operations under specific Emergency Support Functions (ESFs). There may be a cost-share element to this funding source.
 - e. (U) Other Funding Sources. Other funding sources include funding from responsible parties, owners, insurers, or congressional grants.
- 4500 (U) Public Affairs. Public affairs news releases shall be in accordance with Coast Guard Policy. The Public Information Officer/Joint Information Center of the IC/UC shall release incident specific news releases.
- 4600 (U) Local Authority Interaction. Figure 4 illustrates the “push and pull” of information with local authorities and DoD.

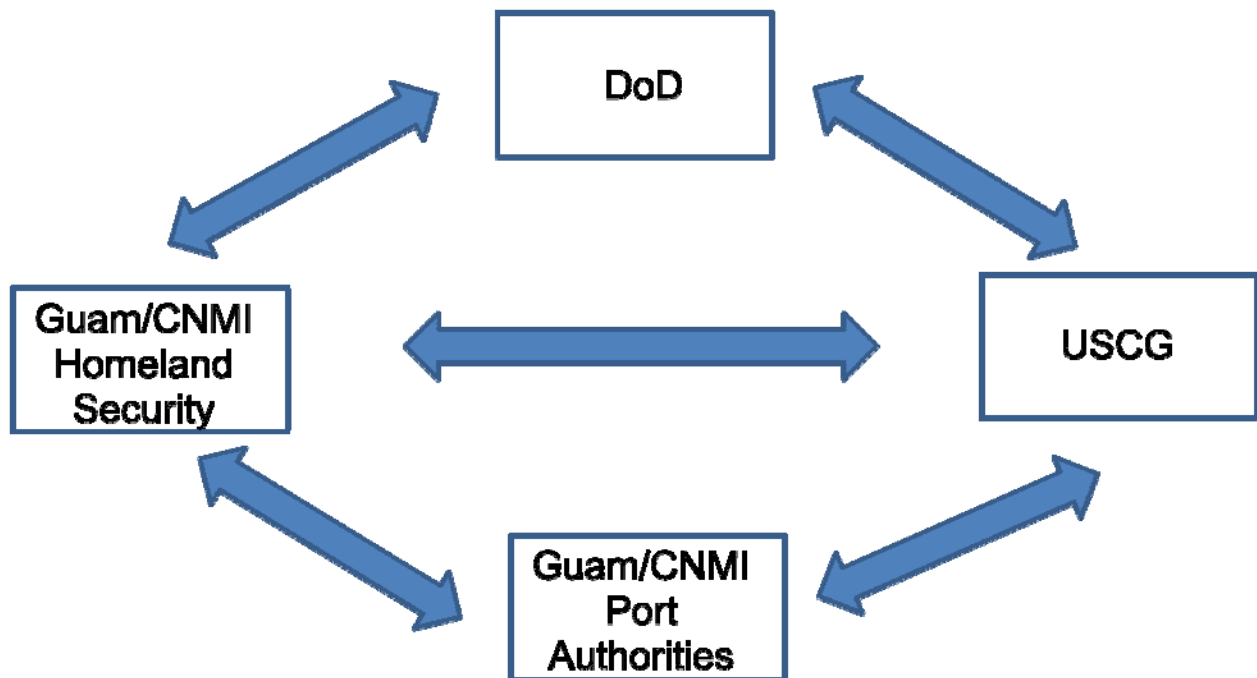


Figure 4

- 4700 (U) Meteorological and Oceanographic Services. The MTSRU shall coordinate recovery efforts with the ACOE and NOAA.
- 4800 (U) Administrative Reports. As required by individual organizations and as specified by the IC/UC. See Appendix E (Communications and Reporting Guidelines).

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5000 (U) INCIDENT MANAGEMENT.

5100 (U) Incident Command System Relationships/Organizational Relationships.

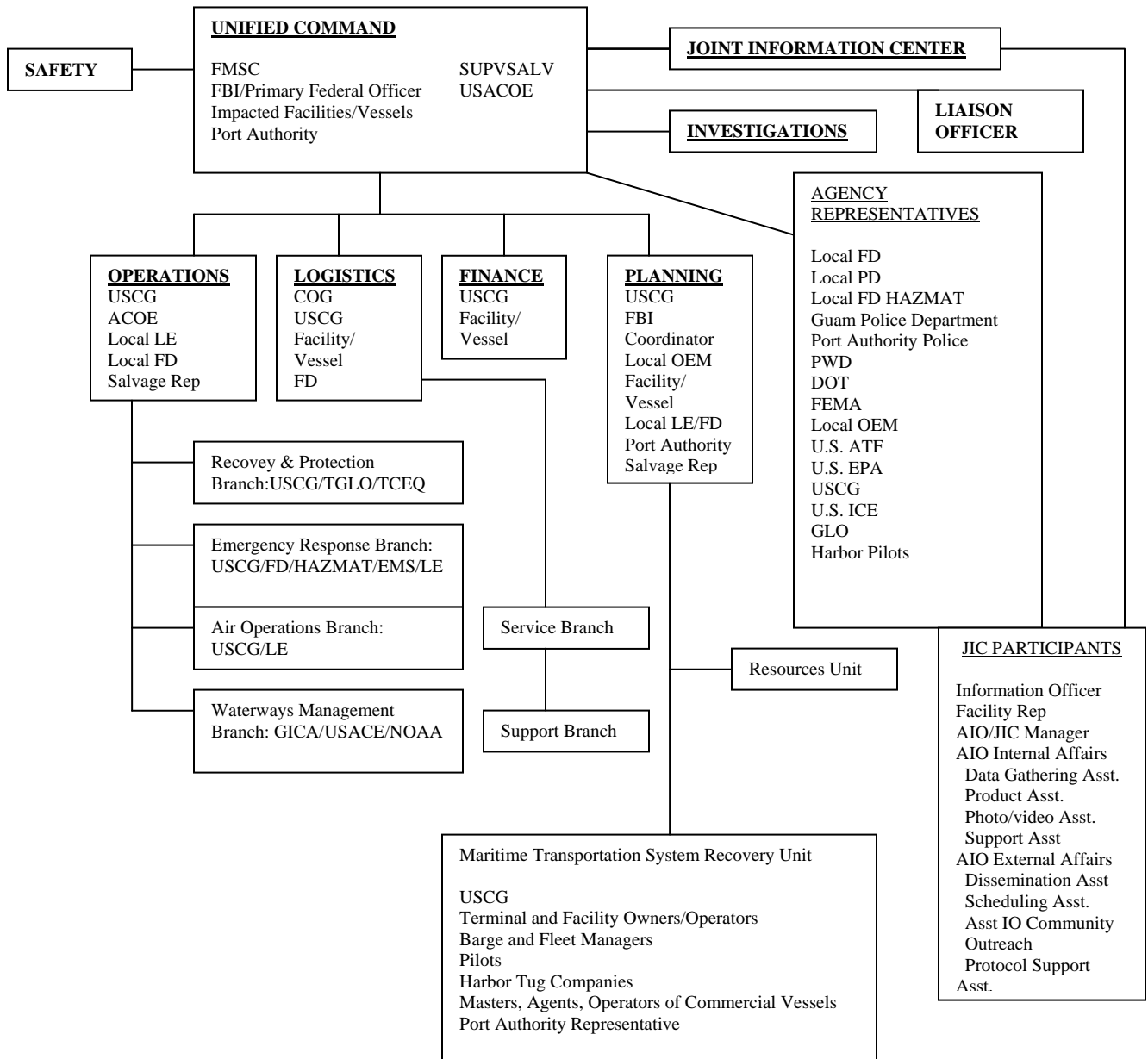


Figure 5 – Notional Incident Command Structure/Relationships

5200 (U) Incident Command Posts and Headquarters.

- a. USCG Sector Guam - 13°25'24"N, 144°39'48"E.
- b. JRM - 13°27'50"N, 144°43'43"E.
- c. Guam Homeland Security - 13°28'20"N, 144°44'56"E.
- d. PAG - 13°27'45"N, 144°40'04"E.

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e. NBG - 13°25'40"N, 144°39'32"E.

5300 (U) Succession to Incident Command.

a. (U) IC: Sector Commander.

b. (U) Deputy IC: Deputy Sector Commander.

c. (U) Alternate IC: Response Department Head, Prevention Department Head may be designated as the IC by the Sector Commander.

5400 (U) Incident Command, Control, and Communications. (U) The communications between the Sector Guam mobile command post, Command Center and the offices/command centers of other participating agencies will be via:

a. (U) Telephone, to include land line, wireless (cellular/PCS), or satellite.

b. (U) Computer, to include e-mail and the use of HOMEPORT.

c. (U) Radio. Command and control of vessels and aircraft will normally be via designated VHF and UHF frequencies. The use of any frequency, and communications with any associated agencies or contractors involved with emergency response, is under the cognizance of the local incident commander.

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

APPENDIX A (MTS ADVISORY GROUP STAFFING)

- a. (U) The MTS Advisory Group is a standing working group within COTP Sector Guam AOR. The MTS Advisory Group will support MTS recovery pre-planning and preparation by serving as an advisory body to the MTSRU of the Planning Section and IC/UC when activated for incident management.
- b. (U) Membership of the MTS Advisory Group will be comprised of U. S. Coast Guard personnel and representatives from key port area stakeholders (see notional list below). The MTS Advisory Group is populated with a broad, cross-section of subject matter experts from federal agencies, territorial government, and port stakeholders and industry representatives. The MTS Advisory Group will be led by the U.S. Coast Guard Representative designated by the COTP as the Chairperson of the MTS Advisory Group.
- c. (U) Implicit in the selection or approval of the MTS Advisory Group members is that they will agree to invest (with support by their respective organizations) the necessary time to participate in the maintenance of existing EEIs, develop and vet thru the AMSC and MIACP additional EEIs based on lessons learned and after-action reporting, and support the exercise of the procedures best suited for the recovery of the MTS within the Sector Guam AOR.
- d. (U) Participants in the MTS Advisory Group who serve in the MTSRU will be required to complete MTSRU training as described in Appendix F to this plan. The MTSRU is a special unit within the Planning Section of the ICS that provides MTS subject matter expertise to the Planning Section and ensures that response/recovery elements are considered and factored into daily operational objectives. Additional details on the MTSRU can also be found in Appendix C of this plan. A notional list of MTS Advisory Group members is listed in Table 4 of this appendix.

Federal Agency	Territorial Government	Maritime Industry
Sector Guam	Ports Authorities	Vessel Operators (Deep and Shallow Draft)
Dept of Defense	Territory Homeland Security	MTSA Facility Owner/Operators
USN SUPSALV	Local Emergency Mgmt	Other Facility Owners
USA Corps of Engineers	Local Bar Pilot and Docking Pilot Associations	Terminal Operators
Customs and Border Protection (CBP)	Fish and Wildlife	Shippers and Freight Forwarders
Immigration and Customs Enforcement (ICE)	Local LE Agencies	Trade Organizations
TSA	Public Health	Recreational Boating Assoc.
MARAD	Local Chamber of Commerce	Grocery Chains
US EPA	Local Fire Agencies	Hotel/Tourism Industry
NOAA	Environmental Protection Agency	Organized Labor
Army Corp of Engineers	Custom Quarantine Agency	Vessel Agents
		Spill Co-Op and Salvage

Table 4. A Notional List of MTS Advisory Group Members.

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

APPENDIX A (MTS ADVISORY GROUP STAFFING)

- e. (U) The MTS Advisory Groups in Guam and the CNMI will meet as required in response to AMS Tasking as noted in this Appendix. To the extent possible, leveraging existing port working group meetings with other maritime related committees will reduce the time-constraints on industry. The U. S. Coast Guard representative designated as the Chairperson of the Group will coordinate the meeting locations, develop the agenda, and provide the AMS with an after-meeting report if any changes/modifications to the AMSP are recommended or to answer written requests by the AMS.
- f. (U) Within the MTS Advisory Group, there will be Stakeholder Action Teams created and dissolved over time to address specific tasking from the AMSC and MIACP, conduct subject-specific reviews of MTS Recovery Issues, or participate in port restoration planning initiatives. Table 5 provides an example of a notional list of Stakeholder Action Teams that may be created to address port restoration planning initiatives:

Stakeholder Action Team	Possible Tasking Item From AMS	Possible Action Team Chair
Training	Develop Training Requirements for MTS Advisory Group Members	U. S. Coast Guard
Communications	Develop Comms Plan for Post-Incident Recovery, including Channel Safety, Vessel Traffic Schemes, Prioritized Cargoes, Infrastructure Safety, Reporting Times	PAG / CPA
Labor	Develop Minimum Labor Requirements Post-Incident for Cargo Loading / Offloading, Cargo Flow within Secured Port Areas, and Cargo Flow In / Out of Facility and / or Alternative Strategies	PAG / CPA / Industry
Energy	Develop Protocols to Report to FMSC or IC / UC Critical Needs or Shortages in the Local / Regional Domain	GovGuam/CNMI Government
Channel Surveys (Post Incident)	Develop Criteria To Interpret Final or Initial Channel Survey Reports from USACOE / NOAA / Pilots to Ensure Consistency in Evaluation of Safety	USACOE / USCG Waterways / NOAA

Table 5 – Notional List of Stakeholder Action Team Tasks.

- g. (U) The Sector Guam port community will have several methods available to validate its MTS Recovery Plan. These include its exercise program, actual MTS interruption events, modeling and simulation studies, independent validation from outside observers or agencies, and periodic senior level review from the AMS.
- h. (U) The standard operating procedures for the MTS Advisory Group are described in Appendix E.

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APPENDIX B (COTP SECTOR GUAM MTS INFRASTRUCTURE PRIORITY LIST AND EEI)

a. MTS Infrastructure Priority List

(1) (U) Waterways

(a) (U) An incident (regardless of being the result of a TSI, man-made or natural disaster) in the waterways could trigger a significant disruption to commercial operations in the COTP Guam Zone, as well as have an impact on the entire U.S. The UC and/or COTP, in consultation with port stakeholders, will oversee the MTS recovery for the Sector port community. Although the specific actions following an incident requiring recovery will be dictated by the location, size, and consequences of the event, assessment and recovery of waterways in the COTP Zone will follow these general procedures:

- 1 (U) Assess overall damage to port waterways and infrastructure through on-scene observation and over flights.
- 2 (U) Determine priority of on-water channel and waterway assessments.
- 3 (U) Conduct initial channel profiles to determine the general extent of waterway impact.
- 4 (U) Conduct standard controlling depth reports for each waterway.
- 5 (U) Survey Aids to Navigation and prioritize critical aid re-establishment.
- 6 (U) Conduct side-scan SONAR and magnetometer surveys of channel berths as required and if available.
- 7 (U) Analyze survey results.
- 8 (U) Prioritize and conduct wreck and obstruction removal based on the waterway priorities below.

(b) (U) In general, the most critical waterways to open after an incident are:

- 1 (U) Inner Apra Harbor- the location of Department of Defense assets.
- 2 (U) Outer Apra Harbor- the location of the commercial port.

(2) (U) Facilities

(a) (U) Facility owners and operators are responsible for responding to and recovering from an incident (TSI, man-made or natural disaster) that occurs at their facility.

(b) (U) Immediately following an incident impacting the MTS, there will undoubtedly be major resource demands on Coast Guard personnel, survey and salvage equipment, and facility operators in returning waterfront facilities to normal operating conditions. Because widespread damage may make it impossible for facilities to comply with all applicable regulations of 33 CFR, facilities may request approval of alternative and/or temporary compliance measures at COTP's discretion. In general, the following facilities are the priority for recovery:

- 1 (U) Bulk Oil and Liquefied Petroleum Gas (LPG) transfer.
- 2 (U) Containerized and Bulk Cargo.

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APPENDIX B (COTP SECTOR GUAM MTS INFRASTRUCTURE PRIORITY LIST AND EEI)

- (c) (U) Petroleum companies that transfer fuel via pipelines and hoses are responsible for the safety and reliability of their own product transfer systems. In the event of an incident resulting in damages to a pipeline/transfer hose, the owner shall promptly and effectively shut down the pipeline, dispatch responders and take measures designed to protect the public, its employees, and the environment. Response activities include proper notification of local, state and federal agencies, as well as controlling, containing, and recovering released product, repairing the damaged pipeline and conducting mechanical tests to verify the pipeline's suitability and structural integrity. Resource decisions for the recovery and restoration of every facility in Guam will be evaluated on an incident-by-incident basis in consultation with GovGuam and the UC.
- (3) (U) Cargo / Shipping Priority List.
- (a) (U) When developing a cargo priority list, effective coordination is required between the MTSRU, port stakeholders and shipping agents to help develop port priorities to expedite the reopening of the port. The following general priorities will be taken into account when determining the cargo flow following a disruption to the MTS:
- 1 (U) National Defense Materials. Materials needed for meeting national security needs, including war supplies, movement of combatant and key supply vessels.
 - 2 (U) National Response Supplies. Supplies needed for addressing the short-term, direct effects of an incident at the national level, including materials to minimize loss of life, contain the damage and stabilize the situation. Examples include immunizations and other medical supplies, food and drinking water, national fuel supplies, materials to contain large scale hazardous material releases, and other supplies to provide basic life needs after a catastrophic incident.
 - 3 (U) National Recovery Supplies. Supplies needed for reconstituting commercial and government operations and services, and public assistance programs with national levels of impact. Examples include materials for rebuilding /repairing national infrastructure (e.g., electrical grid), restoring people to affected areas, and others.
 - 4 (U) Other National / Regional Priority Cargo. Other materials with significant national priority not captured on the preceding national categories.
 - 5 (U) Local Response Supplies. Supplies needed for addressing the short-term, direct effects of an incident at the local level, including materials to minimize loss of life, contain the damage and stabilize the situation. Examples include: immunizations and other medical supplies; food and drinking water; and materials for pollution spills, hazardous releases or other supplies for incidents in the port.
 - 6 (U) Local Recovery Supplies. Supplies needed for reconstituting commercial and government operations and services, and public assistance programs with

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local levels of impact. Examples include materials for rebuilding /repairing local infrastructure (e.g., electrical grid, power plant).

- 7 (U) Local Fuels and Energy Cargo. Fuels and related cargo needed for transportation, power, heating and other basic needs, including petroleum, liquefied natural gas (LNG), liquefied petroleum gas (LPG) and others.
- 8 (U) Local Consumption Foods. Food items for local consumption beyond basic life support needs.
- 9 (U) Other Local Priority Cargo. Other materials with significant local priority, including materials to restore local economy that are not captured in the preceding local categories.
- 10 (U) Other Cargo. All other materials that are not addressed in the above list.

b. (U) When developing a shipping priority list, effective coordination is required between the MTSRU, port stakeholders and shipping agents to help develop port priorities to expedite the reopening of the port. The following general priorities will be taken into account when determining the shipping flow following a disruption to the MTS:

- (1) (U) Immediate needs.
- (2) (U) Cargo on-board.
- (3) (U) Cargo off loading capabilities.
- (4) (U) Ship's draft.
- (5) (U) Port cargo handling/bulk liquid handling status.

c. (U) Essential Elements of Information (EEI) Guidance. (NOTE: The Sector Guam EEIs are listed in Tabs 1 through 4 of this Appendix.

- (1) (U) EEIs are the foundation for MTS Recovery pre-planning and offering historical and recovery trend-line information to the IC/UC during MTS Recovery operations.
- (2) (U) The design of the EEIs also provides a critical public domain notification and information sharing element. Based on the type and scope of the incident, EEIs may be posted on a public-access website to provide updated and real-time status information, including answers to FAQs that currently exist in the EEIs as well as additional FAQs that will likely evolve during the incident.
- (3) (U) It is important to gather timely and accurate information concerning the status of EEIs during and immediately after an incident. The information gathered concerning the status of EEIs will form the basis of developing MTS recovery strategies and priorities as well as ensuring valuable situational reporting to regional and national-level stakeholders. EEIs are an integral part of the AMS Plan and the recovery of the MTS. The MTS Advisory Group may find it necessary to add to the EEI list after supporting the MTSRU during various in during real-life and simulated (exercise) events.
- (4) (U) The MTS Advisory Group will provide periodic updates to the AMSC and MIACP Committee(s) as the EEI system evolves to ensure key port stakeholder understanding and support. Table 6 provides a notional baseline list of EEIs.

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APPENDIX B (COTP SECTOR GUAM MTS INFRASTRUCTURE PRIORITY LIST AND EEI)

Waterways and Navigation Systems	Port Area – Critical Infrastructure	Port Area – Vessels	Port Area – Environment
Mil Essential Waterway	DOD Facilities	Commercial Fishing Vessels	Vessel Salvage / Wreck Removal
ATON	Bridges	High Capacity Passenger Vessels	Oil Pollution Incidents
Deep Draft Channel	Bulk Liquid Facilities	Ferries	Hazardous Material Incidents
National Distress Monitoring	Containerized Cargo Facilities	Small Passenger Vessels	
Real-Time Waterway Monitoring	Non-Containerized Cargo Facilities	Barges	
Non Deep Draft Channels	Shipyards		
	High Capacity Passenger Vessel / Ferry Terminals		

Table 6. A Notional Baseline list of EEIs.

- (5) (U) The port stakeholders have four primary opportunities to influence the structure and use of the EEIs:
 - (a) (U) Through the development of new EEIs and periodic update of existing EEIs in conjunction with MTS Advisory Group meetings.
 - (b) (U) Through nomination and approval of staff members to the MTS Advisory Group to ensure that proper scope and depth of expertise is represented in the unit.
 - (c) (U) Through stakeholders involvement of populating EEIs during pre-incident planning and post- incident assessments.
 - (d) (U) As the MTS recovery program evolves, the stakeholders will experience the use of the EEIs in actual and exercise scenarios in action and will be able to contribute to their improvement. The “after action” analysis of exercise and actual incidents will provide opportunities to improve EEI substance and process.
- (6) (U) The primary reporting tool for MTS Recovery activities will be the Common Assessment & Reporting Tool (CART). Use of CART will provide timely and accurate information on pre-incident conditions in the Sector AOR with the ability to compare pre-incident and post-incident MTS information to fully characterize the scope of event. Baseline information contained in the CART database will be updated in concert with MTS Advisory Group updates to the EEIs. Training will be conducted on the CART system locally with U. S. Coast Guard personnel designated as MTSRU members as well as with MTS Advisory Group members to fully engage the capabilities of the system as a training platform, conduct historical reviews of past incidents, and enable the use of the full suite of reporting capabilities CART provides. Reporting requirements for impacted EEIs will vary from incident to incident. Refer to Appendix E of this plan for baseline reporting requirements and formats / recipients of the reports.

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TAB 1 (GUAM EEI) TO APPENDIX B

Agana Small Boat Basin and Agat Small Boat Harbor ATON

Instance Name	EEI Type	Critical ATON
Guam Agana Small Boat Basin Approach Light 1	Aids to Navigation	No
Guam Agana Small Boat Basin Approach Light 2	Aids to Navigation	No
Guam Agana Small Boat Basin Approach Range Front Light	Aids to Navigation	No
Guam Agana Small Boat Basin Approach Range Rear Light	Aids to Navigation	No
Guam Agat Harbor Entrance Light	Aids to Navigation	No
Guam Agat Small Boat Harbor Entrance Lighted Buoy 1	Aids to Navigation	No

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

TAB 1 (GUAM EEI) TO APPENDIX B

Apra Harbor and Ritidian ATON

Instance Name	EEI Type	Critical ATON?
Guam Apra Harbor Glass Breakwater Light	Aids to Navigation	Yes
Guam Apra Harbor Orote Point Light	Aids to Navigation	Yes
Guam Apra Harbor Western Shoal Buoy WS	Aids to Navigation	
Guam Apra Inner Harbor Polaris Point Range Front Light	Aids to Navigation	
Guam Apra Inner Harbor Polaris Point Range Rear Light	Aids to Navigation	
Guam Apra Inner Harbor Range Front Light	Aids to Navigation	
Guam Apra Inner Harbor Range Rear Light	Aids to Navigation	
Guam Apra Outer Harbor Buoy 9	Aids to Navigation	
Guam Apra Outer Harbor Entrance Lighted Buoy 1	Aids to Navigation	
Guam Apra Outer Harbor Entrance Lighted Buoy 2	Aids to Navigation	
Guam Apra Outer Harbor Entrance Range Front Light	Aids to Navigation	Yes
Guam Apra Outer Harbor Entrance Range Rear Light	Aids to Navigation	Yes
Guam Apra Outer Harbor Light	Aids to Navigation	
Guam Apra Outer Harbor Lighted Buoy 3	Aids to Navigation	
Guam Apra Outer Harbor Lighted Buoy 5		
Guam Apra Outer Harbor Lighted Buoy 6		
Guam Apra Outer Harbor Lighted Buoy 7		
Guam Apra Outer Harbor Lighted Buoy 8		
Guam Cabras Island Channel Junction Lighted Buoy A		
Guam Cabras Island Channel Light 4		
Guam Cabras Island Channel Lighted Buoy 2		
Guam Cabras Island Channel Lighted Buoy 5		
Guam Pier Dog Light		
Guam Piti Channel Entrance Light 1		
Guam Piti Channel Entrance Light 2		
Guam Ritidian Point Light		

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN**TAB 1 (GUAM EEI) TO APPENDIX B**

Container Facilities

Instance Name	EEI Type	Critical
Guam Commercial Port Container Yard(s)	Container Facilities	Yes
Guam Commercial Port Wharf F-5	Container Facilities	Yes
Guam Apra Harbor Wharf F-6	Container Facilities	Yes

Bulk Liquid Facilities

Instance Name	EEI Type	Critical
Guam Apra Harbor IP&E Storage Tanks	Bulk Liquid Facilities	Yes
Guam Apra Harbor Mobil Oil Fuel Storage Tanks	Bulk Liquid Facilities	Yes
Guam Apra Harbor MOBIL OIL G Wharf Fuel Pier	Bulk Liquid Facilities	Yes
Guam Apra Harbor Navy Fuel Wharf D	Bulk Liquid Facilities	Yes
Guam Apra Harbor Navy Fuel Wharf E	Bulk Liquid Facilities	Yes
Guam Apra Harbor NAVY/SHELL TIE-IN	Bulk Liquid Facilities	Yes
Guam Apra Harbor, F-1 Fuel Pier	Bulk Liquid Facilities	Yes
Guam Apra Harbor, SOUTH PACIFIC PETROLEUM CORPORATION	Bulk Liquid Facilities	Yes
Guam Vital Energy	Bulk Liquid Facilities	Yes

Non-Container

Instance Name	EEI Type	Critical
Guam Apra Harbor Wharf F-3	Non-container Facilities	
Guam Apra Harbor Wharf F4	Non-container Facilities	
Guam Power Authority Cabras	Non-container Facilities	Yes
Guam Power Authority Piti	Non-container Facilities	Yes
Hanson Permanent Cement	Non-container Facilities	Yes
Kilo Pier Guam	Non-container Facilities	Yes
Guam Cabras Island Bridge	Bridges	Yes

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN**TAB 2 (CNMI EEI) TO APPENDIX B**

Aids To Navigation

<u>Instance Name</u>	<u>EEI Type</u>	<u>Critical</u>
Rota West Harbor Range Front Light	Aids to Navigation	Yes
Rota West Harbor Range Rear Light	Aids to Navigation	Yes
Saipan and Tinian Ushi Point Light	Aids to Navigation	
Saipan Tanapag Harbor Approach Lighted Buoy T	Aids to Navigation	
Saipan Tanapag Harbor Channel Buoy 10	Aids to Navigation	
Saipan Tanapag Harbor Channel Buoy 4	Aids to Navigation	
Saipan Tanapag Harbor Channel Buoy 5	Aids to Navigation	
Saipan Tanapag Harbor Channel Buoy 8	Aids to Navigation	
Saipan Tanapag Harbor Channel Lighted Buoy 2	Aids to Navigation	
saipan Tanapag Harbor Channel Lighted Buoy 3	Aids to Navigation	
Saipan Tanapag Harbor Channel Lighted Buoy 6	Aids to Navigation	
Saipan Tanapag Harbor Channel Lighted Buoy 7	Aids to Navigation	
Saipan Tanapag Harbor Lighted Buoy 2A	Aids to Navigation	
Saipan Tanapag Harbor Managaha Island Light	Aids to Navigation	
Saipan Tanapag Harbor Okino Reef Buoy 1	Aids to Navigation	
Saipan Tanapag Harbor Range Front Light	Aids to Navigation	
Saipan Tanapag Harbor Range Rear Light	Aids to Navigation	
Tinian Harbor Channel Buoy 6	Aids to Navigation	Yes
Tinian Harbor Channel Light 5	Aids to Navigation	Yes
Tinian Harbor Channel Lighted Buoy 1	Aids to Navigation	Yes
Tinian Harbor Channel Lighted Buoy 2	Aids to Navigation	Yes
Tinian Harbor Channel Lighted Buoy 3	Aids to Navigation	Yes
Tinian Harbor Channel Lighted Buoy 4	Aids to Navigation	Yes

Container Facilities

<u>Instance Name</u>	<u>EEI Type</u>	<u>Critical</u>
Rota Port Authority	Container Facility	Yes
Port of Saipan	Container Facility	Yes
Tinian San Hose Harbor	Container Facility	Yes

Bulk Liquid Facilities

<u>Instance Name</u>	<u>EEI Type</u>	<u>Critical</u>
Rota Mobil Oil	Bulk Liquid	Yes
Saipan Mobil Oil	Bulk Liquid	Yes
Saipan IP&E	Bulk Liquid	Yes
Tinian Mobil Oil	Bulk Liquid	Yes

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

TAB 2 (CNMI EEI) TO APPENDIX B

Deep Draft Channels

<u>Instance Name</u>	<u>EEI Type</u>	<u>Critical</u>
Saipan Harbor	Deep Draft Channel	Yes
Tinian Harbor Channel Entrance	Deep Draft Channel	Yes
Rota West Harbor Channel Entrance	Deep Draft Channel	Yes

Non-Deep Draft Channels

<u>Instance Name</u>	<u>EEI Type</u>	<u>Critical</u>
Saipan Outer Cove Marina	Non-Deep Draft Channel	Yes
Saipan Seaplane Ramp North	Non-Deep Draft Channel	Yes
Saipan Seaplane Ramp South	Non-Deep Draft Channel	Yes
Saipan Smiling Cover Marina	Non-Deep Draft Channel	Yes

Non-Container Facilities

<u>Instance Name</u>	<u>EEI Type</u>	<u>Critical</u>
Saipan PUC	Non-Container Facility	Yes
Saipan Cement	Non-Container Facility	Yes
Rota Commonwealth Utilities Cooperation	Non-Container Facility	Yes
Tinian Commonwealth Utilities Cooperation	Non-Container Facility	Yes

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN
APPENDIX C (SECTOR GUAM MTS RECOVERY UNIT GUIDELINES)

(U) The MTSRU is responsible for assisting the Planning Section of the IC/UC in the strategy development/planning of infrastructure recovery for TSIs and the mitigation of other significant MTS disruption events that may occur. The MTSRU will align itself closely with the Sector Guam AMS MTS Advisory Groups in Guam and the CNMI. It is imperative that the MTSRU Leader have a direct link with the Planning Section Chief and the Situation Unit Leader (Figure C-1). This direct link will enable the MTSRU Leader to quickly assess the situation, collect pertinent data, and develop stakeholder-informed MTS recovery priorities/recommendations for IC/UC to ensure that effective MTS recovery strategies are factored into each operational planning cycle during the response phase and during the transition to daily incident management operations. The MTSRU guidelines are organized into the following sections:

- a. (U) MTSU Responsibilities.
- b. (U) Training Requirements.
- c. (U) The composition of the MTSRU.
- d. (U) The interrelationships between the MTSRU and other ICS components.
- e. (U) MTS Go-Kit Materials.
- f. (U) The Sequence of Activities following the activation of the MTSRU.
- g. (U) references.

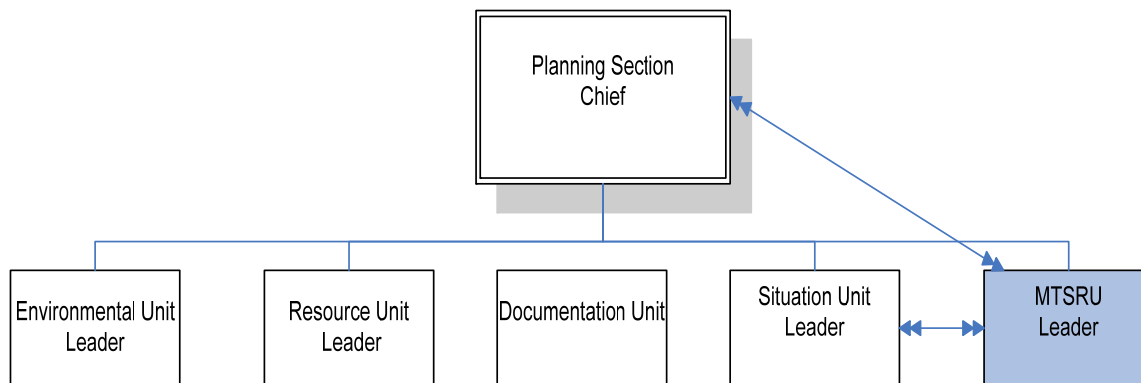


Figure C-1 – MTSRU Link with the Planning Section Chief and the Situation Unit Leader.

- a. (U) MTSRU Responsibilities / Requirements. When activated for an MTS recovery operation, the MTSRU is responsible for accomplishing the following:
 - (1) (U) Receiving a briefing and special instructions upon arrival at the incident.
 - (2) (U) Tracking and reporting the status of the MTS in a measurable and accurate manner. This tracking process will require the use and comparison of the baseline EEIs impacted by the incident against the operational status reports received from the identified critical stakeholders of the impacted area.
 - (3) (U) Prioritize recovery operations (e.g., ATON, dredging, salvage, cleanup, repair, etc), as appropriate.
 - (4) (U) Identify resources, agencies involved, and courses of action for the recovery of MTS infrastructure.

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APPENDIX C (SECTOR GUAM MTS RECOVERY UNIT GUIDELINES)

- (5) (U) Developing courses of action to support MTS recovery to include, alternative strategies during the repair/recovery of the static MTS infrastructures (e.g., ATONs/channels/facility/intermodal nodes) to a sufficiently safe and staffed level to facilitate base-level economic recovery.
 - (6) (U) Monitoring the economic consequences of recovery actions.
 - (7) (U) Identifying the need for and develop vessel traffic management plans and to prepare any special advisories or orders (e.g. Safety/Security Zone).
 - (8) (U) Tracking recovery issues that have the potential to become long-term restoration issues and make recommendations for when that transition should occur and which agency should take responsibility for the restoration phase. In needed, develop long-term restorative strategies for the IC/UC.
 - (9) (U) Providing an avenue of input to the response organization for all MTS stakeholders (via the MTS Advisory Group), to ensure strategies are broadly accepted and developed with sufficient subject matter expertise. The MTSRU will also ensure communications to the MTS stakeholders on critical issues such as channel infrastructure safety, vessel / cargo prioritization, and security issues are widely disseminated thru various pre-identified means (web-based /phone conferences/fax/radio broadcast/use of mass-media).
 - (10) (U) Developing an assessment of the effects of an incident adversely impacting the MTS that focuses on the cargo stream, passenger flow and the local economy.
 - (11) The MTSRU Leader is required to ensure the completion of SITREP, Economic Impact Assessments and MTS Summaries described in section f. of this Appendix are consistent with those reporting requirements of the various incidents that this plan supports (e.g., Oil / HAZMAT spills; heavy weather; and TSIs). Refer to Appendices D and F for detailed MTS recovery reporting requirements and formats.
- b. (U) Training requirements. Cyclic (annual) training for the MTSRU and the MTS Advisory Group is strongly encouraged. Table C-1 lists the following CG ICS Courses required for MTSRU and MTS Advisory Group Members:

Group	Assignment	Required Training
MTSRU	Unit Leader	ICS-100-300 ICS- 341 ICS 346 – 348 ICS 408*
	Unit Staff	ICS-100-300
MTS Advisory Group	Stakeholder Leader	ICS 100-200 ICS 408*
	MTS Advisory Group Member	ICS 408*
		* To Be Developed

Table C-1 – ICS Training Requirements.

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APPENDIX C (SECTOR GUAM MTS RECOVERY UNIT GUIDELINES)

- c. (U) Composition of MTSRU. The composition of personnel associated with the MTSRU will require participation from a broad spectrum of agencies and entities. Refer to Appendix A to review the composition of the MTSRU (which is similar as the MTS Advisory Group staffing list). The exact composition of the MTSRU will depend on the type and extent of the incident, as well as port operations and challenges unique to Sector Guam's AOR. The success of the MTSRU will depend on having an appropriate mix of both the right level of representation and personnel with the requisite expertise and experience. Identifying these members in advance of an incident and incorporating MTSRU objectives into drills and exercises will enhance the ability of members of the MTSRU carrying out their assigned responsibilities.
- d. (U) The interrelationships between the MTSRU and other ICS components. As is the case with all elements in an effective ICS organization, the MTSRU will have to interact with a number of different organizational elements at varying levels in the ICS structure. The following are some of the key interrelationships for the MTSRU and the types of expected interactions with each:
 - (1) (U) The MTSRU Interrelationship with the Planning Section Chief. The MTSRU Leader (MTSL) works directly for the Planning Section Chief (PSC). If the PSC has not been activated, the MTSL works directly for the IC/UC. Typical interactions with the PSC will include the following:
 - (a) (U) Receive initial briefing/tasking from PSC.
 - (b) (U) Receive updates from PSC during Planning Section meetings.
 - (c) (U) Attend Tactics and Planning Meetings to gain insight on response operations and MTS issues/impacts.
 - (d) (U) Brief MTS Recovery issues during Command & General Staff meetings and Planning meetings if requested by the PSC.
 - (e) (U) Provide PSC with initial assessment of primary MTS Recovery issues.
 - (f) (U) Provide Vessel & Facility Priority List to Planning Section for inclusion in the Incident Action Plan (IAP).
 - (g) (U) Evaluate amplifying or conflicting anecdotal information against established priorities in MTS Recovery Plans and make appropriate MTS Recovery recommendations to the UC via the PSC.
 - (h) (U) Provide report of pending MTS recovery issues to PSC prior to demobilization.
 - (i) (U) Make recommendations to PSC on recovery issues that will transition to long-term restoration issues (e.g., recovery time frame, agency to assume responsibility).
 - (j) (U) Provide PSC recommendation on appropriate time/sequence to demobilize the MTSRU with release priorities.

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APPENDIX C (SECTOR GUAM MTS RECOVERY UNIT GUIDELINES)

- (2) (U) The MTSRU Interrelationship with the Situation Unit Leader (SITL). The MTSL will work closely with the SITL to maintain a current situation status which includes relevant MTS Recovery issues. If activated early on in the incident, the MTSL should consider assisting the SITL with establishing the situation status board to gain perspective on the full range of issues and their likely impacts on MTS Recovery. Typical interactions with the SITL will include the following:
- (a) (U) Obtain the current incident status from SITL (PSC if SITL not established).
 - (b) (U) Coordinate the battle rhythm timing and ensure SITL is provided current MTS Recovery status information for inclusion in the daily SITREP.
 - (c) (U) Provide status information to the SITL for the situation status display.
 - (d) (U) Provide graphics and displays to the SITL to support briefing and meeting requirements.
- (3) (U) The MTSRL Interrelationship with the MTS Stakeholders. The MTSL will interface directly with MTS stakeholders via the MTS Advisory Group. In order to provide an accurate assessment of the MTS impacts and the status of recovery efforts the MTSL will coordinate with the MTS Advisory Group in order to ensure that the MTSRU receives the proper level of information flow to and from MTS stakeholders. Typical interactions with the MTS stakeholders will include the following:
- (a) (U) Establish stakeholder list and vet to ensure all appropriate MTS stakeholders are included (Liaison Officer can assist if activated).
 - (b) (U) Establish mechanisms for communicating with MTS stakeholders to include the following:
 - 1 Attend all IC/UC public meetings with stakeholders.
 - 2 Maintain communication with the MTS Advisory Group / stakeholders via fax, phone, email, radio or in person.
 - 3 Use Homeport to receive stakeholder input and disseminate situational reports to stakeholders.
 - 4 Update stakeholders with IC/UC actions.
 - (c) (U) IC/UC – The MTSL may be tasked to provide specific MTS Recovery Issue briefings to the IC/UC based on their direct contact with the impacted MTS stakeholders. As the response progresses the MTSL may also be tasked to brief trends in MTS Recovery to the IC/UC. Typical interactions with the IC/UC will include the following:
 - (d) (U) Make recommendations on priorities for MTS recovery to the PSC or UC/IC.
 - (e) (U) Receive updates from IC/UC and pass to MTS stakeholders.
- e. (U) MTS Go-Kit Materials. The following is a list of suggested supplies and materials that the MTSRU support kit should include. These supplies will be sufficient to allow the MTSRU to function for at least 24-48 hours without re-supply:
- (1) (U) Incident Management Handbooks (2).

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APPENDIX C (SECTOR GUAM MTS RECOVERY UNIT GUIDELINES)

- (2) (U) Local charts and maps (1 set).
 - (3) (U) Copies of the Sector MTS Recovery Plan and other applicable plans.
 - (4) (U) ICS forms catalog or ICS forms on a CD.
 - (5) (U) Easel pad / markers (4).
 - (6) (U) A fax machine.
 - (7) (U) Laptop computers (2).
 - (8) (U) Portable Printers (2).
 - (9) (U) File boxes with hanging file folders (1 set).
 - (10) (U) Note books (8).
 - (11) (U) General office supplies to support anticipated unit members (as needed).
 - (12) Once the Logistics Section is established to support an incident, the MTSRU can order supplies through the incident organization.
- f. (U) Sequence of activities following the activation of the MTSRU. This section of the MTSRU guideline lays out the expected sequence of activities the MTSRU will follow during the lifecycle of the typical incident. In addition to the general sequence of activities, this section also recommends several methodologies for accomplishing specific activities based on the current national guidance including the Maritime Infrastructure Recovery Plan (MIRP), the Strategy to Enhance International Supply Chain Security, the National Maritime Strategic Risk Assessment (NMSRA), USCG policy, and lessons learned from previous MTSRU activations. The recommended sequence of activities following the activation of the MTSRU is as follows:
- (1) (U) Evaluate the scope/scale of the incident and determine if MTSRU staffing is adequate. Determine potential for the incident to grow and ensure the staffing can support the projected size of the incident.
 - (2) (U) Solicit IC/UC support for MTSRU staffing needs.
 - (3) (U) Determine workspace needs to include:
 - (a) (U) Phone/Fax Lines (incoming/outgoing lines dedicated to MTSRU).
 - (b) (U) Computer/Internet access (HSIN, SWSIII, necessary tools and software applications).
 - (c) (U) Adequacy of space based on potential for incident growth.
 - (d) (U) Balance the need for unit to be in close proximity to the Situation Unit with need for space and privacy for MTS stakeholder meetings/discussions.
 - (4) (U) Obtain Situation Awareness:
 - (a) (U) Obtain current assessment of MTS impacts from Situation Unit or PSC.
 - (b) (U) Review the Sector Guam MTS Recovery Plan.
 - (c) (U) Determine which EEI dimensions of recovery have been affected.

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- (d) (U) Establish an incident area to set baseline for EEIs.
- (e) (U) In conjunction with the Situation Unit, display and maintain all relevant MTS information regarding the incident. Maps, charts, and status boards will greatly aid situational awareness of MTSRU members as well as other members of the IC/UC organization.
- (5) (U) Determine MTS impacts and recommend appropriate courses of action. The following considerations should be taken into account when assessing the impact of the incident on the MTS and developing associated courses of actions (COAs).
- (6) (U) Evaluate amplifying or conflicting anecdotal information against established priorities in MTS Recovery Plans.
- (7) Recognize the fact that MTS Recovery priorities are likely to change and may not match the MTS Recovery Plan exactly. Analyze the priorities established in the plan and recommend changes as dictated by the incident.
- (8) (U) Assess, prioritize planned actions to restore functionality to essential MTS infrastructure.
- (9) (U) Survey channels and waterways.
 - (a) (U) Monitor dredging and salvage operations, as needed.
 - (b) (U) Remove debris, as needed.
- (10) (U) Verify or reposition Aids to Navigation.
- (11) (U) Verify pier conditions.
 - (a) (U) Pier equipment.
 - (b) (U) Storage areas.
- (12) (U) Survey avenues for intermodal connections on the piers.
- (13) (U) Verify pipeline integrity.
- (14) (U) Establish passenger and cargo priorities.
 - (a) (U) National/Regional priorities typically will be established when the incident is identified as a Type 1 incident.
 - (b) (U) Local priorities. The MTSL will establish a stakeholder team to analyze vessel specific information and needs and make recommendations to the IC/UC. MTSRUs must strike a balance between controlling vessel traffic/setting priorities and allowing the free flow of commerce. The best way to do this is to involve the active participation of port partners in the planning and decision process. One important commerce flow issue will be the evaluation of which vessels awaiting inbound transit could divert cargo to another port.
- (15) (U) Work Force Issues. Assess any impacts from issues related to different segments of the workforce not being able to get to work because of significant MTS disruptions, e.g., port workers, pilots, or freight forwarders.

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APPENDIX C (SECTOR GUAM MTS RECOVERY UNIT GUIDELINES)

- (16) (U) Determine reporting requirements and methods. Ensure that MTS recovery issues are integrated into the battle rhythm and attempt to synchronize reporting times so both the Situation Report (SITREP) and the MTS Executive Summary have the latest information available during that reporting cycle.
 - (a) (U) SITREP. The timing of the initial SITREP will likely be driven by the Critical Information Reporting requirements. Subsequent SITREPS can typically be issued on a regular schedule and coordinated with the MTS reporting requirements.
 - (b) (U) MTS Executive Summary – This report will be produced daily and will include a summary of all pertinent MTS Recovery issues. A template for this report and a sample Executive Summary are included in Appendix F of this plan.
- (17) (U) Demobilize the MTSRU. The MSTL is responsible for ensuring an orderly and effective demobilization of the MTSRU. There are several steps involved in this process to help ensure that this is accomplished:
 - (a) (U) Recognize when MTSRU functions are beginning to wind down and develop a demobilization strategy for the IC/UC. This strategy should take into account release priorities for personnel staffing the MTSRU.
 - (b) (U) Develop a list of recovery issues that are pending. This will help support the recommendation to begin the demobilization process for the MTSRU:
 - 1 (U) List issues that will transition to long-term restoration; determine a timeline for that transition and which agency will assume responsibility.
 - 2 (U) Recommend any legal, regulatory or policy initiatives needed to address outstanding MTS infrastructure issues.
 - 3 (U) List any stakeholder concerns regarding MTS recovery and restoration issues.
 - 4 (U) Recommend demobilization of MTSRU resources to the PSC.
 - 5 (U) When approved, demobilize MTSRU personnel in accordance with the established demobilization process for the incident. Ensure that the personnel who have to travel long distances get the appropriate rest before being released from the incident.
 - (c) (U) Prepare the demobilization report and submit to IC/UC via the PSC.
 - (d) (U) Provide feedback on the Sector’s MTS Recovery Plan. This feedback is intended to ensure the MTS Recovery Plans benefit from a continuous improvement cycle.
- g. (U) references. Additional guidance to support the MTSRU in performing their assigned functions can be found in the following:
 - (1) (U) ICS 341 MTSRU Leader Job Aid.
 - (2) (U) NVIC 09-02 AMSP Template, Section 6300.
 - (3) (U) The CG IMH COMDTPUB P3120.17A: Common Responsibilities (pgs 2-1 through 2-3); Unit Leader Responsibilities (pgs 2-3, 2-4); MTS Recovery Unit Leader

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(MTSL) Position Description (pgs 8-10, 8-11) and Maritime Security/Antiterrorism (pgs 16-12, 16-13).

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

APPENDIX D (SECTOR GUAM MOU/MOA/ISSA(s))

Memorandum Of Understanding Between Port Authority Of Guam and US Coast Guard Captain Of The Port Guam - 1979	Tenant Agreement	General Manager - Guam Port Authority
Memorandum of Agreement with Military Sealift Command	Vessel Inspections	Military Sealift Command
Memorandum of Understanding Between Commander Coast Guard Marianas and Flotilla Commander Coast Guard Auxiliary Flotilla 24	Auxiliary	Flotilla Commander
Memorandum Of Understanding Between the Government Of The Commonwealth Of The Northern Mariana Islands and the United States Coast Guard	ATON	Governor - CNMI
Memorandum of Agreement Between The Department of Army and The US Coast Guard: Marking and Removal of Sunken Vessels and Other Obstructions to Navigation	Navigation	Department of the Army
Memorandum of Understanding with JRM for Continuity of Operations Facility Support	Facility Support	Joint Region Marianas USN
Memorandum of Understanding with US Dept of Homeland Security US Agency for International Development Bureau for Democracy, Conflict and Humanitarian Assistance Office of US Foreign Disaster Assistance	Foreign Disaster Response Ops	US Office of Foreign Disaster Assistance

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN
APPENDIX E (COMMUNICATIONS AND REPORTING REQUIREMENTS)

(a) (U) MTS recovery reports will be developed to ensure an appropriate level of information is communication between the U. S. Coast Guard and appropriate stakeholders. The type of report will depend on the type of MTS Interruption events are outlined in Table 8:

Report Type	Purpose
Port Area Status Report	Overall Port Status for Military, Commercial, and Recreational Vessel Use
Navigation System Status	Identify Condition of Waterway and Supporting Services
Monitoring System Status	Status of the National Distress Monitoring System and Real Time Monitoring Systems
Port Capability Status	Report Capabilities of the Port to Manage Cargo Operations
Bulk Liquid Status	Report Current Storage and next resupply

Table 8. Types of MTS Status Reports.

(b) (U) The types and frequency of the reports required during a response to an incident will vary. In addition, the following reports are expected to be completed:

(1) (U) The MTS Executive Summary. The MTS Executive Summary is a narrative report describing the incident, affected area, MTS status, and MTS Recovery Actions. An Executive Summary shall be prepared daily by the MTSRU with supporting information from the MTS Advisory Group and submitted to the IC/UC via the Situation Unit and Planning Section of the ICS organization. The IC/UC is responsible for submitting the MTS Executive Summary to the cognizant District and PACAREA via e-mail daily. The CART will generate this report automatically.

(2) (U) The Situation Report (SITREP): The IC/UC is responsible for submitting a daily SITREP addressing the response to and recovery from an incident that significantly disrupts the MTS. Information regarding MTS Recovery may be extracted from the MTS Executive Summary but should include as a minimum:

- a. (U) Recovery actions established by the IC/UC.
- b. (U) A summary description of the impact of the incident on the MTS.
- c. (U) A summary of the condition and impact to each of the impacted EEIs. These summary statements shall refer to the baseline of each EEI.

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APPENDIX E (COMMUNICATIONS AND REPORTING REQUIREMENTS)

- d. (U) An account of vessels in the queue: Include a statement describing how many vessels are in the queue as a result of damage to maritime infrastructure.
- e. (U) The future plans to facilitate MTS recovery and resumption of commerce.
- f. (U) The IC/UC and PIO/JIC will coordinate communication efforts with the MTSRU, Situation Unit Leader, and the Planning Section Chief. Public affairs support will be provided as needed / requested by the IC/UC.
- g. (U) Tabs 1 through 3 are minimum facility pre-incident and incident reports.

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

TAB 1 (BULK LIQUID FACILITIES REPORT) TO APPENDIX E

Facility Name:		Facility					
Tank #	Product	Tank Capacities		Resup Freq (Days)	Resup Quantity BBLs	Resup Quantity Gal	Normal Daily Usage (Gal)
		BBLs	Gal				
1	91 RON Regular	5,550	233,100	30	3,000	126,000	4,200
2	95 RON Premium	5,550	233,100	30	3,000	126,000	4,200
3	Jet A1	5,550	233,100	30	3,000	126,000	4,200
4	ULSD Diesel	5,550	233,100	30	3,000	126,000	4,200
5	LPG	6,550	275,100	30	7,000	294,000	9,800
6	HSFO	5,500	231,000	30	3,000	126,000	4,200
7	LSFO	5,500	231,000	30	3,000	126,000	4,200
		1	42	1	1	42	42
		1	42	1	1	42	42
		1	42	1	1	42	42

Sample 1 Pre-Incident Fuel Status Report (Sample)

Facility Name:								
Bulk Liquid Facility Status Report:								
Tank #	Product	Total Capacity		Current Storage Levels		Normal Daily Use	Estimated days*	Next Scheduled Resupply
		BBLs	Gal	Gal	Percent			
1	91 RON Regular	5550	233,100	116,550	50%	4,200	27	Date
2	95 RON Premium	5550	233,100	116,550	50%	4,200	27	Date
3	Jet A1	5550	233,100	116,550	50%	4,200	27	Date
4	ULSD Diesel	5550	233,100	116,550	50%	4,200	27	Date
5	LPG	6550	275,100	10,000	4%	9,800	1	Date
6	HSFO	5500	231,000	116,550	50%	4,200	27	Date
7	LSFO	5500	231,000	116,550	50%	4,200	27	Date
0	0	1	42		0%	42	0	
0	0	1	42		0%	42	0	
0	0	1	42		0%	42	0	

Sample 2 Incident Fuel Status Report (Sample)

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

TAB 3 (INCIDENT REPORT) TO APPENDIX E

USCG Sector Guam is currently updating the information used to measure the effectiveness of MTS Recovery efforts of the Port of Guam/Saipan/Tinian/Rota and the commercial operations post-incident. This information is not shared with the general public and is used to help the MTS Recovery Unit prioritize recovery efforts and gauge the effectiveness of the response. We request you review the criteria below and provide the information as soon as possible to USCG Sector Guam at FAX: (671) 355-4831 Attn: MTSRU or email to RCCGuam@uscg.mil.

Please do not hesitate to contact USCG Sector Guam with any questions.

Facility Name	Average Monthly Arrivals	Average Transfer Amounts or # of TEUs received	Primary Products Received

Check One: Fully Available _____ Partially Available _____ Not Available _____

Describe reason the facility is Partially Available or Not Available and at what % capacity the facility is operating.

Critical Post-Incident Cargoes	Importance and/or Criticality*	Additional Information

Criticality / Importance may reflect the importance / critical need of this cargo on a Regional Basis or locally. EX: the Product received is critical based on its unique use; the products critical need to support Port Recovery or Emergency Response & Recovery efforts; the product's importance to another Regional area based on its unique components/design.

Facility Point of Contact: _____

Telephone: _____

Fax: _____ Email: _____

Incident Report

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

TAB 3 (FACILITY DATA SHEET) TO APPENDIX E

MTSRU Event- Facility Data Sheet

PLEASE FORWARD THE FOLLOWING INFORMATION AS SOON AS POSSIBLE TO THE COAST GUARD

AT FAX: (671) 355-4831 ATTN: MTSRU, OR EMAIL TO: RCCGuam@uscg.mil.

1. Name of Facility: _____
2. Contact for Facility: _____ phone no: _____
3. Position with Facility: _____
4. Using the definitions below categorize your facilities operational status:

Fully Available: Operating at **pre-incident** capability

Partially Available: Operating at a reduced capability

Not Available: no capability to conduct transfer operations due to damage to the facility/piers/wharves, due to obstructions preventing vessel from mooring at the facility, and/or or CG has channel closed.

5. If *partially available*, what is your operational status as compared to pre-incident status: _____%

6. If partially or not available, what is limiting operations (i.e. channel closure and no vessel traffic; docks damaged; lack of personnel to operate; loss of power; facility damage, etc):

7. If the channel is open, are you able to receive vessels: _____
If yes: do you require barge, ship or both: _____
Have you sounded the depth of the waters at your dock? _____
If not able to receive vessels, why:

8. If the channel is closed, please prioritize vessels needed to maintain or increase facility production (attach second sheet if needed):

Vessel/Barge Name Load or Offload Cargo When was/is VSL due to arrive

Vessel/Barge Name	Load or Offload Cargo	When was/is VSL due to arrive
_____	_____	_____
_____	_____	_____
_____	_____	_____

9. If needed vessel cannot moor at dock, how long can the facility operate before shutting down critical operations? _____ day(s).

10. Please describe the impact to the facility should you need to shut down critical operations:

11. If feasible, have you made arrangements to receive needed commodities via rail or truck? _____ If not, why:

MARINE TRANSPORTATION SYSTEM (MTS) RECOVERY PLAN

APPENDIX F (MTS ADVISORY GROUP SOP)

(a) (U) Mission: The Sector Guam the MTS Advisory Group includes members from the Ports of Guam and the CNMI representing core industries/stakeholders that are tasked with outreach to their respective groups in the event the Captain of the Port (COTP) requires operating and infrastructure information to assist in developing port recovery strategies.

(b) (U) The MTS Advisory Group members are tasked with developing outreach with various maritime stakeholders, homeland security partners and private industry in order to achieve the following:

(1) (U) Establishing central points of contacts to relay/receive critical MTS information.

(1) (U) Developing and maintaining communications with group members in the event the MTSRU is activated.

(c) (U) MTS Advisory Group Notification: Upon determination from the COTP that the MTSRU must be activated in response to an MTS-affected scenario, the Coast Guard designated representative will initiate the contact to the core MTS Advisory Group members. This activation will be via a confirmed voice contact only with follow-up via a confirmation e-mail. Depending on the nature of the MTS-affected scenario, the initial meeting may be a dedicated phone conference or meeting at a pre-determined location. The initial meeting will focus on the following:

(1) (U) Weather considerations and forecast.

(2) (U) Federal channel availability and conditions.

(3) (U) ATON operating conditions.

(4) (U) Port infrastructure status:

a. (U) Intermodal access.

b. (U) Status of labor / security.

c. (U) Container / cargo handling capabilities (including damage reports).

d. (U) Bulk liquid handling capabilities (including damage reports).

(5) The status of pilots.

(6) The criticality of inbound / outbound vessels and cargo.

(7) The status of towing vessels.

(8) The status of vessels within the port and vessels awaiting port entry and enroute within 96 hours.

1. Incident Name MTS Recovery	2. Operational Period (Date/Time) From: To:	INCIDENT OBJECTIVES ICS 202-CG
3. Objective(s) A. Identify impacts to MTS Infrastructure and Cargo flow. B. Identify constraints on ports operations as a result of an incident C. Determine and recommend MTS stabilization and short-term recovery activities needed to restore basic functionality to the MTS. D. Support private sector efforts to adjust cargo flow. E. restore basic functionality of MTS infrastructure.		
4. Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions) 1. Conduct safety survey/assessments prior to engaging in any recovery efforts - safety of personnel, facilities, and equipment is the number 1 priority - cause no more injuries or damage 2. Stabilize incident impacts. 3. Reach out to Port Partners to determine effects, status, and immediate needs. 4. Develop Recovery Priorities. Approved Site Safety Plan Located at:		
5. Prepared by: (Planning Section Chief)		Date/Time

1. Incident Name Guam MTS Recovery	2. Operational Period (Date/Time) From: _____ To: _____	Critical Information Requirements ICS 202B
3. Critical Information Requirements: <ul style="list-style-type: none"> - Scope/scale of the incident - Potential for the incident to grow - Current assessment of MTS impacts - Determine which EEI have been affected - Survey channels and waterways <ul style="list-style-type: none"> - Monitor dredging and salvage operations as needed - Determine debris that needs to be removed - Verify position of ATON - Verify pier conditions <ul style="list-style-type: none"> - Pier equipment - Storage areas – get container accountability report - Survey avenues for intermodal connections on the piers - Verify pipeline integrity - Verify Bulk Liquid Facilities Status <ul style="list-style-type: none"> - Operational Status – Fully available, Partially Available (%), Not-Available - On-hand quantities by product (Use Fuel Status Report in Mariana Islands Maritime Transportation System Recovery Plan) <ul style="list-style-type: none"> - Last delivery/shipment - Next delivery/shipment - Port Stakeholder input 		
4. Prepared by: (MTSL)		Date/Time