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COMDTINST 16000.28  
18 FEB 2008

COMMANDANT INSTRUCTION 16000.28

Subj: RECOVERY OF THE MARINE TRANSPORTATION SYSTEM FOR RESUMPTION OF COMMERCE

- Ref: (a) U.S. Coast Guard Strategy for Maritime Safety, Security and Stewardship, January 19, 2007  
 (b) Maritime Transportation Security Act 2002 (MTSA)  
 (c) National Response Framework September 2007 (NRF) Draft  
 (d) Strategy to Enhance International Supply Chain Security, July 2007  
 (e) SAFE Port Act 2006  
 (f) HSPD-13/NSPD-41  
 (g) National Maritime Transportation Security Plan (NMTSP)  
 (h) CBP/USCG Joint Protocols for the Expedious Recovery of Trade  
 (i) Guidelines for Development of Area Maritime Security Committees and Area Maritime Security Plans Required for U.S. Ports, COMDTPUB P16700.4, NVIC 09-02

1. **PURPOSE.** This Instruction provides guidance to facilitate the recovery of the Marine Transportation System (MTS) following a significant transportation disruption and defines Coast Guard roles and responsibilities for MTS recovery. It establishes Coast Guard organizational elements to address MTS recovery as part of the National Incident Management System (NIMS). Furthermore, it describes procedures for communications with MTS stakeholders and supports protocols developed to ensure high level coordination between the Coast Guard, other Federal agencies, and the private sector for MTS recovery and expeditious resumption of trade. The Instruction also implements the U.S. Maritime Infrastructure Recovery Plan (MIRP) for the Coast Guard and provides for integrated planning for MTS recovery. The specific items addressed include:

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	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
B		15	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	4	2	1	3	3	1	1	1	1	1	2	2	1	1	1	3	1	2	1	1	1	1	2	2	10	1
D		4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1
E	1	1	1	2	1	1	2	1	1	1	1	2	1	1	3		1	1	1	1			1	1		
F																	1	1	1							
G		2	2	2	2																					
H																										

NON-STANDARD DISTRIBUTION:

- a. Facilitating recovery of the MTS following a significant transportation disruption by implementing elements of the Strategy to Enhance International Supply Chain Security.
  - b. Informing Coast Guard decision makers and other stakeholders at all levels on the status of and potential impacts on the MTS following a significant transportation disruption.
  - c. Defining new organizational elements to support MTS recovery following a significant transportation disruption.
  - d. Ensuring that MTS recovery is a critical element of planning at all Coast Guard organizational levels.
  - e. Identifying communications mechanisms and informational requirements to facilitate MTS recovery.
2. ACTION. Area, District and Sector Commanders, Commanders of Maintenance and Logistics Commands, Commanding Officers of Integrated Support Commands, Commander Deployable Operations Group, Commanding Officers of Headquarters Units, Assistant Commandants for directorates, Judge Advocate General and special staff elements at Headquarters shall ensure the provisions of this Instruction are implemented. Internet release is authorized.
3. DIRECTIVES AFFECTED. None.
4. DEFINITIONS. For the purposes of this instruction, the following definitions apply:
- a. Response. Emergency measures, operations and activities in incident areas that address the immediate effects of an emergency situation. Among other things, response includes the early assessment of the impact of potential or actual transportation disruptions to the MTS caused by an emergency situation.
  - b. Short Term Recovery. Measures, operations and activities in incident areas that return the basic functionality of the MTS. This process begins during Response, usually within 3 days of the incident, and continues through the early stages of Resumption of commerce and trade.
  - c. 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.
  - d. Resumption of commerce. Facilitating the movement of vessels, goods, commodities, and passengers following an incident that has significantly disrupted the MTS.
  - e. Significant disruption of the MTS. Major delays or interruptions to the continuity of a normally functioning MTS caused by a major event, for periods in excess of three days, including a Presidential declared major disaster, a National Transportation Security

Incident (NTSI), or other natural or man-made disaster which may develop into a major incident, emergency or NTSI.

- f. MTS Recovery Assist Team (MTSRAT). A specialized team deployed to assist an operational commander in the Incident Area with issues involving recovery of the MTS.
  - g. MTS Recovery Unit (MTSRU). A unit of the Planning Section of the Incident Command System (ICS) established for every incident that significantly disrupts the MTS. This unit is primarily staffed by government personnel and is augmented by local marine industry expertise.
  - h. Incident Area. A geographic area directly affected by an emergency situation requiring a response operation. The Incident Area may be a port, a waterway, or it may be an area proximate to a port where an incident will have, or is expected to have, a significant impact on the MTS.
  - i. Non-Incident Area. Areas outside of the Incident Area, including adjacent regions and/or the entire nation, where the MTS may be impacted by an incident, but may not require a response operation.
  - j. Essential Elements of Information (EEI). Quantitative and objective information that will 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 following a significant disruption in Incident Areas and specified Non-Incident Areas.
5. BACKGROUND. Recovery of the MTS and resumption of commerce following a significant disruption is a significant issue of concern for Congress, federal agencies, and industry. The Maritime Transportation Security Act (MTSA) required that the National Maritime Transportation Security Plan include a plan to restore cargo flow following a National Transportation Security Incident (NTSI). This concept was reiterated in HSPD 13 and the National Strategy for Maritime Security. Subsequently, strategic concepts supporting efficient recovery of the MTS were documented in the Maritime Infrastructure Recovery Plan (MIRP). Lessons learned on recovery issues following the significant disruption of the MTS during Hurricane Katrina were additionally identified and reported on by the Maritime Recovery and Restoration Task Force. Most recently, the SAFE Port Act of 2006 required that protocols for the resumption of trade be developed and the development of the USCG Strategy for Maritime Safety Security and Stewardship (CGS) reinforced efforts at CGHQ to bring structure to Coast Guard MTS recovery policy and procedures.
- a. The Final Report of the Maritime Recovery and Restoration Task Force (MR2TF) and the CGS indicated that the Coast Guard should serve as the leader for MTS recovery during an INS, a NTSI and any other incident that would significantly impact the MTS.

b. Building on the work of the MR2TF and other MTS recovery initiatives by Atlantic and Pacific Area Commands, the Coast Guard held a National Maritime Recovery Symposium, at the Maritime Institute of Technology and Graduate Studies, on August 1-2, 2006. The symposium was attended by over 150 high level participants from numerous branches of state and federal government, and the private sector. The symposium was an essential step in the development of this policy, as it brought together a wide range of perspectives and experiences. It also identified six major needs to enable recovery of the MTS and restoration of trade:

- (1) An integrated government/industry Recovery management organization;
- (2) An integrated Recovery communications system;
- (3) An integrated government/industry business continuity planning system;
- (4) A national plan for logistics support for cargo diversion;
- (5) Government awareness of cargo flows and inter-modal connectivity; and
- (6) Federal funding mechanisms to support State and local preparedness.

c. The CGS specifically addressed the need to develop a national capacity for MTS recovery. The Strategy recognizes that with COTPs as Federal Maritime Security Coordinators (FMSC), and Federal on Scene Coordinators (FOSC), the Coast Guard is uniquely positioned to coordinate short-term activities for MTS recovery.

6. **DISCUSSION.** This Instruction supports the implementation of the provisions of the U.S. Coast Guard Strategy for Maritime Safety, Security, and Stewardship to develop a national capacity for maritime short-term recovery. Additionally, it supports the implementation of the provisions of references (b) through (h) relating to MTS recovery. It provides guidance for coordination of maritime recovery operations and rapid reestablishment of the basic functionality of the ports and waterways affected by an incident that significantly impacts the MTS, in both Incident Areas and specified Non-Incident Areas. This Instruction intends to ensure consistent focus on the short-term recovery of the MTS as part of incident management activities after an incident that significantly disrupts the MTS, and planning for the activities needed to carry out MTS recovery. When dealing with recovery of the MTS following a major transportation disruption, actions will have four fundamental objectives:

- a. Repair or replacement of infrastructure components that have been damaged or rendered inoperable due to the incident to facilitate the rapid resumption of commerce.
- b. Reestablish confidence in the MTS through the application of security and safety measures, or other assurances, that components of the MTS, both within an Incident Area and non-Incident Areas, are safe and secure.

- c. Support private sector efforts to adjust cargo distribution schemes, including the identification of constraints on operating at U.S. ports as a result of an incident.
- d. Manage risk across the entire MTS.
  - (1) Short-term recovery actions following an incident that significantly impacts the functionality of the MTS or the ability of cargo to flow through the MTS will be carried out in accordance with the National Response Framework and the National Incident Management System as part of the overall response management. The National Response Framework describes the structure and processes underlying a national approach to domestic incident management. It is designed to integrate the efforts and resources of Federal, State, local, tribal, private-sector, and nongovernmental organizations.
  - (2) The recovery of the MTS for the resumption of commerce requires the Coast Guard to coordinate with multiple federal and state agencies in cooperative efforts to mitigate the impacts to the U.S. economy resulting from a significant MTS disruption. Likewise, the private sector plays a critical role in MTS recovery. Industry possesses both the best information on inbound and outbound cargoes and day-to-day capabilities within the transportation modes to identify transportation and cargo processing alternatives. These partnerships require prescribed communications procedures and identified responsibilities to achieve the objective of restoring functionality to the MTS.
  - (3) This instruction establishes basic organizational elements within the Coast Guard as well as processes and planning requirements to ensure proper focus on MTS Recovery. A national level Marine Transportation System Recovery Unit (MTRSU) will be created. This Unit will be activated upon threat or notification of an MTS disruption with national impact and will be responsible for implementing the CBP/USCG Joint Protocols for the Expedious Recovery of Trade. These protocols document a process for national level inter-agency and government/private sector collaboration following an incident. This collaboration will provide guidance, when necessary, to federal decision makers that will assist in facilitating private sector MTS recovery activities. These protocols also establish procedures for communicating vital information about the incident and the responses by Coast Guard and CBP units to national level internal and external stakeholders. The protocols include MTS information requirements for local collection that inform national decision makers and assure that consistent information is provided to industry and the public. The collection and analysis of these Essential Elements of Information (EIs) will allow the Coast Guard and CBP to coordinate government agency activities and provide recommendations to address issues concerning national MTS recovery and resumption of trade, if required.
  - (4) Regional or District level MTRSUs will be created as part of the District level incident command system response organization upon activation of the Crisis Action Center.

The District MTSRU will consider regional impacts of the incident and work to coordinate or prioritize regional recovery efforts in support of the overall national effort to facilitate the rapid resumption of commerce. District MTSRU staff also provide the linkages and coordination with the Joint Field Office (JFO), if a JFO is established. These MTSRUs will also provide the necessary capability to handle large-scale, broad-geography and multiple-incident events.

- (5) At the local level, MTSRUs will be established within the Planning Section of the Unified/Incident Command organization. At the Incident Area, recovery actions typically occur simultaneously with response actions within the first few days, and may continue for many weeks or even months. The simultaneous conduct of incident response and recovery operations for the restoration of passenger and cargo flow adds complexity for incident management. This will require the assistance of specially qualified personnel from within the Coast Guard, from other agencies and the private sector, hence the MTSRU. The MTSRU will track and report on the status of the MTS, understand critical recovery pathways, recommend courses of action, provide all stakeholders with an avenue of input to the local response organization, and provide the Unified Command (UC) with recommended priorities for MTS recovery.
- (6) To further augment the MTSRUs for incidents and MTS disruptions that are national in scope, the Area Commands will establish MTS Recovery Assist Teams (MTRATs) that can provide assistance to Districts or Sectors or be deployed to other locations as needed. These MTRATs will be responsible for training the MTSRUs at District and Sector levels and reviewing MTS Recovery Plans for Districts and Sectors.
- (7) Lastly, this instruction promulgates requirements for compiling and submitting certain MTS Recovery related Essential Elements of Information (EIs) in the form of Status Reports to the chain of command during incident recovery management operations. Development of baseline EI information provides Sectors and Districts with pre-incident information on MTS critical infrastructure and interdependencies, as well as sources to glean such information. Post-incident EI compilation and reporting provides a consistent mechanism for monitoring the status of the MTS and also provides critical information needed by all levels of the response/recovery effort to facilitate rapid MTS recovery and commerce resumption.

7. RESPONSIBILITIES. The following actions shall be completed within 90 days of signature.

a. Coast Guard Headquarters.

- (1) Commandant (CG-544) will assure alignment of applicable Commandant and program plans, policies, directives, doctrine, manuals and other documents with this instruction.
- (2) The Coast Guard Assistant Commandant for Operations (ACO) will, when necessary, direct the implementation of the National Protocols for MTS Recovery. The Protocols

establish processes at the national level by which the Coast Guard, CBP and other agencies as appropriate will:

- (a) Assist senior level decision makers by providing a process to conduct joint decision making among federal agencies at the national level;
  - (b) Assist senior level decision makers by providing recommendations for national level priorities for recovery of the MTS and resumption of trade when appropriate, and
  - (c) Provide a forum for joint inter-agency dialogues and joint government/private sector dialogues to identify and act on important issues that facilitate the rapid recovery of the MTS and resumption of trade.
- (3) The Assistant Commandant for Marine Safety, Security & Stewardship will establish within Commandant (CG-544), assisted by Commandant (CG-541), a National MTS Recovery Unit with trained personnel to execute the CBP/USCG Joint Protocols for the Expeditious Recovery of Trade. This unit is responsible for national level inter-agency coordination and private sector collaboration in MTS recovery operations.
  - (4) The Office of Current Operations, Commandant (CG-311), will establish procedures at the Command Center for communications and coordination between the Coast Guard, CBP and the National Operations Center.
  - (5) Commandant (CG-544 & CG-533) will develop and promulgate within the template for the Area Maritime Security Plan, a section on MTS Recovery and the resumption of trade. This section will take an AMSP compatible, all hazards approach to MTS disruption and MTS Recovery actions. The template will include prescribed communications procedures and identified responsibilities among Coast Guard, other federal, state and local agencies and private sector entities for MTS Recovery operations.
  - (6) Establish with Training Center Yorktown, a component of their ICS training curriculum that addresses MTS Recovery on an all hazards basis.

b. Area Commanders.

- (1) Ensure that Districts and Sectors integrate Recovery planning into all appropriate contingency plans. This includes developing appropriate guidance for Districts and Sectors for implementation of this Instruction.
- (2) Ensure that Districts and Sectors are aware of the EEI requirements and have assigned responsibility for collection of the information and distribution of the EEI status reports.

- (3) Ensure that Sectors and Districts have established MTSRUs as part of their Incident Command structure, and have provided appropriate training to personnel. This training should include the identification of major commodity flows and cargo distribution patterns for their ports or regions to assist in recovery priority determinations.
  - (4) Ensure that Sectors have developed local maritime industry contacts to provide expertise in recovery operations for the MTSRUs. These contacts should also have the capability to assist in damage assessments to the MTS in the local area and be available in emergency situations.
  - (5) Establish MTS Recovery Assist Teams (MTSRAT) in a deployable status to provide support and augmentation to Sectors and Districts during events that are national in scope, or to meet emerging requirements. These MTSRATs should provide training to the MTSRUs and review Recovery plans at both District and Sector levels.
  - (6) Ensure that Districts and Sectors have defined and established appropriate communications and coordination systems with CBP and other federal, State and local agencies to support the MTSRUs and facilitate rapid recovery of the MTS.
  - (7) Identify long-term restoration issues that fall outside the purview of the Coast Guard response organization and communicate these to Commandant (CG-544).
8. PROCEDURE. The following are procedures for the collection and distribution of the required Status Reports which contain Essential Elements of Information (EEIs):
- a. Track and report the status of MTS infrastructure recovery through the use of consistent EEIs (provided in this instruction). To help ensure consistent awareness of and focus on MTS recovery, and to provide a common language, a standard set of Status Reports containing EEIs are listed below and shall be tracked and reported by Area Commanders. Area Commanders shall provide the following Status Reports that are appropriate for each incident, and shall be submitted to Commandant (CG-5). They may add other information as needed to assure situational awareness and accurately convey the status of MTS recovery. These templates shall be completed every 24 hours, or more often if necessary. It is envisioned that these templates will comprise the core of the MTS Recovery Plan reporting required.
    - (1) Port Area Status Report
    - (2) Offshore Energy Status Report
    - (3) Navigation System Status Report
    - (4) Monitoring Systems Status Report
    - (5) Port Capability Assessment Report

b. Enclosures (1) through (3) of this instruction are intended to aid Area, District and Sector Commanders in the collection of the required EEIs and completion of the Status Reports and any necessary supporting information.

(1) Enclosure 1 provides step-by step directions to develop each of the required Status Reports with EEIs.

(2) Enclosure 2 is an example of the completed EEIs for the Port Area Status Report.

(3) Enclosure 3 is a set of generic Status Report templates.

c. These Status Reports are intended to be high level measures that give a concise status of the MTS. Their consistent use will ensure a common language and allow Districts and Areas to develop accurate composite EEIs. However, Sector Commanders are encouraged to develop and use second tier measures as necessary to gain more robust awareness and better manage port-level recovery efforts. For example, Sector Commanders may want to track the status of ATON based on the priority of each aid, even though the EEI defined in enclosure (3) groups all ATON together.

9. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. Environmental considerations were examined in the development of this Instruction and have been determined to be not applicable.

10. FORMS/REPORTS. The Essential Elements of Information, required Status Reports and the Status Report Templates are attached as Enclosures 1 through 3.

DAVID P. PEKOSKE /s/  
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Assistant Commandant for Operations

Encl: (1) EEI Development Guide  
(2) Port Area Status Report (Sample)  
(3) Status Report Templates

## **EEI Development Guide**

**1. Introduction:** This enclosure provides additional information on the development of the Essential Elements of Information (EEIs) that will be used in completing the five Status Reports for MTS recovery and restoration. It is intended to be used with enclosures (2) and (3).

Enclosure (2) is a sample of a fully developed EEI for one of the five required MTS status reports. Sector Commanders are encouraged to develop secondary EEIs to gain more detailed situational awareness.

Enclosure (3) contains a generic template for each of the 5 required EEIs. These templates identify information in each block that is intended to inform the chain of command about the status of the MTS. In some cases it will be useful to develop additional EEIs tailored to the AOR that will provide more detailed situational awareness.

## **2. Completing the EEI Templates**

**a. Purpose of Form:** This block contains the purpose of the form and brief description of the EEIs to be reported.

**b. Definitions:** This block is used to provide any information that may be helpful to better understand the EEI, such as the precise meaning of terms used on the form. The templates provide a generic description of the components or services to be reported upon.

**c. Data Sources:** This block is used to provide Recovery Unit personnel with information sources and contacts that will be used to gather the data needed for the EEIs. The agencies or groups identified should be notified in advance that they will be contacted to provide specific information, and they are prepared to provide the data after an incident has occurred.

**d. Completion Instructions:** This block is used to provide the form user with instructions for completion of the form. Detailed explanations should be included to assure consistency in reporting the EEIs. Instructions should focus on quantitative and objective measures, with amplifying and/or clarifying information placed in the Explanation section of the form.

**e. Data Blocks:** This portion of the form is used to record the data observed and/or gathered from sources. It includes an Explanation block to provide detailed or amplifying information related to a specific service or component.

**3. Tracking the EEIs** – Completing the EEI templates should provide the MTS Recovery Unit with a firm understanding of the recovery and restoration

progress, and allow them to identify data sources and baseline measures. The next step is to develop a spread sheet or other data base useful to track the required data and display the current status and trend for each EEI. This process will feed useful information to the Situation Unit and inform the setting of operational objectives by the Unified Command.

**4. Submission of Status Reports** – These Status Reports should be completed at least every twenty-four hours and forwarded to District and Area Commands from the Sector where the incident occurred. Status Reports may also be required from adjacent Sectors to determine the impact of cargo/vessel diversions from the incident area. These Status Reports are to be forwarded to HQ Command Center (CG-311) every 24 hours.

**PORT AREA STATUS REPORT (Sample)**

**PURPOSE OF FORM:**

This form is used to report overall port status for military, commercial and recreational vessel uses.

**DEFINITIONS:**

**DATA SOURCES:**

Harbor Police USA Corps of Engineers State Highway Department Harbor Pilots	Port Authority Tug Boat Operators Railroad Companies Airport Authority
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**COMPLETION INSTRUCTIONS:**

Check the appropriate column of the applicable item to the port area, indicating whether the item is:

Fully available (F/A); Partially available (P/A); Not available (N/A). In the explanation section describe the reason(s) for the unavailability. Use quantities for terminals and facilities.

	F/A	P/A	N/A	Explanation
1. Waterway Availability		X		Debris in connecting channel
2. Highway Availability	X			
3. Highway Bridge Status	X			
4. Railroad Availability		X		One bridge inoperable
5. Railroad Bridge Status		X		Cross-channel bridge closed
6. Airport Availability	X			
7. Debris Removal Status				
a) From Waterways		X		
b) From terminals	X			
8. Container Terminals Operating	4			
9. General Cargo Terminals Operating	3			
10. Dry Bulk Terminals Operating	1		1	Channel blocked by debris
11. Liquid Bulk Terminals Operating	3			
12. Passenger Terminals Operating				
13. Ferry Terminals Operating	2			
14. Ship Repair Facilities Operating	1			
15. Tow Boat/ Barge Availability	X			
16. Terminal Labor Availability	X			
17. Fishing Fleet Operating	X			
18. Marina Availability		X		Channel blocked by debris

**NATIONAL DEFENSE PORTS**

	F/A	P/A	N/A	Explanation
1. Military Ocean/Outload Terminal	X			

**VESSELS AWAITING MOVEMENT**

MOVEMENT	NUMBER	SPECIAL CONSIDERATIONS
Inbound	10	3 vsls contain response supplies
Outbound	07	
Berth Shift	02	

**PORT AREA STATUS REPORT**

**PURPOSE OF FORM:**

This form is used to report overall port status for military, commercial and recreational vessel uses. It also provides a quick picture of the expected traffic flow in and out of the port.

**DEFINITIONS:**

**DATA SOURCES:**

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**COMPLETION INSTRUCTIONS:**

Check the appropriate column of the applicable item to the port area, indicating whether the item is:

Fully available (F/A); Partially available (P/A); Not available (N/A). In the explanation section describe the reason(s) for the unavailability. Use quantities for terminals and facilities.

For the Vessel Entry/Departure Report, use quantity to identify how many vessels are awaiting permission to enter, depart, or shift berths within the port. Mark any high priority vessels or cargoes en route in the Special Considerations block.

	F/A	P/A	N/A	Explanation
1. Waterway Availability				
2. Highway Availability				
3. Highway Bridge Status				
4. Railroad Availability				
5. Railroad Bridge Status				
6. Airport Availability				
7. Debris Removal Status				
a) From Waterways				
b) From terminals				
8. Container Terminals Operating				
9. General Cargo Terminals Operating				
10. Dry Bulk Terminals Operating				
11. Liquid Bulk Terminals Operating				
12. Passenger Terminals Operating				
13. Ferry Terminals Operating				
14. Ship Repair Facilities Operating				

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15. Tow Boat/ Barge Availability				
16. Terminal Labor Availability				
17. Fishing Fleet Operating				
18. Marina Availability				

**NATIONAL DEFENSE PORTS**

	F/A	P/A	N/A	Explanation
1. Military Ocean/Outload Terminal				

**VESSELS AWAITING MOVEMENT**

MOVEMENT	NUMBER	SPECIAL CONSIDERATIONS
Inbound		
Outbound		
Berth Shift		

**OFFSHORE ENERGY STATUS REPORT**

**PURPOSE OF FORM:**

This form is used to report the status of outer continental shelf (OCS) energy production.

**DEFINITIONS:**

Offshore Energy – Liquid hydrocarbon and natural gas production supplies from the Outer Continental Shelf.

**DATA SOURCES:**

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**COMPLETION INSTRUCTIONS:**

Check the appropriate column, indicating whether the particular Item is: Fully Available (F/A), Partially Available (P/A), or Not Available (N/A).

ITEM	F/A	P/A	N/A	EXPLANATION
Production Platforms				
Offshore pipelines				
Onshore pipelines				
Tank Farms				
Refineries				
Water transportation				
Rail transportation				

## NAVIGATION SYSTEM STATUS REPORT

**PURPOSE OF FORM:**

This form is used to identify the current condition of the waterway and services supporting vessel traffic.

**DEFINITIONS:**

**PORT NAVIGATION SYSTEM** is defined as federally constructed and/or maintained channels and anchorages that are within geographical limits of the ports as defined by the COTP/FMSC (pursuant to 33 CFR 103.300(b) 1), and may include the transportation and /or utility structures above or below the water surface that cross or are adjacent to such channels and anchorages. Also included in the meaning of **PORT NAVIGATION SYSTEM** are the services supporting vessel traffic navigation on the waterway such as pilotage, tug/towing services, navigations aids, harbormaster services, vessel traffic services and police or fire services on the waterway.

**BARGE FLEETING** is the storage of barges in designated areas of the inland waterways while waiting for movement, cargo loading or unloading,

**DATA SOURCES:**

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**COMPLETION INSTRUCTIONS**

Check the appropriate column, indicating whether the particular item is: Fully available (F/A); Partially available (P/A); Not available (N/A). In the explanation section describe the reason for the unavailability.

Item # 1, is a cumulative assessment of Items 1A and 1B.

1A is a cumulative assessment of 1A1,1A2,1A3 & 1A4.

1B is a cumulative assessment of 1B1,1B2,1B3 & 1B4.

SYSTEM COMPONENT	F/A	P/A	N/A	Explanation
<b>1. Waterways</b>				
1.A. Main Channel				
1.A.1 Critical ATON				
1.A.2 Channel Obstruction				
1.A.3 Depth Restrictions				
1.A.4 Locks				
1.B. Secondary Channels				
1.B.1 Critical ATON				
1.B.2 Channel/canal Obstruction				
1.B.3 Depth Restrictions				
1.B.4 Locks				
<b>2. Anchorages</b>				
<b>3. Barge Fleeting</b>				
<b>4. VTS/Harbor Master</b>				
<b>5. USCG Security Capability</b>				
SYSTEM COMPONENT	F/A	P/A	N/A	Explanation
<b>6. Pilotage</b>				
<b>7. Harbor Tugs</b>				
<b>8. Services</b>				
A.) Bunkering				
B.) Water				
C.) Electric Power				
D.) Stores/Supplies				
E.) Ship repair				
F.) Police				
G.) Fire /Rescue/EMS				
H.) HAZMAT capability				
<b>9. Marine Salvage</b>				

### MONITORING SYSTEMS STATUS REPORT

**PURPOSE OF FORM:**

This form is used to report the status of the National Distress Monitoring System and the Real-Time Waterways Monitoring systems.

**DEFINITIONS:**

Real-Time Waterways Monitoring systems - Weather buoys, Tides and Current Gages, P.O.R.T.S. System.

**DATA SOURCES:**

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**COMPLETION INSTRUCTIONS:**

Check the appropriate column, indicating whether the particular Item is: Fully Available (F/A), Partially Available (P/A), or Not Available (N/A).

ITEM	F/A	P/A	N/A	EXPLANATION
VHF/FM High sites				
MF & HF DSC Sites				
NAVTEX Sites				
2182 kHz Sites				
SITOR				
Telex.				
Weather Buoys				
Tide Gauges				
Current Gauges				
P.O.R.T.S.				

**PORT CAPABILITY ASSESSMENT REPORT**

**PURPOSE OF FORM:**

This form is used to report the commercial cargo capabilities of the port.

**DEFINITIONS:**

**DATA SOURCES:**

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**COMPLETION INSTRUCTIONS:**

Enter quantities for berths and equipment. Enter yes or no for other capabilities.

Facility	Total	Operating	Not Operating.	YES	NO
<b>Container Berths</b>					
Cranes - Panamax					
Post Panamax					
On Dock Rail Access					
General Cargo Berths					
Covered storage space					
Refrigerated storage					
Open storage					
Project Cargo Berths					
Staging area					
On Dock Rail Access					
Bulk Grain Facilities					
Grain Loading Equipment					
Railcar Storage Capacity					
Rail Access to Facility					
Dry Bulk Berths					
Ship Loader					
Ship Unloader					
On Dock Rail Access					
Liquid Bulk Berths					
Storage Tanks					
Rail Access to Facility					

Enclosure (3) to COMDTINST 16000.28

Pipeline Access					
Cruise Terminal Berths					
Ferry Terminal Berths					
Interstate Highways Available					
Warehousing Available					
Rail Carriers Available					
Airports Available					