Sector New Orleans

Maritime Hurricane Contingency Port Plan

Annex (A) to Sector New Orleans Hurricane Plan

A Guide to Port Planning and Preparation

Date Published: 06 AUG 2015
Date Revised: 22 May 2017

MARITIME HURRICANE CONTINGENCY PORT PLAN

TABLE OF CONTENTS

RECORD OF CHANGES

CHANGE NO.	DATE OF CHANGE
1	April 16, 2009, updated Maritime Hurricane Contingency Port Plan
2	April 21, 2009 included updated Sector's IMT ICS-203 form
3	April 23, 2009, updated departmental hurricane condition check lists
4	May 1, 2009, updated plan format
5	May 4, 2009, included MSU Morgan City and MSU Baton Rouge Hurricane Plans
6	May 4, 2009, included RNA and Severe Weather Mooring and Anchoring Policy
7	May 6, 2009, included CD of ICS forms
8	May 7, 2009, updated List of acronyms
9	May 15, 2009, updated Port Condition information
10	May 27, 2009, updated Sector's ICP organizational chart
11	June 9, 2010, updated Port of New Orleans waterways; updated Hurricane Port Conditions Pre- and Post-storm specific activities; updated Port Conditions to include Hurricane RNA requirements; updated Information Sources; and, added Enclosure 5 – RNA and Enclosure 6 – Barge Fleet MOU Mile 71.
12	April 17, 2012, updated Port of New Orleans waterways, updated "Remain In Port Checklist", updated maritime associations.
13	May 23, 2012, Inserted Enclosures 8, 9 and 10; clarified role of the Port Coordination Team; removed reference to commercial port area boundaries in the discussion of waterway restrictions to maximize flexibility; added assumptions; updated facilities section addressing need to press up or empty storage tanks in flood prone locations.
14	August 5, 2013, clarified language regarding closure times to mirror consistency and current operations. Pg's 6, 8, 11.
15	August 7, 2013, clarified language in the Port Condition Zulu and Shallow Draft stakeholders' portions. Pg's 9, 20, 36.
16	May 30th, 2014, inserted Hurricane RNA Final Rule into Enclosure 6, removed redundant language and updated structure terms in Port Conditions Yankee and Zulu, updated contact information in MM 71 MOU, updated PCT Agenda.
17	June 4, 2014, inserted maps of RNA area into Enclosure 6.

18	August 06, 2015, made several syntax and grammar corrections throughout document. Added reference for COTP zone under applicability and purpose on page 2. Added WWM e-mail address under amendments on page 3. Added homeport and MSIB subscription management instructions as footnote on page 3. Moved Recommended Storm Preparations section before COTP Actions and Decisions. Changed all instances of "Mile Marker 71 MOU" to "Mile Marker 73 MOA."
19	May 23, 2017, added Annual Hurricane Operations Plan (AHOP) Guidance.

Annex (A) to CGSECTORNOLAINST 3006.1G

MARITIME HURRICANE CONTINGENCY PORT PLAN

INTRODUCTION

Background

From June 1st to November 30th each year the communities and ports of the Gulf Coast face the threat of hurricanes. Gulf Coast hurricanes routinely make landfall and adversely impact shoreline communities.

The New Orleans area is particularly vulnerable to the hazards associated with hurricanes. Flooding and hurricane force winds can combine to cause substantial damage and disruption in our port, including:

- Bridge damage;
- Vessel damage;
- Waterfront facility damage;
- Cargo handling equipment damage;
- Critical waterways clogged with debris;
- Aid to Navigation disruptions;
- Containers and petroleum and chemical storage tanks damaged;
- Piers and wharfs sustaining structural damage; and
- Vessels grounded.

Threatened as we are by these hazards, it is important that the entire port community share a common understanding of the measures required to increase our hurricane readiness.

Assumptions:

The following planning assumptions facilitate pre-storm planning and will be considered until superseded by real world conditions for a particular storm. These planning assumptions will ensure the most likely and worst case scenario is taken into account and subsequently planned for from the onset of each tropical weather event.

Each tropical weather event is different and will pose its own unique threats and concerns due to variations in storm track, wind intensity, storm surge, port congestion, river stage, etc.

Storm impacts will vary across the Sector New Orleans area of responsibility due to storm size, track and the geographic expanse of the Sector.

A significant storm may require the Sector Commander to enact Sector New Orleans Continuity of Operations Plan (COOP) requiring the Sector to evacuate which will greatly complicate pre- and post-storm coordination and communication. Port and Waterway stakeholders may also evacuate compounding coordination, communication, and logistical challenges.

Commercial waterways will require assessment prior to being reopened to unrestricted commercial navigation. The scope and extent of these assessments will be predicated on a storm's impact on the waterway in question.

A large portion of the critical aids to navigation throughout the Sector may be damaged and/or out of service post-storm.

Competing demands for limited port and navigation resources, including but not limited to pilots, harbor tugs, and berth space will require prioritization of vessel movement post-storm.

Coast Guard forces will balance multiple competing demands post-storm, including search and rescue, marine environmental pollution response and salvage operations in addition to port reopening and waterways management.

The Regulated Navigation Areas on both the East and West Bank of the Mississippi River will likely be enforced pre-storm to protect the Hurricane Storm Damage Risk Reduction System (HSDRRS).

Authority

The provisions of Title 33, Code of Federal Regulations (CFR), Parts 160 and 165, describe the authority that Coast Guard Captains of the Port (COTPs) may use to ensure port safety. Specifically, COTPs are authorized to:

- Establish safety zones;
- Direct the handling, loading, unloading, storage and movement of dangerous cargoes aboard waterfront facilities; and
- Order vessels to operate or anchor, in whatever manner is necessary to protect life, property, and the environment.

Applicability and Purpose

This plan is applicable to all waterfront facilities and vessels within the COTP, New Orleans, Louisiana Zone defined in Title 33, CFR, Part 3.40-15

Purpose:

- To advise the maritime community of the sequence and timing of COTP decisions and actions during periods when the port is threatened by a hurricane; and,

- To recommend and direct actions that should be taken by vessels and waterfront facilities to minimize storm related deaths, injuries, property damage and threats to the environment.

Amendments

Amendments will be incorporated into this plan by U.S. Coast Guard Sector New Orleans following a formal annual review. However, suggestions and changes may be offered at any time, especially following the implementation of the plan during exercises or actual hurricane emergencies. Suggestions and changes may be submitted to U.S. Coast Guard Sector New Orleans by email at SECNOLA-WPM@USCG.MIL.

Distribution

This plan is available on the USCG SECTOR NEW ORLEANS web site - **http://homeport.uscg.mil/nola**[1]. Due to the geographic size of the COTP zone, the electronic version of this plan is best way to ensure widest dissemination with port partners. Paper copy distribution will be limited, but copies may be requested under extenuating circumstances.

RECOMMENDED STORM PREPARATIONS

General:

This part of the plan contains general recommended precautionary measures that vessels and waterfront facilities can take to reduce the potential for loss of life, injury, or property damage from a hurricane. The safety precautions contained in this part are not the only precautions that may be necessary to fully prepare a vessel or facility. The unique characteristics of the vessel or facility, and the unique attributes of the storm, may dictate the need for additional measures and/or modifications to the measures contained in these recommendations.

The COTP will continuously review the status of all hurricane preparations (vessel and facility) and direct the correction of dangerous conditions. The COTP will issue orders only to those vessels or facilities that fail to initiate appropriate action.

Nothing in these recommendations shall be construed as relieving the masters, owners, operators, and agents of vessels or the owners, operators, and persons-in-charge of waterfront facilities from their primary responsibility for the safety of such vessels or waterfront facilities during a hurricane. Similarly, in no way should any of these recommendations be understood as the COTP advocating personnel being placed in life threatening situations to secure property.

[1] On http://homeport.uscg.mil/nola, the link to the plan is located in the right-hand column, in the "Safety and Security" box, under "Local Contingency Plans"

Vessels:

When the port is threatened by hurricane force winds and severe storm surge, the recommended course of action for all seaworthy vessels is evasion at sea. Departure to sea should commence well before the expected arrival of hurricane force winds because weather conditions at Southwest Pass deteriorate far before other areas of the waterway and make it unsafe for pilots to disembark from outbound vessels long before hurricane landfall. Port Conditions, once set, cover the entire Sector New Orleans AOR. Marine Safety Information Bulletins (MSIBs) and Broadcast Notice to Mariners (BNMs) will be used to communicate any waterway restrictions or vessel movement control actions associated with a particular Port Condition. The MSIBs and BNMs will specify which portions of the Sector New Orleans AOR are covered/impacted by these actions (i.e. will clearly state which waterways are open, which waterways are closed, etc.).

The Coast Guard has established a regulated navigation area (RNA) for the canals adjoining the Mississippi River. The provisions of the RNA will be enforced 24 hours in advance of the closure of the Lake Borgne Surge Barrier or West Closure Complex navigation gates. Vessels will not be permitted to stay in the RNA past 24 hours in advance of and through the storm passage if the RNA is activated, except those vessels moored in accordance with mooring plans verified by the Captain of the Port. Alternate routes exist for vessels to transit around or depart from the RNA. This RNA is needed to protect the floodwalls, levees, and adjacent communities within the IHNC, Harvey, and Algiers Canals from potential hazards associated with vessels being in this area during a hurricane.

Those ships unable to evade the storm at sea should anchor within established anchorages.

All barge fleets within the COTP zone should review the Greater New Orleans Barge Fleeting Association's publication entitled Barge Fleeting: Standard of Care & Streamlined Inspection Program Section (m), High Water. All fleets will be required to meet the mooring standards set in 33 CFR 165. 803(m)(2)(i-iii).

All vessels that intend to remain in port should consider the appropriateness of taking on additional ballast or cargo to improve their stability. Vessels in a fully loaded condition normally fare better than light vessels in hurricanes.

Facilities:

If a hurricane or a severe weather event threatens the Sector New Orleans COTP zone, all waterfront facilities, shipyards and marinas should immediately assess the current condition of the property. The assessment should include identifying loose items or equipment that could become missile hazards or become potential pollution sources in high winds (i.e., fuel oil barrels, drums, tanks, welding equipment, etc.).

Bulk liquid facilities in areas prone to flooding should take actions to secure their tanks to prevent them from being displaced by pressing up or emptying their tanks and removing access plates to prevent buoyancy. They should also remove hazards such as tank cars (highway and rail) and portable tanks that may also float free and create a hazard.

Facility owners and operators should alert personnel to commence heavy weather preparations in order to ensure compliance with all Waterfront Facility storm preparation action requirements found in Enclosure (4).

Additional References:

- **Gulf Intracoastal Canal Association's (GICA) Joint Hurricane Response Protocol**: This document the product of the Gulf Coast Inland Waterways Joint Hurricane Team, whose membership includes representatives from USCG District Eight and Gulf Coast Sectors, USACE, NOAA, the State of Louisiana, and industry representatives. The Joint Hurricane Response Protocol is an excellent resource for severe weather preparations and post-storm recovery efforts. The full document can be found at the following link: http://www.gicaonline.com/Images/Interior/resources/gica%20joint%20hurricane%20protocol%201%20june%202014.pdf

- **"Mile Marker 73 MOA"**: This document provides barge fleet owners and operators below Mile Marker (MM) 73 Above Head of Passes, Lower Mississippi River (LMR) with policy and guidance for the fleeting of barges in this area during hurricane season. The full name of the document is "Memorandum of Agreement between the United States Coast Guard and the American Waterways Operators, Gulf Intracoastal Canal Association, Greater New Orleans Barge Fleeting Association, Ingram Barge Company, Teco Barge Line, AEP Memco Barge Line, American Commercial Barge Line, Turn Services fleeting, International Marine Terminals Regarding Fleet Operations During Hurricane Season."

COTP ACTIONS AND DECISIONS

General

Port Conditions are set by COTP New Orleans in advance of an arriving hurricane. They are based on a prediction of gale force winds at Southwest Pass. Gale force winds are defined as sustained winds of 34 knots (39 mph). These predictions are based on information obtained from the National Weather Service. The intent of setting Port Conditions is to provide the marine community with sufficient time to make preparations in order to minimize damage from heavy weather. Port Conditions, once set, cover the

entire Sector New Orleans AOR. Marine Safety Information Bulletins (MSIBs)[2] and Broadcast Notice to Mariners (BNMs) will be used to communicate any waterway restrictions or vessel movement control actions associated with a particular Port Condition. The MSIBs and BNMs will specify which portions of the Sector New Orleans AOR are covered/impacted by these actions (i.e. will clearly state which waterways are open, which waterways are closed, etc.). Subscription status for the MSIB may be managed at http://cgls.uscg.mil, then under hosted groups you will find Sector New Orleans MSIB. All published MSIB's may also be found on Sector New Orleans Homeport Page: https://homeport.uscg.mil, then choose New Orleans under Port Directory.

Port Conditions

The four (4) port conditions are:

- **WHISKEY:** Gale force winds are predicted at Southwest Pass in **72 hours**.
- **X-RAY:** Gale force winds are predicted at Southwest Pass in **48 hours**.
- **YANKEE:** Gale force winds are predicted at Southwest Pass in **24 hours**. This condition is also used after the storm passes, because vessel traffic control measures may still be in effect.
- **ZULU:** Gale force winds are predicted at Southwest Pass in **12 hours**.

Information Sources

The COTP will communicate changes in Port Conditions in the following ways:

- The Maritime community will be notified each time there is a change in Port Condition via Marine Safety Information Bulletin (MSIB). The MSIB is released via email and will be posted on Homeport at http://homeport.uscg.mil/nola.
- Vessels will be notified via a Broadcast Notice to Mariners (BNM). Hurricane BNMs will be broadcast on VHF-Channels 16 and 67.
- Questions concerning Port Conditions may be directed to the Sector Command Duty Officer, who can be reached 7 days a week, 24 hours a day, at (504) 365-2200 or 1-800-874-2153.
- For continuity of operations during a tropical event, contact information for Sector New Orleans will be provided via MSIBs should the need arise for the Sector to evacuate and shift operations to a safe haven.

Prior to hurricane season or predicted tropical activity, general inquiries regarding port status and conditions can be directed to Sector New Orleans Waterways Management via email at SECNOLA-WPM@uscg.mil .

[2] To subscribe to the MSIB mailing list, please visit http://cgls.uscg.mil/mailman/listinfo/secnola-msib and complete the subscription form. Copies of MSIBs are also posted at http://homeport.uscg.mil/nola, in the right-hand column, in the "Safety and Security" box, under "MSIB".

Specific Pre-Storm Actions

The COTP will coordinate with the Port Coordination Team (PCT) and establish Port Conditions in advance of the storm. The PCT consists of public (federal and state) and private key port stake holders including the Coast Guard , Army Corps of Engineers, state flood protection authorities, along with marine industry representatives from deep draft and shallow draft stakeholders, commercial barge fleet operators, and various port authorities. The PCT will assist the COTP in assessing the potential impact of each storm and help guide decision making regarding possible control measures pre- and post-storm to ensure maritime safety and security.

1. **WHISKEY** (gale force winds within **72 hours**):

   Port Status: Open to all commercial traffic.

   - Initiate Port Coordination Team (PCT) conference calls to identify and address concerns over port status, activities, and emergency preparations. **[Note: The COTP and PCT should review Enclosure 7 prior to concluding the PCT teleconference call and, based on the predicted storm track, intensity, and surge coupled with projected river stage and port congestion, determine which, if any, of the possible control measures noted in Enclosure 7 may need to be enacted with the establishment of the Port Condition.]**

     - Issue MSIB requiring all self-propelled oceangoing vessels over 500 Gross Tons (GT) and all oceangoing barges and their supporting tugs to report their intention to depart or remain in port to Vessel Traffic Service Lower Mississippi River (VTS):

       a. Vessels remaining in port will:
          1. Complete a Remaining in Port Checklist (RIPC) (Enclosure 1) within 24 hours and have it readily available for review upon request.
          2. Submit the Remaining in Port Checklist Reporting Tool (Enclosure 2) to the COTP, via the VTS, within 24 hours for approval. This can be done by fax, email, hand delivery, etc.

       b. Vessels intending to depart prior to the storm's arrival shall report their name, vessel type, cargo, current location, next port of call, departure time, and expected time to clear South West Pass.

     - The Coast Guard Port Assessment Teams (PATs) will increase harbor patrols and advise vessel and facility operators of any conditions that require immediate action or correction.

     - Advise port stakeholders of intentions for setting next condition.

2. **X-RAY** (gale force winds within **48 hours**):

Port Status: Open to all commercial traffic.

- Conduct a Port Coordination Team (PCT) conference call to identify any concerns regarding implementation of X-Ray and identify any industry concerns regarding current activities, contingencies, and emergency preparations. **[Note: The COTP and PCT should review Enclosure 7 prior to concluding the PCT teleconference call and, based on the predicted storm track, intensity, and surge coupled with projected river stage and port congestion, determine which, if any, of the possible control measures noted in Enclosure 7 may need to be enacted with the establishment of the Port Condition.]**

- The Coast Guard will continue to contact waterfront facilities to determine the intentions of the facility and any vessels (which have not submitted a RIPC Reporting Tool) moored thereto. Individually assess vessels desiring to remain in port, and issue COTP Orders as appropriate.

- Contact deep draft vessels at anchor and determine their intentions, if they have not submitted a RIPC Reporting Tool.

- PATs will inspect wharf and pier areas and will contact facility representative with any concerns or violations of the port condition.

- Spot-check marinas and waterways to determine the status of hurricane preparations.

3. **YANKEE** (gale force winds expected within **<u>24 hours</u>**):

<u>Port Status:</u> Vessel traffic control measures in effect:

- Conduct a Port Coordination Team (PCT) conference call to identify any concerns regarding implementation of Yankee and identify any industry concerns regarding current activities, contingencies, and emergency preparations. **[Note: The COTP and PCT should review Enclosure 7 prior to concluding the PCT teleconference call and, based on the predicted storm track, intensity, and surge coupled with projected river stage and port congestion, determine which, if any, of the possible control measures noted in Enclosure 7 may need to be enacted with the establishment of the Port Condition.]**

- The COTP may close portions of the port in response to forecasted weather and actual damage, impact, or threat in different geographic areas within the port. Establish a Safety Zone controlling vessel movements and activities as appropriate, including:

  Close ports, where necessary, to all inbound commercial vessel traffic. Port closure will not apply to vessels that are capable of completing the cargo load/discharge cycle in less than 12 hours. The area affected by this order includes all Navigable Waters of the United States within 12 nautical miles of shoreline.

- Issue COTP Orders as appropriate.

- The Coast Guard has established a Regulated Navigation Area (RNA) for the canals adjoining the Mississippi River. The provisions of the RNA will be enforced <u>24 hours in advance</u> of the closure of the Lake Borgne Surge Barrier or West Closure Complex navigation gates. Vessels will not be permitted to stay in the RNA past 24 hours in advance of and through the storm passage if the RNA is activated, except those vessels moored in accordance with mooring plans verified by the Captain of the Port. Alternate routes exist for vessels to transit around or depart from the RNA. This RNA is needed to protect the floodwalls, levees, and adjacent communities within the IHNC, Harvey, and Algiers Canals from potential hazards associated with vessels being in this area during a hurricane.

- The RNA canals shall not be used for safe haven. Outside of the indicated areas above, the mooring location of a floating vessel during a storm will be at the discretion of the vessel owners. Vessel owners must use good judgment in determining a floating vessel's mooring location during a storm.

- The COTP will require barge fleets on the Lower Mississippi River to comply with the Mile Marker 73 Memorandum of Agreement (henceforth referred to as the "MM 73 MOA"), as described on pg. 5 of this document.

- All barge fleets within the COTP zone should review the Greater New Orleans Barge Fleeting Association's publication entitled "Barge Fleeting: Standard of Care & Streamlined Inspection Program" Section (m), High Water. All fleets will be required to meet the mooring standards set in 33 CFR 165. 803(m)(2)(i-iii).

4. **ZULU** (gale force winds expected within **12 hours**):

Port Status: Vessel traffic control measures in effect:

- Conduct a Port Coordination Team conference call to identify any concerns regarding implementation of Zulu and identify any industry concerns regarding current activities, contingencies, and emergency preparations. **[Note: The COTP and PCT should review Enclosure 7 prior to concluding the PCT teleconference call and, based on the predicted storm track, intensity, and surge coupled with projected river stage and port congestion, determine which, if any, of the possible control measures noted in Enclosure 7 may need to be enacted with the establishment of the Port Condition.]**

- The COTP may close portions of the port in response to forecasted weather and actual damage, impact, or threat in different geographic areas within the port. Establish a Safety Zone controlling vessel movements and activities as appropriate, including:

  a. Close ports, where necessary, to all commercial vessel traffic (including vessel transits within the port). This prohibition will not apply to vessels that have requested and received approval from the COTP to transit the port. The approval of the COTP will only be granted if the transit can be made safely and mooring or anchorage space has been identified; or if the vessel is departing to sea, only if the vessel can reach safe water prior to encountering hurricane conditions.

- Suspend cargo operations involving bulk liquid dangerous cargoes (including bunkering and lightering operations), unless permission is requested and an approval granted. Approval will be given on a case-by-case basis. This approval provision does not apply to operations involving Cargo of Particular Hazard or Certain Dangerous Cargoes, which in, every case, must be suspended. Definitions for these specified cargoes are found in Annex D of this plan.

- The Coast Guard has established a Regulated Navigation Area (RNA) for the canals adjoining the Mississippi River. The provisions of the RNA will be enforced 24 hours in advance of the closure of the Lake Borgne Surge Barrier or West Closure Complex navigation gates. Vessels will not be permitted to stay in the RNA past 24 hours in advance of and through the storm passage if the RNA is activated, except those vessels moored in accordance with mooring plans verified by the Captain of the Port. Alternate routes exist for vessels to transit around or depart from the RNA. This RNA is needed to protect the floodwalls, levees, and adjacent

communities within the IHNC, Harvey, and Algiers Canals from potential hazards associated with vessels being in this area during a hurricane.

- The RNA canals shall not be used for safe haven. Outside of the indicated areas above, the mooring location of a floating vessel during a storm will be at the discretion of the vessel owners. Vessel owners must use good judgment in determining a floating vessel's mooring location during a storm.

- All barge fleets within the COTP zone should review the Greater New Orleans Barge Fleeting Association's publication entitled "Barge Fleeting: Standard of Care & Streamlined Inspection Program" Section (m) High Water. All fleets will be required to meet the mooring standards set in 33 CFR 165. 803(m)(2)(i-iii).

Specific Post Storm Actions (As Soon as practical following the storm)

Port Status: Condition **Yankee:**

1. Assess the Port

   1. Port Assessment Teams (PAT) will be sent to their assigned zones to assess damage to the waterways infrastructure.

   2. Aerial assessment flights will be conducted to report any possible damage to the waterways infrastructure.

   3. Coast Guard units with small boats will be assigned zones to assess damage.

   4. Coast Guard Cutters will be assigned zones to assess damage.

   5. PAT conference calls will be conducted to report information coming in from the field and recommend prioritization for restoration of the port.

2. Restoration

   1. The COTP, PAT, local and state authorities and other pertinent Federal agencies will prioritize available assets to restore the Marine Transportation System based on information gathered from the field.

   2. Aids to Navigation will be re-established based on the Critical Aid List.

   3. Channels will be opened as they are assessed and deemed safe.

   4. The COTP will partner with the Army Corps of Engineers to open locks and resume normal operations.

   5. The COTP will partner with bridge operators to open bridges.

   6. The COTP will partner with Southeastern Louisiana Flood Protection Authority East and West to re-open the East and West sides of the Hurricane Storm Damage Risk Reduction System (floodgates).

Safety Zones will be maintained or established as needed by port conditions. As the port is reconstituted, information will be disseminated via Marine Safety Information Bulletins and Safety Broadcast Notice to Mariners.

ENCLOSURE 1

REMAINING IN PORT CHECKLIST (RIPC)

OCEANGOING VESSELS
(SELF-PROPELLED VESSELS OVER 500 GROSS TONS)

The person in charge of the vessel must have a written mooring plan for review upon request. Vessels remaining in port must have their decks clear of missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. These conditions are subject to verification by Coast Guard personnel.

Submit the SECTOR NEW ORLEANS REMAINING IN PORT CHECKLIST REPORTING TOOL (Enclosure 2) to the Vessel Traffic Service via **fax 504-365-2519 or e-mail D08—PF-VTSNEWORLEANS-LMR@USCG.MIL**

NOTE: Submission of the SECTOR NEW ORLEANS HURRICANE REMAINING IN PORT CHECKLIST REPORTING TOOL (Enclosure 2) signifies completion of this checklist (this page); however, submission does not guarantee approval. Keep this completed checklist onboard with other required records and logs.

The following information must be included in the mooring plan.

1. Name, call sign, official number, and nationality of vessel.

2. Vessel particulars, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).

3. Name of the master.

4. Name, address and phone number of the agent, charterer or operator, and owner.

5. Reason why the vessel is not leaving port.

6. Full vessel characteristics that would be needed to affect salvage.

7. A full stowage plan and manifest to determine particular cargo and pollution hazards.

8. 24-hour contact information for qualified individuals (QI) who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.

9. A full insurance disclosure to the Captain of the Port. If the vessel is moored to a facility, provide the insurance information to the facility.

10. Number of personnel to remain on the vessel and their qualifications.

11. Amount of ballast the vessel may hold.

12. Amount of bunkers, lube oil and diesel oil on board. Estimated draft with the vessel in ballast.

13. Name of the berth and location.

14. Depth of water in the vessel's berth at mean low water.

15. Availability of the vessel's main propulsion.

16. A description of how the vessel will be secured to the berth. A diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.

17. Operational status of machinery on board (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.).

18. Any unusual conditions affecting the vessel's seaworthiness.

ENCLOSURE 1

REMAINING IN PORT CHECKLIST (RIPC)

OCEANGOING VESSELS
(OCEAN GOING BARGES AND SUPPORTING TUGS)

The person in charge of the barge(s) and assist tug(s) must have a written mooring plan for review upon request. Tugs and barges remaining in port must have their decks clear of missile hazards, potential pollution hazards and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. These conditions are subject to verification by Coast Guard personnel.

Submit the SECTOR NEW ORLEANS REMAINING IN PORT CHECKLIST REPORTING TOOL (Enclosure 2) to the Vessel Traffic Service via **fax 504-365-2519 or e-mail D08—PF-VTSNEWORLEANS-LMR@USCG.MIL**

NOTE: Submission of the SECTOR NEW ORLEANS HURRICANE REMAINING IN PORT CHECKLIST REPORTING TOOL (Enclosure 2) signifies completion of this checklist (this page); however, submission does not guarantee approval. Keep this completed checklist onboard with other required records and logs.

The following information must be included in the mooring plan.

1. Name, call sign and official number of tug and barge.

2. Nationality of the tug and barge.

3. Name of the master of the tug.

4. Name, address and phone number of the owner/operator, charterer, and/or agent.

5. Reason why the tug and barge is remaining in port.

6. Full barge characteristics that would be needed to affect salvage.

7. A full stowage plan and manifest to determine particular cargo and pollution hazards.

8. 24-hour contact information for qualified individuals (QI) who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.

9. A full insurance disclosure to the Captain of the Port. If the barge is moored to a facility, provide the insurance information to the facility.

10. Tug and barge particulars for each vessel, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).

11. Ballast capabilities.

12. Will the tug be tending the barge(s) while in port?

13. Name and rating of personnel to remain on the tug.

14. Amount of lube oil and diesel oil on board the tug and barge(s).

15. Name of the berth and location. Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.

16. Operational status of machinery on board the tug and barge(s) (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.)

17. Any unusual conditions affecting either the tug's or barges(s)' seaworthiness.

ENCLOSURE 2

Coast Guard Sector New Orleans

REMAINING IN PORT CHECKLIST REPORTING TOOL

Fax to VTS Lower Mississippi River 504-365-2519 or
Email to D08—PF-VTSNEWORLEANS-LMR@USCG.MIL

Date: _____ **Vessel Has Completed Checklist in Enclosure 1: ___ Yes ____ No**

Vessel Name: _____**Call Sign:** _____ **Official Number**: _____

Nationality: _____

(Length: _____, Daft: _____,Gross Tonnage: _____. Horsepower: _____)

Master: _____ **Agent**: _____

Phone Number/ Fax: _____

Email Address _____, (24-Hour Contact) _____

Departure Date: _____

Persons Onboard Vessel (#): _____
Reason(s) for staying in port:
_____
Anchorage/Berth/Location: _____
Ballasted: YES/NO
Cargo type/Amount _____
Number of Tugs _____
Name of Tugs: _____

Mooring or Anchoring Plan (Explain general plans and arrangements:)
_____
_____
_____
_____
_____
_____

Vessels shall maintain a radio watch on VHF Channel 67 and Channel 16 at ALL TIMES

You may e-mail or fax this form to D08-PF-VTSNEWORLEANS-LMR@USCG.MIL or (504) 365-2519.

ENCLOSURE 3

STORM PREPARATION CHECKLIST FOR VESSELS

This Enclosure contains detailed precautionary measures appropriate to ships and barges, respectively, which intend to shelter in port either at anchor or moored.

I. PORT CONDITION WHISKEY (72 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Review vessel's operational schedule.
	(b) Review vessel heavy weather plans and take appropriate action.
	(c) If unable to get underway, evaluate the safety of the present berth. If necessary, develop plans to shift to an alternate location or berth. The plans should include the number and source of tugs, the permits required, and the agency responsible for approving them, and safety/ security arrangements appropriate to the new mooring/berth. NOTE: This recommendation primarily applies to vessels at local repair facilities, or vessels in lay berths (moored or at anchor)
	(d) Set a continuous Channel 16 VHF-FM radio watch.

STORM PREPARATION CHECKLIST FOR VESSELS

II. PORT CONDITION X-RAY (48 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Vessels intending to remain at their moorings during the hurricane should obtain the permission of the owner, operator, or person-in-charge of the waterfront facility and determine the conditions the facility will require.
	(b) Ships intending to remain in port at anchor during the hurricane should contact the appropriate Pilot's Association to obtain an anchorage assignment. The Pilot Associations will report the identity and location of vessels anchored to the COTP.
	NOTE 1: Vessels desiring to remain at an anchorage other than an anchorage assigned by a Lower Mississippi River Pilot Association must request the permission from the COTP. NOTE 2: Barges shall not anchor during a hurricane unless approved by the COTP.

STORM PREPARATION CHECKLIST FOR VESSELS

III. PORT CONDITION YANKEE (24 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Vessels intending to anchor in port during the hurricane should prepare to proceed to anchorage prior to port closure.
	(b) Vessels intending to weather the hurricane at sea should prepare to depart the port prior to port closure.
	(c) Vessels intending to remain moored at a waterfront facility during the hurricane should prepare to proceed to the facility (if not already there) or shift berths as needed prior to port closure. Prior to this action, in the case of self-propelled oceangoing vessels over 500 GT or oceangoing barges, the waterfront facility must request permission from the COTP.

ENCLOSURE 3

STORM PREPARATION CHECKLIST FOR VESSELS

IV. PORT CONDITION ZULU (12 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Ensure the vessel is securely moored or anchored and prepared for hurricane conditions.
	(b) Suspend cargo transfer operations as required by weather conditions or the COTP as stated on page 7 of this plan.
	(c) Discontinue all transits of the port as required by the COTP.
	(d) Report any hazardous conditions or breakaways of vessels directly to the COTP as soon as possible.

ENCLOSURE 3

RECOMMENDED PRECAUTIONARY MEASURES FOR SHIPS

Applies to vessels:

Moored	**Anchored**		
X		1.	Mooring lines doubled up with due consideration given to the effects of predicted storm surge.
X		2.	Outboard anchor rigged at short stay.
X	X	3.	Sufficient number of officers and crew onboard to tend mooring lines, and/or get underway.
X	X	4.	Vessel ballasted to ensure maximum safety.
X	X	5.	All side ports, hatches, portholes, and other openings are closed and secured.
X	X	6.	Bilge pumps and manifolds are ready for immediate use.
X	X	7.	All firefighting equipment is ready for immediate use.
X	X	8.	At least one (1) pilot ladder is rigged on each side of the vessel.
X		9.	A gangway, or other suitable means of accessing the vessel from the pier, is rigged.
X	X	10.	At least one (1) fire warp is rigged on the bow and another on the stern. In order to expedite the establishment of an emergency tow, a portion of each fire warp should be draped overboard and allowed to hang no more than six (6) feet above the waterline.
X	X	11.	Spare mooring lines and/or wires should be readily available.
X	X	12.	A continuous radio watch should be maintained on Channel 16 VHF-FM (156.8 MHZ), Channel 13, and Channel 67 by a person who speaks English fluently.
	X	13.	At least two anchors should be set.
	X	14.	Vessel should remain ready to get underway in 15 minutes.

ENCLOSURE 3

RECOMMENDED PRECAUTIONARY MEASURES FOR BARGES

Applies to barges:

Moored	**Anchored**		
	X	1.	All available anchors are deployed.
X		2.	Mooring lines doubled up with due consideration given to the effects of predicted storm surge. Special attention should be paid to barges moored in the proximity of bridges.
X		3.	Sufficient personnel are available ashore to respond to emergencies.
X	X	4.	All hatches, portholes and other openings are closed and secured.
X		5.	Firefighting equipment is available and ready for immediate use.
	X	6.	At least one (1) fire warp is rigged on the bow and another on the stern. In order to expedite the establishment of an emergency tow, a portion of each fire warp should be draped overboard and allowed to hang no more than six (6) feet above the waterline.
X	X	7.	Spare mooring lines and/or wires should be readily available.

STORM PREPARATION CHECKLIST FOR WATERFRONT FACILITIES

I. PORT CONDITION WHISKEY (72 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Review facility contingency plans. The contingency plans for barge fleeting facilities should contain procedures for recovering breakaway barges and specifically include the location or availability of tugs/towboats. Barge fleeting facilities should also evaluate measures to reduce the size of their fleets NOTE: Plans to nest barges with other vessels or to anchor barges must be approved by the COTP.
	(b) Review vessel arrival schedules.
	(c) Review operational schedules to identify and reduce shipments of Cargoes of Particular Hazard, Hazardous Material, and/or Dangerous Cargoes arriving via highway or rail vehicles.
	(d) Evaluate the extent that a 96-hour interruption of cargo operations, during and after storm passage, will interrupt strategic public safety, energy, or transportation needs. If a significant interruption is expected, report it to the COTP New Orleans.
	(e) Facilities utilizing permanently moored tank barges for oil storage shall inventory contents/amounts in each storage tank, locate and review data on age/structural integrity of all storage tanks. Inspect moorings and double up as necessary to ensure the tank barge is capable of withstanding projected tidal surge and wind for the area.
	(f) Account for and document all *pre/post storm facility checklists*.

STORM PREPARATION CHECKLIST FOR WATERFRONT FACILITIES

II. PORT CONDITION X-RAY (48 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Determine the special needs and intentions of vessels moored at the facility.
	(b) Determine whether vessels desiring to remain moored to the facility during the hurricane will be allowed to do so. Notify the vessel master, vessel agent, and the COTP of the facility's decision. Ensure vessels in "lay-up" status are prepared for hurricane condition. NOTE: The COTP may direct the vessel or facility to take certain precautions to correct conditions that threaten the port or the environment, one of which may be to direct the vessels to proceed to sea or anchor.
	(c) Set a time for the voluntary suspension of cargo handling operations. In doing so, ensure that vessels have ample time to hire and schedule labor, arrange pilots, contract tugs/towboats, and safely complete the transit to sea or a hurricane anchorage prior to the setting of Port Condition ZULU. Notify the COTP of the time established.
	(d) Advise the COTP New Orleans Facility Duty Stander at (504) 329-0726, of status of storage tank barge inventory, data available on structural integrity, and intentions for ballasting of empty storage tanks.

STORM PREPARATION CHECKLIST FOR WATERFRONT FACILITIES

III. PORT CONDITION YANKEE (24 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Secure missile hazards and clear nonessential equipment and loose gear from all wharves and piers.
	(b) Secure or move hazardous material and dangerous cargo to a safe location. Individual drums of hazardous material should be palletized and banded. When palletized drums are stowed inside, they should be elevated off the floor in a well-ventilated warehouse. When stowed outside, palletized drums should be sheltered from the weather as much as possible, and in no case stacked more than two high. Stacked pallets of drums should also be braced and dunnaged to prevent shifting and/or toppling. (NOTE: Title 49 of the Code of Federal Regulations Parts 171-178 should be used as a stowage and segregation guide, if the drums to be consolidated contain hazardous materials from different Hazard Classes/Divisions.) Grounded containers should be stacked no more than 3 high. Empty containers should be moved to less flood prone areas if possible.
	(c) Advise the COTP of any dangerous cargo that cannot be secured or moved to a safe location.
	(d) Prepare to secure cargo operations involving liquid bulk dangerous cargoes in advance of the COTP setting Port Condition ZULU, unless permission is requested and approval is received from the COTP. Operations involving Cargoes of Particular Hazard or Certain Dangerous Cargoes will be secured, without exception, at Port Condition ZULU.
	(e) Ensure all self-propelled oceangoing vessels over 500 GT and all oceangoing barges have departed moorings (unless permission has been granted by the COTP or such vessels will remain in port at the facility moorings).

STORM PREPARATION CHECKLIST FOR WATERFRONT FACILITIES

IV. PORT CONDITION ZULU (12 HOURS BEFORE ANTICIPATED LANDFALL)

DATE/INITIALS	TASK REQUIREMENT
	(a) Secure cargo operations involving liquid bulk dangerous cargoes, unless permission is granted from the COTP. Operations with Cargoes of Particular Hazard or Certain Dangerous Cargoes will be secured in all cases.
	(b) Oil transfer terminals should drain all loading arms and transfer hoses of product, blank off hoses, empty and clean small discharge containment.
	(c) All small craft owned by the facility that can be hauled out or trailered should be removed from the water and secured well away from the effects of possible storm surge and high winds.

ENCLOSURE 5

CARGO OF PARTICULAR HAZARD

"Cargo of Particular Hazard" is defined in section 126.3 of Title 33 of the Code of Federal Regulations (33 CFR 126.3). Cargoes of Particular Hazard are:

1. Division 1.1 or 1.2 explosives,
2. Ammonium nitrate products, division 5.1 (oxidizing),
3. Division 4.3 dangerous when wet products in excess of 60 metric tons,
4. Division 2.3 and 6.1 poison inhalation hazard products,
5. Class 7 highway route controlled quantity radioactive material of fissile material.

CERTAIN DANGEROUS CARGO

"Certain Dangerous Cargo" is defined in section 160.204 of Title 33 of the Code of Federal Regulations (33 CFR 160.204). Certain Dangerous Cargoes are:

1. Division 1.1 or 1.2 explosives,
2. Division 1.5D blasting agents for which a permit is required,
3. Division 2.3 poisonous gas that is also a material poisonous by inhalation, and that is in a quantity in excess of 1 metric ton per vessel,
4. Division 5.1 oxidizing materials for which a permit is required,
5. A liquid material that has a primary or subsidiary classification of Division 6.1 poisonous material that is also a material poisonous by inhalation, and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel,
1. Class 7 highway route controlled quantity radioactive material or fissile material,
2. Bulk liquefied chlorine gas and bulk liquefied gas cargo that is flammable and/or toxic.
3. The following bulk liquids: acetone cyanohydrin, allyl alcohol, chlorosulfonic acid, crotonaldehyde, ethylene chlorohydrin, ethylene dibromide, methacrylonitrile, and oleum (fuming sulfuric acid).

Annual Hurricane Operations Plan (AHOP) Guidance

ENCLOSURE 6

Table of Contents

ENCLOSURE 6

Overview

This Annual Hurricane Operations Plan (AHOP) guidance explains in further detail the enforcement of the Regulated Navigation Area (RNA) defined in 33 CFR 165.838. This will expand on triggers for Hurricane and Storm Damage Risk Reduction Systems (HSDRRS) structures established in the operating procedures. It will further explain what is required in the AHOP, and what is expected for consecutive filing.

Background

The Coast Guard partnered with the U. S. Army Corps of Engineers (USACE) to reduce the risk posed to the flood control infrastructure in the New Orleans area. With the completion of the HSDRRS fully operational, the Coast Guard, through collaborative efforts with Federal, State, and local port partners, determined that a RNA was the most effective and efficient authority to mitigate the risk. The number one goal of the RNA will always be to protect the citizens of the greater New Orleans area while ensuring the safety of mariners and waterway infrastructure.

Although no plan can guarantee absolute results, it is important that the entire port community share a common understanding of the goal and the measures required to increase our hurricane readiness and protection within the RNA.

Authority

The provisions of Title 33, Code of Federal Regulations (CFR), Part 165, describe the authority that the Coast Guard Captain of the Port (COTP) can use to ensure the safety of their ports. Specifically, District Commanders are authorized to:

- Establish Regulated Navigation Areas in a water area within a defined boundary for which regulations for vessels navigating within the area have been established;
- Control vessel traffic in an area which is determined to have hazardous conditions by issuing regulations;
- Specify times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;
- Establish vessel size, speed, draft limitations, and operating conditions; and,
- Restrict vessel operations in a hazardous area, or under hazardous conditions, to vessels which have particular operating characteristics or capabilities that are considered necessary for safe operation under the circumstances.

ENCLOSURE 6

Applicability and Purpose

This enclosure is applicable to all floating vessels within the RNA as defined within the COTP New Orleans, Louisiana zone in Title 33, CFR, Part 165.838.
Its purpose is to:

- Protect the citizens of the greater New Orleans area while ensuring the safety of mariners and waterway infrastructure;

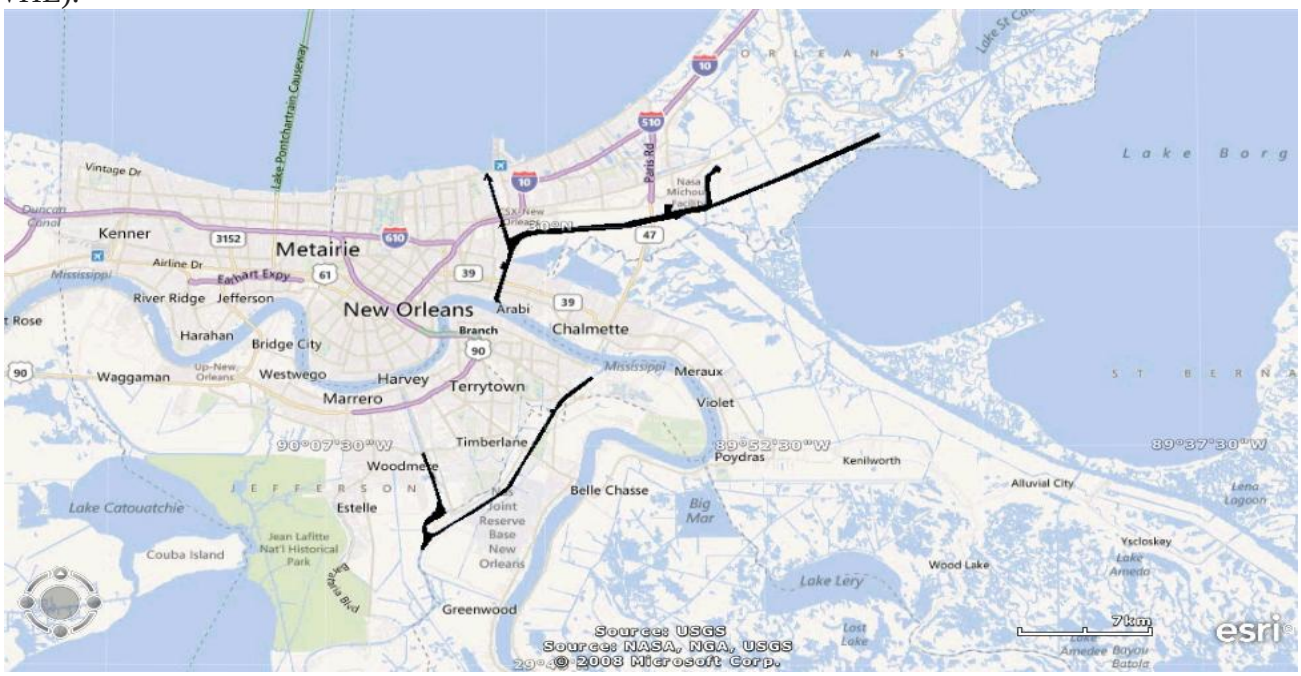
- To advise the maritime community of the sequence and timing of COTP decisions and actions during periods when the port is threatened by a tropical event; and,

- To recommend and direct actions that should be taken by vessels and waterfront facilities to minimize storm related deaths, injuries, property damage, and threats to the environment.

RNA Boundaries

The following is a Regulated Navigation Area (RNA):

(1) The Gulf Intracoastal Waterway (GIWW) from Mile Marker (MM) 22 East of Harvey Locks (EHL), west on the GIWW, including the Michoud Canal and the Inner Harbor Navigation Canal (IHNC), extending North 1⁄2 mile from the Seabrook Flood Gate Complex out into Lake Pontchartrain, and South to the IHNC Lock;
(2) The Harvey Canal, between the LAPALCO Boulevard Bridge, and the confluence of the Harvey Canal and the Algiers Canal;
(3) The Algiers Canal, from the Algiers Lock to the confluence of the Algiers Canal and the Harvey Canal;
(4) The GIWW, from the confluence of Harvey Canal and Algiers Canal to MM 7.5 West of Harvey Locks (WHL).



ENCLOSURE 6

Enforcement Periods

This RNA will be enforced during a tropical event beginning 24 hours in advance of the predicted closure of the IHNC Lake Borgne Surge Barrier structure within the HSDRRS (IHNC & GIWW) or the West Closure Complex within the HSDRRS (Harvey & Algiers Canals). If the Coast Guard receives notice of a closure from the Army Corps of Engineers less than 24 hours before the predicted closure, the RNA will be enforced upon the COTP receiving the notice. It is important to stress that the enforcement of the RNA is not necessarily always in conjunction with the COTP Port Conditions (Whiskey, X-Ray, Yankee, Zulu) as outlined in the Maritime Hurricane Contingency Port Plan (MHCPP). These port conditions are predicated on gale force winds at Southwest Pass. The enforcement of the RNA could occur well before the implementation of the COTP port conditions. In addition to the MHCPP, all requirements located within 33 CFR 165.838, and this AHOP, are required.

In the event that a particularly dangerous storm is predicted, the COTP, in consultation with local agencies and port stakeholders via a Port Coordination Team, may require all floating vessels to evacuate the RNA beginning as early as 72 hours before the predicted closure of any navigational structure; or upon notice that particularly dangerous storm conditions are approaching, whichever is less.

During enforcement periods, all floating vessels are prohibited from entering or remaining within the RNA unless a current AHOP is on file with Coast Guard Sector New Orleans, meeting all provisions and requirements as outlined in 33 CFR 165.838.

ENCLOSURE 6

Pre-Storm Season Actions

(1) By May 1st of each calendar year those facilities desiring to maintain vessels moored within the RNA are required to develop an AHOP to Coast Guard Sector New Orleans Waterways Management Division for review. For those facilities that already have an AHOP on file, only a renewal is required.

(2) Prior to June 1st of each calendar year, the USCG, USACE, the Coastal Protection Restoration Authorities (CPRA), and South Louisiana Flood Protection Authority (SLFPA) will conduct a joint survey of the RNA to develop a hurricane pre-season port status overview. Additionally, this survey will acquire the total number of vessels within the RNA, and subsequent throughput analysis to evacuate. The results of this throughput analysis will be shared with CPRA and SLFPA.

Storm Season Actions

(1) During hurricane season from June 1st until November 30th, joint monthly verification checks of all vessels will be conducted.

(2) When a tropical event is expected to impact the COTP New Orleans area of responsibility, the Coast Guard will organize a joint patrol of the RNA. Vessel counts will be compared with current AHOPs', and two numbers will be calculated:
(1) Throughput analysis for all vessels;
(2) Throughput analysis for those vessels not moored in accordance with an AHOP.

(3) When a tropical event is expected to impact the COTP New Orleans area of responsibility, there will be daily Port Coordination Team conference calls conducted to identify any concerns regarding current activities, contingencies, and emergency preparations.

(4) Depending on the storm path, Safety Zones may be created to manage traffic inbound New Orleans and the RNA from the east and west.

ENCLOSURE 6

Initial Annual Hurricane Operations Plan

Required for all facilities that have vessels intending to seek approval to remain within the RNA. Every applicant shall submit an AHOP (Appendix B) to the Captain of the Port New Orleans via the Coast Guard Sector New Orleans Waterways Management Division. The AHOP shall include:

(1) A description of the maximum number of vessels the facility intends to have remaining at any one time during hurricane season;
(2) A detailed plan for any vessel(s) that are intended to be sunk/grounded in place when the RNA is enforced if evacuation is not possible;
(3) A diagram of the waterfront facility and fleeting area;
(4) Vessel name, call sign, official number, and operational status of machinery on board (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.) each standby towboat. Or provide a contract for enough tugboats meeting the characteristics. Additionally, if the facilities tugboats are used for outside contracting they must also include a statement that if enough of their fleet is not available they will contract the appropriate number of tugboats meeting the characteristics required.
(5) Characteristics for each vessel remaining at the fleeting or mooring facility, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw);
(6) Details of mooring arrangements in accordance with mooring requirements and conditions set forth in paragraphs (g) and (h) of 33 CFR 165.838 or COTP case-by-case approved deviations;
(7) Certification by a professional engineer that the mooring arrangements are able to withstand winds of up to 140 mph, a surge water level of eleven feet, a current of four mph and a wave height of three feet within the RNA East, and a surge water level of eight feet, a current of four mph, and a wave height of two and a half feet within the RNA West;
(8) Emergency contact information for the owner/operator, and/or agent of the facility/property;
(9) 24-hour emergency contact information for qualified individuals empowered in writing by the owners/operators to make on-site decisions and authorize expenditures for any required pollution response or salvage;
(10) To fulfill the insurance disclosure include a copy of the facilities Certificate of Insurance. Full insurance disclosure to the COTP. Vessels moored to a facility shall provide insurance information to the facility.

ENCLOSURE 6

Renewing an Annual Hurricane Operations Plan

Facilities that have an AHOP in good standing with the COTP New Orleans (has been reviewed by the Coast Guard and found to be in compliance with the rule), need not submit an entirely new AHOP. Instead, you may renew your plan by submitting a letter indicating that no changes to the plan have been made, and/or annotate any minor administrative changes (i.e. telephone number changes, etc.) to the plan. However, if significant operational changes are made, you may be required to resubmit updated portions of the plan, and may be required to obtain recertification by a professional engineer; submitting associated diagrams along with a statement in letter format of the changes from the previous AHOP. Questions regarding recertification should be made to the Coast Guard Sector New Orleans Waterways Management Division for guidance.

72 Hour Verification Report

Those facilities with an AHOP in good standing with the COTP shall, within 72 hrs of a tropical event, submit to the COTP New Orleans a Storm Specific Plan Verification Report Form (Appendix A) in accordance with this plan. The minimum information required for this verification report is contained below (Appendix A):

Appendix A

72 HOUR STORM SPECIFIC VERIFICATION REPORT FORM

Fax to SECNOLA Waterways Management 504-365-2287 or
Email to D08-DG-SECNEWORLEANS-PREVENTION-WATERWAYS@USCG.mil

Date: _____

Total Number of Vessels Currently Moored: _____ Mooring Configurations: *PLEASE ATTACH*

Emergency Contact Person:_____ Phone Number/ Fax: _____

Email Address _____ 24 Hour Number _____

Standby Tugboat Name: _____Call Sign: _____ Official Number: _____

Operational status of machinery (i.e engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.):

_____

_____

Tugboat Contact Information:_____

Standby Tugboat Name: _____**Call Sign: _____ Official Number**: _____

Operational status of machinery (i.e engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.):

_____

_____

Tugboat Contact Information:_____

Process and Timeframe for Evacuating Vessels Exceeding the Amount Listed in the AHOP:

_____

_____

_____

_____

_____

_____

Vessels shall maintain a radio watch on VHF Channel 67 and Channel 16 at ALL TIMES

You may e-mail or fax this form to **D08-DG-SECNEWORLEANS-PREVENTION-WATERWAYS@USCG.mil or (504) 365-2287.**

ENCLOSURE 6

Appendix B

Annual Hurricane Operations Plan Template

I. Maximum Number of Vessels Moored at Each Type of Waterfront or Barge Fleeting Facility

Provide the facility name, facility type, and facility location (physical address, mile marker or latitude and longitude). Then, provide the maximum number of vessels anticipated to be moored at any given time during hurricane season. This shall include the classification, number, and mooring location of each vessel at the facility, and the facility name of where vessel is moored. If there is additional information to be added, or there is not enough space provided for the requested information, attach the additional information to the plan.

Facility Name	Facility Type	Facility Location

Classification of Vessel	Number of Vessel	Mooring Location at Facility	Facility Name

II. Plan for Vessel(s) to be Grounded or Sunk in Place

Provide a plan for any vessel(s) that will be grounded or sunk in place when the RNA is enforced and evacuation of the vessel(s) is not possible. For each vessel, include at a minimum the following information indicated below. If there is additional information to be added, or there is not enough space provided for the requested information, attach the additional information to the plan.

Vessel Name	
Anticipated Method(s) of Disabling	
Description and Quantities of All Cargo, Cargo Residue, Oil and Hazardous Materials	
Method(s) of Ensuring Vessel Remains Stationary	
Name of Oil Spill Response Organization	
Name of Salvage Company	

III. A Diagram of Each Type of Waterfront or Barge Fleeting Facility

Provide an engineering plot diagram, photographic image(s) or topographical images of each type of waterfront or barge fleeting facility. Provide an attachment, drawing, or file to the plan. At a minimum include the following information:

A. A detailed legend or key.

B. Labeling of waterway(s).

C. Labeling or road(s).

D. Depth of waterways(s).

E. Waterfront facility boundaries and/or barge fleet configurations.

F. Neighboring natural and/or manmade structures of interest and/or concern.

G. Facility Critical Infrastructure.

IV. Characteristics of Stand-by Tow Vessel(s)

Provide the necessary information in the table. Additionally, if the tow vessel(s) are contracted to outside entities, the facility must include a statement attesting that if the required numbers of tow vessel(s) are not available for the barge fleet(s,) then the facility will contract the appropriate number of tow vessel(s) with the required characteristics to satisfy all requirements.

Vessel Name	Call Sign	Official Number	Operational Status of Machinery Onboard	
			Engines	
			Generators	
			Fire Fighting Pumps	
			Bilge Pumps	
			Anchors	
			Mooring Machinery	
			Other	

Vessel Name	Call Sign	Official Number	Operational Status of Machinery Onboard	
			Engines	
			Generators	
			Fire Fighting Pumps	
			Bilge Pumps	
			Anchors	
			Mooring Machinery	
			Other	

V. Characteristics of Vessel(s) Remaining at the Waterfront or Barge Fleeting Facility

Provide the necessary information of each vessel that is going to remain at the waterfront and/or barge fleeting facility.

Vessel Name	Call Sign	Official Number	Characteristics of Vessel	
			Length	
			Breadth	
			Draft	
			Air Draft	
			Gross Tonnage	
			Hull Type	
			Horsepower	
			Single or Twin Screw	
			Other	

Vessel Name	Call Sign	Official Number	Characteristics of Vessel	
			Length	
			Breadth	
			Draft	
			Air Draft	
			Gross Tonnage	
			Hull Type	
			Horsepower	
			Single or Twin Screw	
			Other	

VI. Details of Mooring Arrangements

Provide a brief description of the mooring arrangements at the waterfront facility or the barge fleet, ensuring that they meet 33 CFR 165.838(f) – "Mooring Requirements" and 33 CFR 165.838(g) – "Towboat Requirements". Provide the description of mooring arrangements at the waterfront facility or the barge fleet as an attachment to the plan.

VII. Certification of Mooring Arrangements

Provide certification by a professional engineer that the mooring arranges are able to withstand the following conditions indicated below. Provide the engineering certification document as an attachment to the plan.

RNA East	RNA West
Winds up to **140** miles per hour	Winds up to **140** miles per hour
Surge water level of **11** feet	Surge water level of **8** feet
Current of **4** miles per hour	Current of **4** mile per hour
Wave height of **3** feet	Wave height of **2.5** feet

VIII. Emergency Contact Information of the Owner/Operator and/or Agent of the Facility

Provide the required information and insert the information into the appropriate fields in the table. Ensure the contact numbers are current and operable.

Name of Owner/Operator/Agent	Contact Number (Primary)	Contact Number (Secondary)

IX. Twenty-Four Hour Contract Information for Qualified Individuals

Provide the required information and insert the information into the appropriate fields in the table. Ensure the contact numbers are current and operable.

Name of Qualified Individual	Contact Number (Primary)	Contact Number (Secondary)

X. Certificate of Insurance

Provide a current and signed copy of the Certificate of Insurance for the facility to the Captain of the Port for New Orleans. Vessel(s) moored at the waterfront facility and/or barge fleeting facility shall provide insurance information to the waterfront facility and/or barge fleet. Provide the Certificate of Insurance as an attachment to the plan.

OPTIONS FOR PORT CONDITIONS

The COTP, in consultation with the PCT, will consider these actions at each of the Port Conditions and will direct their implementation as deemed appropriate/necessary:

1. Implement VTS Measures to require all vessels north of the Huey P. Long (HPL) Bridge from coming south once the Bar Pilots cease boardings (i.e. a vessel at a terminal north of the HPL intending to depart and anchor south of the HPL). Exclude vessels able to clear South West Pass and exit the Mississippi River BEFORE the Bar Pilots cease operations.

    a. *"No vessel over 500 gross tons may transit south of the HPL bridge whose intentions are to anchor or moor in a location south of the HPL bridge, without permission from the COTP. This VTS measure does not apply to vessels whose intentions are to get underway and subsequently clear South West Pass ahead of TS Isaac."[Actual verbage from Hurricane ISAAC VTS Measure.]*

2. Move as many vessels south of the HPL bridge to anchorages and berths north of the HPL bridge with priority given to loaded tank ships.

3. Once the Bar Pilots announce a time that they will be cease operations, prohibit any deep draft vessels from entering the Mississippi River to prevent congestion and minimize risks of vessels losing moorings and dragging anchors, and deep draft collisions, allisions and groundings.

4. Implement the Mile Marker 73 MOA to move barges and tows up river.

5. Direct certain anchorages to close (e.g. South West Pass Anchorage up to 9 Mile Anchorage).

6. Prohibit ships from mooring at certain buoy systems. Vessels have historically parted lines and lost moorings while moored at mooring buoy systems during hurricanes. Mooring buoy systems immediately south of the I-310 Bridge (Luling Bridge) present a particular risk.

    CGB at Laplace (3 sets) MM 133-134-135
    Reserve MM 136-137
    ADM MM 120-121, (2 buoys system to anchor two ships)
    Wood Chip at Kenner Bend 8 sets MM 110 up to MM 113 RDB
    Zito Buoys at MM 86

7. Direct deep drafts in layup status to comply with with their approved layup plan. Require tugs to remain on scene and secure all deep draft vessels in layup status. If the vessel cannot comply, the vessel will be directed to move upriver of the Huey P. Long Bridge.

8. Require ships moored to piers to remain at piers to free up available anchorage space for other vessels.

9. In consultation with the NOBRA Pilots, allow deep draft vessels to anchor in the upriver crossings to alleviate congestion and move deep draft vessels upriver from more vulnerable anchorages south of the HPL bridge.

10. Once the Army Corps of Engineers announces a time for the closure of the Lake Borgne Surge Barrier, initiate a Safety Zone on the GICWW east of New Orleans to prevent westbound traffic between Mobile and New Orleans from becoming trapped.

ENCLOSURE 8

Post Storm Deep Draft Vessel Movement Guidance

Note: All storms are not the same and the below guidance may be modified as needed depending on specific post-storm circumstances.

The inbound and outbound movement of vessels must be accomplished simultaneously to manage port congestion.

The following general principles will guide the reopening of the Lower Mississippi River to commercial deep draft navigation:

1. Outbound and Intra-port Movements:

    A. Priority should be given to clear vessels out of the system which have loaded/completed cargo operations to make way for shifting and inbound vessels.

    B. Vessels at anchor in port prior to the arrival of the tropical storm:

        i. Priority should be given to those vessels which can go straight to a berth/facility/loading terminal from the anchorage.

        ii. Vessels which request to shift between anchorages are secondary to vessels which can shift from an anchorage directly to an open berth.

2. Inbound Movements: The queue for inbound vessels is developed between the COTP, the Bar Pilots and the Federal Pilots. Typically, shallower draft vessels such as Articulated Tug and Barge combinations are allowed to transit first to mitigate risk as river traffic resumes.

    A. The typical prioritization for inbound vessels is as follows:

        i. Cruise ships
        ii. Tank ships
        iii. Container ships
        iv. Break bulk ships
        v. Bulk cargo ships

ENCLOSURE 9

Port Coordination Team Agenda

Date: Time:

- NWS/NOAA – Weather Update
- USACE

  IHNC Surge Barrier status:

  Seabrook status:

  West Closure Complex status:

  Lock Status:

- U.S.C.G.
  - Sector NOLA

    PATS:

    RNA:

    Mile Marker 73 MOA:
  - D08 Bridges:
- Shallow Draft stakeholders (GICA, AWO, GNOBFA, etc.)
- Deep Draft stakeholders (Pilots, LAMA, NOBOT, etc.)
- Port partners
- Closing comments (ensure review of Enclosure 7)
- Future call needs/modifications