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Homeland Security

United States
Coast Guard



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MEMORANDUM

17 MAR 2016

From:  P. C. SCHIFFLIN, CAPT
CG SECTOR New Orleans

To: SECTOR New Orleans

Subj: PROMULGATION OF SECTOR NEW ORLEANS MARITIME HURRICANE
CONTINGENCY PORT PLAN (MHCPP)

1. The purpose of the Maritime Hurricane Contingency Port Plan (MHCPP) is to advise the Sector New Orleans Staff and maritime community of the sequence and timing of Captain of the Port (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. This guide is intended to act as a desktop reference for Mariners. Updates to this guide will be published and promulgated as necessary.

2. All Maritime Professionals are strongly encouraged to keep a copy of this MHCPP on hand, shall be familiar with its content, and shall comply with its requirements.

#

Annex (A) to CGSECTORNOLAINST 3006.1G
MARITIME HURRICANE CONTINGENCY PORT PLAN

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

MARITIME HURRICANE CONTINGENCY PORT PLAN

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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.

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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.”

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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.

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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

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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”

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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.).

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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 fleeing 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 Fleeing Association, Ingram Barge Company, Teco Barge Line, AEP Memco Barge Line, American Commercial Barge Line, Turn Services fleeing, 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

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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://cgl.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 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://cgl.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".

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Specific Pre-Storm Actions

The COTP will coordinate with the Port Coordination Team and establish Port Conditions in advance of the storm. The Port Coordination Team (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 Port Coordination Team 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):

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Port Status: Open to all commercial traffic.

- Conduct a Port Coordination Team 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 24 hours):

Port Status: Vessel traffic control measures in effect.

- Conduct a Port Coordination Team 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:

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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 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.
- 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

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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.

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- 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 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. Port Coordination Team 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, Port Coordination Team, 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).

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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.

ENCLOSURE 1

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).

ENCLOSURE 1

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.



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](mailto:D08-PF-VTSNEWORLEANS-LMR@USCG.MIL)

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

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

Nationality: _____

(Length: _____, Draft: _____, Gross Tonnage: _____, Horsepower: _____)

Master: _____ Agent: _____

Phone Number/ Fax: _____

Email Address _____, (24-Hour Contact) _____

Departure Date: _____

Persons Onboard Vessel (#): _____

Reason(s) for staying in port:

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.

**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.

ENCLOSURE 3

**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.

**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:

<u>Moored</u>	<u>Anchored</u>		
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.

ENCLOSURE 4

STORM PREPARATION CHECKLIST FOR WATERFRONT FACILITIES

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

DATE/INITIALS	TASK REQUIREMENT
	<p>(a) Review facility contingency plans. The contingency plans for barge fleeing facilities should contain procedures for recovering breakaway barges and specifically include the location or availability of tugs/towboats. Barge fleeing facilities should also evaluate measures to reduce the size of their fleets</p> <p>NOTE: Plans to nest barges with other vessels or to anchor barges must be approved by the COTP.</p>
	(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.

**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.
	<p>(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.</p> <p>NOTE: The COTP may direct the vessel or facility to take certain</p>

ENCLOSURE 4

	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.

**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.

ENCLOSURE 4

	(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).
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**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).

Regulated Navigation Area; New Orleans Area of Responsibility, New Orleans, LA

SUMMARY: This final rule revises an existing interim rule to permanently establish a Regulated Navigation Area (RNA) protecting floodwalls and levees in the New Orleans area from possible damage caused by vessels that can breakaway during certain tropical storm and hurricane conditions. This final rule also addresses comments from the public on the previously published Supplemental Notice of Proposed Rulemaking (SNPRM) and economic review for this RNA. This action is necessary for the flood protection of high-risk areas throughout the Greater New Orleans Area when a tropical event threatens to approach and impact the area.

DATES: This interim rule is effective in the CFR on April 15, 2014. This rule has been enforced with actual notice since April 1, 2014.

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

The authority citation for part 165 continues as follows:

Authority: 33 U.S.C. 1226, 46 U.S.C. Chapter 701, 3306, 3703, 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6 and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

§ 165.838 Regulated Navigation Area; New Orleans Area of Responsibility, New Orleans, LA

(a) *Location.* 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 $\frac{1}{2}$ 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)

(b) *Definitions.* As used in this section:

- (1) *Breakaway* means a floating vessel that is adrift and that is not under its own power or the control of a towboat, or secured to its moorings.
- (2) *COTP* means the Captain of the Port, New Orleans;
- (3) *Facility* means a fleeting, mooring, industrial facility or marina along the shoreline at which vessels are or can be moored and which owns, possesses, moors, or leases vessels located in the areas described in paragraph (a) of this section.
- (4) *Fleet* includes one or more tiers of barges.

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- (5) *Fleeting or mooring facility* means the area along the shoreline at which vessels are or can be moored.
- (6) *Floating vessel* means any floating vessel to which the Ports and Waterways Safety Act, 33 U.S.C. 1221 *et seq.*, applies.
- (7) *Mooring barge or spar barge* means a barge moored to mooring devices or secured to the ground by spuds, and to which other barges may be moored.
- (8) *Mooring device* includes a deadman, anchor, pile or other reliable holding apparatus.
- (9) *Navigational structures* are the Seabrook Floodgate Complex, the IHNC Lake Borgne Surge Barrier, and the West Closure Complex components of the Hurricane and Storm Damage Risk Reduction System (HSDRRS).
- (10) *Person in charge* includes any owner, agent, pilot, master, officer, operator, crewmember, supervisor, dispatcher or other person navigating, controlling, directing or otherwise responsible for the movement, action, securing, or security of any vessel, barge, tier, fleet or fleeting or mooring facility subject to the regulations in this section.
- (11) *Tier* means barges moored interdependently in rows or groups.
- (12) *Port Coordination Team* is a body of public and private port stakeholders led by the COTP whose purpose is to share information, establish priorities, recommend and implement actions to address risks to ports and waterways during incidents and events.
- (13) *Tropical Event* means the time period immediately preceding, during, and immediately following the expected impact of heavy weather from a tropical cyclone.

(c) *Enforcement.*

- (1) The provisions of paragraph (d) of this section 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) in the area defined in paragraph (a)(1) of this section.
- (2) The provisions of paragraph (d) of this section will be enforced beginning 24 hours in advance of the predicted closure of the West Closure Complex within the HSDRRS (Harvey & Algiers Canals) in the area defined in paragraphs (a)(2) through (4) of this section.
- (3) If the Coast Guard receives notice of a closure less than 24 hours before closure, the provisions of paragraph (d) of this section will be enforced upon the COTP receiving the notice of predicted closing.
- (4) In the event that a particularly dangerous storm is predicted, the COTP, in consultation with the Port Coordination Team, may require all floating vessels to evacuate the RNA beginning as early as 72 hours before predicted closure of any navigational structure or upon notice that particularly dangerous storm conditions are approaching, whichever is less.
- (5) The COTP will notify the maritime community of the enforcement periods for this RNA through Marine Safety Information Bulletins and Safety Broadcast Notices to Mariners.

ENCLOSURE 6

(d) *Regulations.* During the period that the RNA is enforced and before closure of the navigational structures, all floating vessels must depart the RNA except as follows:

(1) Floating vessels may remain in the Harvey and Algiers Canals, provided they are moored sufficiently to prevent a breakaway and meet the minimum mooring requirements and conditions set forth in paragraphs (f) and (g) of this section.

(2) Floating vessels may remain in the Michoud Canal at least $\frac{1}{4}$ mile north of the intersection of the Michoud Canal and the GIWW, the GIWW from MM 15 EHL to MM 10 EHL, provided they are moored sufficiently to prevent a breakaway and meet the minimum mooring requirements and conditions set forth in paragraphs (f) and (g) of this section.

(3) During the period that the RNA is enforced and before closure of the navigational structures, vessels may transit through the RNA en route to a destination outside of the RNA given there is sufficient time to transit prior to the closure of a navigational structure, or they may transit to a facility within the RNA with which they have a prearranged agreement. These vessel movements and time critical decisions will be made by the COTP in consultation with the Port Coordination Team.

(4) The COTP may review, on a case-by-case basis, alternatives to minimum mooring requirements and conditions set forth in paragraphs (f) and (g) of this section and may approve a deviation to these requirements and conditions should they provide an equivalent level of safety.

(e) *Special requirements for facilities.* In addition to the mooring and towboat requirements discussed in paragraph (f) and (g) of this section, Facilities within the area described in paragraph (a) of this section that wish to deviate from these restrictions because they have vessels intending to remain within the areas allowed in paragraphs (d)(1) and (2) of this section shall comply with the below documentation and maintenance requirements in order to obtain the COTP's approval for their vessel(s) to remain in the closed RNA.

(1) *Annual Hurricane Operations Plan.* All facilities that have vessels intending to deviate from this RNA and remain within the areas allowed in paragraphs (d)(1) and (2) of this section shall develop an operations plan. The operations plan shall be readily available by May 1st of each calendar year for review by the COTP. The Annual Hurricane Operations Plan shall include:

(i) A description of the maximum number of vessels the facility intends to have remaining at any one time during hurricane season.

(ii) 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.

(iii) A diagram of the waterfront facility and fleeting area.

(iv) 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.

(v) 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);

ENCLOSURE 6

(vi) Details of mooring arrangements in accordance with mooring requirements and conditions set forth in paragraphs (g) and (h) of this section or COTP case-by-case approved deviations;

(vii) 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 canal basin in the area defined in paragraph (a)(1) of this section 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 canal basin in the area defined in paragraphs (a)(2) through (4) of this section;

(viii) Emergency contact information for the owner/operator, and/or agent of the facility/property.

(ix) 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.

(x) Full insurance disclosure to the COTP. Vessels moored to a facility shall provide insurance information to the facility.

(2) *Storm Specific Verification Report.* 72 hrs prior to predicted closure of the navigational structures, those facilities which have vessels that intend to remain within the RNA shall submit a Storm Specific Verification Report to the COTP New Orleans. The requirements for this Storm Specific Verification Report are located in the Canal Hurricane Operations Plan, which is Enclosure Six to the Sector New Orleans Maritime Hurricane Contingency Port Plan, <http://homeport.uscg.mil/nola>. The report shall include:

(i) Updated contact information, including names of manned towboat(s) and individuals remaining on the towboat(s).

(ii) Number of vessels currently moored and mooring configurations if less than stated in Annual Hurricane Operations Plan.

(iii) If the number of vessels exceeds the amount listed in the Annual Hurricane Operations Plan, describe process and timeframe for evacuating vessels to bring total number of vessels into alignment with the Annual Hurricane Operations Plan.

(3) The person in charge of a facility shall inspect each mooring wire, chain, line and connecting gear between mooring devices and each wire, line and connecting equipment used to moor each vessel, and each mooring device. Inspections shall be performed according to the following timelines and guidance:

(i) Annually between May 1 and June 1 of each calendar year; and

(ii) After vessels are added to, withdrawn from, or moved at a facility, each mooring wire, line, and connecting equipment of each barge within each tier affected by that operation; and

(iii) At least weekly between June 1 and November 30; and

(iv) 72 hrs prior to predicted closure of the navigation structures within this RNA; or within 6 hrs of the predicted closure, if the notice of predicted closure is less than 72 hrs.

ENCLOSURE 6

(4) The person who inspects moorings shall take immediate action to correct any deficiency.

(5) *Facility records.* The person in charge of a fleeting or mooring facility shall maintain, and make available to the COTP, records containing the following information:

(i) The time of commencement and termination of each inspection.

(ii) The name of each person who makes the inspection.

(iii) The identification of each vessel, barge entering or departing the fleeting or mooring facility, along with the following information:

(A) Date and time of entry and departure; and

(B) The names of any hazardous cargo which the vessel is carrying.

(6) The person in charge of a facility shall ensure continuous visual surveillance of all vessels at the facility.

(7) The person who observes the vessels shall:

(i) Inspect for movements that are unusual for properly secured vessels; and

(ii) Take immediate action to correct each deficiency.

(f) *Mooring requirements.* Facility owners shall consider all requirements within this section as minimum standards. Title 33 CFR 165.803, United Facilities Criteria (UFC) 4-159 and American Society of the Civil Engineers (ASCE)7 should be utilized by Professional Engineers in the certification of the Annual Hurricane Operations Plan.

(1) No person may secure a vessel to trees or to other vegetation.

(2) No person may allow a vessel to be moored with unraveled or frayed lines or other defective or worn mooring.

(3) No person may moor barges side to side unless they are secured to each other from fittings as close to each corner of abutting sides as practicable.

(4) No person may moor barges end to end unless they are secured to each other from fittings as close to each corner of abutting ends as practicable.

(5) A vessel may be moored to mooring devices if both ends of that vessel are secured to mooring devices.

(6) Barges may be moored in tiers if each shoreward barge is secured to mooring devices at each end.

(7) A vessel must be secured as near as practicable to each abutting corner by:

ENCLOSURE 6

- (i) Three parts of wire rope of at least 1¼ inch diameter with an eye at each end of the rope passed around the timberhead, caval, or button;
- (ii) A mooring of natural or synthetic fiber rope that has at least the breaking strength of three parts of 1¼ inch diameter wire rope; or
- (iii) Fixed rigging that is at least equivalent to three parts of 1¼ inch diameter wire rope.

(8) The person in charge shall ensure that all mooring devices, wires, chains, lines and connecting gear are of sufficient strength and in sufficient number to withstand forces that may be exerted on them by moored vessels/barges.

(g) *Towboat Requirements.* The person in charge of a fleeting or mooring facility must ensure:

(1) Each facility consisting of eight or more vessels that are not under their own power must be attended by at least one radar-equipped towboat for every 50 vessels.

(2) Each towboat required must be:

- (i) Able to secure any breakaways;
- (ii) Capable of safely withdrawing or moving any vessel at the fleeting or mooring facility;
- (iii) Immediately operational;
- (iv) Radio-equipped;
- (v) No less than 800 horsepower;
- (vi) Within 500 yards of the vessels.

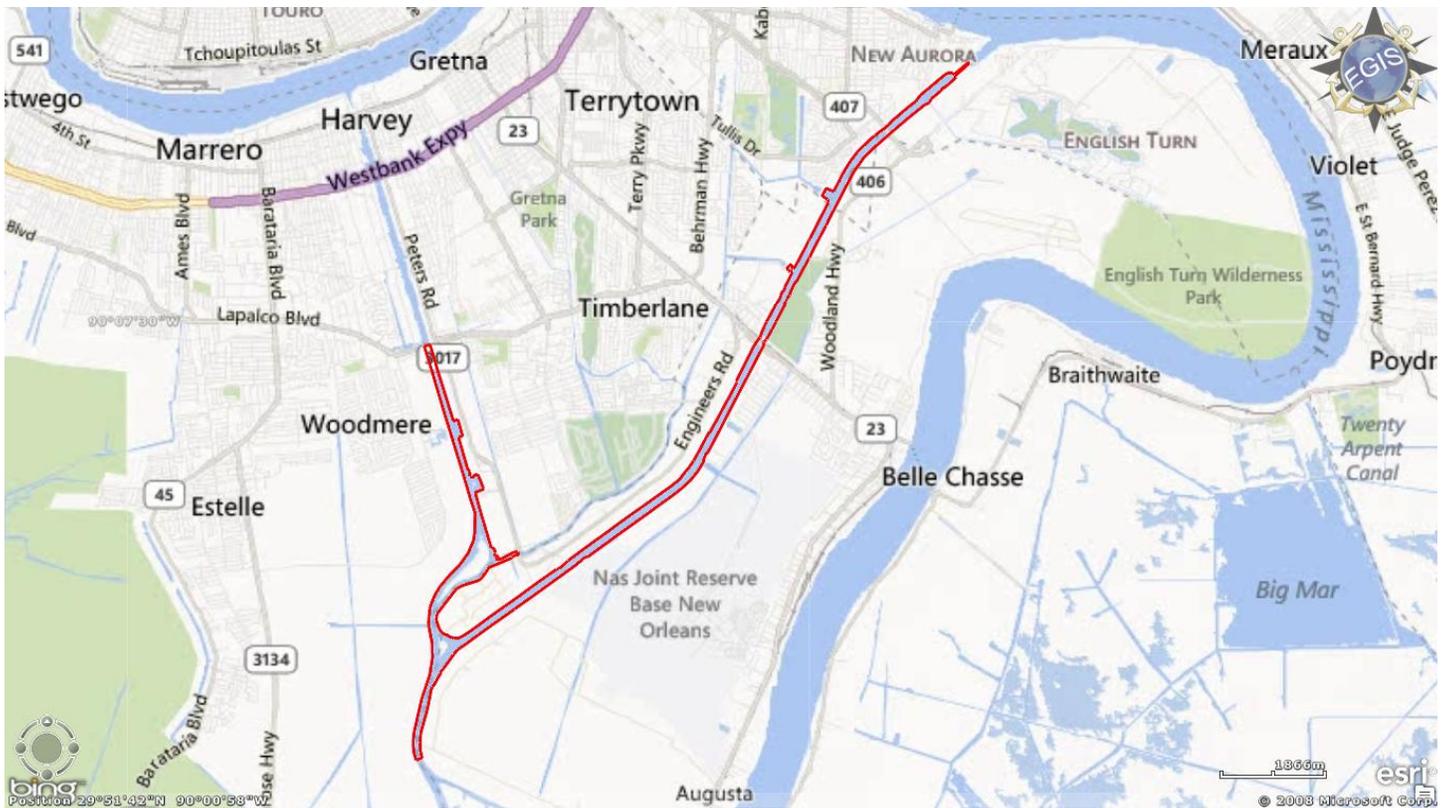
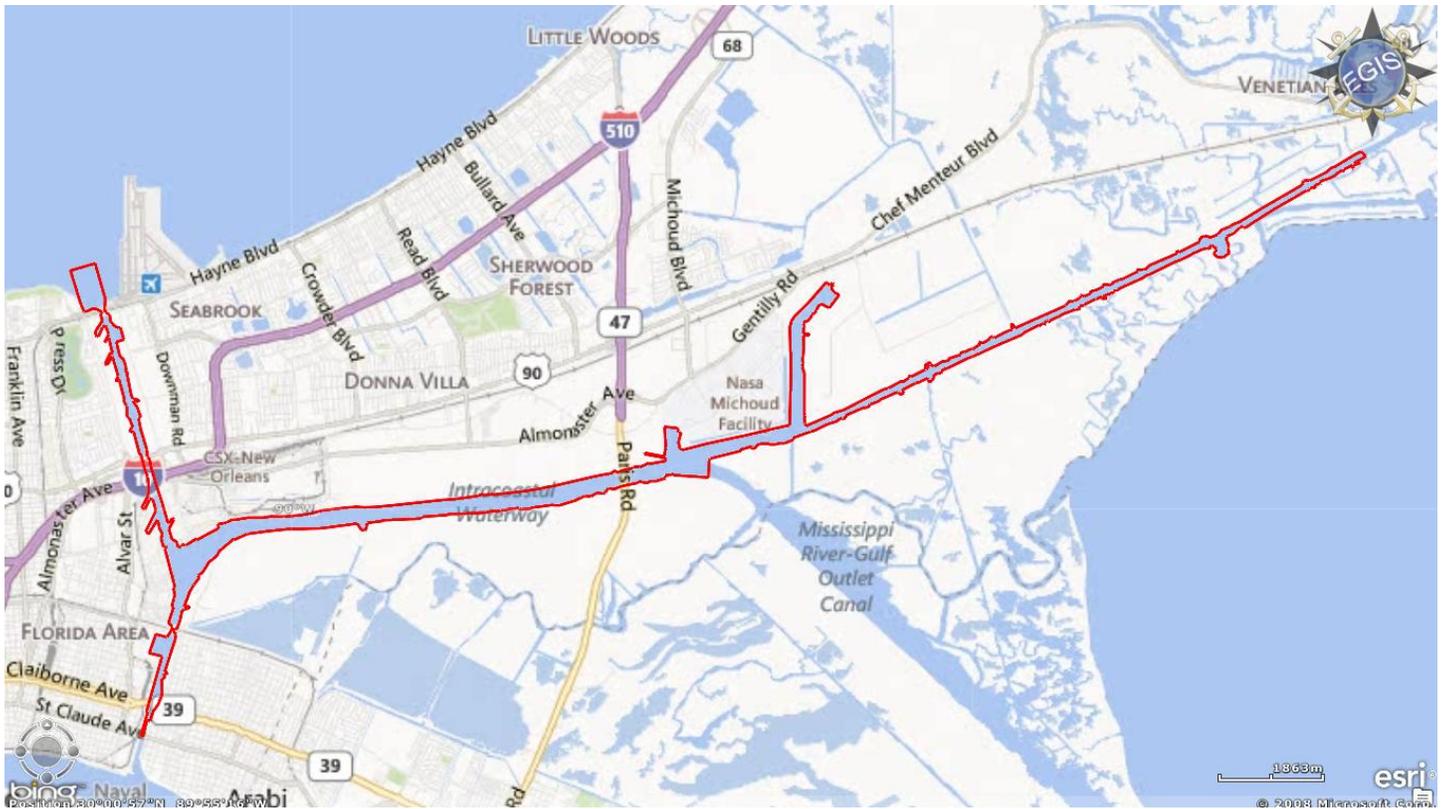
(3) The person in charge of each towboat required must maintain a continuous guard on the frequency specified by current Federal Communications Commission regulations found in 47 CFR part 83; a continuous watch on the vessels moored at facility; and report any breakaway as soon as possible to the COTP via telephone, radio or other means of rapid communication.

(h) Transient vessels will not be permitted to seek safe haven in the RNA except in accordance with a prearranged agreement between the vessel and a facility within the RNA.

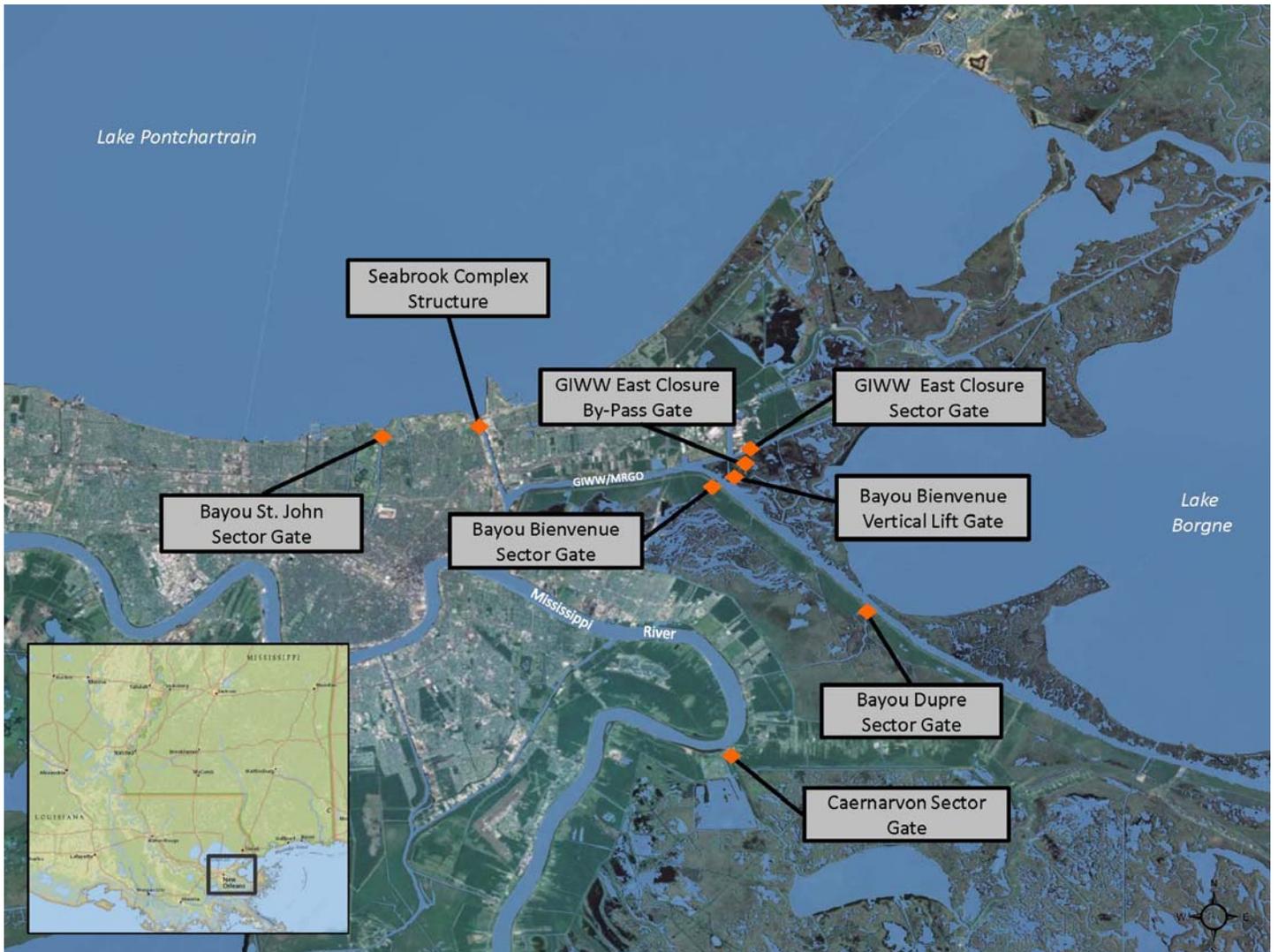
(i) *Penalties.* Failure to comply with this section may result in civil or criminal penalties pursuant to the Ports and Waterways Safety Act, 33 U.S.C. 1221 *et seq.*

[USCG-2009-0139, 79 FR 21135, Apr. 15, 2014]

ENCLOSURE 6



ENCLOSURE 6



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,

ENCLOSURE 7

7. Direct deep drafts in layup status to comply 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.

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

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