

PORT OF NEW YORK AND NEW JERSEY

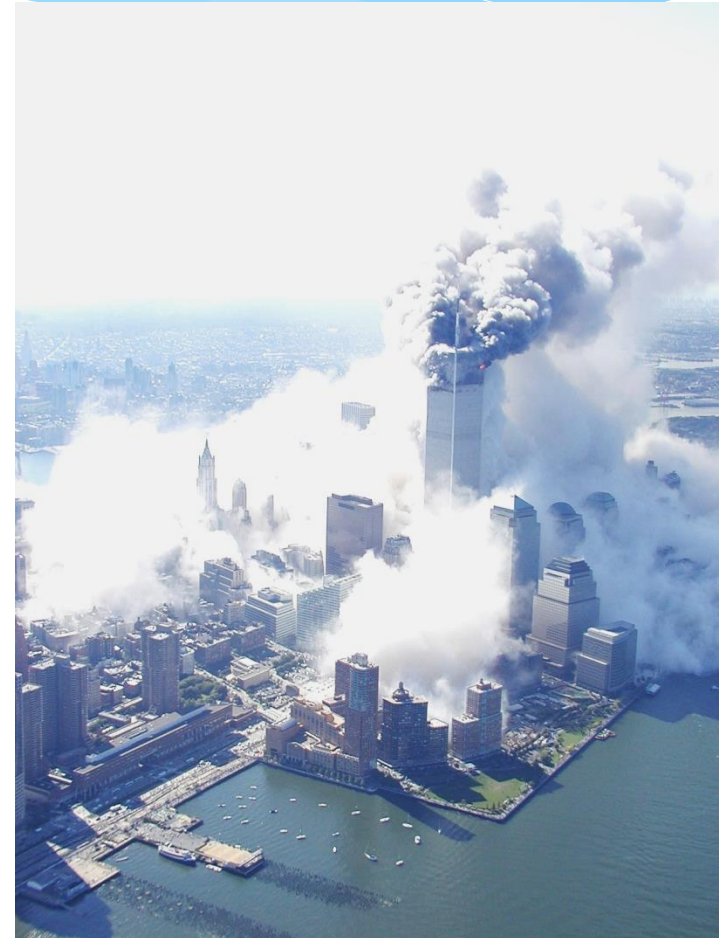


Major Events

- 9-11 reopened 4 days after attack
- Irene reopened 4 hours after eye passed
- Sandy reopened 4 days after eye passed

9-11

- * A formal MTSRU did not exist
- * Based on years of problem solving
as members of Harbor Ops
- * Trust was essential
- * Two objectives
 - * Response
 - * Reopen



Response

- * Due to problems with communications, run from “forward command center” on the P/B New York for the first 4 days
- * After the evacuation the focus was on getting supplies and personnel to and from Ground Zero









Reopen

- * Run from USCG NY
- * Was able to open to most traffic in four days with new security regime
- * Was able to open the Hudson River to limited traffic headed North



Irene

- * MTSRU had been formed and exercised
- * Membership requires ICS training
- * Due to the forecast, as per the heavy weather plan the port was closed and the MTSRU stood up
- * While the brunt of the storm missed NY it turned out to be a great exercise for Sandy, many lessons learned

Reopening

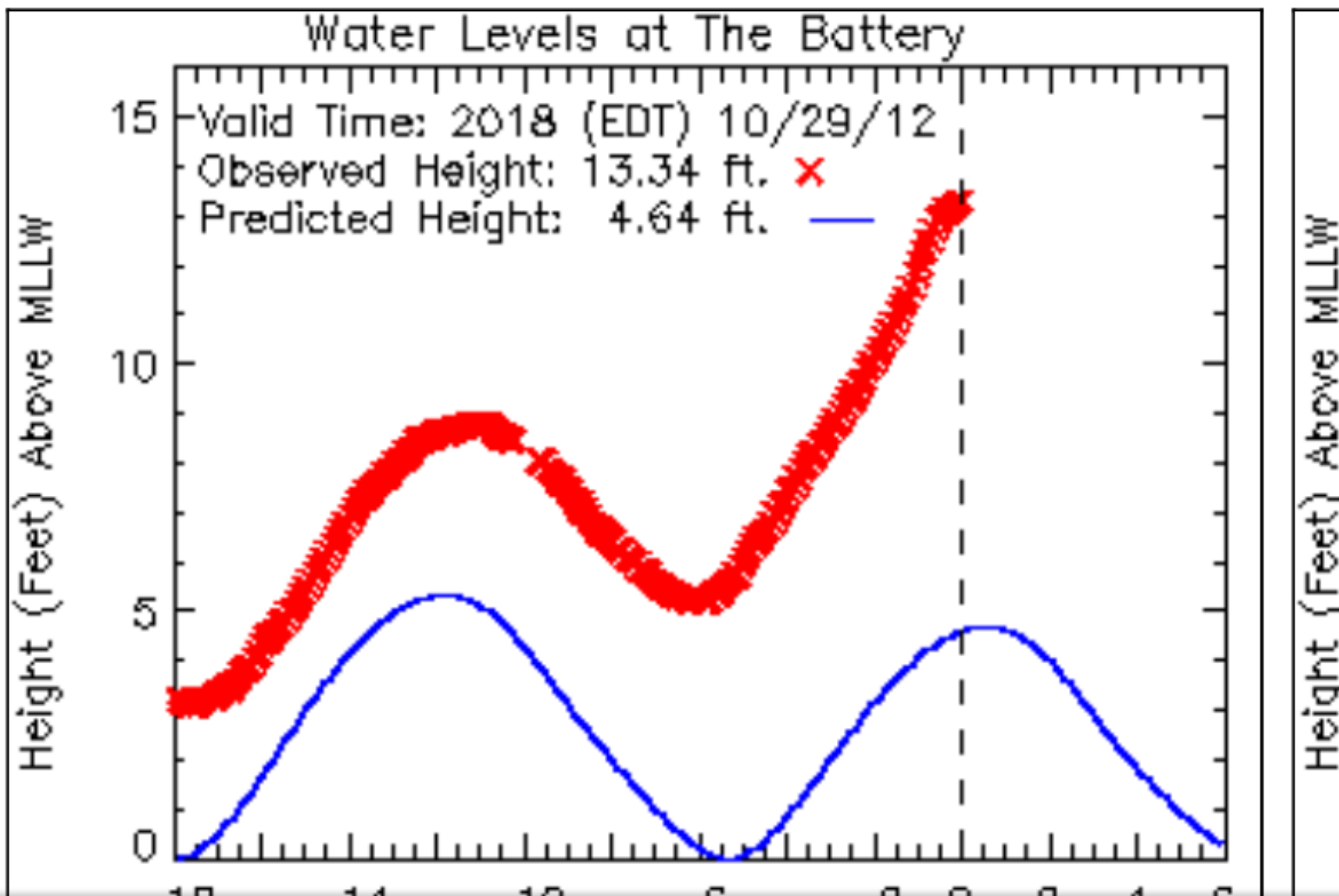
- * Main concern was ATON's and possible shoaling at Sandy Hook
- * Dispatched 2 teams on pilot boats made up of pilots, USCG ATON and NOAA representatives
- * Teams checked placement of all important ATON and sounded the point at Sandy Hook
- * The COTP reopened the Port within 4 hours of the passing of the eye.

Sandy

- * **Due to the forecast, as per the heavy weather plan the port was closed and the MTSRU stood up**
 - * Provide Stakeholders with Avenue of Input for Response
 - * Provide Unified Command with Recommended Priorities for MTS Recovery
 - * Track and Report of Status of Marine Transportation System
 - * Understand Critical Recovery Pathways
 - * Recommend Courses of Action

During the Storm





Height (Feet) Above MLLW





Can't hold back the water



Needed a ferry to get to the Ferry



During vs. before



Entire Energy (fuel) Grid Flooded



After



Saltwater and Tesla's don't mix



Marine Debris Fields



Numerous Concurrent Oil Spills

(over 450,000 gallons total released from several locations)









Sandy Hook Pilots

Visual Waterway Assessments



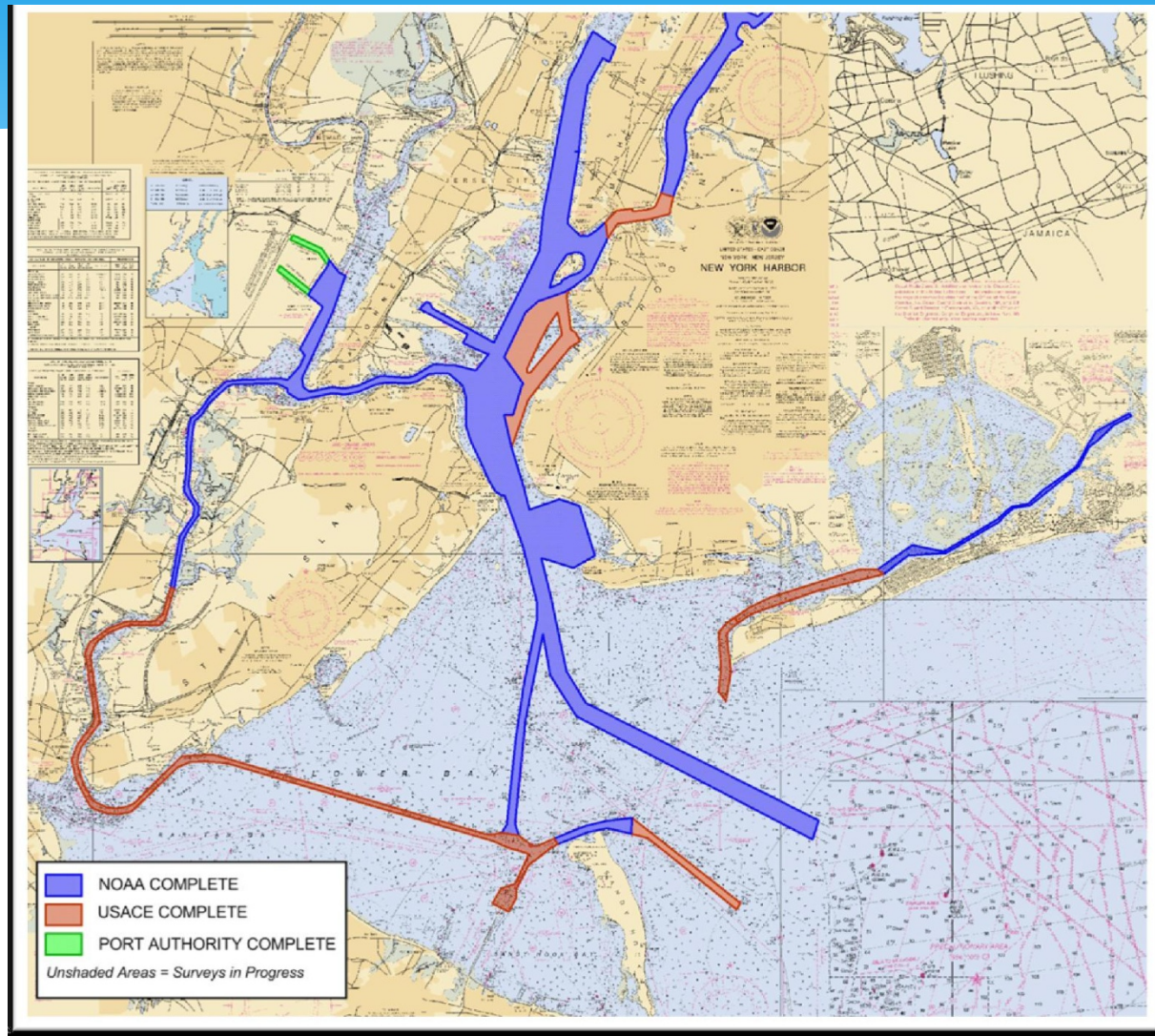
NOAA and Army Corps

Detail Underwater Channel Surveys

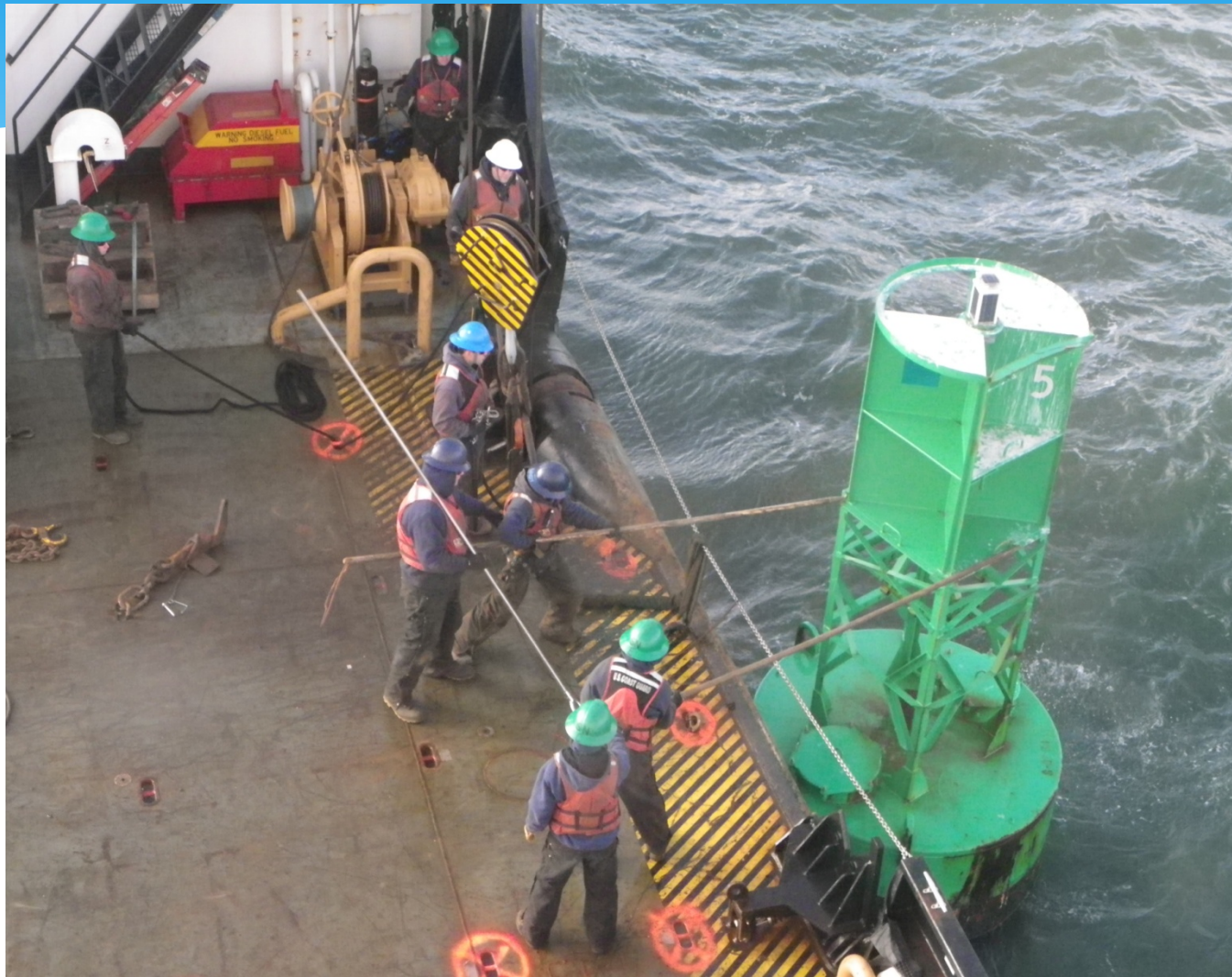




Total Channel Assessment & Surveys



Navigation Hazard Remediation



USCG/CBP Collaborated 24x7, Never Compromised Maritime Security as Ships Re-Entered Port



Oil Spill Command Post



Reopening

- * Ferries
- * Tugs & Barges
- * Passenger Vessel to PST
- * Tankers
- * Freighters

Why

- * Ferries
 - * Need to move people
 - * Were able to repair some docks
 - * Shallow draft
- * Tugs and Barges
 - * Need fuel
 - * Shallow draft

Why (cont.)

- * Passenger Vessel
 - * PST repaired
 - * Need to get passengers ashore
 - * Shallow draft
- * Tankers
 - * Some terminals ready to receive vessels
 - * Channels cleared
 - * ATON repaired

Why (cont.)

- * Freight/container vessels
 - * Channels reopened
 - * Terminals finally ready to receive

Lessons

- * The “greening” of the Port resulted in an unknown weakened state of resiliency
- * Make sure the leading politcos are part of the MTSRU
- * USE AND BUILD UPON THE RELATIONSHIPS FORMED DURING THE “GOOD TIMES”
- * EXERCISE THE MTSRU