



**DEPARTMENT OF THE NAVY**  
COMMANDER MILITARY SEALIFT COMMAND  
914 CHARLES MORRIS CT SE  
WASHINGTON NAVY YARD DC 20398-5540

REFER TO:

COMSCINST 4000.3D  
N51  
06 December 1999

COMSC INSTRUCTION 4000.3D

Subj: MEMORANDUM OF UNDERSTANDING ON PORT READINESS

Encl: (1) Memorandum of Understanding (MOU) on Port Readiness, Revision No. 5

1. Purpose. To provide Revision No. 5 to the MOU between the Department of Defense (DOD) and Department of Transportation (DOT) concerning Port Readiness. This revised MOU applies to the organizations of the Office of the Secretary of Defense (OSD) and the Office of the Secretary of Transportation (OST), hereafter referred to collectively as "Port Readiness MOU Signatory Agencies." Changes in this revision include the addition of United States Atlantic Command (USACOM), updates to Annexes A through E and editorial corrections.

2. Cancellation. COMSCINST 4000.3C.

3. Scope. This MOU:

- a. Outlines areas of jurisdiction and responsibilities of agencies.
- b. Provides for timely exchange of information among agencies to permit proper planning, exercising, execution and evaluation.
- c. Promotes best use of personnel and resources through cooperative effort.
- d. Identifies type of activity at each port.

COMSCINST 4000.3D

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4. Action. Addressees will comply with provisions of enclosure (1) to carry out their port readiness responsibilities.

“Signed”  
G. S. HOLDER

Distribution:

COMSCINST 5000.19

List I (Case A, B, C)

SNDL 41B (MSC Area Commanders)

41C (NFAF East/West)

41D (MSC Offices)

41E (MSC APMC)

41K (COMAPSRON FOUR)


41L (COMPSRONs)


MSC Reserve Units (CONUS ports only)

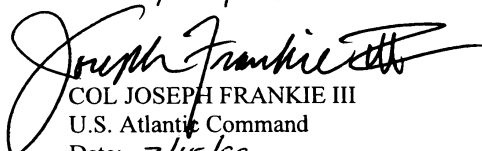
NCS Reserve Units (CONUS ports only)


**MEMORANDUM OF UNDERSTANDING ON PORT READINESS - REVISION 5**

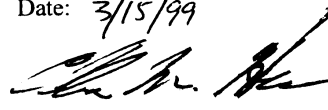
1. **PURPOSE.** The purpose of this revision is to change, modify or revise selected parts of both the original Memorandum of Understanding (MOU), and Revision No. 4, between the Department of Defense (DOD) and Department of Transportation (DOT) concerning Port Readiness, signed 9 December 1993.
2. **ADMINISTRATION.** This revised MOU applies to the organizations of the Office of the Secretary of Defense (OSD), the Office of the Secretary of Transportation (DOT), hereafter referred to collectively as "Port Readiness MOU Signatory Agencies". The revised MOU is effective immediately and is mandatory for use by all signatory agencies. Changes in this revision include: 1) The addition of United States Atlantic Command (USACOM), 2) updates to Annexes A through E, and 3) editorial corrections.
3. **DISTRIBUTION.** The signatory agencies will issue the revised MOU to subordinate activities.
4. **APPROVAL.** This revised MOU is approved.


  
MARGARET D. BLUM  
Maritime Administration  
Date: 3/15/99

  
DANIEL F. McMILLIN  
U.S. Transportation Command  
Date: 3/15/99

  
COL JOSEPH FRANKIE III  
U.S. Atlantic Command  
Date: 3/15/99

  
JEFFREY P. HIGH  
U.S. Coast Guard  
Date: 3/15/99

  
CHARLES M. HESS  
U.S. Army Corps of Engineers  
Date: 3/15/99

  
CAPT JAMES BOLAND, JR., USN  
Maritime Defense Zone Atlantic  
Date: 3/15/99

06 December 1999

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**MEMORANDUM OF UNDERSTANDING**  
**ON PORT READINESS**

**PURPOSE**

1. The purpose of this Memorandum of Understanding (MOU) is to ensure military and commercial sea port readiness to support deployment of military personnel and cargo in the event of mobilization or national defense contingency through enhanced coordination and cooperation among the following organizations:

- a. Maritime Administration (MARAD).
- b. U.S. Atlantic Command (USACOM).
- c. HQ, Forces Command (FORSCOM).
- d. U.S. Transportation Command (USTRANSCOM).
- e. Military Sealift Command (MSC).
- f. Military Traffic Management Command (MTMC).
- g. U.S. Army Corps of Engineers (USACE).
- h. U.S. Coast Guard (USCG).
- i. U.S. Maritime Defense Zone (MDZ).

**SCOPE**

2. This MOU:
- a. Outlines the authorities, areas of jurisdiction, and responsibilities of the agencies.
  - b. Provides for timely exchange of information among the agencies to permit proper planning, exercising, execution and evaluation.
  - c. Promotes the best use of personnel and resources through cooperative effort.
  - d. Identifies the type of agency activity at each port.

**BACKGROUND**

3. Each agency has a responsibility to support the movement of military forces and supplies through U.S. seaports in peace and in war. Past field training exercises (FTX), command post exercises (CPX) and mobilization exercises (MOBEX) have shown the need for inter-agency coordination in port areas. Enhancing the movement of combat forces through U.S. ports is the responsibility of several Federal agencies. Various statutory authorities, regulations and agreements enable these agencies to carry out their missions. However, previously the responsibilities and capabilities of various agencies have not been clearly understood by all and there was no officially sanctioned forum for ensuring coordination. This MOU promotes effective defense operations and contributes toward minimized disruption of commerce by coordinated planning and execution of emergency defense operations in seaports.

**DEFINITIONS**

4. See ANNEX A.

**AGENCY AUTHORITIES AND REFERENCES**

5. See ANNEX B.

**RESPONSIBILITIES**

6. MARAD: Provides U.S.-flag ships and, as necessary, U.S.-owned, foreign-flag ships by requisition to meet DOD requirements in time of war and non-NATO contingencies and acts for the United States in NATO shipping affairs. Coordinates the use of commercial shipping services, containers, chassis, and port facilities and services for use by defense agencies. Manages and maintains the NDRF/RRF for use by USTRANSCOM.

7. USACOM: The mission of USACOM is to provide joint trained and combat-ready U.S. based forces to U.S. warfighting Commanders in Chiefs (CINCs) around the world, plan and conduct operations in its area of responsibility, and train assigned forces from all military services and joint units. The operational responsibilities of USACOM include providing military assistance for civil disturbance, military support to civilian authorities, humanitarian assistance, peacekeeping, disaster relief operations, and military detection and monitoring support to law enforcement agencies for the U.S. counterdrug operations. The CINC of USACOM also serves as NATO's Supreme Allied Commander, Atlantic. The four component commanders assigned to USACOM are the U.S. Navy's Atlantic Fleet, U.S. Air Force's Air Combat Command, U.S. Army's Forces Command, and U.S. Marine Corps Forces, Atlantic.

8. FORSCOM: FORSCOM, as the provider of Army Forces for USACOM, is responsible for training, mobilizing and deployment of conventional land forces in support of combatant unified commands throughout the world. FORSCOM is also responsible for protection of specific

defense related sites identified as Key Assets. Other missions include military support of civil defense, land defense of the continental United States (CONUS) and DOD support in aiding federal disaster relief.

9. USTRANSCOM: The mission is to provide air, land, and sea transportation for the DOD, both in time of peace and war. USTRANSCOM directs and coordinates the activities of its components, MTMC of the Department of the Army, MSC of the Department of the Navy, and Air Mobility Command of the Department of the Air Force, in time of peace and war including disaster relief operations; exercises combatant command of all transportation assets of the Military Departments except for Service-unique or theater-assigned transportation assets; is the DOD single manager for transportation other than Service-unique or theater-assigned transportation assets. USTRANSCOM provides guidance and insight into DOD transportation policies and plans.

10. MSC: As USTRANSCOM Naval Component Commander and acting under direction of USCINCTRANS, performs functions relating to DOD ocean transportation. MSC functions include chartering, operating and managing DOD common user ocean shipping, afloat prepositioning, fleet support and special mission vessels; planning for contingencies; coordinating sealift enhancement programs and transportability issues; initiating action to obtain sealift augmentation from MARAD's Ready Reserve Force; and operating MSC Offices worldwide; procures commercial sealift capacity for contingency purposes either through commercial charters or through the Voluntary Intermodal Sealift Agreement (VISA).

11. MTMC: As USTRANSCOM Army Component Commander and acting under direction of USCINCTRANS, manages DOD surface (modal, intramodal, intermodal) transportation within the Defense Transportation System (DTS) and military ocean terminals. Performs management and acquisition of worldwide ocean and intermodal liner transportation services; intermodal equipment leasing and purchase procurements; and intermodal equipment management for DOD Military Services both in time of peace and time of war through the DTS and VISA.

12. USACE: Constructs, operates and maintains navigation projects in ports and waterways; removes and prevents (through permit requirements) obstructions endangering navigation in or over (except for bridges) any navigable water of the United States; and provides planning, design, and construction support for port areas including necessary real estate acquisition.

13. USCG: The U.S. Coast Guard is responsible for enforcement of Federal laws and International treaties and the security of U.S. ports and waterways. This includes but is not limited to: establishment and enforcement of security zones, supervision over the loading of explosives, control of all vessel traffic within the port, harbor defense, cargo segregation at facilities and aboard vessels, enforcement of all navigation safety regulations and law enforcement aboard vessels and water front facilities, vessel escorts, enforcement of limited access areas, aids to navigation and port safety, administration of all bridges over navigable waterways. In addition, the Coast Guard provides search and rescue, responds to oil, chemical

(includes chemical Weapons of Mass Destruction) and hazardous material releases, conducts boardings and inspection of vessels, and casualty investigations.

14. MDZ: For the purpose of this MOU, "MDZ" refers to either the Commander MDZ Atlantic or MDZ Pacific, who are responsible for Naval Coastal Defense, a Navy mission within the United States coastal regions including Alaska, the Aleutians, Hawaii, Midway, and Puerto Rico. Their responsibilities include the coordination of coastal defense and harbor defense. The MDZ must be activated by executive order and can react to limited contingency or, with complete mobilization, can react to national or global emergency.

#### RESOURCES

15. Each agency is responsible for costs it incurs under this MOU.

#### RETENTION OF EXISTING AUTHORITY

16. Nothing in this MOU shall detract from the existing responsibilities or authorities of each agency.

#### ADMINISTRATION

17. The National Port Readiness Network (NPRN) Steering Group Chairman will provide secretarial support to administer this MOU. MARAD is the Chair of the NPRN Steering and Working Groups.

#### EFFECTIVE DATE, REVISIONS, AND TERMINATION

18. Provisions of this MOU shall be effective for planning coordination when signed. This MOU will remain in effect until rescinded by all parties. A signatory may withdraw by written notification to all other signatories. Amendments may be made at any time as agreed upon by all members of the NPRN Steering Group. Cognizant agency staff elements are listed at ANNEX D.

#### ACTIONS

19. The signatory agencies agree to form a National Port Readiness Network Steering Group (NPRNSG) and subordinate Working Group (NPRNWG) of designated agency representatives that will meet regularly to accomplish the purpose of this MOU. Membership of the NPRNSG and NPRNWG shall consist of one representative from each of the signatory agencies plus MSC, MTMC, and FORSCOM. Based on guidance from the NPRNSG, the NPRNWG will:

a. Coordinate contingency planning concerning military requirements for and use of strategic seaports. Develop initiatives supporting military preparedness at commercial seaports. ANNEX E identifies existing agency port activities.

b. Coordinate operational procedures and information exchange to accomplish the functional responsibilities in ANNEX C.

c. Conduct joint exercises, conferences, workshops, and training to evaluate plans and procedures. NPRNSG sponsored exercises will be conducted primarily at strategic ports (see Annex E).

20. The signatory agencies will form local Port Readiness Committees (PRCs) at strategic seaports to develop specific geographical and functional agreements. The membership of PRCs will reflect the activities at each port.



ANNEX A	DEFINITIONS
ANNEX B	AGENCY AUTHORITIES AND REFERENCES
ANNEX C	FUNCTIONAL RESPONSIBILITIES
ANNEX D	AGENCY ADDRESSES
ANNEX E	MATRIX OF PORTS
ANNEX F	AGENCY PORT SECURITY RESPONSIBILITIES

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ANNEX A

DEFINITIONS: The following definitions apply to this MOU.

ALLOCATIONS: transportation capability made available to defense agencies to meet shipping requirements.

BASIC ORDERING AGREEMENT (BOA): prepared on a port-by-port basis, a BOA identifies anticipated services and facilities required in a port, and conditions for payment in the event of deployment through the port.

BRIDGE: any structure over, on or in navigable waters used to facilitate transit of persons, vehicles or physical matter over such navigable waters and which affects navigation through or under it by the horizontal or vertical clearance it provides.

CAPTAIN OF THE PORT (COTP): that Coast Guard officer designated by the Commandant, USCG, to direct Coast Guard law enforcement activities within a designated area of responsibility. A Captain of the Port enforces regulations for the protection and security of vessels, harbors, and waterfront facilities; anchorages; bridges; safety and security zones; and ports and waterways. When designated by the MDZ Maritime Defense Commander (MARDEFCON), the COTP may serve as the Harbor Defense Commander (HDC).

CARGO: supplies, materials, stores, baggage or equipment transported by land, water or air.

CARGO HOLD: a cargo stowage compartment aboard ship.

COMBATANT COMMAND (COMMAND AUTHORITY)(COCOM): nontransferable command authority established by title 10, United States Code, section 164, exercised only by commanders of unified or specified combatant commands. COCOM is the authority of a Combatant Commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. COCOM should be exercised through the commanders of subordinate organizations; normally, this authority is exercised through the component commanders. COCOM provides full authority to organize and employ commands and forces as the CINC considers necessary to accomplish assigned missions.

COMMANDER COAST GUARD FORCES (CCGF): This is the port-level commander who is responsible for peacetime planning and wartime command and control for Coast Guard port-level forces. The cognizant Coast Guard District designates when activation of CCGF occurs.

**COMMAND POST EXERCISE (CPX):** an exercise involving the commander, his staff, and communications within and between headquarters.

**CONTINGENCY PLAN:** a plan for contingencies which can reasonably be anticipated in the principal geographic sub-areas of the command.

**CONVOY:** a number of merchant ships or naval auxiliaries, or both, or a single merchant ship or naval auxiliary under surface escort, assembled and organized for passage together.

**FEDERAL CONTROL UTILIZATION OF PORT FACILITIES:** the exercise of jurisdiction over the use of port facilities, equipment and services (other than port facilities, equipment and services owned by, or organic to any agency or department of the United States) in time of emergency to meet the needs of the national defense and maintain the essential civilian economy.

**FEDERAL PORT CONTROLLER:** a public port authority or private corporate official who is activated in a defense emergency under agreement with MARAD to transmit instructions from the National Shipping Authority (NSA) to local agencies and activities and to collect and transmit local port operating status to the NSA.

**FIELD TRAINING EXERCISE:** an exercise conducted in the field under simulated war conditions in which troops and armament of one side are actually present, while those of the other side may be imaginary or in outline.

**FRUSTRATED CARGO:** any shipment of cargo which while en route to destination is off-loaded at another destination prior to receipt and for which further disposition instructions must be obtained.

**HARBOR DEFENSE COMMANDER:** an officer, usually the USCG COTP, designated by the cognizant MDZ Commander to conduct surveillance, interdiction, vessel movement control, and waterside security operations in designated strategic seaports of embarkation (SPOEs).

**HARBOR DEFENSE VESSEL INSPECTION:** inspection of merchant vessels to determine threats to harbor operations by subversion, sabotage or espionage.

**LOADING:** the process of putting troops and cargo into ships or other means of conveyance.

**MARITIME DEFENSE COMMANDERS (MARDEFCOM):** formerly called MDZ Sector Commanders, they provide Naval Coastal Warfare (such as harbor defense and port security) oversight of the Harbor Defense Command (normally the COTP) and serve as the CONUS link to MARDEZ Commanders and the appropriate CINC.

**MARITIME DEFENSE ZONES (MDZs):** Navy Third Echelon commands within the fleet CINC's organization. In peacetime, the MDZ Commanders are responsible for planning and exercising Naval Coastal Warfare (NCW). When activated, they become operational commanders responsible for NCW within the MDZ area of responsibility (AOR). The MDZs are Navy commands commanded by Coast Guard flag officers. They are manned by active duty and reservists from both the Navy and the Coast Guard. Upon activation, the MDZ Commanders prescribe overall tactics, allocate assigned resources to meet threats, and maintain overall command within their AOR.

**MILITARY CONSTRUCTION:** any construction, development, conversion, or extension of any kind carried out with respect to a military installation.

**MILITARY CONSTRUCTION PROJECT:** all military construction work necessary to produce a complete and usable facility or improvement to an existing facility (or to produce such portion of a complete and usable facility or improvement as is specifically authorized by law).

**MILITARY OCEAN TERMINAL:** a military-owned and MTMC-operated water terminal that provides regular terminal services, such as receipt, processing, staging, loading and unloading of DOD cargo.

**MILITARY SEALIFT COMMAND OFFICE (MSCO):** an office responsible for support and control of MSC operations at the port level and may include vessel husbanding.

**MOBILIZATION EXERCISE:** an exercise involving the implementation of mobilization plans.

**MSC FORCE:** government and privately owned vessels under the operational control (OPCON) of Military Sealift Command.

**NATIONAL PORT READINESS NETWORK (NPRN):** the National Port Readiness Network Steering Group, the National Port Readiness Network Working Group and all local Port Readiness Committees.

**NATIONAL PORT READINESS NETWORK STEERING GROUP (NPRNSG):** the group comprised of the Port Readiness MOU signatory agencies and such other members as they see fit to include, which coordinates as set forth in this Memorandum of Understanding.

**NATIONAL PORT READINESS NETWORK WORKING GROUP (NPRNWG):** the national level subordinate group of the National Port Readiness Network Steering Group.

**NATIONAL SHIPPING AUTHORITY (NSA):** an organization responsible for the emergency shipping operations activity of the Maritime Administration when specifically activated during an emergency affecting national security, under 46 Code of Federal Regulations.

**NAVIGABLE WATERS OF THE UNITED STATES:** those waters that are subject to the ebb and flow of the tide or are presently used or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.

**OBSTRUCTION:** any sunken vessel, boat, water craft, raft, or other similar obstruction in, or structure or projection (other than a bridge) over, any navigable water of the United States that endangers or impedes navigation in any navigable water of the United States.

**OBSTRUCTIVE BRIDGE:** any bridge which the Commandant of the Coast Guard determines to be an unreasonable obstruction to navigation.

**PORT PLANNING ORDER:** a National Shipping Authority order issued for planning purposes only as a notification of tentative arrangements to meet anticipated defense agency requirements, issued in NSA Allocation Order or NSA Service Priority Order format.

**PORT READINESS COMMITTEE (PRC):** a coordinating committee at a port or port area composed of representatives from the NPRN and such other members as the local committee sees fit to include.

**PHYSICAL SECURITY:** that part of security concerned with physical measures designed to safeguard personnel, to prevent unauthorized access to equipment, facilities, material and documents, and to safeguard them against espionage, sabotage, damage, and theft.

**PORT:** any zone contiguous to or a part of the traffic network of an ocean port, or MTMC location, military or civilian, within which facilities exist to transship persons and/or property between domestic carriers and coastal, intercoastal and overseas carriers.

**PORT FACILITY OWNER AND/OR OPERATOR:** any public port authority or private agency, or firm that (1) owns port facilities; (2) owns and operates port facilities; (3) operates such facilities under lease from an owner; or (4) otherwise owns, leases, licenses, and/or operates a port facility. See "Federal Port Controller."

**PORT FACILITIES AND SERVICES:** (1) all port facilities, for coastwise, intercoastal (except as to shipping between the U.S. ports on the Great Lakes) and overseas shipping, including, but not limited to wharves, piers, sheds, warehouses, yards, docks, control towers, container freight stations and port equipment, including harbor craft, cranes and straddle carriers; and (2) port services normally used in accomplishing the transfer or interchange of cargo and passengers between ocean-going vessels and other modes of transportation.

**PORT SECURITY:** the safeguarding of vessels, harbors, ports, bridges, waterfront facilities and cargo from internal threats such as: destruction, loss or injury from sabotage or other subversive acts, accidents, thefts, or other causes of similar nature.

**PORT SUPPORT ACTIVITY:** a FORSCOM designated element attached to the Transportation Terminal Unit or MTMC port for the purpose of supporting the deployment of units through designated seaports during contingencies, exercises or mobilization. The Port Support Activity assists in ensuring that deploying unit equipment is ready to load onto vessels when required. They provide drivers, mechanics, medics, recovery specialists, and other special or unique capability requested by the port commander.

**SECURITY:** a condition which results from measures established to protect designated information, personnel, systems, components and equipment against hostile persons, acts, or influences.

**SAFETY ZONE:** a designated water or shore area to which access is limited to persons, vehicles, vessels, or objects authorized by the COTP. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

**SECURITY ZONE:** all areas of land or water which are so designated by the COTP for such time as deemed necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, bridges, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

**SHIPPING SERVICE:** a commercial service for the waterborne movement of passengers or cargo in the overseas, coastwise, intercoastal or Great Lakes shipping trades.

**STAGING AREA:** a place to assemble, hold, and organize personnel, supplies or equipment for onward movement.

**STRATEGIC MOBILITY:** the capability to deploy and sustain military forces worldwide in support of national strategy.

**STRATEGIC SEA PORTS:** those military ports and commercial ports with port planning orders and/or BOAs that are projected to be used for the deployment of forces and ammunition sustainment during military operations.

**USA TRANSPORTATION TERMINAL BRIGADE/BATTALION (TTBde/TTBn):** a MTMC designed Army Reserve unit having a mission to provide traffic management and monitor commercial contracts, for the movement of DOD cargo, including unit equipment, resupply, and retrograde shipments, through designated port facilities, as directed by MTMC.

**VESSEL:** a vessel employed in commercial or government service for waterborne movement of passengers or cargo in the overseas, coastwise, intercoastal or Great Lakes shipping trades.

**VESSEL HUSBANDING:** activities that include notifying proper authorities of ships estimated time of arrival; arranging for pilots, tugs, bunkers, stores, etc.; meeting ships and briefing Master/Commanding Officer; submitting operational reports; coordinating sailing time.

**VESSEL TRAFFIC SERVICE:** a vessel movement reporting system using surveillance and VHF communication facilities to enhance vessel transit safety and expedite port movements. Surveillance includes shore-based radar, and in some cases, closed-circuit TV.

**WATERFRONT FACILITY:** any pier, wharf, dock, or similar structure to which vessels may be secured; areas of land or water in immediate proximity to them; buildings on such structures or contiguous to them; and equipment and materials on such structures or in such buildings.

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ANNEX B

AUTHORITIES AND REFERENCES

1. MARITIME ADMINISTRATION (MARAD)

a. Executive Order 12656 of November 18, 1988 (53 FR 47490). Assignment of Emergency Preparedness Responsibilities. Part 14, Section 1401 (1) states that the Secretary of Transportation shall develop plans to promulgate and manage overall national policies, programs, procedures, and systems to meet essential civil and military transportation needs in national security emergencies. Section 1401 (7) states that the Secretary shall develop plans for the emergency operation of U.S. ports and facilities and use of shipping resources.

b. Executive Order 12919 of June 3, 1994 (59 FR 29525). National Defense Industrial Resources Preparedness. This order delegates authorities and addresses national defense industrial resource policies and programs under the Defense Production Act of 1950, as amended, except for the amendments to Title III of the Act in the Energy Security Act of 1980 and telecommunication authorities under Executive Order No. 12472. Sections 201(4) and 901 delegate to the Secretary of Transportation the power to require all priority performance of contracts or orders (other than contracts of employment) to promote the national defense over performance of any other contracts or orders, and to allocate materials, services, and facilities as deemed necessary or appropriate to promote the national defense concerning the field of civil transportation.

c. 49 CFR Part 1.66(r) & (t) - Delegation of authority to carry out the responsibilities of the National Shipping Authority and administer a preparedness program for industrial mobilization for national defense needs under the Defense Production Act to MARAD from the Secretary of Transportation.

d. MARAD Operations Plan 001. Basic War Plan [dated September, 1990]. Sets forth the concepts for MARAD operations in major conventional war or defense related national emergency in anticipation of such war and initial organization and procedures. It is designed specifically to move MARAD from peace to war footing, with the elaboration of the war organization and operational procedures to be evolved as the war develops.

e. Memorandum of Agreement Between the Department of Defense and the Department of Transportation on Procedures for Shipping Support of Military Operations [dated June 1981]. Provides for the establishment and updating as needed of standard interdepartmental procedures for peacetime planning for shipping support to NATO wartime and non-NATO contingencies; preparation during rising tensions for shipping support of military operations and civil support of military operations when U.S. forces are deployed to foreign areas. [Authority under this agreement is delegated to MARAD at 49CFR Part 1.66(t)].



f. Merchant Marine Act, 1936 as amended (46 app. USC app. 1242, referred to as Section 902). Section 902 provides the authority to purchase or requisition U.S. owned vessels and to requisition or charter the use of such vessels during any national emergency declared by proclamation of the President.

g. Emergency Foreign Vessels Acquisition Act, 1954 (50 USC part 196-198). Provides authority to purchase or requisition any merchant vessel which is not owned by citizens of the United States, to charter or requisition the use of such vessel, and to acquire by voluntary agreement of purchase or charter the ownership or use of any vessel not owned by citizens of the United States. This authority is delegated to MARAD from the Secretary of Transportation at 49 CFR Part 1.66(i).

h. Defense Production Act of 1950, as amended (50 App. USC 2061-2170). Title I (part 2061) governs MARAD's activities in the port readiness/priorities and allocations of materials and facilities program. Title VII (part 2158) governs the implementation of MARAD's Voluntary Tanker Agreement (VTA) and provides authority for the Voluntary Intermodal Sealift Agreement (VISA) program.

i. 46 CFR Part 340 - Priority Use and Allocation of Shipping Services, Containers, Chassis, and Port Facilities and Services for National Security and National Defense Related Operations. Establishes procedures for defense agencies to request priority use and allocation of commercial shipping and port services and facilities upon deployment of the Armed Forces of the United States, or other requirements of the nation's defense.

j. 46 CFR Part 345 - Restrictions Upon the Transfer of Change in Use or in Terms Governing Utilization of Port Facilities. Provides the National Shipping Authority during the existence of a state of war or national emergency with control of ports in the United States and its territories as may be necessary to meet the requirements of the national security. Control shall be consistent with the orders of the Coast Guard Captain of the Port relating to the safety and security of the port.

k. 46 CFR Part 346 - Federal Port Controllers. Prescribes the standard form of the service agreement to be entered into by the United States of America, acting by and through the Director, National Shipping Authority, with port authorities or private corporations, covering the appointment of individuals within their organizations as Federal Port Controllers, and providing the required supporting staff and resources.

l. 46 CFR Part 347 - Operating Contract. This part prescribes the standard form of marine terminal operating contract to be entered into by the United States of America, acting by and through the Director, National Shipping Authority of the Maritime Administration, U.S. Department of Transportation, with State or municipal authorities or private terminal operators

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for the provision of terminal operating services during civil defense emergencies or national emergencies declared by the President of the United States in accordance with existing statutory authority or by concurrent resolution of the Congress.

m. Memorandum of Agreement for Ready Reserve Force. Memorandum of Agreement of August 26, 1997, between the Department of Defense and the Maritime Administration, U.S. Department of Transportation for administration of Ready Reserve Force.

n. Deepwater Ports Act - Organizations and Delegation of Powers and duties; Delegation to the Commandant, United States Coast Guard and Administrator, Maritime Administration (62 FR 11382, March 12, 1997). This rule revises in part the delegations of Secretarial authority under the Deepwater Port Act of 1974, as amended. The Secretary reserves the authority to issue, amend, or transfer a deepwater port license. The rule delegates certain functions under the Act to the Administrator of the Maritime Administration and provides for coordination between the Maritime Administration and the United States Coast Guard in processing applications for licenses for construction and operation of deepwater ports. The rule also delegates to the Commandant of the Coast Guard additional Secretarial authority under the Oil Pollution Act of 1990. The rule does not change the previous delegation of Deepwater Port Act authority to the Administrator of the Research and Special Programs Administration.

## 2. U.S. ATLANTIC COMMAND.

a. USACOMINST 5400.1. Oversee Intra-Theater and Inter-Theater transportation to include the control and coordination of Joint Pub 5-03.1 (Joint Operation Planning and Execution System, Vol I, 1993) strategic and tactical lift. Perform queries, updates, and validations in the Defense Transportation System.

b. USACOM OPORD 2000. Provide transportation/mobility aspects for exercise and crisis action planning. Review TPFDDs and conduct transportation feasibility analysis. Develop and coordinate theater movement plan to support commander's priorities and concept of operation. Plan and coordinate sea port, aerial port, and JLOTS operations.

## 3. HQ, FORCES COMMAND (FORSCOM)

a. FORSCOM Regulation 500-3-1, Mobilization and Deployment Planning Systems (FORMDEPS). Assigns responsibilities and provides guidance, instructions, and procedures to mobilize and deploy Army Forces. This regulation applies to active Army, Army National Guard, and the U.S. Army Reserve.

b. DOD Directive 5160.54, Key Asset Protection Program. Establishes procedures for the identification of Key Assets for land defense planning and policy guidance for protection of Key Assets.

c. DOD Directive 5200.8, Security of DOD Installations and Resources. States each military department and DOD agency is responsible for the security and defense of its own installations and facilities.

d. NGR 10-2, State Area Command. Army National Guard, Nov 82. Prescribes the mission, functions, and basis for organization of the State Area Command (STARC), the State military headquarters in the fifty states, District of Columbia, the Commonwealth of Puerto Rico, and the Territories of Guam, and the Virgin Islands.

e. DOD Directive 3025.1, Military Support To Civil Authorities. Establishes policy and responsibilities for DOD support to civil authorities during domestic emergencies.

#### 4. U.S. TRANSPORTATION COMMAND.

a. Title 10 of the USC, Section 113 and Chapter 6. Laws pertaining to the Secretary of Defense and the Department of Defense. Section 113 gives the Secretary of Defense authority, direction, and control over the Department of Defense. Chapter 6 gives the President authority to establish the Unified and Specified Commands through the Secretary of Defense. Directs assignment of forces to those commands. Defines combatant command and vests this authority in commanders of the Unified and Specified Commands.

b. Unified Command Plan. Establishes the combatant commands. Approved by the President, published by the JCS, and addressed to the commanders of the combatant commands. Identifies geographic/functional areas of responsibility, assigns primary tasks, defines authority of commanders, establishes command relationships, and gives guidance on the exercise of combatant command.

c. DOD Directive 5158.4, "United States Transportation Command." Implements Section 113 and Chapter 6 of Title 10 of the USC with respect to defense transportation. Defines the mission of CINCTRANS. Outlines authority and responsibility of CINCTRANS. Provides CINCTRANS combatant command over component commands (MTMC, MSC, and AMC) both in peacetime and war.

d. DOD Directive 4500.9, "Transportation and Traffic Management." Prescribes general DOD transportation and traffic management policies. Assigns CINCTRANS primary responsibility for the transportation oriented elements of strategic mobility planning and operations.

e. DOD Regulation 4500.9-R, "Defense Transportation Regulation." Prescribes policies and procedures and assigns responsibilities for performing freight, personal property, mobility, and passenger traffic management functions within the Defense Transportation System.

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5. MILITARY SEALIFT COMMAND (MSC)

a. DOD Directive and Instruction 4500.9, Transportation and Traffic Management. Outlines the general missions, roles, and responsibilities of MSC. It states policies and procedures to be followed in conducting deployment, sustainment, and redeployment operations.

b. DOD 4500.9-R, Defense Transportation Regulation. States general traffic management policies, functions, and interface with other organizations.

c. COMSCINST 4000.3c Memorandum of Understanding on Port Readiness (30 March 1994). Publishes and distributes the MOU on Port Readiness to MSC activities.

d. COMSCINST 5530.3 (Series), MSC Ship Physical Security. Provides guidance on implementing the MSC Ship Physical Security Program on board vessels.

e. MSC Report 3110-4 MSC Force Inventory. Gives number of full operating status (FOS) and reduced operating status (ROS) ships and total in the nucleus fleet (USNS) and commercial fleet; lists ships in the two fleets by name and type; gives number of ships in the sealift readiness program (SRP) by type and lists ship in the Ready Reserve Force (RRF) by name and type. Published monthly.

f. Navy Capabilities and Mobilization Plan (NCMP) Annex O Logistics. Includes appendices on Logistics Support Planning, Transportation, Base Support, Medical/Dental, Material, Ship and Aircraft Maintenance, and Inactive Fleet/Service Craft. Covers the logistics necessary to support the Joint Strategic Capabilities Plan (JSCP), the Unified Command Plan (UCP), the Joint Operation Planning and Execution System (JOPES), Navy planning, and other objectives.

g. SECNAVINST 5430.11 (Series), Military Sealift Command: Prescribing Channels of Responsibility For. Prescribes the continuation of the Military Sealift Command as a major component of the Operating Forces of the United States Navy and those channels through which the Executive Director for Ocean Transportation shall be responsible to the Secretary of the Navy and the Chief of Naval Operations.

h. Joint Pub 4-01.2 Joint Tactics, Techniques, and Procedures for Sealift Support to Joint Operations. Provides a comprehensive overview of several key areas of sealift that are considered essential for the successful employment of sealift in support of the National Military Strategy (NMS). These areas are the contribution of sealift to the execution of the NMS; the sealift missions and its functions in the area of strategic mobility; sealift forces, current sealift assets and programs; joint and Service organizations for sealift; Service relationships with the USTRANSCOM regarding sealift forces; the command and control system for employment of

sealift forces; sealift support of the geographic combatant commander and, responsibility for planning, programming, and budgeting for sealift forces to meet national military objectives.

i. COMSCINST 3500.8 (Series). Port Mobilization and Operations Planning Guide. Prescribes guidelines and procedures for the deployment of port level plans to deploy and sustain the employment of Military Sealift Command (MSC) personnel in the event of crisis or war; and to identify, compile, and format information required to establish, augment, and maintain an effective Military Sealift Command Office (MSCO) upon mobilization.

j. COMSCINST 3061.2 (Series). Port Support Capabilities Assessment Program. Establishes a program of identification and evaluation of support services available to ensure readiness and sustainability of Military Sealift Command (MSC) and Naval Control of Shipping (NCS) reservist operating at contingency employment sites.

#### 6. MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC)

a. DOD Directive and Instruction 4500.9, Transportation and Traffic Management. Outlines the general missions, roles, and responsibilities of MTMC for worldwide DOD traffic management. It states policies and procedures to be followed in conducting deployment, sustainment, and redeployment operations.

b. DOD Regulation 4500.9-R, Defense Transportation Regulation. States general traffic management policies, transportation officer duties and functions, authorities and jurisdiction of various transportation management elements, interface with carriers, and emergency management procedures.

c. DOD 4500.32R, Military Standard Transportation and Movement Procedures (MILSTAMP). Presents a system of standardized policy and procedures to facilitate the interchange of logistics data between military services and agencies. It details system functions and responsibilities for the services and various transportation operating agencies.

d. Military Traffic Management Command Mobilization Plan (Volume IV, Army Mobilization Plan, AR 500-5). Establishes concept and provides guidance to MTMC for expanding functions and operations, including those at military and commercial ports, during periods of mobilization.

#### 7. U.S. ARMY CORPS OF ENGINEERS (USACE)

a. River and Harbor Act of 1968 (33 USC 562a). Authority to maintain excess depths (at authorized projects) for defense purposes.

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b. River and Harbor Act of 1960 (33 USC 577). Corps may undertake small navigation projects (up to \$4M per site, \$35M total annually) without specific Congressional authorization.

c. River and Harbor Act of 1899 as amended (33 USC 401-415). Corps authority to regulate work or structures in navigable waters; emergency authority to remove or destroy any wreck which seriously interferes with or endangers navigation.

d. River and Harbor Act of 1894 as amended (33 USC 1). General authority to issue regulations concerning navigation or use of navigable waters, except where authority has been specifically delegated by law to another agency.

e. 33 CFR, Chapter II. Danger zones and regulated navigation areas; permit procedures for any work or fill in navigable waters; wreck removal procedures.

f. 10 USC 2663. Acquisition of real estate for military use.

g. 33 USC 591. Condemnation, purchase and donation of land and materials.

h. 10 USC 2801-2808. Military construction authorities.

i. Various Authorization/Appropriation Bills. Authorization for planning, design, construction and operation of civil works projects (including maintenance dredging).

j. Economy Act as amended (31 USC 1535) - Work for Others. Corps may provide services or supplies to other Federal agencies on a reimbursable basis.

k. 31 USC 6501 and 6508. Work for state or local agencies, on a reimbursable basis.

l. 36 CFR 327. Rules/regulations governing public use of Corps projects (access, restrictions).

#### 8. U.S. COAST GUARD (USCG)

a. 50 USC 191: Executive Order 10173, as Amended. During National Emergency or Presidential determination of endangered national security, USCG controls movement activity of vessels in U.S. ports. Provides permanent port security regulations. Empowers USCG to make regulations to prevent damage to harbors and vessels.

b. Port and Waterways Safety Act, (33 USC 1221 et seq.) Provides port safety authority and capability beyond 50 U.S.C. 191 to protect use of ports as transportation facilities, to establish Vessel Traffic Services to aid against degradation of marine environment and enhance safety.

- c. Hazardous Materials Transportation Act Uniform Safety Act of 1990 (49 USC 1801 et seq.) DOT authority to regulate transport of hazardous materials in commerce. USCG develops and enforces those regulations governing commercial vessel shipments of hazardous materials.
- d. 33 USC 1223, 2030, 471. Enables USCG to develop and enforce anchorage regulations in U.S. waters.
- e. 33 USC 401, 491 et seq., 499-502, 511 et seq., 525-535i, 14 USC 85, Pub. L. 97-449, 96 stat. 2413. Authority to prescribe navigation lighting on bridges; regulate drawbridge operations; permit construction/modification of bridges; and order removal or alteration of obstructive bridges.
- f. 14 USC 81. Authority to establish, maintain and operate aids to maritime and air navigation, and electronic aids to navigation systems to serve the Armed Forces and U.S. maritime and air commerce.
- g. 14 USC 89. The Coast Guard may make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which the United States has jurisdiction, for the prevention, detection, and suppression of violations of laws of the United States.
- h. 10 USC 101, 261-280, 2511, 2571, 14 USC 1-4F 93, 144, 145, 632, 633, 701-746, 891-894. Enables USCG to develop and maintain the capability to respond to emergencies and manage crises in all U.S. ports and waterways and in overseas areas as tasked.
- i. National Security Decision Directive (NSDD) No. 200 [classified]. Establishes national port security program and initiates the Special Interest Vessel Program.
- j. 33 USC 1223(c). Authority to designate port access routes.
- k. Titles 33, 46, 49, Code of Federal Regulations, various sections. Regulations enforced by the USCG to enhance the safety and security of U.S. ports and waterways, vessels, and waterfront facilities.
- l. Memorandum of Understanding Between U.S. Coast Guard and Military Sealift Command, 12 May 1994. This agreement sets forth, in general terms, the procedures to be followed by the Military Sealift Command (MSC) and the U.S. Coast Guard regarding inspection and certification of public vessels (both U.S. Navy-owned and privately-owned under demise or bareboat charter to the U.S. Navy) assigned to the MSC forces.
- n. Memorandum of Understanding Between the Maritime Administration and U.S. Coast Guard, Ready Reserve Force Inspection and Certification, 25 Mar 92. This is an agreement which sets forth the procedures to be followed by the Maritime Administration and the U.S.

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Coast Guard in providing inspection and certification services for certain vessels designated for rapid response to Department of Defense contingency sealift requirements.

o. Memorandum of Understanding Between United States Coast Guard and Military Traffic Management Command. Subject: Port Safety and Security, 9 Mar 83. This agreement was developed to coordinate peacetime port safety and security support and to facilitate deployment or mobilization of Armed Forces and accompanying resupply. It establishes requirements for joint communications, exchange of information relative to port security, mutual participation at Headquarters and port levels, and joint exercises.

9. U.S. MARITIME DEFENSE ZONE ATLANTIC/PACIFIC (MARDEZLANT/PAC)

a. 14 USC 2 and 145. Codified Maritime Defense Zone command responsibilities into law in 1986.

b. Memorandum of Agreement between Department of Navy and Department of Transportation, 28 June 1994. Designated U.S. Coast Guard Area Commanders as MDZ Commanders. Provided for coastal defense planning and exercises in peacetime and in wartime, or when directed by the President.

c. Naval Warfare Publication 3-10, Naval Coastal Warfare. A rewrite of Naval Coastal Warfare Doctrine (NWP-39), this document currently will provide doctrinal guidance and background planning information regarding naval coastal warfare (NCW) operational concepts, NCW missions in the CONUS, expeditionary NCW missions, resources available to conduct NCW operations, and the command and organization to accomplish NCW tasks.



ANNEX C

PORT FUNCTIONAL RESPONSIBILITIES

Purpose: This annex is a tabular presentation of the various functions of the agencies.

	RESPONSIBLE AGENCY	PRIMARY USER	COORD REQ. WITH	INFO NEEDS
<b>I. VESSEL OPERATIONS</b>				
A. Waterside Security	USCG(7)/MDZ(2)/OWN-OP(4)	MSC	MTMC	USACE/MARAD
B. Personnel Security (access control)	MSC	MSC	USCG/MTMC MDZ(2)	MARAD
C. Onboard Vessel Security	MSC	MSC OWN-OP(47)	MDZ(2)/USCG/	MARAD
D. Vessel Loading	MTMC	MSC	USCG/OWN-OP(4)	MARAD
(1) Cargo Compatibility	USCG	MTMC/MSC	OWN-OP(4)	
(2) Stow Plans	MTMC	MTMC/MSC	USCG/OWN-OP(4)	MARAD
E. Berthing of Vessels				
(1) Assignment	MARAD/MTMC(1)	MSC	MTMC/USCG/MDZ(2)	NCSORG
(2) Notification	MSC	MSC/MTMC	MARAD/USCG NCSORG/MDZ	USCG/
F. Vessel Chartering/Scheduling	MSC	MTMC	MARAD	USCG/NCSORG USACE/MDZ USTC
G. RRF Activation / Breakout	MARAD	MSC	USTC/MTMC/USCG/MDZ(2)	
H. Vessel Characteristics	MARAD	MSC/MTMC		NCSORG/USCG
I. Vessel Traffic Control	USCG/MDZ(2)	MSC	USACE/MTMC(1)	MARAD/NCSORG
J. Vessel Requisitioning	MARAD	MSC	USCG/MTMC	USTC
K. Marshaling of Convoys	NCSORG	MSC	MDZ(2)/USCG	MARAD
L. Vessel Boardings				
(1) Nav. Safety/Law Enf.	USCG/MDZ(2)	MSC	NCSORG/OWN-OP(4)	MARAD
(2) NCSORG Pre-Sail	NCSORG	MSC	MDZ(2)/USCG/OWN-OP(4)	MARAD
(3) Harbor Defense Insp.	USCG/MDZ(25)	MSC	NCSORG/OWN-OP	MARAD/MTMC
M. Commercial Vessel Cert/DOC	USCG	MSC	MARAD	
(1) Voyage Certification	NCSORG	MSC		USCG/MARAD
N. Vessel Crewing	MARAD(3)/MSC(8)	MSC	USCG/OWN-OP(4)	NCSORG/MTMC
O. Vessel Husbanding	MSC(8)	MSC	MTMC(1)/USCG/MARAD/USACE	
P. Dispersal Instruction	USCG(6)/MDZ	MSC	NCSORG/MTMC/MARAD	USACE
Q. Vessel Repair	MSC(8)	MSC	MTMC(1)/USCG/MARAD	MTMC/NCSORG
R. Harbor Escort	MDZ(2)/USCG	MSC		
S. Cargo Hold/Space Cleaning	MTMC/MSC	MSC/MTMC	USCG	
	RESPONSIBLE AGENCY	PRIMARY USER	COORD REQ. WITH	INFO NEEDS
<b>II. FACILITY OPERATIONS</b>				

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A.	Port/Berth Designation for DOD use	MARAD	MSC/MTMC	USCG/USACE/ OWN-OP(4)	FORSCOM/USTC
B.	Waterside Security	USCG(7)/MDZ (2)/OWN-OP(4)	MSC/USACE/ MTMC	MARAD	
C.	Shoreside Physical Security	MTMC(1)/USCG (7)/OWN-OP(4) FORSCOM	OWN-OP(4,7)	MTMC/MDZ(2)/ USCG(7) FORSCOM	MARAD FORSCOM
D.	Personnel Access Control	OWN-OP(4)/ MTMC(1)	MTMC/ OWN-OP(4)	OWN-OP(4)	MDZ(2)/USCG
E.	Terminal Services	MARAD	MSC/MTMC		USCG/MDZ(2) FORSCOM
F.	Staging Area Support				
	(1) Security Enhancement Construction	USACE	MTMC	USCG/OWN-OP(4)	MARAD FORSCOM/USTC
	(2) Cargo Operations Area Expansion	USACE	MTMC	USCG/OWN-OP(4)	MARAD FORSCOM/USTC
	(3) Transport. Facility Expansion/Bypass	USACE	MTMC	USCG/OWN-OP(4)	MARAD FORSCOM/USTC
	(4) Real Estate Acquisition	USACE/MTMC	MTMC	USCG/OWN-OP(4)	MARAD/USTC
G.	Lock Operations	USACE	MSC	USCG/MDZ(2)	
III.	SHORESIDE CARGO OPERATIONS				
A.	Handling	MTMC	MTMC	USCG/MSC/ OWN-OP(4)	MARAD FORSCOM
B.	Safety (Hazmat, Fire, etc.)	MTMC	MTMC	USCG/MSC/ OWN-OP(4)	MARAD FORSCOM
C.	Physical Security	MTMC/FORSCOM	MTMC/FORSCOM	USCG/MSC/ OWN-OP(4) FORSCOM	MARAD
D.	Cargo Identification	MTMC	MTMC	USCG/MSC/ OWN-OP(4)	MARAD FORSCOM
E.	Frustrated Cargo Disposition	MTMC	MTMC	USCG/MSC OWN-OP(4)/MARAD	MARAD FORSCOM
F.	Container Handling Equipment Acquisition	MTMC/MARAD	MTMC	USCG	FORSCOM
G.	Container/Chassis Acquisition	MTMC/MSC	MTMC/MSC		USTRANSCOM
IV.	HARBOR OPERATIONS				
A.	Port Safety	USCG/MDZ(2)	ALL	ALL/OWN-OP(4)	
B.	Waterways Security	USCG/MDZ(2)	MSC	USACE	MARAD
C.	Water Pollution Response	USCG	ALL	ALL	
D.	Aids to Navigation	USCG	MSC	USACE	NCSORG
E.	Limited Access Areas				
	(1) Designation	USCG/MDZ(2)	MSC/MTMC FORSCOM	MTMC/MSC/ MARAD	USACE/NCSORG
	(2) Enforcement	USCG/MDZ(2)	MSC/MTMC FORSCOM	MTMC/MSC MARAD	USACE/NCSORG

	RESPONSIBLE A G E N C Y	P R I M A R Y U S E R	COORD REQ. WITH	I N F O NEEDS
F. Anchorage Control	USCG/MDZ (2.5)	MSC	USACE	
G. Channel Maintenance				USTC
(1) Dredging	USACE	MSC/MTMC	USCG	MARAD/NCSORG
(2) Other Maintenance (snagging & clearing)	USACE	MSC/MTMC	USCG	MARAD NCSORG/MDZ (2)
H. Emergency Obstruction Removal	U S A C E	M S C / M T M C	U S C G	M A R A D/ N C S O R G / M D Z ( 2 )

### FOOTNOTES

- (1) Military owned facility.
- (2) When activated.
- (3) Delegated to general agents by MARAD under General Agency Agreements for reserve fleet vessels.
- (4) The owner/operator of the vessel or facility concerned.
- (5) May be conducted by harbor defense commander if plan is activated.
- (6) Task delegated to USCG by Navy FLTCINC.
- (7) OWN-OP (owner-operator) has primary responsibility under USCG supervision. USCG-provided shoreside security forces can augment for short periods as determined by local conditions.
- (8) With respect to certain vessels chartered by MSC or MSC ships operated by contract operators, certain of these functions may be performed by the vessel owner or MSC contractors. It should be noted that of vessels in U.S. ports during contingency/wartime, MSC is only responsible for, or interested in those vessels under MSC OPCON.

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ANNEX D

AGENCY ADDRESSES

Commander in Chief  
U.S. Transportation Command  
TCJ5-V  
508 Scott Drive  
Scott AFB IL 62225-5357

Commander  
United States Maritime Defense Zone Atlantic  
431 Crawford Street  
Portsmouth VA 23704-5004

Commander  
Military Traffic Management Command  
ATTN: MT-PL  
5611 Columbia Pike  
Falls Church, VA 22041-5050

Commander  
United States Maritime Defense Zone Pacific  
Coast Guard Island  
Alameda CA 94501-5100

Commander  
Military Sealift Command  
ATTN: N51  
Washington Navy Yard  
914 Charles Morris Court SE  
Washington, DC 20398-5540

Commander in Chief  
United States Atlantic Command  
ATTN: J4LRC  
1562 Mitscher Avenue, Suite 200  
Norfolk, VA 23551-2488

U.S. Army Corps of Engineers  
Directorate of Civil Works  
CECW-O  
20 Massachusetts Ave., N.W.  
Washington, DC 20314-1000

Commandant (G-MOR)  
U.S. Coast Guard  
2100 2nd Street, SW  
Washington, DC 20593

Associate Administrator (MAR-800)  
Maritime Administration  
400 7th Street, SW  
Washington, DC 20590

Commander  
Forces Command  
AFLG  
Ft McPherson, GA 30330-6000

## ANNEX E

### MATRIX OF PORTS

**Purpose:** This Annex identifies the U.S. ports at which the DOD has an interest in ensuring readiness to support deployments. Type of presence and/or activities by the NPRN agencies are listed in Table E-1.

Table E-1 is a listing of sea ports which may be used to support force deployments and follow-on sustainment operations. The ports are grouped by Captain of the Port (COTP) Zone in geographical order. These ports are selected based on their proximity to deploying units, transportation links to those units, and port characteristics. Because normal port operations could be significantly impacted, prior preparation and coordination are essential to maximize port responsiveness and throughput of critical DOD cargo, while at the same time minimize disruption to normal port operations. Port readiness committees responsible for these ports are mandatory. Asterisks identify designated Strategic Ports for which Port Planning Orders exist.

#### Table Legend:

1. U.S. Army Corps of Engineers (USACE)

- A = District/Division Office Location
- B = Field Office location
- C = Maintenance priority port (designated by MTMC)

2. U.S. Army Military Traffic Management Command (MTMC)

- D = Military Terminal/Major and Medium Port Command
- E = Pre-assigned port for combat unit deployment
- F = Pre-designated port for combat resupply
- G = Ports for which USCG Hazardous Material Handling Permits are prepositioned
- H = Ports at which Transportation Terminal Brigades/Battalions (TTBs) will mobilize
- I = MTMC owned or controlled ports/Major or Medium Port Commands
- J = MTMC Port Detachment location
- K = Planned military move

3. U.S. Coast Guard (USCG)

- L = Captain of the Port/Marine Safety Office or Marine Safety Detachment location
- M = District Office location
- N = Group Office location (usually includes subordinate units with a primary mission of SAR)
- O = Base or Support Center location

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P = USCG Air Station location

Q = Vessel Traffic Service

4. Maritime Administration (MARAD)

R = Port where a MARAD Federal Port Controller is Designated

S = Port where negotiations pend to designate a Federal Port Controller

T = Regional Office location

U = Resident MARAD Construction representative

V = MARAD Reserve Fleet location

W = Maritime Development Staff to promote U.S.-flag shipping to carry U.S. imports and exports

5. U.S. Navy Military Sealift Command (MSC)

X = Location of MSC Area Command, Sub-Area Command or office during peacetime

Y = Location of MSC Area Command, Sub-Area Command or office during contingency or mobilization

6. U.S. Naval Control of Shipping Organization (NCSORG)

Z = Location at which Naval Control of Shipping Officer will be located upon mobilization

ZZ = Location at which Naval Control of Shipping Services will be available through the local MSC Office

7. HQ Forces Command (FORSCOM)

FE = Pre-assigned port for combat unit deployment

FH = Ports at which Transportation Terminal Brigades/Battalions (TTBs) will mobilize

FK = Planned military move

8. U.S. Maritime Defense Zone Atlantic/Pacific (MARDEZLANT/PAC)

AZ = Location of Commander, Maritime Defense Zone Atlantic

PZ = Location of Commander, Maritime Defense Zone Pacific

AD = Location of MDZLANT Maritime Defense Commands

PD = Location of MDZPAC Maritime Defense Commands

Table E-1 Matrix of Ports

<u>COTP Zone</u>	<u>Facility</u>	<u>State</u>	<u>USACE</u>	<u>MTMC</u>	<u>USCG</u>	<u>MARAD</u>	<u>MSC</u>	<u>FORSCOM</u>	<u>MDZ</u>
Portland	Searsport	ME				R	Y		
	Portland	ME			L,N,O	S			
	Portsmouth	NH				R			
Boston	Boston	MA	A		L,M,N,O		Y	AD	
Providence	Providence	RI	C		L	R			
	Davisville	RI				R			
Long Island	New Haven	CT			L,N,O	R			
	Bridgeport	CT						FK	
New York	Howland Hook *	NJ		F,I,K					
Philadelphia	Philadelphia	PA	A,C		L	R	Y		
Baltimore	Wilmington	DE				R		FK	
	Baltimore	MD	A,C		L,N	R	Y	FH,FK	
Hampton Roads	Newport News *	VA		E,F,H,I,K		R,V			
	Norfolk *	VA	A	E,F,I,K,J		R,T	Y		
	Portsmouth	VA				R			
Wilmington	Wilmington *	NC	A, C	E,F,H,I,K	L	R	Y	FE,FH,FK	
	Sunny Point *	NC	C	D,F,H,I,J,K			X,Y		
	Morehead City *	NC	C	E,F,K	L	R	Y	FK	
Charleston	Charleston *	SC	A, C	D,E,F,H,I,J,K	L,N,O	R	X,Y	FE,FH,FK	
Savannah	Savannah *	GA	A, C	E,F,G,H,I,K	L,P	R	Y	FE,FH,FK	
Jacksonville	Jacksonville *	FL	A, C	E,F,G,H,I,K	L	R	Y	FE,FH,FK	AD
	Mayport	FL						FK	
	Port Canaveral	FL	B	J		R	X		
Miami	Miami	FL	B		L-P	R			AD
San Juan	San Juan	P.R.	B		L,O	R	Y		
	St. Croix	V.I.				R	Y		
	St. Thomas	V.I.			L	R			
Tampa	Tampa	FL	B		L	R		FK	
	Port Manatee	FL				R			
Mobile	Panama City	FL	B			R			
	Pensacola	FL	B			R			
	Mobile	FL	A		L,N,O,P	R	Y		
	Pascagoula	FL	MS			R	Y		
	Gulfport	MS	C	E		R	Y		

\* = strategic seaport

Table E-1 Matrix of Ports, continued

<u>COTP Zone</u>	<u>Facility</u>	<u>State</u>	<u>USACE</u>	<u>MTMC</u>	<u>USCG</u>	<u>MARAD</u>	<u>MSC</u>	<u>FORSCOM</u>	<u>MDZ</u>
New Orleans	New Orleans	LA	A, C		L, O	R, T	X, Y		AD
	Baton Rouge	LA				R			
Port Authur	Lake Charles	LA			L	R			
	Orange	TX				R			
	Beaumont *	TX		E, H, I, J, K		R, V	Y	FE, FH, FK	
	Port Arthur	TX	B		L	R	Y		
Galveston	Galveston	TX	A, C		L, N, O	R	Y	FE, FH, FK	
	Freeport	TX				R			
Corpus Christi	Corpus Christi *	TX	B	E, H, I, J, K	L, N, P	R	Y		
	Brownsville	TX	B			R			
San Diego	San Diego *	CA	B, C	E, H, I, K	L, N, P	R	X, Y	FE, FK	
LA/Long Beach	Los Angeles	CA	A, C		L, M, P	R	Y	FE, FK	
	Long Beach *	CA	C	E, H, I, J, K	L	R, W	Y	FE, FH, FK	PD
	Port Hueneme *	CA		D, E, K		R	Y		
San Francisco Bay	San Francisco	CA	A		L, O, P, Q	T, V	Y		
	Oakland *	CA	C	E, F, I, J, K		R	X, Y	FE, FK	PZ
	Concord NWS *	CA		F, K			Y		
	Stockton	CA		F, K			Y		
	Sacramento	CA	A		P	R			
Portland	Portland	OR	A		L, N	R, W			
Puget Sound	Seattle	WA	A, C	E, H, I, J, K	L, M, N, O, Q	R, W	X, Y	FK	PD
	Tacoma *	WA	C	D, E, F, H, I, K		R	Y	FE, FK	
	Everett	WA				R			
	Port Hadlock	WA							
Western Alaska	Anchorage	AK	A		L	R	Y		PD
Honolulu	Pearl Harbor	HI	A		L, M, O	R	Y	Z	PD

\* = strategic seaport



ANNEX F

AGENCY PORT SECURITY RESPONSIBILITIES

Security is one of the most important concerns of the mobilization and deployment mission. It can affect the vitality of any link in the national defense emergency chain of events. Threats from sabotage to civil disorder may surface to compromise or destroy the mission. Security resources may not be sufficient to meet the needs of agencies with Federal port responsibilities thereby hindering a smooth flow of supply or resupply efforts.

Military leaders and analysts agree that rapid sealift capability is essential to virtually any successful military operation. U.S. commercial ports become critical choke points for military outload activities for both deployment and sustainment operations in a wartime mobilization. Each port is susceptible to internal threats such as subversive acts, sabotage, and thefts.

An important step to understanding port security is realizing the order of responsibility among private ownership, civil authorities, and other federal agencies. The owners, operators, masters, and agents of vessels or owners and/or operators of waterfront facilities have the primary responsibility for the protection of their vessels or waterfront facilities. Military unit commanders are responsible for the physical security of all equipment and resources under their command. Furthermore, protection from demonstrations, riots, and other forms of civil disturbance is primarily a matter for the local civil law enforcement agencies. The FBI is the designated lead agency in response to acts of terrorism.

Current responsibilities for each of the agencies that are involved in military mobilization and deployment are as follows:

Military Sealift Command (MSC). MSC is responsible for ensuring the safety and shipboard security of their vessels. Security responsibilities include security on board the vessel and at the gangway. The responsibility for ship security at the berth rests with the vessel master. All MSC Force ships except voyage charters, but including Ready Reserve Force ships, are required to have small arms and crew members trained in the use of small arms and deadly force.

Maritime Administration (MARAD). MARAD assists and supports the Secretary of Transportation in fulfilling his department's emergency transportation responsibilities with respect to vessels, port facilities, and maritime labor. "MARAD" works through its emergency transportation arm, the National Shipping Authority (NSA). The NSA appoints federal port controllers (FPCs) to exercise delegated authority as their local agents. The FPC, who is usually a local port director of a port authority, provides protection of his/her facilities generally with his/her own armed security forces. However, in some ports this service is provided by the local police and/or contract security forces.

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U.S. Army Corps of Engineers (USACE). USACE works closely with MTMC to provide staging area support for outload operations in ports. Capable of acquiring additional real estate and then planning, designing, and constructing expanded or improved cargo operations areas. USACE provides long-term and emergency responses to infrastructure problems at outload ports. In addition, USACE operates and maintains most locks and dams along the nation's inland waterways. The Corps also provides channel maintenance for harbor operations and is capable of providing emergency dredging operations when necessary. USACE has the ability to clear or remove obstructions, either physically or through permit requirements, which interfere with the navigability of Federal navigable waters.

U.S. Maritime Defense Zone (MDZ) Atlantic and Pacific Commands. MDZ Commands are responsible for the coordination of coastal and harbor defense for the national defense. When activated, MDZ commands coordinate these operations using Naval Coastal Warfare (NCW) forces made up of Navy and Coast Guard personnel in cooperation with other Commands and agencies. Coast Guard District Commanders serve as Naval Coastal Warfare Commanders. Local Coast Guard Captains of the Port normally serve as designated Harbor Defense Commanders within the activated MDZ structure.

HQ Forces Command (FORSCOM). FORSCOM is responsible for ensuring adequate security provisions for its deploying assets within port confines. FORSCOM is also responsible for protection of specific defense related sites identified as Key Assets under the DOD Key Asset Protection Program (KAPP, DOD Directive 5160.54). Forces and resources for the KAPP may be Army, Army Reserve, National Guard (when federalized), or from the other military services, including the Coast Guard when it is operating under the Department of the Navy. When allocated by the Secretary of Defense, these forces and resources may be used to ensure the security of those assets necessary for the mobilization, deployment, and sustainment of military forces. Certain key assets may be located within port complexes.

Military Traffic Management Command (MTMC). Ensures interservice agreements developed between MTMC terminal commanders and FORSCOM supporting installations include a general listing of security requirements for the port support activity under likely mission scenarios. They use the security cell of the transportation terminal units (TTUs) to provide supervision of terminal security at each port. Port Security Detachments when available provide security for military cargo and conduct access control.

U.S. Coast Guard (USCG). The U. S. Coast Guard has enforcement responsibilities related to the protection and security of vessels, harbors, and waterfront facilities that are carried out by the Captain of the Port (COTP). Actions that may be taken include: preventing access to vessels or waterfront facilities; establishing safety or security zones; inspection, search and removal of security threats from vessels and waterfront facilities; supervision of explosive loading, and taking possession and control of vessels. A COTP may take action commensurate

with his/her authority and resources to provide the necessary security in response to a particular threat or situation, if those with primary responsibility fail to or become incapable of providing proper protection for a vessel or waterfront facility. Local COTPs serve as chair to their respective Port Readiness Committee (PRC). These committees assist in coordinating interagency efforts regarding port readiness issues. The COTP is also authorized to enlist the aid and cooperation of other Federal, state, county, municipal, and private agencies to assist in the enforcement of specific protection and security regulations (33 CFR 6).