



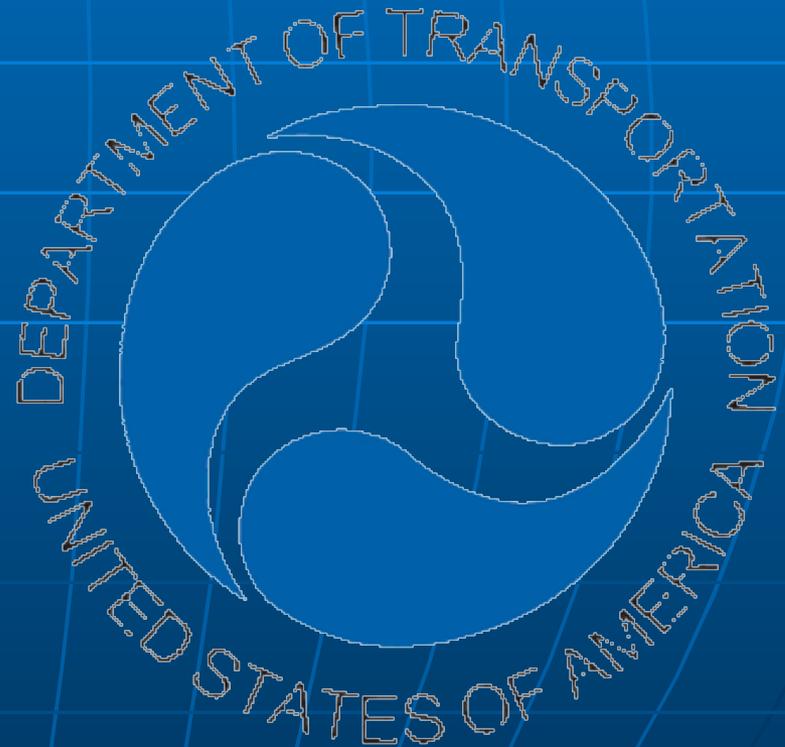
America's Advocate for the Maritime Industry

Maritime Administration
(MARAD)



“SANDY Lessons Learned - MARAD”
Presented to
Ship Operations Cooperative Program
By Nuns Jain

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Ready Reserve Force (RRF) and National Defense Reserve Fleet (NDRF) ships provided cost effective support to Super Storm SANDY relief in constrained environment

Total Berth Nights : 38,291; Total Meals: 74,540; Cost Avoidance: \$3.7M+

School Ship

TS Empire State
Relief worker Cap: 625



School Ship

TS KENNEDY
Relief worker Cap: 625



Aviation Support Ship SS Wright

Relief worker Cap. 315
Helo Capable; 300- 20' containers



Total Daily Cost per person to FEMA for Food / Berth/Parking :

- Ship Actual (60% capacity) - \$270 Ship (if 100% capacity was utilized) - \$160
- NY Hotel (Federal Per Diem) - \$366 (excludes parking charges)
- Available hotel rates were significantly higher



Ready Reserve Force (RRF) ships supporting Relief Efforts in Haiti



Auxiliary Crane Ship
SS Cornhusker State
Act as mobile port crane ship
Transported JLOTS equipment
and transferred TEU's from
barges to LCU's



Ready Reserve Force (RRF) ships supporting Relief Efforts in Haiti (contd.)



Huakai



JLOTS – floating pier



Cape May

9 Ready Reserve Force (RRF) ships supported Hurricane KATRINA & RITA relief - 866 ship operational days , 83,165 total berthing nights, 269,570 total meals



Auxiliary Crane Ship

SS Equality State
Act as mobile port crane ship
30-120 ton cranes.
20' containers: 655



ROLL-ON / ROLL-OFF

Cape Kennedy & Cape Knox
Command Post/Rolling stock/
Power generating capable



School ship

TS Texas Clipper II
Relief worker Cap: 230

School ship

TS State of Maine
Relief worker Cap: 236



ROLL-ON / ROLL-OFF

Cape Vincent
USCG Helo Landing Ship;
Command Post for Oil Spill
recovery ops/Rolling stock/
Power generating capable



Auxiliary Crane Ship

SS Diamond State
Act as mobile port crane ship
30-120 ton cranes.
20' containers: 655



School Ship

TS Empire State
Relief worker Cap: 625



School Ship

TS Sirius
Relief worker berthing
Cap: 151; 50 add'l w/
cots; Helo Capable



Aviation Support Ship

SS Wright
Relief worker Cap. 315
Helicopter Capable; Large water
production capable; 300-
20' containers



SANDY LESSONS LEARNED - MARAD

1. **Identify national disaster response requirements and gaps which can be cost effectively filled by MARAD and US flag commercial vessels.**
 - **Develop a cost effective strategy to implement the Prepositioned Sea-Based Disaster Relief Platform concept - pre-stage rescue vehicles and materials aboard current MARAD RRF ships in advance of storms, and then steam to the affected area.**
 - **Develop concept for new MARAD Multipurpose Training Ship platform which could provide enhanced disaster response capability**
2. **Enhance pre-disaster joint FEMA –MARAD planning and coordination**
 - a. **Establish Pre-Scripted Mission Assignments.**
 - b. **Enhance standard operating procedures**
 - c. **Enhance FEMA personnel’s familiarity with MARAD ships**
 - d. **Identify any cost effective vessel improvements to adequately equip current MARAD vessels for relief personnel, including command and control to enhance vessels’ utility in future disasters.**
3. **Continue successful Maritime EPR Outreach Strategy to cost effectively raise awareness of federal state and local emergency planners regarding the maritime role in disasters.**





SANDY LL –MARAD Action Plan

Recommendation # 1: Identify national disaster response requirements and gaps which can be cost effectively filled by MARAD and US flag commercial vessels.

- **Strategic approach**
- **Initiate discussion with stakeholders – OST, FEMA, DHS, TRANSCOM, NORTHCOM, SOUTHCOM, NAVY, DSCA, USAID and maritime industry**
- **Hold joint requirements discussion meeting with all stakeholders to develop consensus on next steps**
 - **Potential requirements & gaps?**
 - **How much of this may you want us to do?**
 - **Not ask for any firm commitment**



SANDY LL –MARAD Action Plan

Recommendation # 2: Enhance pre-disaster joint FEMA –MARAD planning and coordination

- **Tactical focus**
- **Develop revised draft Pre-Scripted Mission Assignments (with estimates) for most probable scenarios – each training ship, WRIGHT/CURTISS, and typical RRF vessel.**
- **Categorize and develop prioritized road map/action plan for numerous lessons learned submitted by various personnel :**
 - **Pre-Planning**
 - **Process Improvement**
 - **Equipment**
 - **Material**
 - **Deferred to next relief effort**
- **Engage with FEMA**



SANDY LL –MARAD Action Plan

FEMA –MARAD joint planning/coordination recommendations:

- **Establish a FEMA-MARAD coordination group.**
 - **Familiarize core groups within each agency regarding the other agency's requirements, operating practices and constraints.**
- **Develop cost-effective process to periodically familiarize FEMA decision makers (at HQ and RRCCs).**
 - **Briefings**
 - **Vessel orientation tours**
 - **Incorporation of MARAD and commercial vessels in FEMA exercises**
- **Develop various probable scenarios wherein FEMA utilization of vessels and maritime resources would be cost-effective and recommended.**
 - **Identify potential FEMA requirements for any other vessel related services, maritime technical expertise and assistance which could be provided by MARAD.**
- **Develop joint FEMA-MARAD Standard Operating Procedures (SOPs) to clarify, standardize and streamline processes related to FEMA assigned boarders aboard MARAD Vessels IAW FEMA requirements.**



SANDY LL –MARAD Action Plan

Recommendation # 3: Continue successful Maritime EPR Outreach Strategy to cost effectively raise awareness of federal state and local emergency planners regarding the maritime role in disasters.

- **Continue ongoing agency effort to educate federal, state and local emergency planners and stakeholders that **Maritime Matters**:**
 - **The prompt recovery of the domestic and international Marine Transportation System is essential for the nation’s economy and security.**
 - **The U.S. maritime industry and MARAD can provide numerous capabilities and resources before, during, and after a significant domestic and international disaster event.**
 - **Commercial U.S. vessels and MARAD’s Ready Reserve Force (RRF) ships are available and uniquely suited to meet the response, resiliency and recovery challenges resulting from domestic and international disasters.**
 - **Maritime assets and resources from the maritime industry, MARAD, and other agencies should be effectively integrated into disaster response and recovery plans at the local, state, federal and international levels.**

Questions?



www.marad.dot.gov (> Ports > EPR)

Steve.Jackson@dot.gov

Joseph.Duvall@dot.gov

Nuns.Jain@dot.gov

Tom.Christensen@dot.gov

Kevin.Tokarski@dot.gov

