

MARITIME HURRICANE CONTINGENCY PORT PLAN

3. **YANKEE** (gale force winds expected within **24 hours**):

Port Status: Vessel traffic control measures in effect:

- Conduct a Port Coordination Team (PCT) conference call to identify any concerns regarding implementation of Yankee and identify any industry concerns regarding current activities, contingencies, and emergency preparations. **[Note: The COTP and PCT should review Enclosure 7 prior to concluding the PCT teleconference call and, based on the predicted storm track, intensity, and surge coupled with projected river stage and port congestion, determine which, if any, of the possible control measures noted in Enclosure 7 may need to be enacted with the establishment of the Port Condition.]**
- The COTP may close portions of the port in response to forecasted weather and actual damage, impact, or threat in different geographic areas within the port. Establish a Safety Zone controlling vessel movements and activities as appropriate, including:

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

- Issue COTP Orders as appropriate.
- The Coast Guard has established a Regulated Navigation Area (RNA) for the canals adjoining the Mississippi River. The provisions of the RNA will be enforced 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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- 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).