

MARITIME HURRICANE CONTINGENCY PORT PLAN

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 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

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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.
- 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).