



Operation SafeStor—a USCG boat being loaded on the Cape Taylor in Houston, TX prior to Tropical Storm Eduardo in 2008



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**U.S. Department
of Transportation**
Maritime Administration

“The Maritime Difference”



Emergency equipment was loaded on the Cape Vincent prior to Hurricane Rita in 2005.

**EMERGENCY
PREPAREDNESS
AND
RESPONSE**

SafePort



Cadets & Midshipmen Load Provisions Aboard Empire State

- ❖ 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.-flag 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.

MARAD Ships Can:

- Be activated in 2- 5 days
- Conduct Joint Logistics Over the Shore (JLOTS) operations because of damage to local port
- Conduct vessel traffic service (VTS) operations for the port from the ship's navigational bridge.
- Provide potable water to vessels working in the area that are unable to make their own water. This allows them to stay on scene and continue to provide relief services.
- Provide berthing, meals, and laundry services
- Provide potable water to assist with the wash down of all equipment being loaded in order to pass the agriculture inspection.
- Provide crane services to lighter barges and other military and commercial vessels with aid cargoes.
- Back load equipment used during the relief operations.