Above: Cape Taylor Tropical Storm Eduard—Houston, TX 2008

Below: Cape Vincent, Diamond State and Empire State and Poland St. Wharf , Hurricane Katrina—New Or-

Updated August 2016

Above: Crowley ship after Haiti Earth-quake 2008

TS Wright and Kennedy Hurricane Sandy 2012

U.S. Department of Transportation
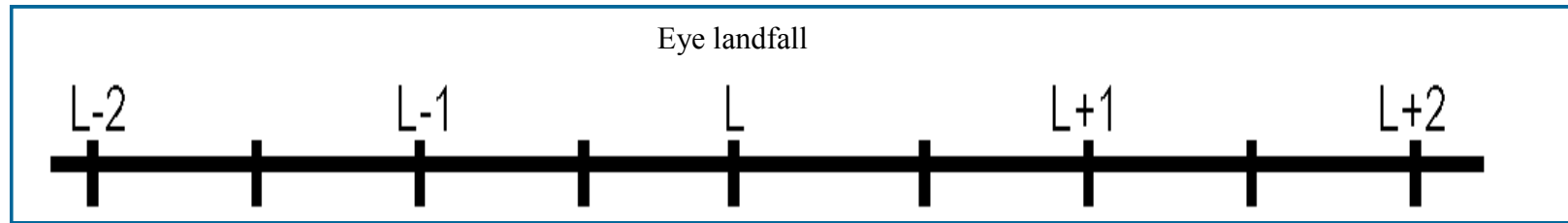
Maritime Administration

Operation SafeStor

Cape Vincent/Victory Hurricane Rita—Beaumont, TX

" Providing a safe haven for essential personnel, equipment and aid needed to get the affected areas "back up and running" as soon as possible."

Maritime Emergency Platform Timeline for SafeStor
Support Critical Emergency Operations & Response Services

Eye landfall

L-2   L-1   L   L+1   L+2

Decision, timeline to load emergency vehicles for SafeStor

Complete vehicle loading. Ramp & Gang-way secured, extra mooring lines

Lower ramp & commence vehicle discharge when storm surge decreases, weather/winds

Provide support to emergency responders: food, shelter, showers, R&R,

- **Primary mission: pre-stage various local/regional emergency vehicles onboard RRF ships as a "last measure" effort to securely store until storm passes**

- **Secondary mission: berthing/feeding emergency responders, law enforcement, military, government, relief workers. Immediate response command vessel, meeting/conference areas, and other office needs.**

- **SafeStor does require in-the-field response planning to ensure equipment compatibility with vessels' safe loading procedures (gasoline and exhaust primary concerns).**

- **The vessel may not be accessible due to heavy weather mooring arrangements that can block access.**

- **There are risks involved in that the vessel may not be able to immediately discharge the equipment and if the vessel is damaged itself it may delay access. No liability for damage or loss of use in incurred by the Maritime Administration (MARAD).**

- **SafeStor activation plans are not as vulnerable to the uncertainty of long-range weather forecasts as execution is made closest to landfall. There is some preparation required by the crew and some level of expenditures (un-sourced) to support accommodations with food and supplies that depending upon duration and scope will need to be restored.**