



Alliance of the Ports of Canada, the Caribbean,
Latin America and the United States



Port of
LONG BEACH
The Green Port

Business Continuity: - One Port's Approach

Presentation Objective

- Discuss the purpose and focus of the Port's Business Continuity (BC) Program
- Discuss the role of the Port following a business disruption
- Review the Port's IMT organizational structure
- Review communication flow following an incident
- Discuss current and future goals

- The purpose of the Port's BC program is to:
 - Increase Port resiliency
 - Support the continuation of Port operations to the greatest extent possible following a business disruption
 - Avoid cargo diversion that could result from a disruption at the Port
 - Maintain stakeholder confidence through quick decision-making
 - Promote a stable operational environment

BC Purpose and Focus – Cont'd



- The Port has developed a comprehensive , all hazard BC plan that focuses on:
 - Maintaining the land and water infrastructure to facilitate the efficient and environmentally sound movement of cargo
 - Maintaining a safe and secure Port environment
 - Meeting legal, regulatory and financial requirements

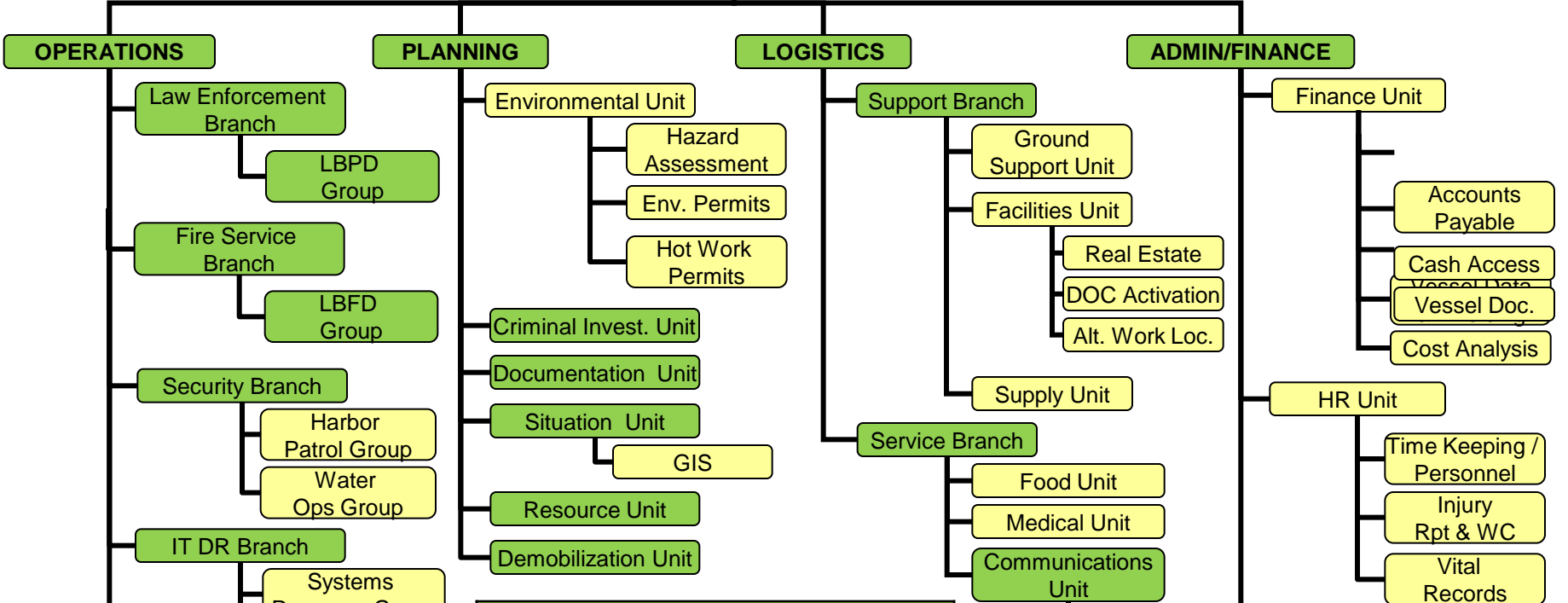
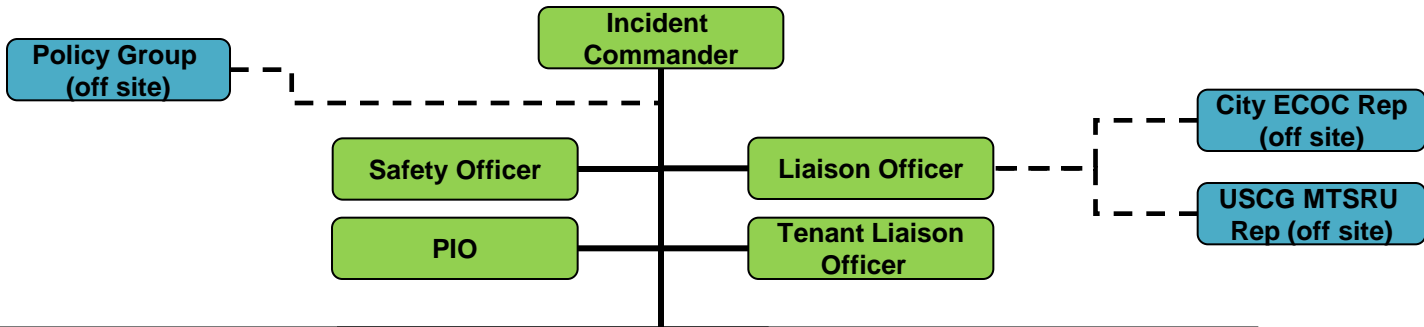
- The role of the Port following a business disrupting incident includes:
 - Assessing critical Port infrastructure assets (e.g. roads/bridges, Port owned buildings, wharfs, navigational waterways, the main rail system, the storm/sewer system, and the potable water system).
 - Assisting Port Partners, upon request, with the assessment of terminal infrastructure such as the terminal rail system, buildings, and power needs.

- Quickly deploying resources to implement predetermined workaround strategies to overcome impacted critical infrastructure assets (e.g. deploy a detour route for an impacted bridge).
- Compiling information regarding critical Port infrastructure, as well as the operational status and needs of Port Partners and relaying this information to the USCG Marine Transportation System Recovery Unit (MTSRU).

BC Organizational Structure



- Business continuity is not emergency response, however, the Port's BC program follows SEMS and NIMS so it is completely integrated with local agencies
- The Port's BC Organizational Structure is designed to facilitate quick decision making and follows the Incident Command Structure (ICS)
- The organizational structure is divided into three distinct functions:
 - Policy Group
 - Senior Management
 - Legal Counsel
 - Board of Harbor Commissioners
 - Incident Management Team
 - Key Port personnel are members of the Port's IMT who staff Command Staff , General Staff, and key Branch Directors and Group/Unit Leader positions
 - Recovery Teams
 - Subject matter experts



Technical Specialist (can be assigned to Operations, Planning or Command)	
Structural	Sewer/Storm System
Roadway	Electrical System
Rail	Potable Water System
Navigational Waters	

Legend	
 	Off site position
 	Position resides in the DOC
 	Field position

- Responsibilities of Infrastructure Recovery Teams, include:
 - Structural – assessing critical buildings, bridges/overpasses and wharfs and determining whether those assets are structurally viable.
 - Roadway – assessing critical roads and recommending detour plans around impacted roads.
 - Rail – coordinating rail inspection and repair with Pacific Harbor Line (PHL).
 - Navigational Waters – scanning navigational waters for objects that could impede vessel traffic and communicating this information to the USCG.

- Responsibilities of Infrastructure Recovery Teams, include:
 - Sewer/Storm System – assessing critical sewer lift stations and storm pump stations and recommending workarounds if impacted.
 - Electrical System – assessing the electrical system servicing pump stations, sewer lift stations, street lighting, range and sector lights and Port buildings and recommending alternative power.
 - Potable Water System – assessing the potable water system and redirecting water around impacted areas or recommending alternate means of potable water.

- Communication following an incident is critical to the overall success of the recovery effort.
- The Port's Tenant Liaison Officer, a member of the Port's Incident Management Team, is tasked with contacting each Port Partner to gather key information regarding their terminal or facility's operational status.

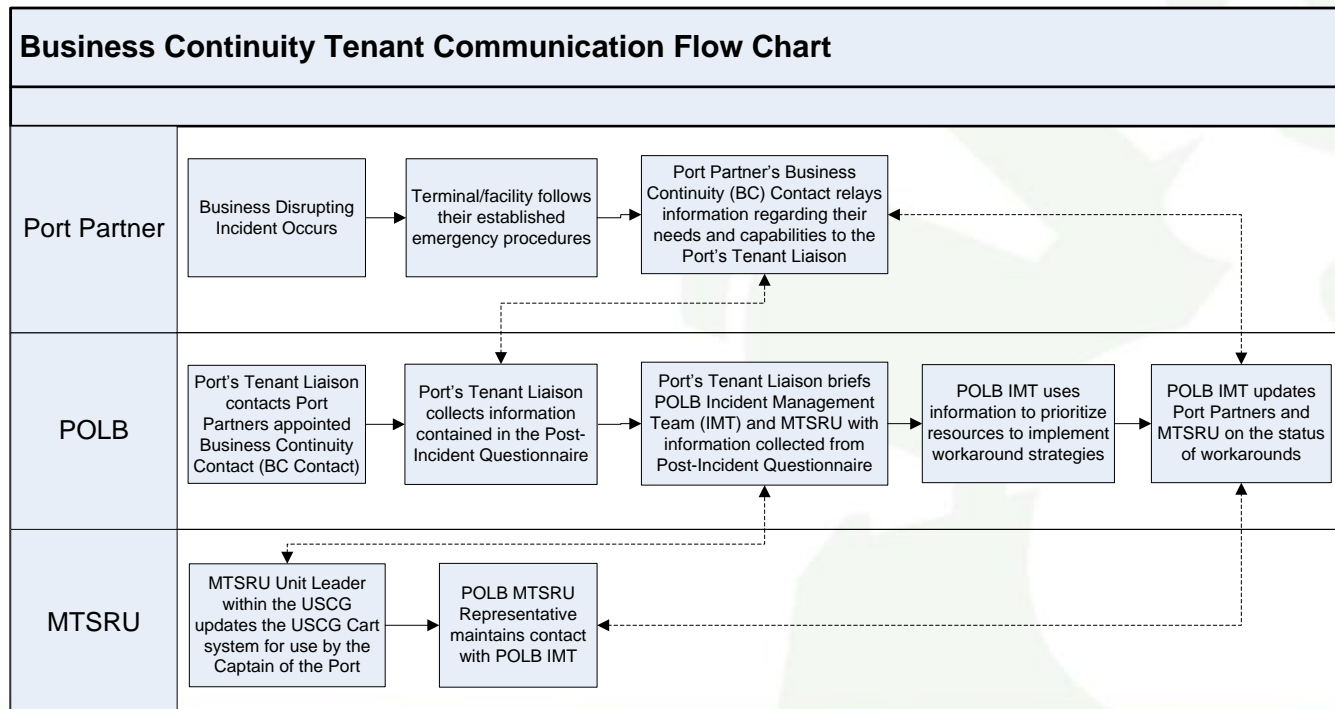
Communication Flow – Cont'd



- Information obtained from Port Partners will be used to prioritize landside and waterside infrastructure recovery efforts and will be communicated to the MTSRU who will prioritize vessel traffic within the Port.
- The Port's Tenant Liaison will also keep Port Partners informed of the status of any workarounds implemented.

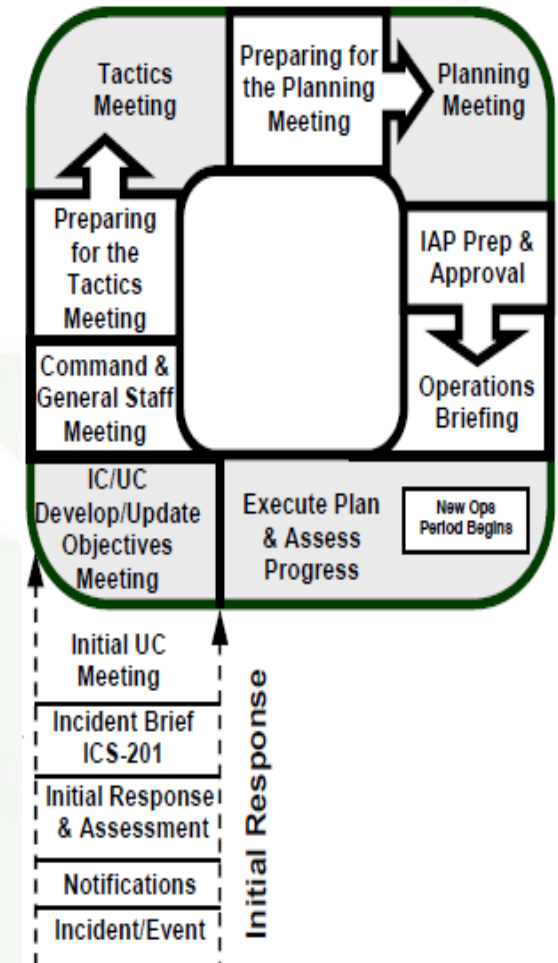
Communication Flow – Cont'd

- The Port's Tenant Liaison will use one or more of the following methods to communicate with each Port Partner:
 - Telephone/e-mail – pending availability
 - Encrypted radio – if your organization chooses to participate in this program
 - Face-to-face contact



BC Goals for this Year

- Continue training for all members of the Port's IMT
- Exercise plans:
 - Our IMT is currently participating in quarterly table top exercises
 - A full scale business continuity exercise is conducted each October that targets specific Recovery Teams and their response plans.
- Port Partner Outreach



- Complete a comprehensive electrical survey to determine alternative power sources
- Assist Port Partners with:
 - Identifying risks / impacts to their business,
 - Developing strategies to overcome those risks, and
 - Developing their own business continuity plans

and Finally.....

“Survival is nothing more than recovery.”

- *Dianne Feinstein*

“When written in Chinese the word crisis is composed of two characters. One represents danger and the other represents opportunity.”

- *John Fitzgerald Kennedy*



“If you can’t look after your customers,
it’s certain that your competitors will”
- *Unknown*