AAPA Hurricane Workshop

Recovery and Continuity of OPS
Marcus Woodring, Port of Houston Authority
A TOWERING MESS ON SHIP CHANNEL

BOTTLENECK: Economic effects of mishap will be felt quickly in 75% of Port’s terminals

By ZAIN SHAUK
HOUOTON CHRONICLE

A set of barges crashed into an electrical tower Sunday in the Port of Houston, prompting the U.S. Coast Guard to shut down most of the nation’s second-largest maritime shipping complex, possibly until Wednesday.

A towing vessel pushing three barges of scrap metal through the Houston Ship Channel about 6 a.m. hit a 300-foot-tall electrical tower, which carries lines across the artery, said Petty Officer Richard Brahnm, a spokesman for the Coast Guard. No injuries were reported.

The crash happened at the narrowest point in the waterway, leaving three-fourths of the port’s terminals inaccessible.

“Maybe if it was wider we could have got boats around it, but it’s not, so it’s a logistical problem,” Brahmm said. “It’s a bad place for it to happen.”

There was no risk of electricity-related injuries or effects to the power grid, which is owned by Houston-based CenterPoint Energy, because lines in the area were deactivated prior to the crash for maintenance work, said Penny Todd, a spokeswoman for the company.
Resilience/Recovery

“Resilience involves preparation before, mitigation during, response immediately following, and recovery after an adverse event. Another key aspect…relative to ports involves understanding the interdependencies that exist between assets and critical infrastructure sectors (e.g. energy and water) necessary for the operation of the port system as a whole.” – GAO Report
The Four Phases

• “Hunker Down” (Preparation)

• Emergency Response / Search and Rescue (Mitigation)

• “Assess the Mess” (Response)

• Prioritize and “Go to Work” (Recovery)
“Hunker Down”
Port of Houston Statistics

- 8 PHA terminals (of ~150 on Upper HSC)
- >8,000 annual vessels arrivals
- 2nd largest petrochemical complex in world (2011)
- 12th largest port in the world (2010)
- 1st in U.S. foreign trade by volume (2010)
- 2nd in U.S. foreign trade by cargo value (2010)
- “Most Irreplaceable Port” (2012)
Port of Houston Economics - Texas

Texas Economic Impacts
- $178.5 billion in economic impact
- $4.5 billion in state and local taxes

Job Impact
- 1,026,820 Total Related Jobs

$489M a day/$20M an hour
UNITED STATES ECONOMIC IMPACTS

- $499 billion in U.S. economic impact
- $52.1 billion in U.S. taxes

JOB IMPACT

- 2.1 million Total Related Jobs
Hurricane Carly
Surge: 4.8 Feet
Hurricane Carly
Surge: 10.6 Feet
Hurricane Carly
Surge: 17.9 Feet
Emergency Response (skip)
“Assess the Mess”
Prioritize and “Go to Work”
Considerations

- Is the waterway ready? – ACOE survey and then USCG COTP decision
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- Is the facility ready to receive? – Facility operator and USCG
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- Is the facility ready to receive? – Facility operator and USCG
- Who goes first?? – Port Coordination Team
Ships in the queue off Galveston after IKE
25 Feb 2011

152 ships at anchor off Galveston after 7 days of fog
Port Coordination Team (PCT) Goals

1) Communicate, communicate, communicate
2) Coordinate port-wide assessment of waterways
3) Coordinate port-wide assessment of facility readiness
4) Move traffic with a purpose – “Ensures port reopening and prioritization of maritime traffic optimizes timely supply of critical commodities to facilities”
5) Facilities “most in need” receive first ships
How does it work??
### Representatives on PCT

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- Scheduled conference calls led by USCG VTS
- Information exchanged between and among reps
Experience is a jewel and it has need to be so, for it is often purchased at an infinite price.

- Wm. Shakespeare
ACOE waterway restoration call held first

- Roll Call of Participants - VTS
- Weather - NWS
- State of the Waterway - USCG
- Requirements of Industry – Hear from all
- Pilot/Towing Industry/USCG Coordination
- The Way Ahead/Intentions – COTP
- Issues for COTP resolution recapped
Best Response Model

Key Business Drivers

- Health and Safety
- The Environment
- Economic Impact
- Public Communications
- Stakeholder Involvement

GOAL
Serve the Citizens of Texas
How did PCT do?

• Economic Impact:
  • Hurricane IKE cost maritime industry > $2B
  • HSC reopened to 12ft draft within 45hrs and to deep draft vessels (38ft) within 96hrs

• Stakeholder Involvement:
  • Port Coordination Team managed re-opening
  • Facilities readiness addressed via PCT
  • Active participation with industry plus GICA, ACOE and NOAA
Questions or Comments???

Captain Marcus Woodring, CEM, TEM
Managing Director
Health, Safety, Security and Environmental (HSSE)
Port of Houston Authority
Houston, Texas
Tel: 713-670-3612
mwoodring@poha.com

“Protect and Secure – People and Commerce”