

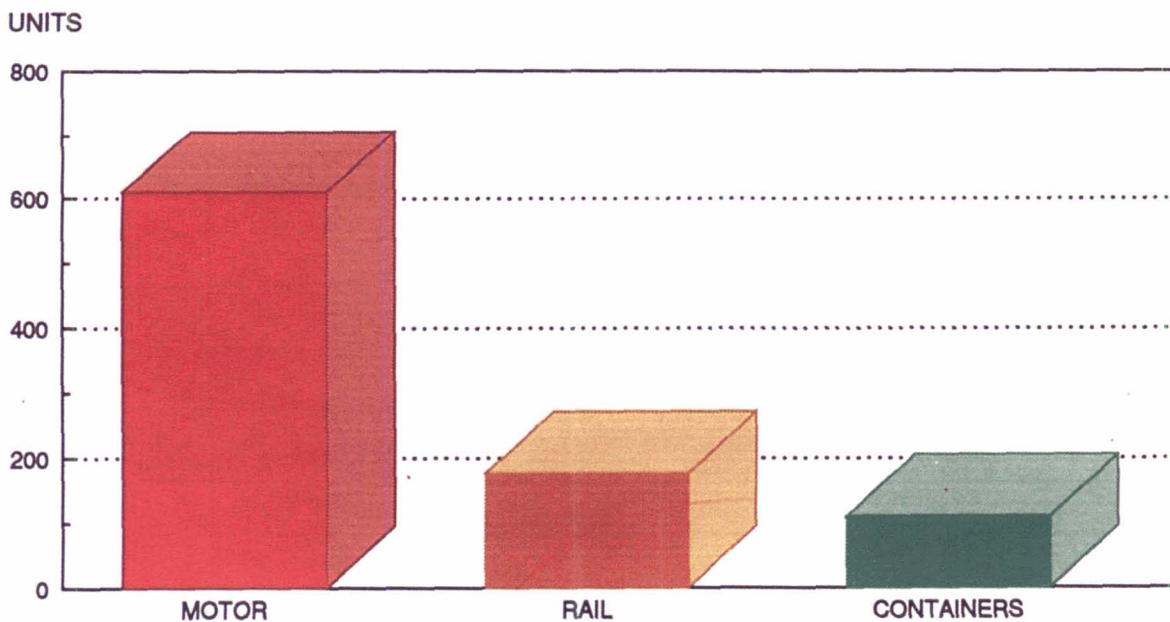
**REQUIREMENTS**

The likely requirement for the Port of Tacoma is to deploy a notional mechanized infantry division in 6 days. The division has to move about 7,800 vehicles and 660 containers. Movement of this division to the port will require 1,055 railcars (176 per day) for a convoy/rail option. Under this option, the deploying units would drive about 3,650 roadable vehicles (610 per day) and tow another 2,320 pieces of equipment (387 per day).

**MECHANIZED INFANTRY  
DIVISION  
DEPLOYMENT DATA**

Total Equipment	
Volume	274,518 MTON
Weight	95,010 STON
Area	1,422,844 SQ FT
Vehicles	7,800
Containers	660

**DAILY REQUIREMENTS**



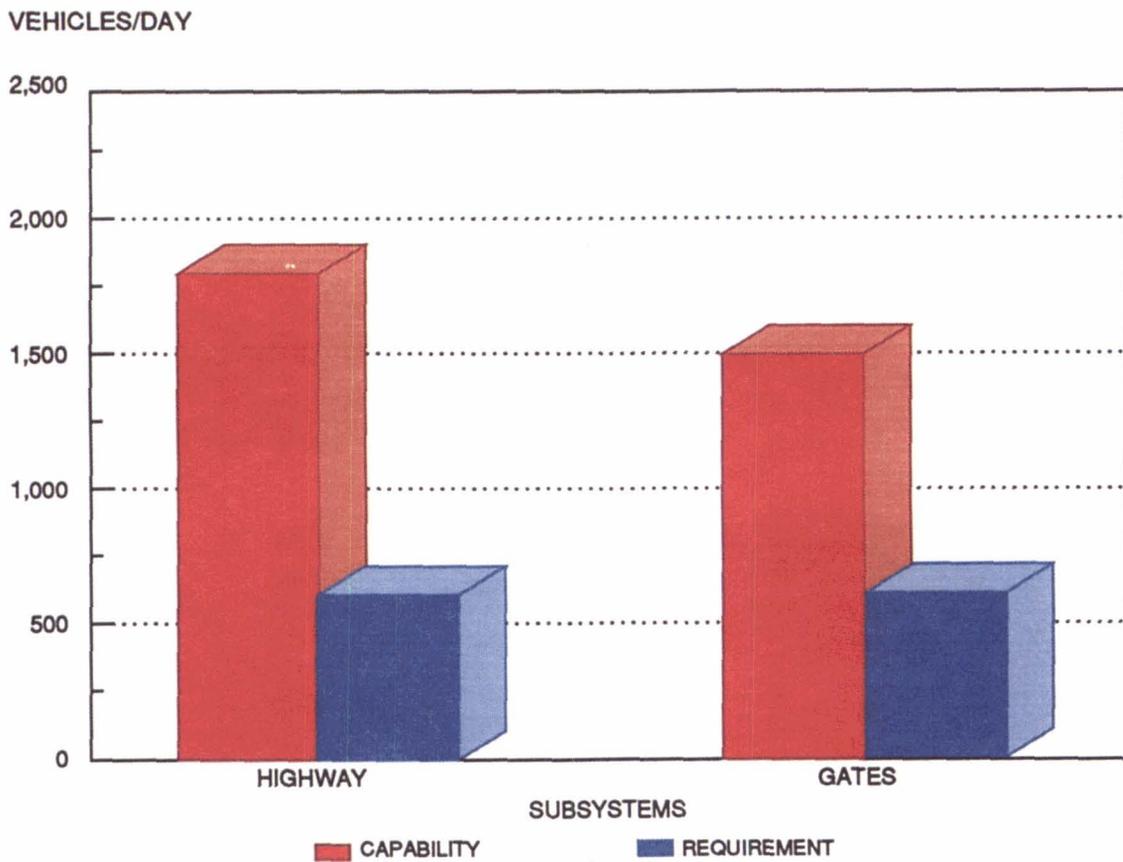
## TERMINAL INPROCESSING/HANDLING

### Highway

Vehicles and containers on chassis would enter the port via Port of Tacoma Road (connector route) or I-705 and 11th Street (alternate route). Inside the port, Port of Tacoma Road leads directly to Blair Terminal. Sitcum Way, off Port of Tacoma Road, leads to roads accessing Terminal 7. Blair Terminal is an open terminal. Although Terminal 7 has two gates, T7-D (Husky) Gate is the primary access gate to Terminal 7.

We estimate (based on the existing traffic volume) that Port of Tacoma Road, the access road to the three terminals, can handle an additional 5,000 vehicles per day. Also, the terminal gates can handle an additional 1,500 vehicles per day.

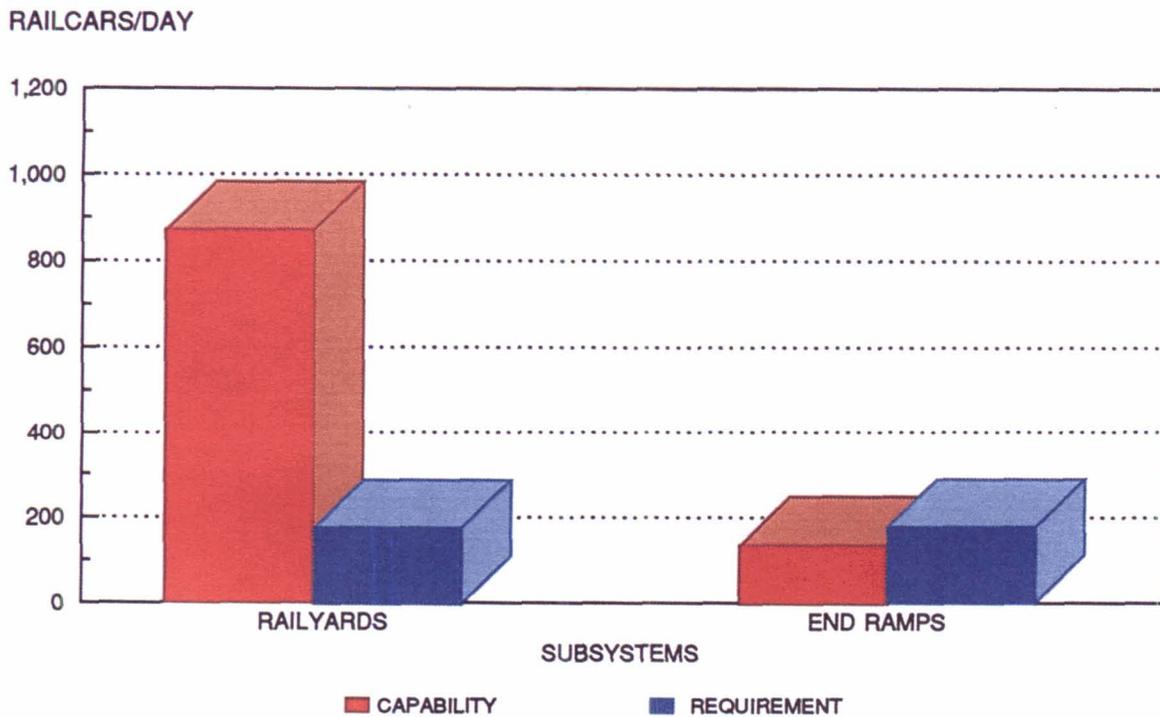
HIGHWAY INPROCESSING CAPABILITY



## Rail

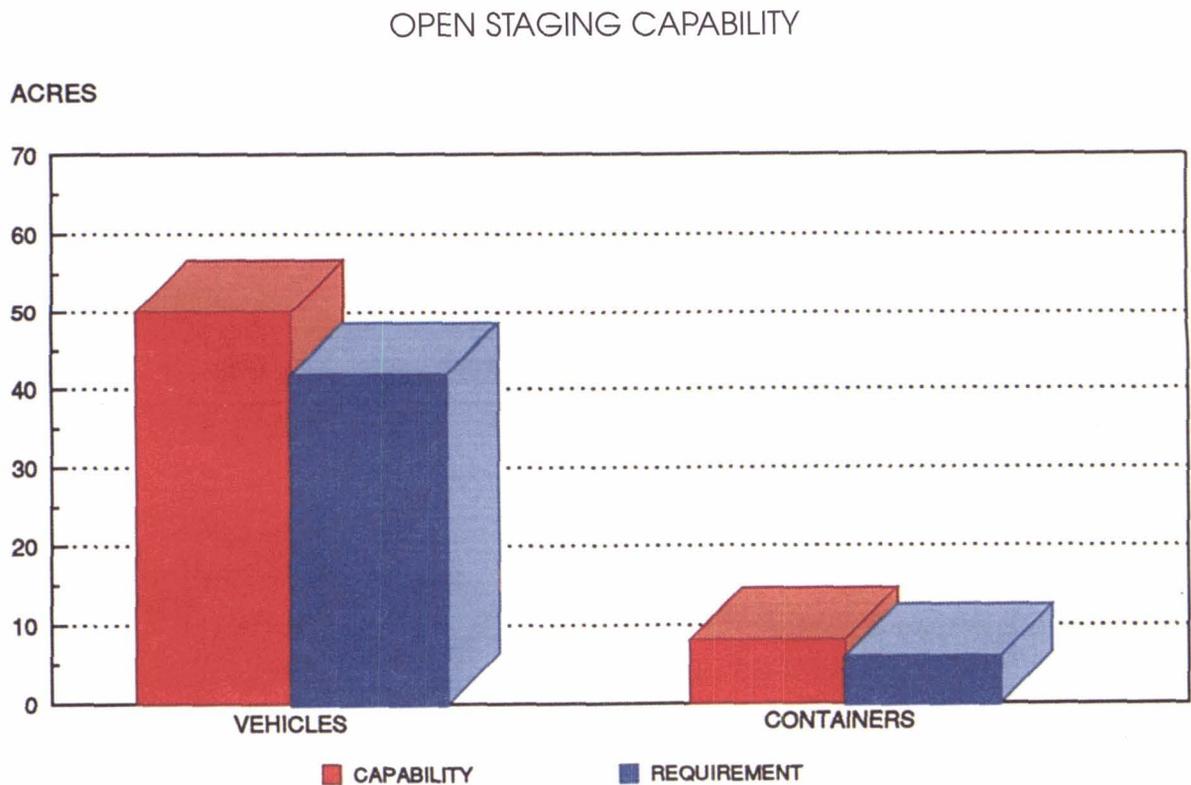
The classification yards near the port have a capacity of about 2,900 railcars per day. However, only about 30 percent of this capacity (870 railcars) would likely be available for military use. Using the three available end ramps in the Port of Tacoma area, stevedores or military personnel could offload about 34 railcars every 5 hours. This equates to about 136 railcars per day. We assumed that lighter vehicles can offload on the portable end ramps and heavy vehicles will offload at the fixed ramp at the BN railyard. This conclusion also assumes that offloading personnel can achieve 3 cycles within a 5-hour period on the fixed rail end ramp at the nearby BN railyard (300 feet of track at this ramp). With at least one additional portable end ramp, the port could more adequately meet its rail reception requirements.

### RAIL INPROCESSING/HANDLING CAPABILITY



## STAGING

Using the facilities designated by the MARAD *Planning Orders Digest*, the Port of Tacoma has 58 acres of open staging available for military operations. We estimate that a mechanized infantry division needs about 48 acres of open staging to support the concurrent sustained loading of three FSS vessels. Divided between vehicles and containers, the staging area requirement becomes 42 and 6 acres for vehicles and containers, respectively.



## SHIPPING

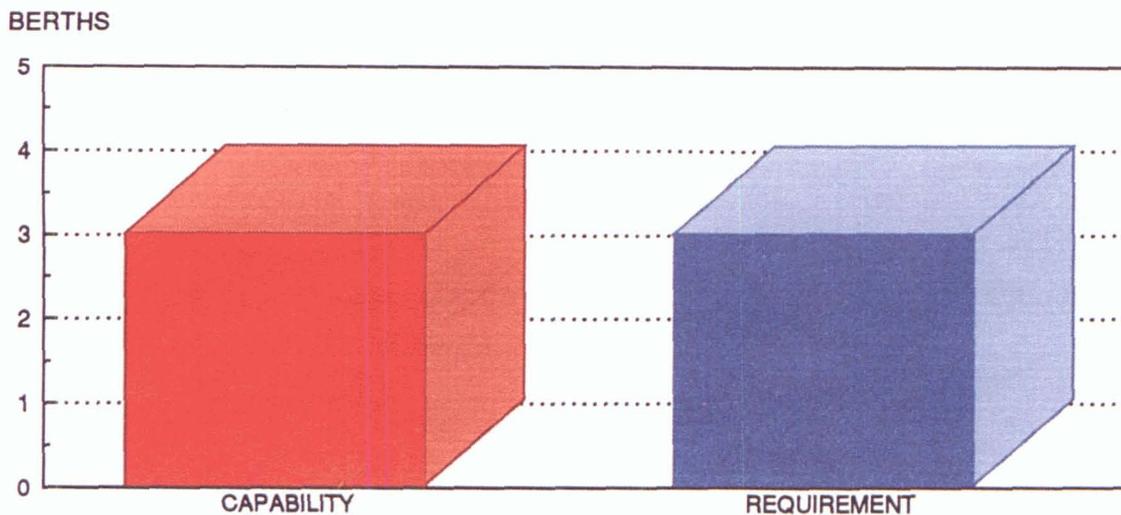
The number of ships needed to load this requirement depends on the shipping mix selected. The best ship mix would require all eight FSSs and two Cape H RORO ships. The MARAD *Planning Orders Digest* designates two terminals at the Port of Tacoma for military use.

One of the terminals at the Port of Tacoma is on Blair Waterway, which is currently undergoing dredging from 35 feet MLW to 45 feet MLW. This dredging will ensure an FSS vessel can navigate Blair Waterway at maximum draft. Based on 2 days to load a ship, a division can outload within the 6-day requirement from the Port of Tacoma. This capability is contingent on completion of the Blair Waterway dredging.

**UNIT MOVEMENT REQUIREMENTS  
MECHANIZED DIVISION**

LOADING CONDITION/ SAMPLE SHIP MIX	VESSEL TYPES			
	FSS (RORO/COMB)	CAPE H (RORO/COMB)	C3/C4 (BREAKBULK)	C6/C7/C8 (CONTAINER)
<i>Minimum Containerization</i>				
All FSS*	8.00	1.90		
FSS and Cape H	6.64	3.00		
All Breakbulk			37.70	
<i>Maximum Containerization</i>				
FSS and Container	7.90			2.00
FSS, Cape H, and Container	4.62	3.00		2.00
Breakbulk and Container			29.58	2.00
*Only 8 FSSs are available. Unit shipping requirements exceed the capacity of these 8 vessels. Other vessel types are required to make up the FSS shortfall (Cape H).				
<i>Legend:</i>				
RORO - roll on/roll off				
FSS - fast sealift ship				
Source: MTMCTEA Report OA 90-4f-22, Deployment Planning Guide, Aug 91.				

**FSS SHIPPING CAPABILITY**



\*The Port of Tacoma FSS shipping capability is contingent upon completing dredging efforts to deepen the Blair Waterway.

## **SUMMARY**

Dredging Blair Waterway to 45 feet MLW will ensure FSS vessels can navigate the waterway at maximum draft.

The available end ramps at the Port of Tacoma may not be enough to meet rail reception requirements.

The Port of Tacoma can outload a mechanized infantry division within the 6-day outloading requirement. This conclusion is contingent upon completion of the Blair Waterway dredging project and procurement of at least two heavy-duty end ramps to complement the portable end ramps already at the port.

The E 11th Street drawbridge across Blair Waterway restricts the channel width to 150 feet. The Military Sealift Command has shown reluctance in the past to navigate past this bridge. This bridge is scheduled for removal in 1995.

## **RECOMMENDATIONS**

We recommend that the Port of Tacoma:

1. Continue to accomplish deepening of Blair Waterway to 45 feet MLW and removal of the E 11th Street drawbridge across Blair Waterway.
2. Obtain at least two heavy-duty portable end ramps to allow flexibility in offloading heavy equipment from both railcars and semitrailers. MTMCTEA is currently designing an end ramp for use in offloading tanks and other heavy equipment from railcars or semitrailers. We expect these ramps to be available sometime in 1994.



**APPENDIX**

# **APPENDIX**

## **BERTH EVALUATION METHODOLOGY**

### **GENERAL**

This appendix provides a technique for accomplishing a comparative analysis of individual berths. The first step is to evaluate the individual berths within a port to determine their potential for breakbulk, RORO, container, and barge vessel operations.

### **INDIVIDUAL BERTH EVALUATION**

For the individual berth evaluation, a comparison is made of the characteristics of each berth and the list of ideal factors required to support the different ship mixes. Tables 1 through 4 give the ideal factors for breakbulk, barge, RORO, and container ship mix operations. As the tables show, points are awarded for each factor. These are then used to compare the potential for each factor. These are then used to compare the potential of each berth to support the four ship mixes. A ranking of individual berths is established for each type of ship-mix operation, based on a comparison of the total points accumulated by each berth.

The berth receiving the highest accumulation of points is assigned a value of 1, and the remaining berths are ranked accordingly.

**TABLE 1**  
**IDEAL BREAKBULK BERTH FACTORS**

BERTH FACTOR	POINTS	BERTH FACTOR	POINTS
<i>Berth Type</i>		<i>Transit Shed</i>	
Quay or marginal	10	Available 15	
Pier	7	None	0
<i>Berth Length (ft)</i>		<i>Deck Strength (lb per sq ft)</i>	
Greater than 750	20	Greater than 800	10
700 to 750	18	600 to 800	9
600 to 699	16	400 to 599	5
500 to 599	10	Less than 400	2
Less than 500			
<i>Water Depth (ft) MLW</i>		<i>Ship Service Facilities</i>	
Greater than 35.0	20	Power, water, and telephone	6
32.0 to 35.0	18	Power and water	5
30.0 to 31.9	16	Water only	4
28.0 to 29.9	14	None	0
Less than 28.0	12		
<i>Apron Width (ft)</i>		<i>Cranes</i>	
20.0 or greater	15	Wharf	10
Less than 20.0	5	Heavy-lift mobile ( 100 STON)	9
		Mobile	5
		None	0
<i>Apron Tracks</i>		<i>Conditional Age</i>	
2	10	New	10
1	7	10 years old	8
None	0	20 years old	4
		30 years or older	1

**TABLE 2**  
**IDEAL BARGE BERTH FACTORS**

<b>BERTH FACTOR</b>	<b>POINTS</b>	<b>BERTH FACTOR</b>	<b>POINTS</b>
<i>Berth Type</i>		<i>Transit Shed</i>	
Quay or marginal	10	Available	10
Pier	7	None	5
<i>Water Depth (ft) MLW</i>		<i>Anchorage</i>	
Greater than 20.0	10	Protected	10
15.0 to 20.0	9	Partially protected	6
10.0 to 14.0	8	Unprotected	2
Less than 10	0	Unavailable	0
<i>Apron Width (ft)</i>		<i>Tug Availability of 650 hp or Greater</i>	
Greater than 60.0	10	More than 4	10
40.0 to 60.0	9	3 - 4	9
30.0 to 39.9	7	1 - 2	7
20.0 to 29.9	5	None	0
Less than 20.0	1		
<i>Apron Tracks</i>		<i>Barge Fleeting (No. of Barges)</i>	
2	10	40 or more	10
1	7	25	8
None	0	10	4
		None	0
<i>Deck Strength (lb per sq ft)</i>		<i>Conditional Age</i>	
Greater than 800	10	New	10
600 to 800	9	10 years old	8
400 to 599	5	20 years old	4
Less than 400	2	30 years or older	1
<i>Cranes</i>			
Wharf	10		
Heavy-lift mobile	9		
Mobile	7		
None	0		

**TABLE 3  
IDEAL RORO BERTH FACTORS**

<b>BERTH FACTOR</b>	<b>POINTS</b>	<b>BERTH FACTOR</b>	<b>POINTS</b>
<i>Berth Type</i>		<i>Apron Tracks</i>	
Quay or marginal	10	2	10
Pier	5	1	7
		None	0
<i>Berth Length (ft)</i>		<i>Deck Strength (lb per sq ft)</i>	
Greater than 1,000	20	Greater than 800	10
900 to 1,000	18	600 to 800	9
800 to 899	16	400 to 599	5
700 to 799	10	Less than 400	2
600 to 699	6		
Less than 600	2		
<i>Water Depth (ft) MLW</i>		<i>Ship Service Facilities</i>	
Greater than 35.0	20	Power, water, and telephone	6
32.0 to 35.0	18	Power and water	5
30.0 to 31.9	16	Water only	4
28.0 to 29.9	14	None	0
Less than 28.0	12		
<i>Apron Width (ft)</i>		<i>Vehicle Access</i>	
Greater than 60.0	20	Uncongested	10
40.0 to 60.0	15	Congested	5
30.0 to 39.9	5		
Less than 30.0	0		
<i>RORO Ramp Operations</i>		<i>Conditional Age</i>	
Side, slewed, straight	10	New	10
Side, slewed stern	6	10 years old	8
Slewed stern	4	20 years old	4
Starboard, slewed stern	2	30 years or older	1
None	0		
<i>Tidal Range (ft)</i>			
0 to 3.9	10		
4.0 to 7.9	8		
8.0 to 11.9	6		
12.0 to 16.0	4		
Greater than 16.0	0		

**TABLE 4  
IDEAL CONTAINER BERTH FACTORS**

<b>BERTH FACTOR</b>	<b>POINTS</b>	<b>BERTH FACTOR</b>	<b>POINTS</b>
<i>Berth Type</i>		<i>Deck Strength (lb per sq ft)</i>	
Quay or marginal	10	Greater than 1,000	10
Pier	5	800 to 999	8
		600 to 799	5
		400 to 599	3
		Less than 400	1
<i>Berth Length (ft)</i>		<i>Ship Service Facilities</i>	
Greater than 1,000	20	Power, water, and telephone	6
900 to 1,000	18	Power and water	5
800 to 899	16	Water only	4
700 to 799	10	None	0
600 to 699	6		
Less than 600			
<i>Water Depth (ft) MLW</i>		<i>Container Cranes</i>	
Greater than 40.0	20	Specialized container crane	20
35.0 to 40.0	18	Mobile gantry	16
32.0 to 34.9	16	Mobile crane (200-ton)	12
30.0 to 29.9	10	Mobile crane (100-ton)	8
Less than 28.0	6	None	0
<i>Apron Width (ft)</i>		<i>Container Handling Equipment</i>	
Greater than 60.0	10	Straddle cranes	10
40.0 to 60.0	9	Straddle trucks	9
30.0 to 39.9	5	Front/side-loading forklifts	8
20.0 to 29.9	2	Mobile cranes	5
Less than 20.0	1	None	0
<i>Apron Tracks</i>		<i>Conditional Age</i>	
2	10	New	10
1	7	10 years old	8
0	0	20 years old	4
		30 years or older	1
<i>Consolidated Shed</i>			
Available	10		
None	0		



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ATTN: SMCAC-AV  
Savanna, IL 61074 (1)

Director  
U.S. Army Technical Center for Explosive Safety  
ATTN: SMCAC-ESL  
Savanna, IL 61074 (1)

DIA  
TRANSCOM DET/DCX7B  
Bldg 213  
Washington, DC 20340 (1)

Director  
Military Traffic Management Command  
Transportation Engineering Agency  
720 Thimble Shoals Boulevard, Suite 130  
Newport News, VA 23606-2574 (20)

MTMC Puerto Rico Detachment  
Bldg 20  
Fort Buchanan, PR 00934-7002 (1)

MTMC Beaumont Detachment  
P.O. Box 4043  
Beaumont, TX 77704-4043 (1)

Commander  
1322d Medium Port Command  
Unit 7136  
APO AA 34004-5000 (1)

Commander  
1318th Medium Port Command  
PSC 72, Box 187  
APO AE 09715-5220 (1)

MTMC Office Alaska  
Elmendorf AFB, AK 99506-5000 (1)

Commander  
1312th Medium Port Command  
1620 South Wilmington Avenue  
Compton, CA 90220-5115 (1)

Director  
Port of Hueneme  
621 Pleasant Valley Road  
Port Hueneme, CA 93043-4300 (1)

Director  
Port of Long Beach  
P.O. Box 570  
Long Beach, CA 90801-0570 (1)

Director  
Port of Los Angeles  
425 South Palos Verdes Street  
P.O. Box 570  
Long Beach, CA 90801-0570 (1)

Director  
Port of Oakland  
66 Jack London Square  
P.O. Box 2064  
Oakland, CA 94604 (1)

Director  
Port of Portland  
700 N.E. Multnomah  
P.O. Box 3529  
Portland, OR 97208 (1)

Director  
Port of San Diego  
P.O. Box 488  
San Diego, CA 92112-0488 (1)

Director  
Port of Seattle  
P.O. Box 1209  
Seattle, WA 98111 (1)

Director  
Port of Tacoma  
P.O. Box 1837  
Tacoma, WA 98401-1837

(1)

# Document Separator



U.S. Department  
of Transportation

**Maritime  
Administration**

# **PLANNING ORDER DIGEST**

August 1994

# **PLANNING ORDER DIGEST**

August 1994

Prepared by:  
Office of Port and Intermodal Development

PLANNING ORDER DIGEST

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## PLANNING ORDER INFORMATION

Title 46 of the Federal Code of Regulations, Part 340 includes procedures to be used by defense agencies to obtain port facilities in connection with the deployment of the Armed Forces of the United States or other requirements of the Nation's defense. The authority for the regulation is the Defense Production Act of 1950.

The Maritime Administration (MARAD) issues the planning order as the National Shipping Authority (NSA), an entity existing within the Agency which is its defense arm.

The Maritime Administrator, either directly or by delegation, issues planning orders for information and guidance to confirm tentative arrangements.

The Regulation and Act also provide for National Shipping Authority Service Priority Orders (NSPO) or National Shipping Authority Allocation Orders (NAO). NSPOs are used to obtain priority of service. NAOs are used to obtain exclusive use. Both are distinct in that they are time specific and legally binding. The planning order is intended to be informative, tentative, and non-binding. Its implementation is not specified (although it issued for a definite duration).

The present planning order numbering system utilizes a five-letter prefix and a facility number. The prefix uniquely identifies the state and port. Each facility is within a state/port designation and is sequentially assigned a number beginning with 1.

Planning orders are not revised. They are rescinded and replaced as necessary. A list of rescinded planning order numbers is found on page 2.

The existence of a planning order for a facility will expedite the issuance of an NSPO or a NAO if it becomes necessary in an emergency; however, an NSPO or a NAO can be issued without an antecedent planning order.

# Code of federal regulations

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**Shipping**

**46**

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**PARTS 200 TO 499**  
**Revised as of October 1, 1990**



**PART 340—PRIORITY USE AND ALLOCATION OF SHIPPING SERVICES, CONTAINERS, AND PORT FACILITIES AND SERVICES FOR NATIONAL SECURITY AND NATIONAL DEFENSE RELATED OPERATIONS**

- Sec.  
 340.1 Scope.  
 340.2 Definitions.  
 340.3 General provisions.  
 340.4 Shipping services.  
 340.5 Containers.  
 340.6 Port facilities and services.  
 340.7 Application to contractors and subcontractors.  
 340.8 Priorities for materials and production.  
 340.9 Compliance.

**AUTHORITY:** Defense Production Act of 1950, (DPA) as amended (50 U.S.C. App. 2061 *et seq.*); Executive Order 10480, as amended (18 FR 4939); Executive Order 11490, as amended (34 FR 17567); 44 CFR Part 322; 49 CFR 1.45; Department of Transportation Orders 1100.90, as amended; 1900.8 and 1900.7C.

**SOURCE:** 49 FR 49632, Dec. 21, 1984, unless otherwise noted.

**§ 340.1 Scope.**

This part establishes procedures for assigning priority for use by defense agencies, on commercial terms, of commercial shipping services, containers, and port facilities and services and for allocating vessels employed in commercial shipping services, containers, and port facilities and services for exclusive use by defense agencies (as defined in § 340.2), at any time where appropriate under provision of Title I of the Defense Production Act of 1950 (50 U.S.C. App. 2061 *et seq.*) as determined by the Secretary of Transportation. The procedures will provide the means to require vessel and port operators to provide defense agencies with existing commercial services and facilities not obtainable through established transportation procurement procedures. Thus the procedures will minimize interference with commercial operations and ensure rapid response to defense needs in times of crisis or war.

**Maritime Administration, DOT**

**§ 340.2 Definitions.**

As used in this regulation:

(a) "Administrator" means the Maritime Administrator, Department of Transportation, who is, *ex officio*, the Director, National Shipping Authority, within the Maritime Administration (MARAD). Pursuant to 49 CFR 1.45(a)(5), the Maritime Administrator is authorized to carry out emergency preparedness functions assigned to the Secretary by Executive Order 11490, as amended (34 FR 17567, October 30, 1969).

(b) "Container" means any type of container for intermodal surface movement that is 20 feet in length or longer, 8 feet wide, and of any height, with International Standards Organization standard fittings.

(c) "Container service" means the intermodal movement, which includes an ocean movement leg, of goods in containers.

(d) "Container service operator" means a vessel operator (defined in § 340.2(t)) that provides containerized ocean shipping service.

(e) "Container supplier" means a U.S.-citizen controlled (pursuant to 46 U.S.C. 802) company which manufactures containers, is a container service operator, or is in the business of leasing containers.

(f) "Defense agency" means the Department of Defense, or any other department or agency of the Federal Government as determined by the Secretary of Transportation, for the purposes of this regulation.

(g) "FEMA" means the Federal Emergency Management Agency.

(h) "NAO" means the NSA Allocation Order, which is an order allocating the exclusive use of a vessel employed in commercial shipping service, a container or a port facility for the purposes of providing its services to a defense agency for a specified period.

(i) "National defense programs" means programs for military assistance to any foreign nation, stockpiling, space, and directly related activity.

(j) "NSA" means the National Shipping Authority, which is the emergency shipping operations activity of the Department of Transportation (MARAD).

**§ 340.2**

(k) "NSPO" means an NSA Service Priority Order, which is an order directing that priority of services be given to the movement of cargoes of a defense agency.

(l) "Planning order" means a notification of tentative arrangements to meet anticipated defense agency requirements, issued by NAO or NSPO format, for planning purposes only.

(m) "Port authority" means any state, municipal, or private agency, or firm that (1) owns port facilities (2) manages such facilities for common-user commercial shipping services under lease from an owner; (3) owns or operates a proprietary port facility or terminal; and (4) otherwise leases or licenses and manages a port facility.

(n) "Port facilities and services" means (1) all port facilities, for coastwise, intercoastal, inland water ways, and Great Lakes shipping and overseas shipping, including, but not limited to wharves, piers, sheds, warehouses, yards, docks, control towers, container equipment, maintenance buildings, container freight stations and port equipment, including harbor craft, cranes and straddle carriers; and (2) port services normally used in accomplishing the transfer or interchange of cargo and passengers between vessels and other modes of transportation, or in connection therewith.

(o) "Secretary" means the Secretary of Transportation or his or her designee to whom emergency authorities under the Defense Production Act of 1950 have been delegated, *i.e.*, the Director of Office of Emergency Transportation or the Departmental Crisis Coordinator.

(p) "Secretarial Review" means the process by which the Secretary or his or her designee(s) exercises review, coordination, and control over departmental emergency preparedness programs and/or matters.

(q) "Shipper" means a civilian or Government agency that owns (or is responsible to the owner for) goods transported in waterborne service.

(r) "Shipping service" means a commercial service for waterborne movement of passengers or cargo in the overseas, coastwise, intercoastal,

(f) The Secretary shall notify FEMA of the intention to issue any directive granting priority for use or allocation of vessels, containers, or port facilities and services, and shall provide information copies of NSPOs and NAOs as required to the defense agency concerned, FEMA, the Interstate Commerce Commission and the Coast Guard.

(g) Defense agencies which foresee difficulty in meeting their needs for the vessels employed in commercial shipping services, containers or port facilities and services shall coordinate with MARAD, the Coast Guard, vessel operators, container suppliers and port authorities concerned before the need arises. The Administrator, after Secretarial review, may issue planning orders for information and guidance of affected agencies confirming tentative arrangements to meet the defense agencies' needs. No action will be taken to give effect to those arrangements until NSPOs and NAOs are issued at the time the services, equipment, or facilities are required.

(h) Defense agencies shall pay for services covered by NSPOs and NAOs on the basis of commercial tariffs, or on the basis of contracts concluded between the operator interests and the defense agencies concerned, or on the basis of existing contracts where both parties so agree.

(i) Defense agencies shall be responsible for payment of costs arising from:

(1) Shifting ships to free berths for defense use;

(2) Discharging commercial cargo to free ships for defense use; and

(3) Such other costs as may be agreed between the defense agency and the provider of service.

(j) The provisions of this regulation shall apply to foreign vessels and containers only when and to the extent that such vessels and containers are available to the United States because of control by U.S. citizens (46 U.S.C. 802) or by provision of international agreements for use of shipping services and related resources for the common defense.

(k) Recipients of NSPOs and NAOs shall notify the Administrator, without undue delay, when they cannot

comply or are experiencing difficulty in complying with the provisions of the Orders.

§ 340.4 Shipping services.

(a) When a defense agency requires shipping services not obtainable through established transportation procurement practices, the following procedures shall apply:

(1) Except during periods of Presidentialy-declared national defense emergencies, when requests shall be transmitted to the Administrator, the agency shall transmit a request to the Secretary specifying:

(i) The type of service required;

(ii) The route over which priority of service is required;

(iii) The period during which priority of service is required; and

(iv) Justification for priority use of the requested service.

(2) The Administrator, pursuant to the circumstances in § 340.4(a)(1), shall identify vessel operators that can provide the necessary service and issue NSPOs in coordination with the Secretary to those operators directing that priority be given to the movement and delivery of the defense agency's cargo and/or passengers by the type of service specified in the NSPO during the specified period.

(3) Each vessel operator in receipt of an NSPO shall:

(i) Give precedence to the cargoes of the defense agency in provision of equipment, loading, ocean transport and foreign delivery; and

(ii) Coordinate with other operators in receipt of NSPOs applicable to the same priority movement program to ensure movement of the defense agency's cargoes on first available sailings.

(b) When a defense agency has need for vessels employed in commercial service on a continuing basis for national defense operations for a specified period or for the duration of a defense emergency which they cannot obtain through established transportation procurement practices, the following procedures shall apply:

(1) The agency shall transmit to the Secretary, with a copy to the Administrator, a request specifying the kinds of services required, the arrangements

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may direct owners and/or operators of vessels, containers or port facilities to give priority usage to the defense agency or may allocate vessels, containers or facilities for the defense agency's use during specified periods.

(b) A defense agency may transmit requests for assistance or allocation of vessels, containers and port facilities and services to the Secretary by letter, memorandum, or electrical message.

(c) Justification for requested priorities or allocations may include references to military operations plans. When classified, justifications may be provided separately by correspondence or staff coordination. NSPOs and NAOs will not include classified information.

(d) The Administrator shall determine, before issuing an NSPO or NAO, that the action is necessary to meet the requirements of the national defense (as determined by the defense agency) and conforms to Secretarial guidance for coordinating the Department's crisis response, and that the proposed approach is the most effective way to do so. The Administrator, in conjunction with the defense agency, shall coordinate with vessel operators, container suppliers, port authorities and the Coast Guard to identify vessels, equipment and facilities to meet requirements covered by NSPOs and NAOs. The Administrator shall ensure that arrangements to provide defense support under NSPOs and NAOs satisfy the defense agency's requirements with minimum disruption to commercial activities.

(e) When resources are required for movement of hazardous or other special cargo, the Administrator shall ensure that the Commandant of the Coast Guard and the Captain of the Port and other concerned hazardous materials officials of the U.S. Department of Transportation, as required, are notified and that the views of all concerned agencies and interests are obtained and reflected in actions taken pursuant to this regulation. Any action taken pursuant to this regulation shall conform with existing regulations for the safe transportation of hazardous materials and or cargoes, subject to Department of Transportation exemptions.

§ 340.3

Inland waterways or Great Lakes shipping trades.

(a) "Vessel" means a vessel employed in commercial service for waterborne movement of passengers or cargo in the overseas, coastwise, interoceanic, inland waterways or Great Lakes shipping trades, or any portion of the cargo-carrying capacity of such vessel.

(b) "Vessel operator" means a company owning and/or operating, to and from any U.S. port, an ocean-going overseas, coastwise, interoceanic, inland waterways or Great Lakes vessel that is U.S.-flag, or foreign-flag and U.S.-citizen controlled, (pursuant to 46 U.S.C. 802), or foreign-flag and non-citizen controlled that is made available to the United States (as described in § 340.3(j)).

§ 340.3 General provisions.

(a) The provisions of this rule apply pursuant to authority granted to the President by Title I, Defense Production Act of 1950, as amended (50 U.S.C. App. 2061 *et seq.*) that authority having been delegated to the Secretary of Transportation with respect to civil transportation services, by § 322.3(b) of Title 44, Code of Federal Regulations. In order to give priority to performance under contracts deemed necessary or appropriate to promote the national defense and to allocate materials and facilities in such manner, upon such conditions and to such extent as necessary or appropriate to promote the national defense, the following procedures shall be applicable:

(1) In connection with deployment of the Armed Forces of the United States, or other requirements of the nation's defense, a defense agency (as defined in § 340.2(f) of this part) may request priority use or allocation of vessels employed in commercial shipping services, containers, or port facilities and services.

(2) The Secretary may authorize initiation of priority and allocation authority usage in accordance with administrative and statutory authorities;

(3) The Administrator, on approval by the Secretary of initiation of priority and allocation authority usage under this regulation and in conformance with national program priorities,

under which the agency proposes that the services be acquired, managed and compensated, and justification for allocation of the required vessels.

(2) The Administrator, upon receiving guidance from the Secretary, shall identify vessel operators that can supply the requested services and issue NAOs to operators directing that specified vessels be made available for use of the defense agency for specified periods. As far as practicable, the economic impact will be balanced among operators.

(3) Each vessel operator in receipt of an NAO shall provide vessels in coordination with the defense agency as specified in the NAO.

#### § 340.5 Containers.

(a) When a defense agency requires priority use of containers not obtainable through established transportation procurement practices, the following procedures shall apply:

(1) Except during periods of Presidentially-declared national defense emergencies, when requests shall be transmitted to the Administrator, the agency shall transmit a request to the Secretary specifying:

(i) The route over which or the area in which priority use of containers is required;

(ii) The period during which priority use is required;

(iii) The approximate time-phased movement requirement in containers of specified sizes and types or in 20-foot equivalent units (TEU); and

(iv) Justification for priority use of containers.

(2) The Administrator pursuant to the circumstances in § 340.5(a)(1) shall:

(i) Identify container service operators capable of meeting the requirement; and

(ii) Issue NSPOs in coordination with the Secretary to those container service operators, directing that priority be given to supply of containers against the defense requirement.

(3) Each container service operator in receipt of an NSPO shall:

(i) Coordinate with the defense agency on schedules for spotting empty containers and for movement of containerized cargoes; and

(ii) Supply containers to the defense agency in accordance with the defense agency's scheduling needs or supply the first available containers if those needs cannot be met.

(b) When a defense agency requires the allocation of containers on a continuing basis for national defense operations, the following procedures shall apply:

(1) The agency shall transmit to the Secretary, with a copy to the Administrator, request specifying:

(i) The number of containers required by type;

(ii) The general terms and conditions under which the agency proposes to acquire the needed containers and compensate the owners or operators;

(iii) The expected duration of the lease, if the containers are to be leased;

(iv) The locations at which the agency will take possession of the containers and the required delivery schedule; and

(v) Justification for allocation of containers.

(2) The Administrator in coordination with the Secretary shall identify container suppliers that can supply the required containers, and shall provide, so far as practicable, for balancing the defense agency's requirement against other requirements for containers so as to minimize disruption of inventory distribution, and shall issue NAOs to suppliers, directing the allocation of specified numbers of containers by type for exclusive use of the defense agency for a specified period.

(3) Each container supplier in receipt of an NAO shall deliver the containers specified in the NAO to the defense agency at the places and times specified in the NAO or separately agreed upon with the defense agency, under terms and conditions agreed upon with the defense agency.

#### § 340.6 Port facilities and services.

(a) When a defense agency requires priority use of port facilities and services not obtainable through established transportation procurement practices, the following procedures shall apply:

(1) Except during periods of Presidentially-declared national defense emergencies, when requests shall be transmitted to the Administrator, the agency shall transmit a request to the Secretary specifying:

(i) The ports at which priority use of port facilities and services are required and the kinds of facilities and services required at each port;

(ii) The approximate scale and duration of the operation for which priority support is required; and

(iii) Justification for priority use of port facilities and services.

(2) The Administrator in coordination with the Secretary shall issue NSPOs to the port authorities concerned, directing that priority be given to the receipt, in transit handling, and outloading of the defense agency's cargo during a specified period and specifying the facilities and services required.

(3) Each port authority in receipt of an NSPO shall:

(i) Make such dispositions of commercial cargoes and ships loading or discharging commercial cargoes as may be necessary to accommodate priority movement of the defense agency's cargoes; and

(ii) Ensure receipt, in transit handling and outloading of the defense agency's cargoes as rapidly as possible.

(b) When a defense agency requires the allocation of port facilities for exclusive use of the agency on a continuing basis, the following procedures shall apply:

(1) The agency shall transmit a request to the Secretary, with a copy to the Administrator specifying:

(i) The ports at which the allocation of facilities is required and the kinds of facilities needed at each port;

(ii) The general terms and conditions under which the agency proposes to acquire the needed facilities and compensate the owners or leaseholders;

(iii) The periods during which the facilities will be required; and

(iv) Justification for allocation of facilities.

(2) The Administrator in coordination with the Secretary shall identify facilities that meet the defense agency's needs, and shall issue to each con-

cerned port authority and NAO directing the allocation of specified facilities for exclusive use of the defense agency during a specified period.

(3) Each port authority in receipt of an NAO shall make the specified facilities available to the defense agency for the specified period under terms and conditions agreed upon with the defense agency.

#### § 340.7 Application to contractors and subcontractors.

(a) Vessel operators, port authorities and container suppliers requiring priorities for production services in order to comply with NSPOs and NAOs must submit their priority requirements for such services to the Maritime Administrator for action in accordance with Departmental policies governing supporting resource support.

(b) Vessel operators, port authorities requiring priorities for fuel in order to comply with NSPOs and NAOs must submit their priority requirements for fuel in accordance with Departmental policies governing supporting resources.

#### § 340.8 Priorities for materials and production.

(a) Vessel operators, port authorities and container suppliers may request priority ratings to obtain production materials and services necessary to comply with orders issued under this regulation. Requests for priority rating authority must be made through and sponsored by the Maritime Administrator, in accordance with the Defense Priorities and Allocation System (15 CFR Part 330 *et seq.* (49 FR 30412, July 30, 1984)) and Departmental policies governing supporting resources support.

(b) Vessel operators, port authorities and container suppliers may request priority ratings to obtain fuels necessary to comply with orders issued under this regulation. Requests for priority ratings will be made in accordance with regulations issued by the Department.

**§ 240.9**

**§ 240.9 Compliance.**

Pursuant to section 103 of the Defense Production Act, 1950 (50 U.S.C. App. 2073), any person who willfully performs any act prohibited, or will-

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fully fails to perform any act required, by the provisions of this regulation shall, upon conviction, be fined not more than \$10,000 or imprisoned for not more than one year, or both.

LIST OF RESCINDED PLANNING ORDERS

Planning Order Number	Name of Port	Date Rescinded
001	Baltimore, MD	May 24, 1993
002	Baltimore, MD	Jun 30, 1993
003	Wilmington, NC	Jun 30, 1993
004	N.Y. and N.J.	May 24, 1993
005	Seattle, WA	Jun 30, 1993
006	Tacoma, WA	Jun 30, 1993
007	Los Angeles, CA	Jun 30, 1993
008	Long Beach, CA	Jun 30, 1993
009	Houston, TX	Jun 30, 1993
010	Charleston, SC	Jun 30, 1993
011	Jacksonville, FL	Jun 30, 1993
012	Philadelphia, PA	May 24, 1993
013	Savannah, GA	Jun 30, 1993
014	Hampton Roads, VA	Jun 30, 1993
015	Providence, RI	May 24, 1993
016	Gulfport, MS	Jun 30, 1993
017	Beaumont, TX	Jun 30, 1993
018	San Diego, CA	Jun 30, 1993
019	Oakland, CA	Jun 30, 1993
020	Morehead City, NC	Jun 30, 1993
021	Davisville, RI	May 24, 1993
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1001	N.Y. and N.J.	May 24, 1993
1002	Baltimore, MD	May 24, 1993
1003	Wilmington, NC	Jun 30, 1993
1004	Galveston, TX	Jun 30, 1993
1005	Houston, TX	Jun 30, 1993
1006	Los Angeles, CA	Jun 30, 1993
1007	Tacoma, WA	Jun 30, 1993
1008	Charleston, SC	Jun 30, 1993
1009	Jacksonville, FL	Jun 30, 1993
1010	Hampton Roads, VA	Jun 30, 1993
1011	Philadelphia, PA	May 24, 1993
1012	Providence, RI	May 24, 1993
1013	Savannah, GA	Jun 30, 1993
1014	Beaumont, TX	Jun 30, 1993
1015	Oakland, CA	Jun 30, 1993
WATAC1	Tacoma	Feb 13, 1994
NCWIL1	Wilmington	Apr 14, 1994

PLANNING ORDERS IN EFFECT

<u>Port</u>	<u>Planning Order Number</u>	<u>Expiration Date</u>
Beaumont	TXBEA1	Jul 1, 1996
Beaumont	TXBEA2	Jul 1, 1996
Charleston	SCCHA1	Jul 1, 1995
Hampton Roads	VAHAM1	Mar 21, 1997
Hampton Roads	VAHAM2	Mar 21, 1997
Houston	TXHOU1	Jul 1, 1996
Jacksonville	FLJAX1	Sep 1, 1995
Long Beach	CALBE1	Nov 16, 1995
Morehead City	NCMOR1	Jul 1, 1995
Oakland	CAOAK1	Feb 14, 1995
Oakland	CAOAK2	Feb 14, 1995
Oakland	CAOAK3	Feb 14, 1995
Savannah	GASAV1	Jul 1, 1995
Savannah	GASAV2	Jul 1, 1995
Tacoma	WATAC2	Feb 14, 1997
Tacoma	WATAC3	Feb 14, 1997
Tacoma	WATAC4	Jul 14, 1995
Wilmington	NCWIL2	Jul 1, 1995

#

PLANNING ORDERS IN EFFECT BY EXPIRATION DATE

<u>Port</u>	<u>Planning Order Number</u>	<u>Issue Date</u>	<u>Expiration Date</u>
Oakland	CAOAK1	Feb 14, 1994	Feb 14, 1995
Oakland	CAOAK2	Feb 14, 1994	Feb 14, 1995
Oakland	CAOAK3	Feb 14, 1994	Feb 14, 1995
Charleston	SCCHA1	Jul 1, 1993	Jul 1, 1995
Morehead City	NCMOR1	Jul 1, 1993	Jul 1, 1995
Savannah	GASAV1	Jul 1, 1993	Jul 1, 1995
Savannah	GASAV2	Jul 1, 1993	Jul 1, 1995
Wilmington	NCWIL2	Apr 13, 1994	Jul 1, 1995
Tacoma	WATAC4	Jul 14, 1994	Jul 14, 1995
Jacksonville	FLJAX1	Sep 1, 1993	Sep 1, 1995
Long Beach	CALBE1	Nov 16, 1993	Nov 16, 1995
Beaumont	TXBEA1	Jul 1, 1993	Jul 1, 1996
Beaumont	TXBEA2	Jul 1, 1993	Jul 1, 1996
Houston	TXHOU1	Jul 1, 1993	Jul 1, 1996
Tacoma	WATAC2	Feb 14, 1994	Feb 14, 1997
Tacoma	WATAC3	Feb 14, 1994	Feb 14, 1997
Hampton Roads	VAHAM1	Mar 21, 1994	Mar 21, 1997
Hampton Roads	VAHAM2	Mar 21, 1994	Mar 21, 1997

#

LIST OF FACILITIES BY PORT

BEAUMONT TXBEA1

at Main Street Terminal of three berths (2, 3, and 4) totaling 1373 feet and transit shed #4

BEAUMONT TXBEA2

at Harbor Island of one berth totaling 1200 feet and 20 acres open storage

CHARLESTON SCCHA1

at North Charleston of three berths (1, 2, and 3) totaling 2430 feet and 20 acres open storage

HAMPTON ROADS VAHAM1

of Newport News Marine Terminal Pier C, to include all Pier C Berths, Pier C Transit Shed, Customs Building with adjacent parking and up to 200,000 square feet of open staging area

HAMPTON ROADS VAHAM2

of Norfolk International Terminal Pier No. 2 to include all Pier No. 2 Berths, 850 foot Berth east of Pier 2, Pier No. 2 Transit Shed, Container Berths 1 & 2, and the paved Staging Area adjacent to Sewell's Point (former Nissan car facility)

HOUSTON TXHOU1

at Barbours Cut of two container berths (1, 2, 3, 4, or 5) totaling 2000 feet and 30 - 40 acres open storage

JACKSONVILLE FLJAX1

at Blount Island Marine Terminal of 3,000 feet of berthing capabilities, 13 acres open storage, and adequate warehouse space ensuring a rapid response to defense needs

LONG BEACH CALBE1

of Maersk Marine Terminals, Pier J, Berths 266, 268 and 270, 15 acres open storage, approximately 12,000 sq. ft. of covered storage,

approximately 300 sq. ft. of office space with receptacles/connections for telephones, computers and electrical items

MOREHEAD CITY NCMOR1

of four berths (6, 7, 8, and 9) totaling 2,800 feet and 7 acres open storage adjacent to berths

Oakland CAOAK1

of Middle Harbor Terminal complex, Berths 60, 61, 62, and 63, with approximately 2,743 lineal feet of berthing space, 48,000 square feet of covered cargo storage space (container freight station); and over 3,000,000 square feet of open storage, including berth area

Oakland CAOAK2

of Seventh Street Terminal complex, Berths 32, 33, and 34 (a side-ramp roll-on/roll-off berth), with approximately 2,256 lineal feet of berthing space; 39,815 square feet of covered cargo storage space (container freight station); and over 2,262,000 square feet of open storage, including berth area

Oakland CAOAK3

of Outer Harbor Terminal complex, Berths 20, 21, and 22, with approximately 2,294 lineal feet of berthing space; 112,030 square feet of covered cargo storage space; and 2,358,000 square feet of open storage, including berthing area

SAVANNAH GASAV1

at Garden City of two berths (no specific berths designated) totaling 2,000 feet, transit shed adjacent to each berth, and 23 acres open storage

SAVANNAH GASAV2

at Ocean Terminal one berth (no specific berth designated) totaling about 1,000 feet and transit shed adjacent to the berth

TACOMA WATAC2

of Terminal 7 berths A & B totalling 1,200 feet

Tacoma WATAC3

of Blair Terminal Berths A & B totalling 1,200 feet

Tacoma WATAC4

Exclusive Use on a continuing basis of Berths A and B, and 20 acres of Emergency Marshalling Area at Pierce County Terminal (with the stipulation that car carriers be allowed to discharge civilian vehicles through a corner of Pierce County Terminal when it is not being utilized by the military's Medium Port Command

WILMINGTON, NC NCWIL2

of three berths (1, 2, and 6), north half of Transit Shed 3, Transit Shed 5, and 28 acres staging area

#

U.S. DEPARTMENT OF TRANSPORTATION

MARITIME ADMINISTRATION

NATIONAL SHIPPING AUTHORITY

Planning Order (Service Priority) No. TXBEA1

PORT/USER: Port of Beaumont

DATE: July 1, 1993

THIS ORDER IS ISSUED FOR  
PLANNING PURPOSES ONLY

Issued on

Bill G. Masters  
Port Director and Federal Port Controller  
Port of Beaumont  
P.O. Drawer 2297  
Beaumont, Texas 77704-2297

Preamble

Title I of the Defense Production Act (DPA), 1950, as amended, authorizes the President to require that performance under contracts or orders (other than contracts of employment) which the President deems necessary or appropriate to promote the national defense shall take priority over performance under any other contract or order. That authority has been delegated to the Secretary of Transportation with respect to civil transportation services by section 322.3(b) of Title 44, Code of Federal Regulations. Part 340 of Title 46, Code of Federal Regulations, establishes procedures by which the Maritime Administrator, in accordance with Secretarial review as defined in section 340.2 of that part, may issue orders regarding priority use and allocation of shipping services and facilities, under commercial terms, in connection with imminent or actual deployment of the Armed Forces of the United States.

Order

Under the provisions of 46 CFR 340 (49 FR 49630) you are requested and required to be **PREPARED** to grant PRIORITY OF USE at Main Street Terminal of three berths (2, 3, and 4) totaling 1373 feet and transit shed #4 to the Commander,

Military Traffic Management Command, Department of Defense effective **upon the issuance of a National Shipping Authority Service Priority Order (NSPO)** under the provisions of 46 CFR Part 340, for such period as may be specified in such NSPO but not more than 30 days unless renewed by a subsequent NSPO.

Delivery of NSPO

The Maritime Administrator may deliver such NSPO by letter or electrical message (which may be a telegram, TELEX or facsimile message). You may be given advance notice by telephone of the intent to issue such NSPO but the 48 hour period mentioned under Effective date will not begin until the written notice is delivered to you.

Action Required:

Upon receipt of such NSPO, you are required to:

- (1) make such dispositions of commercial cargoes and ships loading or discharging commercial cargoes as may be necessary to accommodate priority movement of the User's cargoes; and
- (2) ensure receipt, in-transit handling and outloading of the User's cargoes as rapidly as possible.

Financial Provisions

The User will pay for use of the facilities covered by such NSPO on the basis of commercial tariffs, or on the basis of contracts for the specified facilities concluded between you and the User, or on the basis of existing contracts where you and the User so agree. In particular, the User shall be responsible for payment of costs arising from:

- (1) shifting ships to free berths for the User's use;
- (2) discharging commercial cargo to free ships for the User's use; and
- (3) such other costs as may be agreed between you and the User.

Consequential Damages

Payment will not be made for consequential damages arising from application of priority orders issued under authority of the Defense Production Act of 1950.

Coordination You are encouraged to coordinate in advance with the User on arrangements to meet the requirements projected in this Planning Order as far as possible under regular operating and procurement procedures.

Points of Contact The User's point of contact for coordination of this Order is MTMC HQ; 5611 Columbia Pike; Falls Church, Virginia 22041-5050; (703) 756-1120.

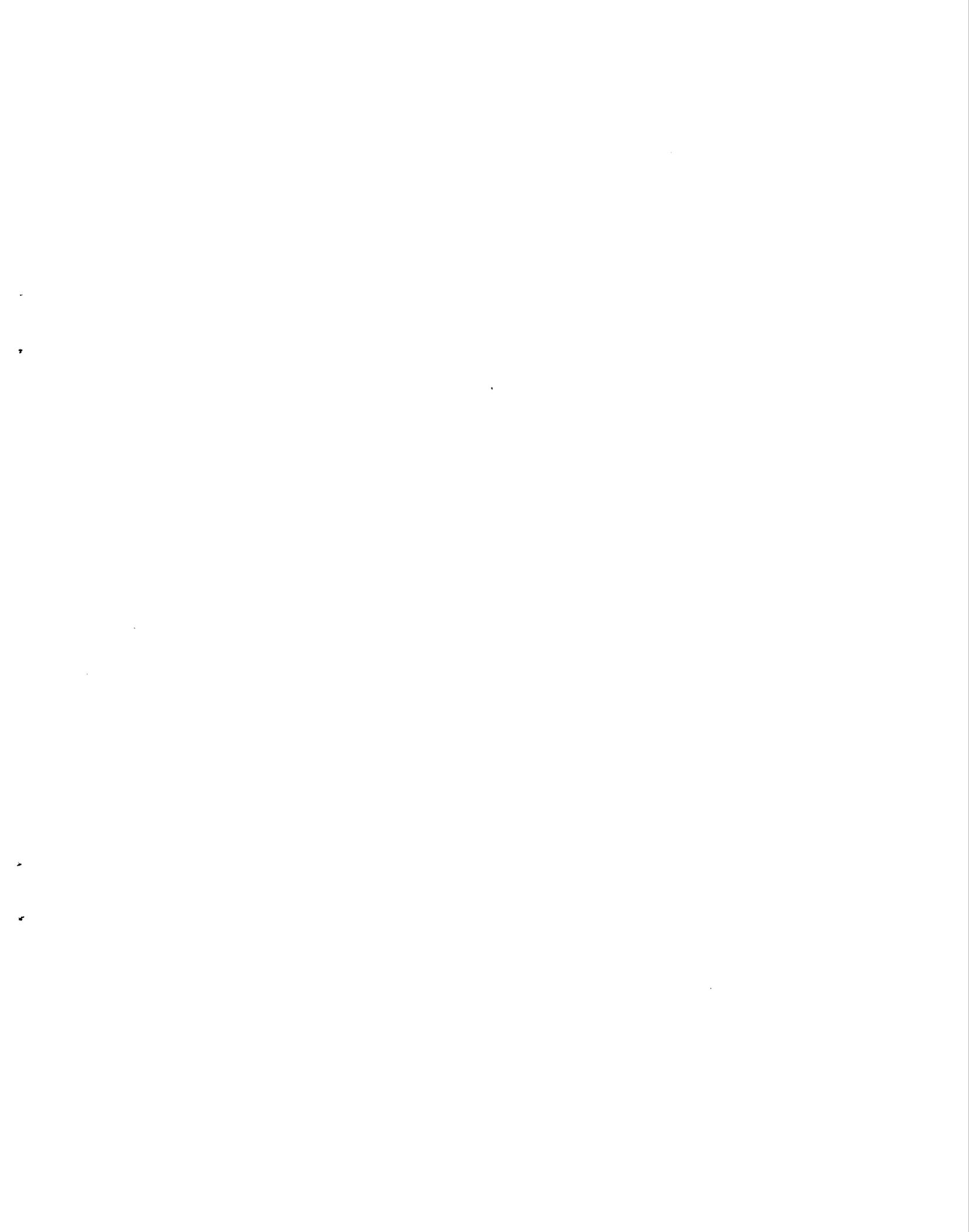
The Maritime Administration's point of contact for coordination of this Order is MAR-830; Room 7201; 400 7th Street S.W.; Washington, DC 20590; (202) 366-4357.

Inability to Comply You are required to notify the Maritime Administrator without undue delay if you anticipate that you would have difficulty in complying with an NSPO granting priority of use of the facilities specified in this Planning Order, with explanation of the reasons therefor.

Expiration and Termination Unless rescinded sooner upon specific notification, this order expires on July 1, 1996.

ASSOCIATE ADMINISTRATOR  
FOR MARKETING  
MARITIME ADMINISTRATION

\_\_\_\_\_  
(date)



# Document Separator

PRIMER ON THE USE OF 46 CFR 340  
FOR THE  
EMERGENCY USE OF PORT FACILITIES AND SERVICES

Title 46 Federal Code of Regulation Part 340, which assures that facilities are going to be available in an emergency, is the Allocation and Priority Use Regulation.

WHO CAN ASK FOR ALLOCATION OR SERVICE PRIORITY?

Any "defense agency" can ask MARAD (through the Secretary<sup>1</sup>) to obtain facilities for them. MARAD itself is a defense agency. MTMC, in all probability, is the responsible defense agency most likely to request 340 activity, but it could be USTRANSCOM, MSC, USCG, etc. The means of obtaining the port facility is a National Shipping Authority Allocation Order (NAO)<sup>2</sup> or a National Shipping Authority Service Priority Order (NSPO).<sup>3</sup>

It is very possible that a Federal Port Controller (FPC) or port director might "suggest" that 340 be used. As an actual example, during the desert war, one port official felt obligated to provide a berth to a civilian customer. He also knew that the Government needed that berth. The port official suggested that MARAD issue a National Shipping Authority Service Priority Order. We issued the order and kept the civilian waiting for about a half day while the government ship finished. The civilian, we understand, considered making a claim against the Government but decided not to. This event had not been anticipated so there was no planning order.

WHAT ARE THE USUAL PROCEDURES

Most of the time there is a *planning order* in effect. A defense agency, in the course of its peacetime planning, should identify the port facilities it expects to need. It advises MARAD via the Secretary of Transportation. The Planning Order Digest is attached which indicates the ports and facilities under planning orders at the time of its publication.<sup>4</sup>

After a feasibility procedure, MARAD issues a planning order,

- 
- <sup>1</sup> Requests come directly to MARAD if there is a state of emergency.
  - <sup>2</sup> "NAO" means the NSA Allocation Order, which is an order allocating the exclusive use of ... a container or a port facility for the purposes of providing its services to a defense agency for a specified period.
  - <sup>3</sup> "NSPO" means an NSA Service Priority Order, which is an order directing that priority of service be given to the movement of cargoes of a defense agency.
  - <sup>4</sup> In MAR830, a master copy is constantly updated.

essentially a non-binding letter of intent. The planning order tells the facility owner that one or more authenticated emergency plans exists which specifies port facility requirements expected to be needed at that port. MARAD is responsible to issue a planning order which, in an emergency, can legally become the basis of an NAO or an NSPO.

With this information, the owner and the defense agency are suppose to come to an agreement on how an orderly transfer of the facility could be made at a unspecified future time.

This "agreement" can be as simple as any commercial transaction using the procedures set in the tariff. In other words, the defense agency is treated as any other shipper. Or it may require some special agreements. In any case, MARAD has responsibilities concerning these arrangements; they are between the facility owner and the defense agency. There is no time table. Arrangements could be made well ahead of time or virtually at the time of need.

WHAT DOES MARAD DO WHEN A DEFENSE AGENCY NEEDS A BERTH AND CANNOT GET IT?

As indicated above, MARAD does nothing after it issues a planning order until the defense agency concludes that it cannot obtain the facility by commercial means.

However, if in an emergency, the facility is actually needed, and a transfer of the facility to the defense agency is not acceptable to the facility owner, MARAD can issue an NAO or an NSPO to obtain the needed facilities. These orders, using the authority of the Defense Production Act of 1950, give the Government the legal right to obtain the facility.

If the answer is "yes" to the following check-off list questions, MARAD has the authority to issue an NAO or NSPO .

1. Is there a deployment of the Armed Forces?
2. Has the defense agency found it impossible to obtain the facility by normal commercial procedures?
3. Does a planning order exist?<sup>5</sup>
4. Has the Maritime Administrator determined all of the following:
  - a. Will the requested facilities be effective for defense needs?

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<sup>5</sup> The issuance of NSPOs or NAOs is not dependent upon the prior existence of corresponding planning orders. But, since MARAD should only issue planning orders which are necessary and effective, the existence of a planning order is considered advance proof that the facility designated will be effective and necessary. This is an important consideration for the next step.

- b. Are the requested facilities necessary for the fulfillment of defense needs?
- c. If there are Secretarial guidelines<sup>6</sup>, does the request conform with them?
5. If the answer to any of the above is "no," neither an NAO nor an NSPO can, or should be, issued.
6. If all of the above are "yes", has the Maritime Administrator assured that facilities to be obtained will comply with the defense agency's needs and will cause minimum commercial disruption?

If the answer to 6 is "yes," the NSPO or NAO should be issued.

If the answer to 6. is "no," then, by definition, some facilities exist which equally meet the defense needs and, yet, will create less commercial disruption. NSPO or NAO can and should be issued for those facilities.

WHO AT MTMC WILL PROBABLY MAKE THE REQUEST FOR 340 ACTIVITY?

The decision to request 340 activity should be the Commander of MTMC or the Deputy to the Commander. We would expect the request to come from<sup>7</sup> Mr. William R. Lucas, Deputy to the Commander (703) 756-1753 or Mr. Gregory M. Sweetland; Assistant Deputy Chief of Staff for Plans (703) 756-1120. Both have the same address: Military Traffic Management Command; 5611 Columbia Pike; Falls Church, VA 22041-5050.

HOW DO NAO'S DIFFER FROM NSPO'S?

National Shipping Authority Allocation Orders were created for Cold War eventualities. It is unlikely that an NAO will be needed for regional conflicts. Only one NAO planning order exists. An NAO requires the facility to be turned over to the defense agency for a specified period of time for exclusive use. This means that the occupant must leave and find new facilities. Since it is generally accepted that NAO's would be needed only for sustainment, and since under present planning, sustainment is expected to use commercial liner services, no NAOs are expected to be issued.

National Shipping Authority Service Priority Order is a "stand aside" order; the facility occupant is not expected to move out completely, only to allow the defense agency to use the facility with hinderance. Since all deployments are transitory in nature, only NSPOs are expected to be used.

HOW DOES MARAD ISSUE AN NAO OR AN NSPO?

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<sup>6</sup> There are no guidelines at this time.

<sup>7</sup> MARAD has found it more orderly to liaison with the civilian assistants rather than frequently rotated officers to whom they are assigned.

The planning orders are in MAR830 computers. The text of a planning order is identical to an actual order except certain limitations are included in bold type. To change a planning order into a NSPO, delete all text in bold and add anything which may be needed. A sample planning order is shown in the Planning Order Digest on pages 13-15.

The order is faxed to the FPC (Federal Port Controller), the port director, or the owner (all of whom may be the same). It is effective upon receipt unless an effective time has been specified. A formal signed copy should be sent by certified mail.

The order, during Operation Desert Shield, was transmitted electronically in less than two hours after notification of the problem.

#### HOW ARE NAOS AND NSPOS ENFORCED?

Failure to comply with an NAO or an NSPO is punishable by fines and/or imprisonment.

## MARITIME ADMINISTRATION (MARAD) PORT READINESS

The National Shipping Authority (NSA) is the emergency arm of the Maritime Administration (MARAD). As of June 1993, the NSA has classified 50 ports in the United States based on their probable utilization in an emergency. Those with a high probability of being needed in a deployment are designated as "selected (S)" ports. Those needed to handle essential civilian cargos but with a lesser degree of probability are designated "essential civilian (EC)" ports.

### THE FEDERAL PORT CONTROLLER

In the event of a national emergency, local port authorities (or in the absences or unwillingness of a port authority, other selected maritime entities) are under standby emergency contracts to provide qualified employees to serve MARAD as Federal Port Controllers (FPC). These FPCs are MARAD's "agents" at their respective ports. Once activated, the FPC is the senior federal official at the local port. Each FPC may appoint a Chief Deputy Federal Port Controller (CDFPC) and other staff persons to carry out the responsibilities authorized in the FPC contract. In varying degrees and based on needs, MARAD provides the FPC officials with training, direction, security clearances, and secure communication equipment.

The FPC has prime responsibility for expediting ships, cargo and inland conveyances as applicable. The FPC will also coordinate with other agency-users concerning scheduling, husbanding, dispersal, repair, and frustrated cargo disposition. While the Federal Port Controller controls port assets, he or she is not a port czar; rather the FPC is a member of the Federal Government's team of emergency specialists, all of whom share a common interest and none of whom possesses identical expertise and responsibilities.

### THE NATIONAL PORT READINESS NETWORK

Federal emergency operations of the Nation's port assets takes place on three levels among Federal agencies which comprise the National Port Readiness Network (NPRN). The Federal agencies are: the Maritime Administration, Military Defense Zones, Military Sealift Command, Military Traffic Management Command, Naval Control of Shipping Organization, U.S. Army Corps of Engineers, U.S. Coast Guard, and U.S. Forces Command, and U.S. Transportation Command.

Each agency originates policy on its headquarters level and each delegates functions to regional subordinates. However, since actual port operations only take place at the individual local ports, the NPRN has established local Port Readiness Committees (PRC).

Each PRC is a coordinating organization. As such, none of the above listed member agencies (collectively or individually) can assume any other agency's responsibilities. The PRCs are MARAD's representatives at their respective PRCs. Each PRC may include representatives from other Federal, state, or local agencies or from the private sector.

The local PRCs receive guidance from the National Port Readiness Steering Group, and its subordinate organization, the National Port Readiness Working Group. These coordinating groups were created as a result of a Memorandum of Understanding on Port Readiness signed by the founding agencies. The chairs rotate among the members except at PRCs where the US Coast Guard is the permanent chair.

#### EMERGENCY USE OF FACILITIES

Title 46 Federal Code of Regulation Part 340, which assures that facilities are going to be available in an emergency, is the Allocation and Priority Use Regulation. Four basic steps are involved:

First, a defense agency, in the course of its peacetime planning, identifies certain port facilities. It advises MARAD via the Secretary of Transportation.

Second, after a feasibility procedure, MARAD issues a *planning order*, essentially a non binding letter of intent. The planning order tells the facility owner that one or more authenticated emergency plans exists which specifies port facility requirements expected to be needed. The planning order specifies one or more facilities which would fulfill the emergency requirements.

Third, with this information, the owner and the defense agency can come to an agreement on how an orderly transfer of the facility could be made at a unspecified future time.

Fourth, if in an emergency, the facility is actually needed, and if the third step has been successful, the required facility will be available to the defense agency using the normal commercial processes agreed upon.

If a transfer of the facility is not mutually agreeable, MARAD may issue a *National Shipping Authority Allocation Order (NAO)* or a *National Shipping Authority Service Priority Orders (NSPO)* to obtain the needed facilities. These orders, using the authority of the Defense Production Act of 1950, give the Government the legal right to obtain the facility.

To exercise the authority a series of prerequisite must be in place. Oversimplified they are:

- o There must be a deployment of the Armed Forces
- o The defense agency has found it impossible to obtain the facility by normal commercial procedures.

- o The Maritime Administrator must determine all of the following:
  - The requested facilities will be effective.
  - The requested facilities are necessary for the fulfillment of defense needs.
  - The request is in conformance with Secretarial guidelines.
  
- o The Maritime Administrator, having determined that the defense agency's request is proper, must then assure that facilities are obtained are in compliance with the defense agency's needs with *minimum commercial disruption*.

The issuance of NSPOs or NAOs is not dependent upon the prior existence of corresponding planning orders. However, the Maritime Administrator cannot issue an NAO or an NSPO if (1) no attempt has been made to obtain the facilities by commercial means and (2) it is determined that the request is unnecessary or ineffective. It is this latter requirement which make the seemingly-nonbinding planning order such a powerful mobilization tool. By having a planning order in place, the prerequisite concerning compliance, necessity, and effectiveness are predetermined.

If the Maritime Administrator delegates the authority, FPCs may issue NAOs or NSPOs.

Tile 46 of CFR Part 347 authorizes a standby terminal operating contract, activation of which is restricted to declared emergencies. While MARAD has no terminal operating contracts in standby status at this time, the authority is in effect.



**M T M C**  
**DEPUTY CHIEF OF STAFF FOR**  
**RESOURCE MANAGEMENT**  
 5611 Columbia Pike  
 Falls Church, VA 22041-5050



**FACSIMILE TRANSMITTAL HEADER SHEET**

NAME OFFICE SYMBOL		TELEPHONE #	DATE		
FROM:	HQMTMC Ms. Dianne Luna	703-756-1144	<del>TIME</del>	MONTH	YEAR
TO:	MR. Rick Brown	703-696-0536	18	May	95
CLASSIFICATION	# PAGES	PRECEDENCE	REMARKS/SUBJECT		
Unclass	H + 9				

Comments/Instructions:

**DO NOT TRANSMIT CLASSIFIED INFORMATION OVER UNSECURED TELECOMMUNICATIONS SYSTEMS. OFFICIAL DOD TELECOMMUNICATIONS SYSTEMS ARE SUBJECT TO MONITORING AT ALL TIMES. USE OF DOD TELECOMMUNICATIONS SYSTEMS CONSTITUTES CONSENT TO MONITORING.**

# Document Separator

PORTS WITH FEDERAL PORT CONTROLLER CONTRACTS

East Coast

Searsport, ME  
Portland, ME  
New Hampshire (Portsmouth)  
Rhode Island  
Connecticut (New Haven)  
New York/New Jersey  
Wilmington, DE  
Philadelphia  
Baltimore  
Hampton Roads  
North Carolina  
South Carolina  
Georgia  
Jacksonville  
Cape Canaveral  
Miami  
Puerto Rico  
Virgin Islands

Gulf Coast

Port Manatee  
Tampa  
Panama City  
Pensacola  
Mobile  
Pascagoula  
Gulfport  
New Orleans  
Baton Rouge  
Lake Charles  
Orange  
Beaumont  
Port Arthur  
Houston  
Galveston  
Freeport  
Corpus Christi  
Brownsville

West Coast

San Diego  
Long Beach  
Los Angeles  
Oakland  
Stockton  
Sacramento  
Portland, OR  
Seattle  
Tacoma  
Everett  
Anchorage  
Hawaii

Great Lakes

Ogdensburg, NY  
Cleveland  
Toledo  
Duluth  
Milwaukee

# Document Separator

# DESERT SHIELD/DESERT STORM

## SHIPMENTS BY COAST/MILITARY PORTS

(AUG 90 - MAR 91)

	PORTS USED	# OF SHIPS	TOTAL S/TONS (000)	MAJOR UNITS
<b>EAST COAST</b>	<b>13</b>	<b>203</b>	<b>1,182.7</b>	Army & Marine Cbt Units
(BAYONNE, NJ)		(40)	(183.9)	1st Corps Supt Cmd
(SUNNY POINT, NC)		(38)	(375.9)	Ammunition
<b>GULF COAST</b>	<b>3</b>	<b>59</b>	<b>304.1</b>	Mech Infantry/Armor
<b>WEST COAST</b>	<b>6</b>	<b>62</b>	<b>193.9</b>	Army Cbt Supt, Marine Cbt
(PORT HEUNEME, CA)		(12)	(31.7)	Sig Bde, Marine Cbt Bde
(CONCORD, CA)		(9)	(68.4)	Ammunition
(OAKLAND ARMY BASE, CA)		(19)	(42.4)	1st Corps Supt Cmd

SOURCE: MILITARY TRANSPORTATION MANAGEMENT COMMAND

## PORT SCHEDULING

**MAJOR DIVISION SIZE UNITS WILL NORMALLY DEPLOY THROUGH SPECIFIC PORTS REGARDLESS OF THE SCENARIO BECAUSE OF THEIR CLOSE PROXIMITY TO THE PORT**

**FOLLOWING MATRIX SHOWS MAJOR INSTALLATIONS AND PORTS OF EMBARKATION THAT WILL BE USED**

### INSTALLATION

**FORT BRAGG, NC  
FORT CARSON, CO  
FORT DRUM, NY  
FORT CAMPBELL, KY  
FORT HOOD, TX  
FORT RILEY, KS  
FORT STEWART, GA**

### PORT

**WILMINGTON, NC  
NORFOLK, VA OR TACOMA, WA  
BAYONNE, NJ  
JACKSONVILLE, FL  
BEAUMONT, TX & GALVESTON, TX  
CHARLESTON, SC  
SAVANNAH, GA**

SOURCE: MILITARY TRAFFIC MANAGEMENT COMMAND RESPONSE TO COMMISSION REQUEST FOR INFORMATION

# **ARMY'S Power Projection Goal**

*•PROVIDE A CORPS OF FIVE DIVISIONS THAT IS TAILORABLE, SUSTAINABLE AND WITH AIRBORNE, VERTICAL INSERTION CAPABILITY. THE FULL CORPS (FIVE DIVISIONS AND A CORPS SUPPORT COMMAND) CLOSES BY C+75.*



•THE LEAD DIVISION MUST BE ON THE GROUND BY C+12



•TWO HEAVY DIVISIONS (SEALIFTED) ARRIVE FROM US BY C+30



•COMPOSITION WILL BE A MIX FROM AIR ASSAULT, MECHANIZED INFANTRY, OR ARMOR PER REQUEST OF THEATER CINC



•TWO DIVISIONS WILL COME FROM FORWARD DEPLOYED RESOURCES

Korea

Hawaii

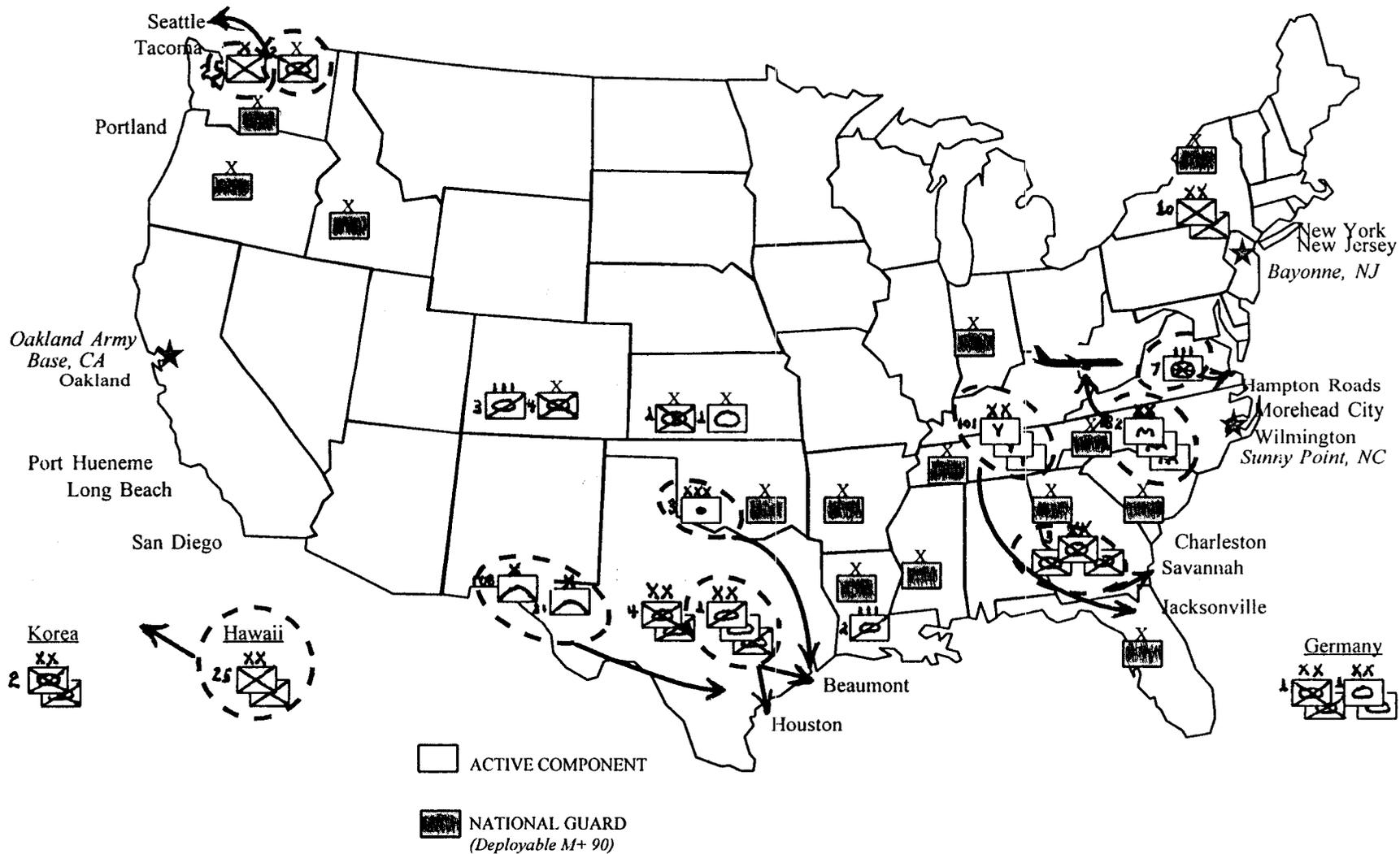
Germany



•A FULLY SUPPORTED HEAVY COMBAT BRIGADE MUST BE PREPOSITIONED AFLOAT

# DEPLOYMENT FLOW

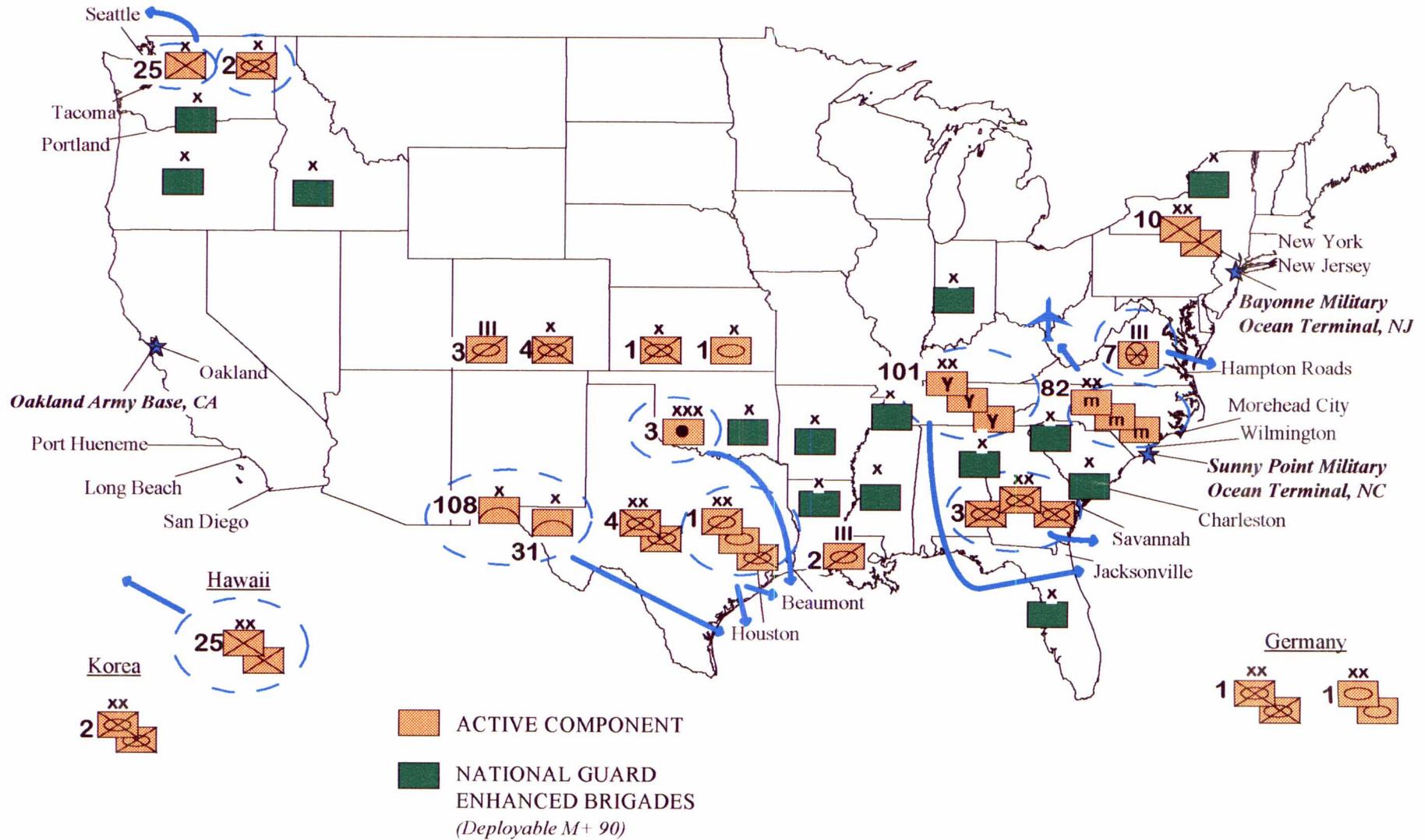
## TEN DIVISION FORCE



# POWER PROJECTION CORPS

## DEPLOYMENT FLOW

TEN DIVISION FORCE

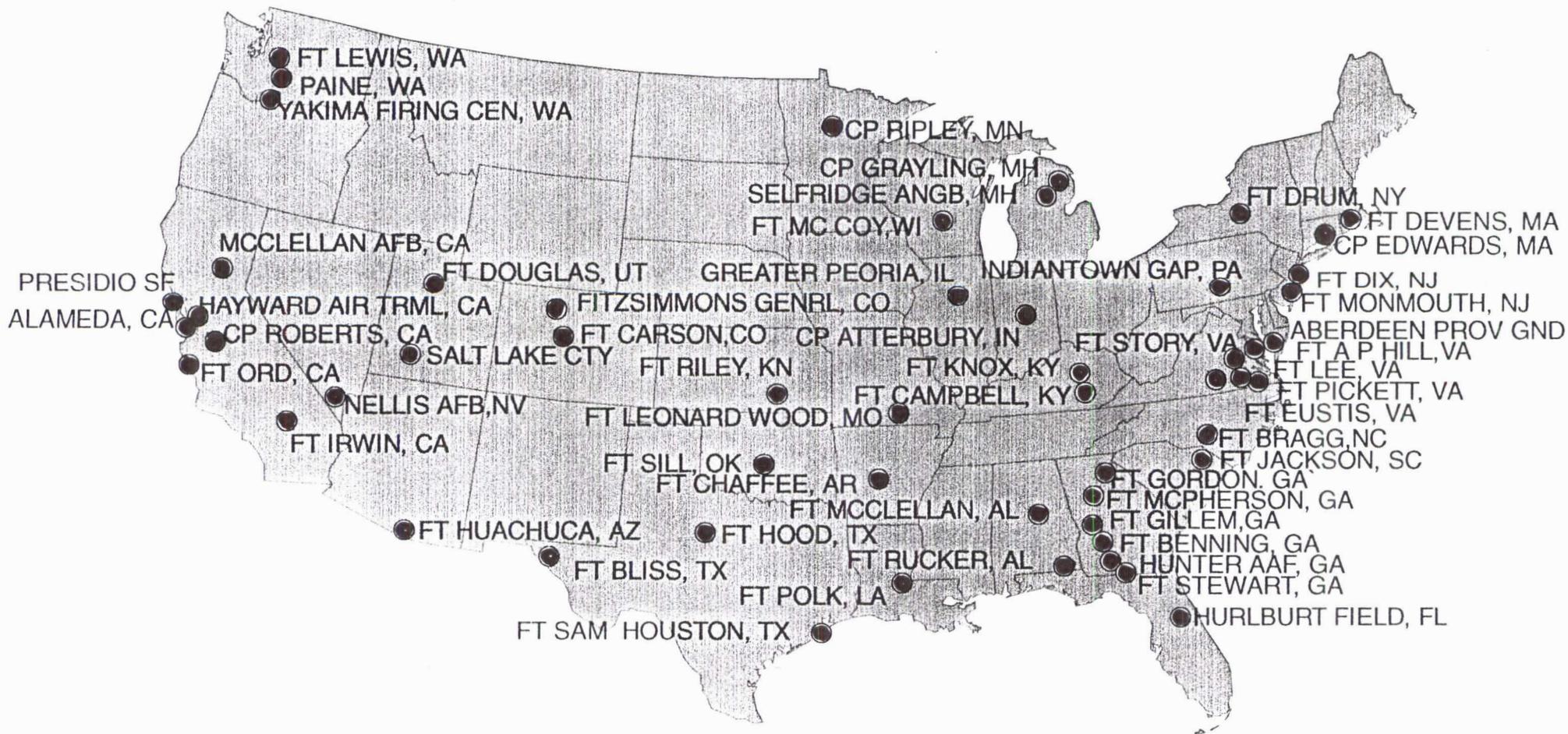


## COMBAT SERVICE SUPPORT UNITS

PRIMARILY RESERVE UNITS; MUST MOBILIZE PRIOR TO DEPLOYMENT  
PORT SCHEDULING BASED ON:

PROXIMITY TO PORT  
PORT WORKLOAD  
DESTINATION

PORT CAPACITY  
CARGO CONSOLIDATION  
SPECIAL REQTS (AMMO)



# STRATEGIC PORTS NOMINAL DEPLOYMENT CAPACITY BY COAST

	<u>DIVISION CAPABLE</u>	<u>BRIGADE CAPABLE</u>	<u>PORT PLANNING ORDERS</u>
<b>EAST COAST</b>	<b>10</b>	<b>3</b>	<b>8 w/ 5 Ports</b>
<b>GULF COAST</b>	<b>1</b>	<b>5</b>	<b>3 w/ 2 Ports</b>
<b>WEST COAST</b>	<b>7</b>	<b>0</b>	<b>4* w/ 3 Ports</b>

\* **ADDITIONAL 3 WITH PORT OF OAKLAND EXPIRED FEB 95**

SOURCE: MILITARY TRAFFIC MANAGEMENT COMMAND , TRANSPORTATION ENGINEERING AGENCY PORTS STUDIES

# EMERGENCY ACQUISITION OF PORT FACILITIES

PORT PLANNING ORDERS

PRIORITY ORDERS

ALLOCATION ORDERS

**PPOs**

- MTMC identifies port facility
- MARAD issues at MTMC's request
- Non-binding
- Generally effective for three years
- 15 in effect at 11 strategic seaports
- Expedites NSPO or NAO
- Activation
  - MTMC notifies port controller
  - If agreement, facilities transferred to DOD agency

If no agreement,  
invoke legal action

Defense Production  
Act of 1950  
46 CFR, Part 340

**NSPOs**

- Priority of service
- Time specific
  - 30 days
  - Option for renewal
- Legally binding
- Effective upon receipt
- Occupancy within 48 hours
- PPO not prerequisite

Same origin, legal  
authority, and  
features of NSPO  
except →

**NAOs**

- Exclusive use of port
- Required for sustainment opns
- Only one exists; issued at request of federal port controller
- Not expected to be used

# **COMMERCIAL FACILITIES' WILLINGNESS TO TAKE MILITARY TRAFFIC**

**COMMERCIAL PORTS OPERATING NEAR CAPACITY  
COMMERCIAL BUSINESS GROWING 12%-14% PER YEAR  
DESIRE GREATER FLEXIBILITY AND LONGER TIME  
THAN 48 HOURS ALLOWED BY PPO/NSPO**

## **MARAD/DOD/PORTS INITIATIVES**

- **LOUISIANA STATE UNIV DEVELOPING A MODEL TO CALCULATE**
  - **DISRUPTION AT COMMERCIAL PORT CAUSED BY MILITARY DEPLOYMENTS**
  - **COMMERCIAL FACILITIES AVAILABLE TO HANDLE DISRUPTED CARGO**
  - **COST TO THE MILITARY FOR THE DISRUPTION**
- **EXPLORING POTENTIAL MECHANISMS TO NOTIFY PORTS EARLIER IN THE DEPLOYMENT PLANNING SEQUENCE**

# STRATEGIC PORTS

## EAST COAST

- Boston, MA
- Narragansett, RI
- New York & New Jersey  
*Bayonne MOT, NJ*
- Philadelphia, PA
- Baltimore, MD
- Newport News, VA
- Norfolk, VA
- Morehead City, NC
- Wilmington, NC  
*Sunny Point MOT, NC*
- Charleston, SC
- Savannah, GA
- Jacksonville, FL

## GULF COAST

- Mobile, AL
- Pascagoula, MS
- Gulfport, MS
- New Orleans, LA
- Lake Charles, LA
- Port Arthur, TX
- Beaumont, TX
- Galveston, TX
- Houston

## WEST COAST

- San Diego, CA
- Long Beach, CA
- Los Angeles, CA
- Oakland, CA
- *Oakland Army Base, CA*
- *Concord Naval Wpns Sta, CA*
- *Port Hueneme, CA*
- Portland, OR
- Tacoma, WA
- Seattle, WA

UNDERLINED: EXISTING OR RECENT PORT PLANNING ORDERS

*ITALICS*: MILITARY OWNED PORT FACILITIES

- NOMINAL CAPACITY TO DEPLOY A DIVISION WITHIN SIX DAYS

SOURCE: MILITARY TRAFFIC MANAGEMENT COMMAND,  
TRANSPORTATION ENGINEERING AGENCY  
PORTS FOR NATIONAL DEFENSE STUDIES

# CONUS Strategic Ports



**Military Ports**

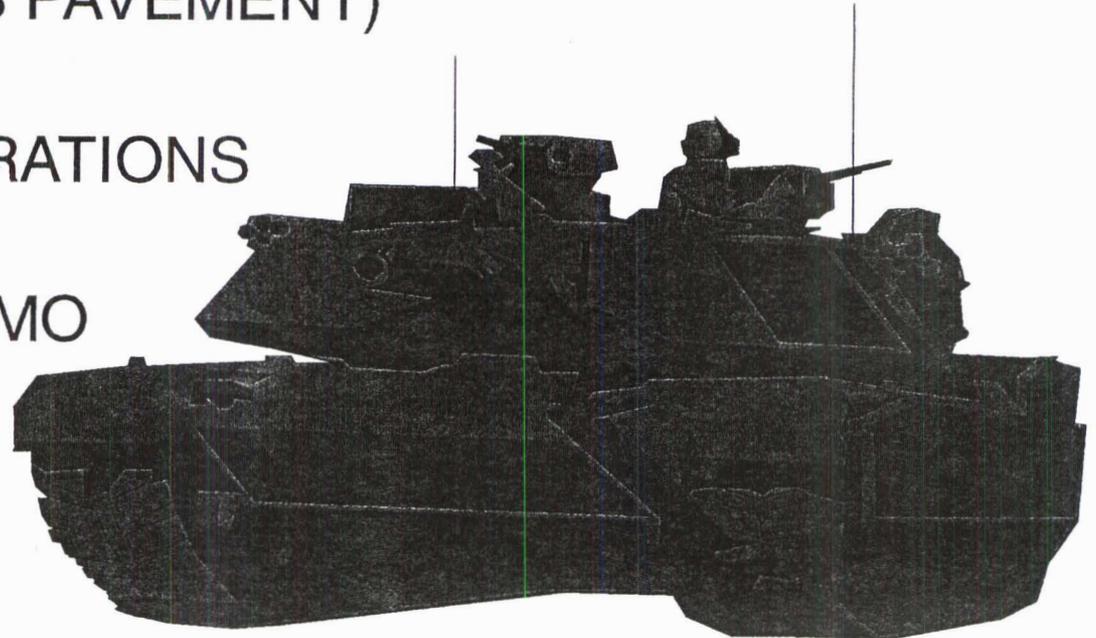
Existing Port Planning Orders



# MILITARY CARGO

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- ▲ MOST NOT CONTAINERIZABLE
- ▲ OUTSIZED, OVERSIZED, OVERWEIGHT
- ▲ TRACKED (DAMAGES PAVEMENT)
- ▲ SECURITY CONSIDERATIONS
- ▲ BASIC LOADS OF AMMO



With respect to the Bayonne Military Ocean Terminal, the Army has recommended closing this facility, relocating the Eastern Area Command Headquarters and 1301st Major Port Command to Fort Monmouth and retaining and enclave for Navy tenants.

The Army Military Traffic Management Command is considering an internal reorganization which could result in the merger of their commands at another Eastern installation beside Fort Monmouth. And the Navy has indicated a preference for moving its activities. Therefore, if the Commission were to modify the language of our recommendation so it does not specify the particular gaining location or retention of an enclave, then that would be helpful.

# DESERT SHIELD/DESERT STORM

## SHIPMENTS BY PORTS

(AUG 90 - MAR 91)

<u>PORT</u>	<u># OF SHIPS</u>	<u>TOTAL S/TONS (000)</u>	<u>MAJOR UNITS</u>
New York & New Jersey			Data included in Bayonne, NJ
<i>Bayonne, NJ</i>	40	183.9	1st Corps Support Command (1st COSCOM)
Earle, NJ	2	11.7	Ammunition
Cheatham Annex, VA	2	7.8	II Marine Expeditionary Force (II MEF)
<u>Newport News, VA</u>	11	56.2	85th Evac Hosp, 7th Trans Gp, 1st COSCOM
<u>Norfolk, VA</u>	1	5.7	Landing Craft Utility/Lash Barges
<u>Morehead City, NC</u>	7	13.1	II MEF
<u>Wilmington, NC</u>	22	132.5	II MEF, XVIII Abn Corps, 1st COSCOM
<i>Sunny Point MOT, NC</i>	38	375.9	4th Marine Expeditionary Bde (MEB), Ammunition
South Atlantic Outport, SC	2	3.5	XVIII Abn Corps
<u>Charleston, SC</u>	12	46.9	XVIII Abn Corps, 1st COSCOM
<u>Savannah, GA</u>	14	124.9	24th Inf Div, 197th Inf Bde
<u>Jacksonville, FL</u>	59	220.6	101st Abn Div, 1st COSCOM, II MEF
Gulfport, MS	1	3.4	Navy Construction Battalion 4
<u>Beaumont, TX</u>	18	87.1	3d Armored Cavalry Regt, 1st Bde-2d Armored Div
<u>Houston, TX</u>	40	213.6	1st Infantry Div, 13th COSCOM
<u>Long Beach, CA</u>	17	39.5	I MEF, II MEF/5th MEB
<i>Port Hueneme, CA</i>	12	31.7	11th Sig Bde, Navy UE, 5th MEB
<i>Concord, CA</i>	9	68.4	Ammunition
<i>Oakland Army Base, CA</i>	19	42.4	1st COSCOM
<u>Oakland, CA</u>			Data included in Oakland Army Base
<u>Tacoma, WA</u>	5	11.9	9th Inf Div, 864th Engr Bn

*ITALICS* - MILITARY OWNED/CONTROLLED PORTS

UNDERLINED - EXISTING PORT PLANNING ORDERS

SOURCE: MILITARY TRAFFIC MANAGEMENT COMMAND

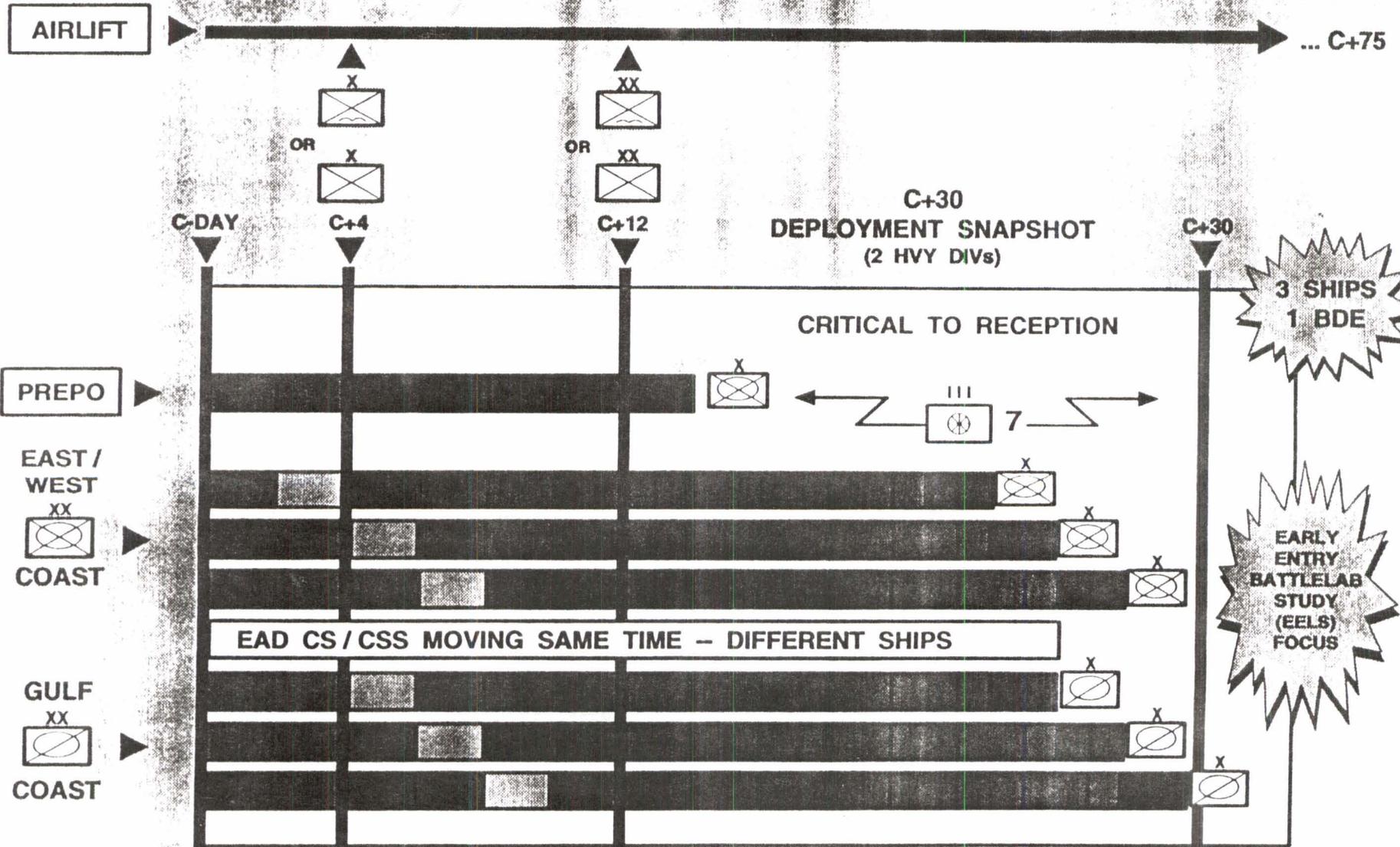
# Document Separator

# THE ARMY POSITION

THE ARMY MUST PROVIDE A CORPS OF FIVE DIVISIONS THAT IS TAILORABLE, SUSTAINABLE, AND WITH AIRBORNE, VERTICAL INSERTION CAPABILITY. THE LEAD BRIGADE MUST BE ON THE GROUND BY C+4, THE LEAD DIVISION BY C+12. TWO HEAVY DIVISIONS (SEALIFTED) ARRIVE FROM CONUS BY C+30 (ARMORED, MECHANIZED, AIR ASSAULT, (MIX PER CINC)). THE FULL CORPS (FIVE DIVs AND A COSCOM) CLOSES BY C+75.

A FULLY SUPPORTED HEAVY COMBAT BRIGADE, WITH SUFFICIENT SUPPLIES TO SUSTAIN THE CORPS UNTIL LINES OF COMMUNICATION ARE ESTABLISHED, MUST BE PREPOSITIONED AFLOAT.

# MOBILITY CHALLENGE



EAD CS/CSS MOVING SAME TIME -- DIFFERENT SHIPS

## TAIL TO TOOTH RATIO

C+4	C+12	C+30	C+50	C+75
2.1	1.9	.83	1.7	2.1

● DIV MVMT INCLUDES CS/CSS



PORTS

Strategic Port Capacity

Port Deployment Capacity			
PPO	Port	Div Capable	< Div Capable
<b>East Coast</b>			
	Boston, MA	X	Light Div capable
	Narragansett Bay, RI	X	Light Div capable; no mix 4
	New York & New Jersey	X	Mech Div capable w/o MOTBY
	Bayonne MOT, NJ		X Lt Div capa once dredging complt; FSS berth/draft ltds
	Philadelphia, PA	X	Mech Div capable
	Baltimore, MD	X	Mix 1 & 4
<b>II</b>	Hampton Roads, VA		X Can outload 2 ship reqts
<b>I</b>	Morehead City, NC	X	Light Div capable; mix 1 & 2
	Sunny Point MOT, NC		X Can load unit or ammo; not both
<b>I</b>	Wilmington, NC	X	Light Div capable all mixes
<b>I</b>	Charleston, SC	X	Mech Div capable; Mix 1,2,4
<b>II</b>	Savannah, GA	X	Mech Div capable; all mixes (1,3 - 8 days)
<b>I</b>	Jacksonville, FL	X	Air Aslt Div; mix 1,2,4
<b>Gulf Coast</b>			
	Mobile, AL		X Sep Ar Bde capable; berthing restricted to 1 FSS
	Pascagoula, MS		X Mech Bde; berthing restric'd 1 FSS, add'l staging reqd
	Gulfport, MS		W/ select ships - Mech Bde
	New Orleans, MS		Equip only; Paris Rd bridge (137') ltds FSS/RORO
	Lake Charles, MS		X Mech Bde
	Port Arthur, TX		Equip only; turning basin, staging, & rail hdlg
<b>II</b>	Beaumont, TX	X	Mech Div > 6 days; staging & berthing ltds
	Galveston, TX		X 1 Ar Bde w/in 6 days (1/3 div)
<b>I</b>	Houston, TX		X 2 Ar Bdes; berthing ltds
<b>West Coast</b>			
	San Diego, CA	X	Mech Div; rail svc ltds
<b>I</b>	Long Beach, CA		Berthing (2 of 3 FSS), Staging (15 of 48 acres) ltds
	Los Angeles, CA	X	Mch Div; berthg marg'l; need porta end ramps-no PPO
<b>(II I)</b>	Oakland, CA	X	Incl OARB; Add'l POO staging needed
	Oakland Army Base, CA	(x)	Included in POO above
	Concord Nav Wpns Sta		Ammunition
	Port Hueneme, CA		No to Mech Bde; turning basin & 35' draft ltds
	Portland, OR	X	Contingent upon portable rail-end ramps augmentation
<b>III</b>	Tacoma, WA	X	Mech Div
	Seattle, WA	X	Mech Div; POS needs two hvy portable rail-end ramps.
		17	
<b>Ship Mixes: Sufficient for 6 day Loadout</b>		<b>Mech Div Reqts</b>	<b>Ar Div Reqts</b>
1. All RORO		7800 vehs; 660 Containers	7800 vehs; 651 Containers
2. Combination of Comm, RRF & MCS		Weight - 95K STON	Weight - 97K STON
3. All breakbulk, mostly RRF		48 Acres staging	48 Acres staging
4. MSC's eight FSSs.		3 FSS's <b>SIMULTANEOUSLY</b>	8 FSS's; 2 Cape H RORO
			<b>Assumptions</b>
			80% facil supts mil reqt
			Ship mix base on DS