

[COMPLIANCE TIPS]

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Port maritime resiliency: Turning the lights back on

It is a simple fact that unwanted unfortunate events are likely to occur, whether in the form of industrial accidents, natural catastrophes and/or acts of terrorism. As we look at the lessons learned from several major disasters, we may appreciate the value that port infrastructures provide their neighboring communities as they collaboratively work through the process of recovery.

By the merits of their existence, ports and port maritime infrastructures are robust engineering assets designed to function in the harshest of environments. They serve to move and transfer vast amounts of resources and can become crucial assets in times of need by supporting affected communities, regions and the nation. Therefore, the keys to building dis-

abled with the integration of multiple emergency support functions, support the framework for which the port maritime community may initialize its resiliency planning.

In essence, the SAFE Port Act serves to strengthen our collective national capacity for response by providing guidance for the most efficient and effective processes for the resumption of trade.

While the reconstitution of commerce and throughput are the ultimate goals of any port following a major incident, there are multiple strategies that must be employed to enable the port to return to normalcy. Once there has been an appreciation gained for the objectives of the SAFE Port Act, port leadership should begin to gain an understanding of the most likely types of events that may affect throughput.

While unprecedented events are good watermarks to plan, train and exercise against, gaining a full appreciation for the most likely events and their affect on the surrounding landscape of tenants and asset types will allow them to serve as key waypoints for the future planning process. This phase would serve to illuminate interdependency issues, such as the relationship between a port and a particular utility, which may affect the resumption of commerce.

While many people and entities may proclaim proficiency in these areas (and thus in port maritime recovery and resiliency), there are unique requirements and expertise essential for marrying federal, state and local response and recovery planning to the port maritime environment.

As a principal goal, the development of a comprehensive resiliency plan should serve to support multiple recovery functions for the regional community, thereby promoting a more resilient region. If executed correctly, the plan should support port leadership in the development and cultivation of future tenants — clients that appreciate the foresight of a port to plan for response and recovery after an unwanted event.

Finally, recognition should be given to the American Association of Port Authorities and the leadership of Phyllis Saathoff of the Port of Freeport, Texas, who authored "Emergency Preparedness & Continuity of Operations Planning," an excellent planning guide for post-event port response planning.

To order a copy of the "ABSG Consulting Guide to Portwide Resiliency Planning," please contact Lindsey Dew at ldew@absconsulting.com. □

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aster-resilient communities are to 1) Fully franchise the collective assets of that region to support the needs of recovery, 2) Develop a systems approach to the event and 3) Integrate target capabilities across jurisdictions, including the public sector, the private sector and institutions such as port authorities.

The concept of resiliency, while a fairly new preparedness pillar to the United States, has been a cornerstone of existence for many nations and civilizations throughout time. The ability to withstand and absorb all types of catastrophic incidents or threats is paramount to a community's existence.

The question remains, how will ports and their maritime partners (owner/operators, service and support providers, the community) collectively convene to "right the ship" following an event?

The SAFE Port Act of 2006 delivered some insightful guidance to the nation's port communities. By stating that the maritime communities should coordinate with the United States Coast Guard, with support from the Transportation Security Administration, the SAFE Port Act clearly defined the command structure of the affected area and described how these entities should work together to develop a plan that prioritizes the queuing of resources throughout port communities. These basic tenets of unified incident command, com-



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