



## Maritime Infrastructure Recovery Plan

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**Note:** The Maritime Infrastructure Recovery Plan (MIRP) is undergoing additional review through Winter 2005/06 to incorporate lessons learned from Hurricanes Katrina, Rita and Wilma. This fact sheet is based on the current MIRP and does not yet reflect lessons learned.

The Maritime Infrastructure Recovery Plan is one of eight plans supporting the National Strategy for Maritime Security. It was developed in collaboration with public- and private-sector stakeholders, as directed by National Security Presidential Directive-41/Homeland Security Presidential Directive-13. Its development was coordinated with other supporting plans, especially the Maritime Transportation System Security Recommendations and the Maritime Commerce Security Plan because of their importance to the secure flow of commerce.

### Minimizing the Economic Impact of a Maritime Transportation Security Incident

The MIRP's primary goal is to protect the U.S. economy from the effects of a maritime Transportation Security Incident (TSI). In support of this goal, the MIRP will guide individuals designated by the Secretary of Homeland Security to help make decisions on maintaining or restoring transportation capabilities, in the event of a TSI.

- The MIRP will be activated when a TSI occurs in or near U.S. waters. The MIRP is employed when the Secretary of Homeland Security declares that an actual or threatened TSI under, in, on, or adjacent to waters subject to U.S. jurisdiction is an Incident of National Significance, in accordance with National Response Plan and HSPD-5 criteria.
- The MIRP reflects National Response Plan organizational structures and Incident Command System and unified command procedures. As such, the plan can be used for other similarly disruptive incidents requiring maritime infrastructure recovery management.
- The MIRP describes public- and private-sector roles according to relevant functional responsibilities. Recovery management takes place at the national, regional, and local levels. Therefore, the plan describes recovery management considerations for the incident site and non-incident support sites, as well as for the national maritime transportation system.
- The MIRP provides for private-sector participation in decision making at all levels. The private sector owns and operates the vast majority of maritime transportation infrastructure assets, and it will decide whether to repair, replace or rebuild privately owned physical assets after a TSI. However, federal assistance may be needed to help restore critical cargo-handling infrastructure.

### Recommendations

Recommendations affect infrastructure recovery efforts in the seven key areas summarized below.

- **Domestic Port Cargo-Handling Capacity.** This is the key measurement standard for assessing an incident's impact on the maritime transportation system and planning for cargo flow restoration. The MIRP recommends that each Federal Maritime Security Coordinator establish current, best-known port capacities until a uniform measurement standard and baseline are established.
- **International Port Cargo-Handling Capacity.** The MIRP recommends studying foreign port cargo-handling capacities and developing international agreements designed to ease cargo clearance enforcement with Canada and Central America. These steps will help facilitate responsive cargo

redistribution through those countries, should that be the best solution to a particular TSI.

- **Salvage Capability.** To minimize loss after a TSI, the MIRP recommends incorporating marine salvage subject-matter experts into response activities and including a professional salvage representative in the National Maritime Security Advisory Council (NMSAC). The MIRP also recommends inventorying salvage and firefighting assets and conducting a gap analysis to identify resources and capabilities needed to respond to a range of terrorist activities.
- **Risk Management.** Assigning permanent, trained risk-management personnel to the Homeland Security Operations Center will provide additional support to the Interagency Incident Management Group's subject matter experts as they formulate recommendations for cargo flow recovery and restoration.
- **Federal Maritime Security Coordinators' Area Maritime Security Plans.** The MIRP recommends requiring Area Maritime Security plans to implement MIRP recovery management procedures. Port stakeholders' continuity of operations plans also complement MIRP recovery management procedures.
- **Private Sector Expertise.** The Information Analysis & Infrastructure Protection Private Sector Office and the NMSAC should identify subject matter experts to participate in the Interagency Incident Management Group. These individuals can help identify members of the private sector who are essential to implementing the MIRP's national and regional recovery management procedures.
- **Information Sharing.** Steps to increase information sharing between the private sector and government include enhancing the web-based Homeland Security Information Network, filing business continuity plans with the National Infrastructure Coordination Center's Protected Critical Infrastructure Information Program, and widely publicizing activities of the Transportation Sector Coordinating Council.