



**Above: Cape Taylor
Tropical Storm Eduard—Houston, TX 2008**

**Below: Cape Vincent
Hurricane Rita—Beaumont, TX 2005**



**Cape Ducato
Tropical Storm Ernesto—Charleston, SC 2006**



U.S. Department of Transportation
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U.S. Department
of Transportation

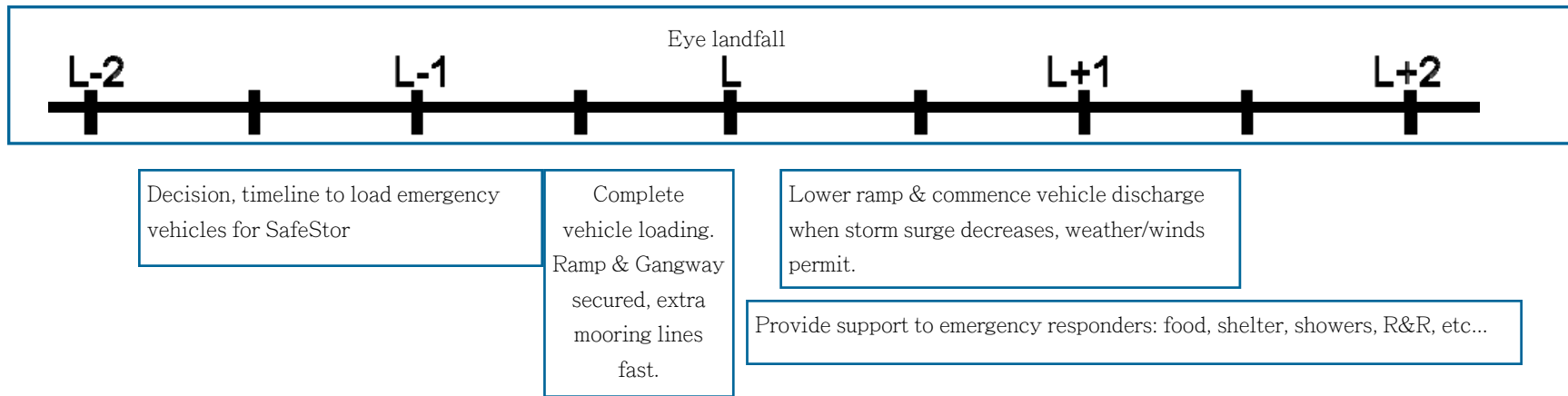
Maritime Administration
Operation SafeStor



**Cape Vincent/Victory
Hurricane Rita—Beaumont, TX 2005**

“Providing a safe haven for essential personnel, equipment and aid needed to get the affected areas “back up and running” as soon as possible.”

Maritime Emergency Platform Timeline for SafeStor Support Critical Emergency Operations & Response Services



- Primary mission: pre-stage various local/regional emergency vehicles onboard RRF ships as a “last measure” effort to securely store until storm passes
- Secondary mission: berthing/feeding emergency responders, law enforcement, military, government, relief workers. Immediate response command vessel, meeting/conference areas, and other office needs.
- SafeStor does require in-the-field response planning to ensure equipment compatibility with vessels’ safe loading procedures (gasoline and exhaust primary concerns).
- The vessel may not be accessible due to heavy weather mooring arrangements that can block access.
- There are risks involved in that the vessel may not be able to immediately discharge the equipment and if the vessel is damaged itself it may delay access. No liability for damage or loss of use incurred by the Maritime Administration (MARAD).
- SafeStor activation plans are not as vulnerable to the uncertainty of long-range weather forecasts as execution is made closest to landfall. There is some preparation required by the crew and some level of expenditures (un-sourced) to support accommodations with food and supplies that depending upon duration and scope will need to be restored.