

T RANSPORTATION E MERGENCY R ESPONSE F ACTSHEET

MARITIME

USDOT Operating Administrations

Maritime Administration (MARAD)



MARAD promotes development and maintenance of an adequate, well-balanced, United States merchant marine, sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of serving as a naval and military auxiliary in time of war or national emergency. MARAD also seeks to ensure that the United States enjoys adequate shipbuilding and repair service, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity in time of national emergency.

Saint Lawrence Seaway Development Corporation (SLSDC)



The Saint Lawrence Seaway Development Corporation (SLSDC) operates and maintains a safe, reliable and efficient waterway for commercial and noncommercial vessels between the Great Lakes and the Atlantic Ocean. The SLSDC, in tandem with the Saint Lawrence Seaway Authority of Canada, oversees operations safety, vessel inspections, traffic control, and navigation aids on the Great Lakes and the Saint Lawrence Seaway.

USDOT Statutory Authorities

MARAD

Merchant Ship Sales Act of 1946, 50 U.S.C. App. § 1735 et seq

This Act authorizes MARAD to maintain ships in a National Defense Reserve Fleet (NDRF), to acquire and dispose of NDRF vessels, and to break out and operate such ships for the account of the Federal Government during periods of national emergency. It also authorizes MARAD to charter government-owned ships to private operators when it is determined that privately owned tonnage is not available at reasonable rates. The Ready Reserve Force (RRF) is a part of the NDRF and provides sealift vessels to support defense mobilization efforts.

Subtitle V Merchant Marine of Title 46 (46 U.S.C. § 50101 et seq.)

Identifies the rules, regulations, and general policy for the United States Merchant Marine.



U.S. Department of Transportation
Office of Intelligence, Security, and Emergency Response

For more information on Maritime regulations and authorities, please see the Maritime Emergency Response Guide (MERG) found at: www.dot.gov/emergency/maritime-emergency-response-guide

ESF-1 - Maritime Partner Agencies
National Oceanic and Atmospheric Administration (NOAA)
Department of Defense
Defense to Support Civilian Authorities (DSCA)
U.S. Army Corps of Engineers (USACE)
U.S. Navy - Supervisor of Salvage and Diving
U.S. Northern Command (NORTHCOM)
U.S. Pacific Command (PACOM)
U.S. Transportation Command (TRANSCOM)
Department of Homeland Security
Federal Emergency Management Agency (FEMA)
U.S. Coast Guard (USCG)

SLSDC

Wiley-Dondero Act, 33 U.S.C. § 981 et seq.

This Act created the SLSDC under the direction and supervision of the Secretary of Transportation.
<http://www.law.cornell.edu/uscode/text/33/981>

Ports and Waterways Safety Act of 1972, 33 U.S.C. § 1221 et seq

This Act provides port safety authority to Captain of the Port (COTP) to protect the use of ports and waterways or maritime commerce, including the establishment of safety zones and issuing orders.

<http://www.gpo.gov/fdsys/granule/USCODE-2011-title33/USCODE-2011-title33-chap25-sec1221>

Canada Marine Act, S.C. 1998, c. 10., as amended

Act to make the system of Canadian ports competitive, efficient, and commercially oriented. This Act provides for the establishment of port authorities, the divestment of certain harbors and ports, and the commercialization of the Saint Lawrence Seaway and ferry services. Further, the Act addresses other matters related to maritime trade and transport and amends the Pilotage Act which amends and repeals other Acts.

<http://laws-lois.justice.gc.ca/eng/acts/c-6.7/>

MARITIME Specific DOT Regulatory Relief/Waivers

The Merchant Marine Act of 1920 (Jones Act), 46 U.S.C. § 55102, requires that all goods transported by water between U.S. points be carried on U.S.-flag, coastwise-qualified ships. Requests to waive this requirement under 46 U.S.C. § 501(b) are reviewed by the Department of Homeland Security (DHS) on a case-by-case basis. Waivers can only be granted if they are necessary in the interest of national defense, as determined by DHS, and often after consulting with the Maritime Administration (MARAD) of the non-availability of qualified U.S.-flag ships to meet the stated national defense requirements.

DOT Assets

The National Defense Reserve Fleet (NDRF)

The National Defense Reserve Fleet is comprised of ships owned and maintained by the Maritime Administration. The Fleet serves as a reserve of ships for national defense and national emergencies and includes the sub-set of (46) ships in the Ready Reserve Force (RRF). Training ships can be requested and mobilized to support the berthing and feeding of responders and support personnel during incidents.

The Ready Reserve Force (RRF)

The RRF includes fast sealift ships, roll-on/roll-off ships, heavy lift ships, crane ships and government-owned tankers. RRF vessels are suitable for handling outsize or project cargo as well as dual-use or military equipment including large vehicles, trailered vehicles, watercraft, and aircraft. For contingencies, RRF vessels may fulfill a U.S. commercial market shortage of Roll-On/Roll-Off (RO/RO) vessels. Mission ready ships can be activated in 4-20 days depending on mission requirements and ship configuration.