

Subject: EMERGENCY PREPAREDNESS, RESPONSE, AND RECOVERY PROGRAM**1. PURPOSE**

This Emergency Preparedness, Response, and Recovery Program Order, henceforth the “Order” establishes U.S. Department of Transportation (DOT) policy to support a coordinated, efficient, and effective all-threats, all-hazards incident or event response, and recovery program.

The Order applies to and assigns responsibilities to the Office of the Secretary (OST) and Operating Administrations (OAs), henceforth referred to as “Component(s).” This Order does not modify or supersede the authorities of any Components under applicable law, nor does it convey any additional authority.

2. CANCELLATIONS

This Order Cancels and Replaces:

- a. DOT Order 1900.6B, Disaster Assistance to Foreign Countries, January 29, 1981.
- b. DOT Order 1100.29 (series) Regional Emergency Transportation Coordinators and Representatives, October 15, 1993.
- c. DOT Order 1900.9 Department of Transportation Emergency Management Policies and Programs, April 20, 2000.
- d. DOT Order 1910.8A, Notifying the Office of the Secretary of Emergency Situations, March 12, 2001.

3. BACKGROUND

- a. The Office of Intelligence, Security, and Emergency Response (OISER) oversees the Department’s emergency preparedness, response, and recovery roles. DOT fulfills its emergency management responsibilities by employing an integrated system of policies, plans, procedures, personnel, equipment, facilities, supplies, and communications.
- b. In accordance with the Presidential Policy Directive 8, which establishes the requirements for the National Response Framework (NRF)¹ and the National Disaster Recovery Framework (NDRF),² DOT is responsible for planning and execution of Emergency Support Function #1 - Transportation (ESF #1) and supports recovery through execution of Recovery Support Functions (RSFs).

¹ https://www.fema.gov/sites/default/files/2020-04/NRF_FINALApproved_2011028.pdf

² https://www.fema.gov/sites/default/files/2020-06/national_disaster_recovery_framework_2nd.pdf

- c. This Order facilitates DOT compliance with applicable Federal requirements, policies, directives, and guidance. More specifically, adherence to these policies, directives, and guidance will enable DOT to:
 - 1) Prepare for, respond to, and facilitate recovery from all disasters and incidents,
 - 2) Support emergency response and recovery during incidents and/or events, and
 - 3) Support emergency response and recovery research, planning, and professional development.
- d. ESF #1 embodies considerable intermodal expertise and public and private sector transportation stakeholder relationships. DOT, with the assistance of the ESF #1 support agencies, provides transportation assistance in domestic incident management, including the following activities to:
 - 1) Monitor and report status of and damage to transportation systems and infrastructure due to an incident.
 - 2) Identify temporary alternative transportation solutions that can be implemented by others when systems or infrastructure are damaged, unavailable, or overwhelmed.
 - 3) Perform activities conducted under the direct authority of DOT components as these relate to aviation, maritime, surface, railroad, and pipeline transportation.
 - 4) Coordinate the restoration and recovery of transportation systems and infrastructure.
 - 5) Coordinate and support prevention, preparedness, response, recovery, and mitigation activities among transportation stakeholders within the authorities and resource limitations of ESF #1 agencies.
- e. DOT is also responsible for supporting Recovery Support Functions (RSF) as described in the NDRF. DOT is a:
 - 1) Coordinating agency for the Infrastructure Systems RSF.
 - 2) Coordinating Agency for the Economic RSF.
 - 3) Supporting agency for the Health and Social Services RSF.
 - 4) Supporting agency for the Community Planning and Capacity Building RSF.

- f. Emergency management actions in this Order are based on the fundamental principle that State, Local, Tribal, or Territorial (SLTT) governments, and the private sector own and operate most civil transportation infrastructure, and they may be subject to DOT oversight.³

4. AUTHORITIES AND REFERENCES

a. Statutes and Regulations:

- 1) 49 U.S. Code (U.S.C.) §§ 101 and 103.
- 2) The Homeland Security Act of 2002, codified predominately in 6 U.S.C. §§ 101-557, as amended.
- 3) The Post-Katrina Emergency Management Reform Act of 2006, Title VI of the Department of Homeland Security Appropriations Act, 2007, Pub. L. 109-295.
- 4) The Economy Act, 31 U.S.C. §§ 1535, et seq. (2007).
- 5) The Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. §§ 5121 et seq., as amended.
- 6) The Maritime Transportation Security Act of 2002, codified predominately at 46 U.S.C. §§ 70102-70117.
- 7) Intelligence Reform and Terrorism Prevention Act of 2004, 50 U.S.C. § 401 note, as amended.
- 8) The National Emergencies Act, 50 U.S.C. § 1601-1651.
- 9) Defense Production Act of 1950, 50 U.S.C. § 4501-4568, as amended.
- 10) 49 CFR § 1.44, Office of Intelligence, Security and Emergency Response.
- 11) 49 CFR § 1.45, Delegations to the Director of the Office of Intelligence, Security and Emergency Response.
- 12) 49 CFR § 1.81, Delegations to all Administrators.
- 13) 49 CFR Part 33 - Transportation Priorities and Allocation System.

³ Three exceptions to this principle are the Federal Aviation Administration (FAA), Maritime Administration (MARAD), and Great Lakes Saint Lawrence Seaway Development Corporation (GLS), which directly operate civil transportation infrastructure, and may become involved in emergencies that do not require a broad Federal response.

b. Executive Orders:

- 1) Executive Order 12656, Assignment of Emergency Preparedness Responsibilities, November 18, 1988, as amended; see Executive Order 13286.
- 2) Executive Order 12657, Federal Emergency Management Agency Assistance in Emergency Preparedness Planning at Commercial Nuclear Power Plants, November 18, 1988, as amended.
- 3) Executive Order 12742, National Security Industrial Responsiveness, January 8, 1991, as amended.
- 4) Executive Order 13286, Amendment of Executive Orders, and Other Actions, in Connection with the Transfer of Certain Functions to the Secretary of Homeland Security, March 5, 2003, as amended.
- 5) Executive Order 13603, National Defense Resources Preparedness, March 16, 2012.
- 6) Executive Order 13636, Improving Critical Infrastructure Cybersecurity, February 12, 2013.
- 7) Executive Order 14028, Improving the Nation's Cybersecurity, May 12, 2021.

c. Presidential Decision Directives, National Security Presidential Directives, Homeland Security Presidential Directives, and Presidential Policy Directives:

- 1) National Security Presidential Directive 47 (NSPD-47)/ Homeland Security Presidential Directive 16 (HSPD-16): Aviation Security Policy, March 6, 2006.
- 2) Homeland Security Presidential Directive 21 (HSPD-21): Public Health and Medical Preparedness, October 18, 2007.
- 3) National Security Presidential Directive 44 (NSPD-44) Management of Interagency Efforts concerning Reconstruction and Stabilization, December 7, 2005.
- 4) National Security Presidential Directive 54 (NSPD-54)/ Homeland Security Presidential Directive 23 (HSPD-23): Cyber Security and Monitoring, January 8, 2008.
- 5) Presidential Policy Directive 2 (PPD-2): Implementation of National Strategy for Countering Biological Threats, November 23, 2009.
- 6) Presidential Policy Directive 8 (PPD-8): National Preparedness, March 30, 2011.
- 7) Presidential Policy Directive 18 (PPD-18): Maritime Security, August 14, 2012.
- 8) Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience, February 12, 2013.

- 9) Presidential Policy Directive 40 (PPD-40): National Continuity Policy, July 15, 2016.
- 10) Presidential Policy Directive 41 (PPD-41): United States Cyber Incident Coordination, July 21, 2016.
- 11) Presidential Policy Directive 44 (PPD-44): Enhancing Domestic Incident Response, November 7, 2016.
- 12) National Security Memorandum–2 (NSM-2): Memorandum on Renewing the National Security Council System, February 4, 2021.

d. Other Applicable Authorities and References:

- 1) National Incident Management System, October 2017, as amended.
- 2) National Strategy for the COVID-19 Response and Pandemic Preparedness, January 21, 2021.
- 3) National Strategy for Pandemic Influenza, November 1, 2005.
- 4) National Strategy for Pandemic Influenza Implementation Plan, December 2006.
- 5) U.S. Health and Human Services (HHS) Pandemic Influenza Plan of 2005, as updated in 2009, and 2017.
- 6) National Continuity Policy Implementation Plan, August 2007.
- 7) Memorandum of Understanding between DOT and the Department of Homeland Security on Roles and Responsibilities for Emergency Preparedness and Response Activities, October 11, 2007, and Annexes, as updated.
- 8) National Response Framework, October 2019.
- 9) National Disaster Recovery Framework, Second Edition, June 2016.
- 10) National Mitigation Framework, Second Edition, June 2016.
- 11) National Protection Framework, Second Edition, June 2016.
- 12) National Prevention Framework, Second Edition, June 2016.
- 13) National Infrastructure Protection Plan, Partnering for Critical Infrastructure Security and Resilience, 2013.
- 14) Federal Continuity Directive 1 (FCD-1), Federal Executive Branch National Continuity Program and Requirements, January 2017.
- 15) Federal Continuity Directive 2 (FCD-2), Federal Executive Branch Mission Essential Functions and Candidate Primary Mission Essential Functions Identification and Submission Process, June 2017.
- 16) Federal Mission Resilience Strategy, December 2020.

5. RESPONSIBILITIES

- a. *General Responsibilities.* Components will perform the following functions in accordance with their respective authorities and responsibilities:
 - 1) Support a Departmental response and recovery effort to mitigate the consequences of an all-threats, all-hazards incident or event response by:
 - (a) Maintaining emergency preparedness plans, programs, and conducting training and exercises necessary to enable an efficient and effective response and recovery effort.
 - (b) Ensuring that functional and access needs are considered in the development or revision of emergency preparedness plans.
 - (c) Subject to the concurrence of the head of the sending component or their designee, providing appropriately qualified staff for temporary assignments to assist in response and recovery efforts. These assignments will constitute the primary and full-time duty of personnel assigned until the conclusion of the incident, unless otherwise mutually agreed to by OISER and the respective Component.
 - (d) Encouraging and supporting voluntary participation in the Headquarters and Regional Emergency Transportation Cadre (RET-C).
- b. *Other Responsibilities.* In addition to the general responsibilities listed above, Components will adhere to specific responsibilities outlined in the Implementation Plan.

6. SUPPORTING PLANS

This Order is supported by operational plans. These include:

- a. *Implementation Plan.* The Implementation Plan provides information and specific assignments to carry out this order.
- b. *Emergency Operations Plan (EOP).* The EOP provides overall Departmental guidance on how emergency responsibilities are performed. The EOP is primarily concerned with external incidents that require DOT response and coordination activities. The EOP includes incident-specific Annexes covering natural and man-made disasters and planned events. The Annexes will be reviewed annually and updated as needed.
- c. *Continuity of Operations Plan (COOP Plan).* The COOP Plan provides guidance to ensure DOT's ability to carry out its essential functions (or with minimal disruption) and under any conditions. In addition to the COOP Plan, DOT Office of the Secretary of Transportation (Annex D), provides additional guidelines consistent with this plan.
- d. *DOT Deliberate Plan (DP).* The DOT all-hazards, all-threats DP identifies the primary tasks implemented by DOT during the pre-incident, response, and recovery

phases. The following graphic represents the three phases using a hurricane as an example:

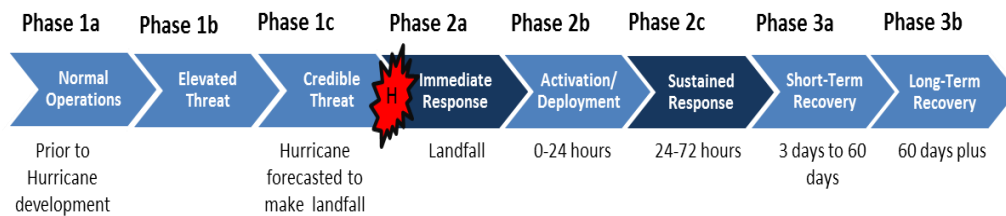


Figure 1: DOT Deliberate Plan Diagram

- e. *Standard Operating Procedures and Checklists.* These job aids are developed and maintained by operational units as a ready reference for emergency response and recovery activities. Additionally, Transportation Emergency Response Factsheets (TERFs) provide guidance to response personnel.

7. ROLES AND RESPONSIBILITIES

- a. Emergency Response Team (ERT) is DOT's predesignated, coordinating body for all-threats, all-hazards incidents and events response and recovery operations. The ERT is scalable, flexible, and adaptable, and can activate and de-activate as required. During complex response operations, ERT members may be assigned to a task force to address specific, critical operational issues.
- b. Regional Emergency Transportation Coordinators (RETCOs), Regional Emergency Transportation Representatives (RETREPs), and Regional Emergency Transportation Cadre (RET-C):
 - 1) *RETCO.* The RETCO is a Senior Executive Service member designated to serve as the senior DOT response official within the region. RETCOs are responsible for leading the regional implementation of the National Transportation Response and Recovery Program (NTRRP) as identified in the Implementation Plan, Annex B. RETCO positions are collateral duty assignments.
 - 2) *RETREP.* The RETREP is a full-time employee of OST or, subject to the concurrence of the head of the relevant Operating Administrations or their designee, one of the DOT OAs assigned to perform the duties listed in Annexes A and B of the Implementation Plan. RETREP assignments are also listed in Annex B of that plan; any proposed changes in RETREP assignments must be coordinated with the heads of the affected DOT Components or their designees.
 - 3) *RET-C.* RET-C are members working for Components, who are trained to act as force multipliers during response and recovery operations. Cadre members are not permanently assigned to the NTRRP. RETREPs are responsible for

recruiting personnel from all the Components within their respective regions to assist with the Department's responsibilities during incidents, events, and emergencies. Supervisors are encouraged to support the recruitment, training, and deployment of RET-C when needed.

- c. Emergency Coordinators (EC) represent the Components within the construct of the ERT Operations Section. The ECs are the subject matter experts regarding emergency management and incident response, policy, processes, and issues within their respective Components and represent their Component during meetings and forums where a Departmental position is being developed.
- d. Components will assign Continuity Planners who can quickly respond to incidents that affect the Department's ability to conduct normal operations and lead the Component's COOP activities. Essential functions are the Department's most critical services, which must continue uninterrupted or with minimal interruption (no more than 12 hours), regardless of any incidents that may reduce operational capabilities.

8. IMPLEMENTATION, DISSEMINATION, AND UPDATES

This Order and accompanying Implementation Plan will be reviewed as needed, but not less than every two years and updated every five years. Impacted Components must approve proposed changes.



Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation

**DOT ORDER 1900.9A: EMERGENCY PREPAREDNESS, RESPONSE, AND
RECOVERY PROGRAMS
IMPLEMENTATION PLAN**

1. PURPOSE

This Implementation Plan, hereafter referred to as the Plan, implements the provisions, responsibilities, and requirements of the Department of Transportation (DOT), DOT Order 1900.9 series, “Emergency Preparedness, Response, and Recovery Programs,” hereafter referred to as the Order. This Plan and its Annexes are incorporated by reference into that Order.

2. SCOPE

This Plan applies to all Office of the Secretary (OST) Offices and Operating Administrations (OAs), henceforth referred to as “Component(s).” The Components retain their legally established roles and responsibilities. This Plan does not supersede any authorities or laws under which Components operate, nor does it convey any additional authority to any Component.

The emergency responsibilities of the Secretary of Transportation are coordinated with other Federal Departments and Agencies, which either provide support to or receive support from DOT. Emergency preparedness plans, training, and exercises are required to protect the DOT workforce, maintain continuity of operations, and provide a coordinated response to emergencies and other domestic and international incidents.

3. FUNCTIONAL RESPONSIBILITIES

All Components will perform the following functions, consistent with their authorities and responsibilities:

- a. *Maintain the Safety of all DOT Employees.* It is the responsibility of all Components to ensure the safety and protection of the Department’s employees, both as a concerned employer, and as steward of the workforce, facilities, information, systems, and other key resources that enable DOT to sustain its Mission Essential Functions and government services, and to provide a coordinated response in emergencies. Components are responsible for maintaining emergency preparedness plans and conducting training and exercises required to protect the DOT workforce and other key resources.
- b. *Participate in Preparedness, Response, and Recovery Policy and Plan Coordination Activities.* Components participate in policy coordination activities, including Principals, Deputies, and Interagency Policy Committees and subgroups under the National Security Council (NSC) structure of the White House. Such activity is

coordinated for the Department by the Office of Intelligence, Security, and Emergency Response (OISER), and requires careful and ongoing coordination of policy positions and information sharing. Representatives to these committees and subgroups represent the Department as a whole.

- c. *Participate in the Emergency Response Team as Assigned.* The Emergency Response Team (ERT) coordinates DOT's Department-level emergency response. The ERT is a pre-designated group of DOT experts that functions as an immediate crisis advisory body. The ERT mission is to provide situational awareness, interagency collaboration, and policy recommendations to the Secretary during any emergency or disaster that involves a Departmental or overall Federal response. Specific ERT requirements are delineated in Annex A - Emergency Response Team (ERT).
- d. *Participate in Coordination Activities.* Components designate staff to serve as Emergency Coordinators (EC). The ECs represent Components within the construct of the ERT Operations Section. The ECs are the subject matter experts regarding emergency management and incident response, policy, processes, and issues within their respective Component, and they represent their Component during meetings and forums where a Departmental position is being developed. Additional requirements for EC responsibilities are described in Annex C - Emergency Coordinators (ECs).
- e.

4. OST OFFICES AND OAs REQUIREMENTS

In addition to responsibilities already described above, Components will maintain plans to implement their responsibilities as delineated in this Plan and in Annexes A through E, as appropriate.

5. REVIEW AND UPDATES

This Plan and accompanying Annexes are promulgated by the OISER Director. OISER will ensure this Plan is reviewed as needed, but no less often than every two years and updated every five years. Impacted Components must approve proposed changes.

Annex A

Emergency Response Team (ERT)

1. PURPOSE

This Annex describes the roles and responsibilities of the ERT. It supports the Implementation Plan for the Emergency Preparedness, Response, and Recovery Program (DOT Order 1900.9A). The ERT is Department of Transportation (DOT)'s predesignated, coordinating body for all-threats, all-hazards incidents and events response and recovery operations. The ERT is scalable, flexible, and can activate and deactivate as necessary. During complex response operations, ERT members may be assigned to a task force to address specific critical operational issues. This Annex does not add any duties or responsibilities to any Component. Further this Annex does not modify or supersede the authorities of any Components under applicable law, nor does it convey any additional authority.

2. ERT TEAM RESPONSIBILITIES

- a. *Participate in the Emergency Response Organization (ERO).* The ERO is the umbrella term for personnel who perform and/or support performance of essential functions that must continue during an emergency or who perform and/or support performance of functions because of the emergency condition. Components will ensure that members of the ERO are appropriately identified, trained, and equipped with flexible and scalable plans for continuing those functions under various adverse conditions, as well as maintaining updated rosters of their ERO personnel.
- b. *Participate in the ERT.* The ERT is the immediate crisis advisory body that provides situational awareness, conducts interagency collaboration and operational response, and provides policy recommendations to the Secretary during an emergency, disaster, planned event, or another complex contingency. The ERT is designed to be flexible and scalable so that elements of the ERT can be activated and deactivated as needed. S-60 will provide a list of the members in each ERT section to the Components annually, as needed.
 - 1) *The ERT reports to the Leadership Group.* During response and recovery operations, the Transportation Operations Center (TOC) hosts the ERT. The ERT composition and activation is coordinated and led by the OISER Director or the Secretary's designated representative(s). When activated, Components should be prepared to staff assigned ERT positions for up to 30 days on a 24-hour basis.
 - 2) *The ERT is comprised of a Leadership Group, Policy Group, and three sections.*

- i. ERT Leadership is comprised of the Secretary, Deputy Secretary, S-60 Director, and S-60 Deputy Director. Any member of the ERT Leadership group can activate the ERT and/or establish a DOT task force. When appropriate the ERT leadership group will be expanded to include General Counsel, Deputy General Counsel, and as appropriate to the circumstances, the heads of relevant DOT Operating Administrations or their designees and the Chief Counsels of relevant DOT Operating Administrations or their designees.
- ii. The Policy Group consists of representatives designated by Components. The Group will examine incidents, determine authorities (in coordination with appropriate OST or Operating Administration legal counsel as needed), capabilities, and resources available or needed to resolve the incident. The Policy Group will recommend Courses of Action (COA) based on incident specific requirements to the leadership group and monitor the execution of the selected COA, as appropriate.
- iii. The Operations Section includes the TOC, National Transportation Response and Recovery Program (NTRRP) personnel and the ECs. They gather and share situational awareness information and provides interagency coordination for Emergency Support Function #1 – Transportation (ESF #1).
- iv. The Intelligence Section provides all-source intelligence and analysis to Departmental leadership with respect to all emergency preparedness, response, and recovery programs. They are the primary liaison to the intelligence community and function as the primary DOT point of contact for classified communication.
- v. The Mission Support Section is led by OISER budget staff, in cooperation with Component budget offices, provides logistical, financial, and operational support to DOT's emergency preparedness, response, and recovery efforts through interagency agreements, human resources, and contracts, as appropriate.⁴

⁴ The FAA has its own independent procurement authorities under 49 U.S.C. §§ 106(f)(2)(A)(ii) and 40110.

- c. *Support to the TOC.* The TOC is the Department's information and communication center to receive, analyze, synthesize, and distribute information regarding incidents that affect or may affect the transportation systems sector. It is also the primary hub for information sharing within the Department and with Federal, State, Local, Tribal, and Territorial (FSLTT) governments, and private sector partners. The TOC supports DOT and partners during crises and is the focal point for Departmental interagency liaison and communications. Components will provide support as described in sections 3 and 4 of this Plan.
- d. *Support DOT COOP Planning.* COOP requirements are defined in DOT Order 1120.51, Continuity Managers Committee – May 13, 2019, and the U.S. Department of Transportation Headquarters Continuity of Operations Plan – May 2020, Federal Mission Resilience Strategy – December 2020.

3. INFORMATION REPORTING STANDARDS

- a. The TOC information reporting standards are set forth in the Standard Operating Procedures (SOP) of the TOC. These procedures are designed to assist senior leadership in carrying out Departmental missions of common interest and to facilitate mutual support in the exchange of incident and emergency information concerning the transportation systems sector. WebEOC is DOT's primary crisis information management system and will be used by ERT members when providing information to the TOC.

4. FULL-TIME ERT REPRESENTATION

- a. TOC Watching Staffing: Except for the Great Lakes Saint Lawrence Seaway (GLS) Development Corporation, each Component will provide appropriate staffing (GS 11-13 or equivalent) for the TOC to support Departmental response and recovery efforts. This will entail assigning a full-time staff member, providing a full-time detailee, or providing funds for a full-time contractor. Specific staffing requirements are described in Annex E - Operating Administration (OA) Requirements.
 - 1) All assigned employees, detailees, or contractors must be assigned for a period of not less than one year and must satisfactorily complete TOC certification training within six months of assignment. Assigned staff members remain under the administrative control of the OA and will be under the operational control (scheduling, work assignments, and training) of the TOC. They must have a Top-Secret security clearance provided by the OA, and eligible for access to Sensitive Compartmented Information (SCI).

- b. *Support the NTRRP.* The NTRRP is the Department's program for all-threats, all-hazards response and recovery efforts. The NTRRP leads the ESF #1 and coordinates with and aids other FSLTT governments, and voluntary organizations for response and recovery.
- 1) For the purposes of the NTRRP, "Regions" are defined by the Secretary and generally conform to the Federal Emergency Management Agency (FEMA) regions.
- c. *Support Regional Emergency Transportation Efforts.* The Department carries out regional response and recovery through a network of Regional Emergency Transportation Coordinators (RETCOs), Regional Emergency Transportation Representative (RETREPs), and Regional Emergency Transportation Cadre members (RET-C). RETCO and RETREP assignments are identified in Annex B - Regional Emergency Transportation Coordinators and Regional Emergency Transportation Representatives.
- 1) The RETCO is a senior executive service position which is designated to serve as the senior DOT response official within the region. RETCOs are responsible for leading the regional implementation of the NTRRP. Each RETCO has the support of one or more full-time RETREPs per region to carry out these responsibilities.
 - 2) The RETREPs are federal employees designated to handle day-to-day NTRRP program issues, as well as coordinate disaster and special events planning efforts between DOT and FSLTT partner agencies, and private sector emergency planners. During incident and event responses, RETREPs lead coordination of transportation-related matters in FEMA's various operation centers at the national level at headquarters or at the regional level at the affected regions.
 - 3) The RET-C are cadre members who may be activated during an incident or event. RET-C respond to incidents and perform NTRRP functions as a force multiplier, supporting RETCOs and RETREPs. Prior to deployment, RET-C must obtain their supervisor's concurrence. Supervisors are encouraged to support the recruitment, training, and, as needed, deployment of RET-C.
 - 4) Each person assigned to perform RETCO or RETREP functions must possess a security clearance appropriate for their assigned duties determined in consultation with OISER and provided by their Components. The Components, in consultation with the OISER Director, approves the nomination of RETCOs, RETREPs, or alternates.

- 5) The OISER Director and any of the Components may, if appropriate, enter into a Memorandum of Understanding (MOU) regarding support to the NTRRP.

5. SUPPORT THE NATIONAL RESPONSE FRAMEWORK (NRF) AND THE NATIONAL DISASTER RECOVERY FRAMEWORK (NDRF)
- a. DOT participates in the interagency structures established by the NRF and NDRF. OISER provides the leadership for Departmental responsibilities under the NRF, NDRF, and other interagency emergency management frameworks. Components support NRF activities in accordance with their respective legal authorities and consistent with ESF #1.
 - b. *Emergency Support Functions*. DOT is the Coordinator and Primary Agency for ESF #1 (Transportation) and is a Support Agency for all other ESFs. Components may provide relief from various regulations or implement other authorities to support effective disaster response and coordination.
 - c. The Federal Government uses the NDRF to coordinate long-term recovery efforts. Under the NDRF, there are six Recovery Support Functions (RSFs) that serve as the primary Federal coordinating mechanisms for building, sustaining, and delivering core capabilities. DOT is a primary agency for the Infrastructure Systems Recovery Support Function (IS-RSF) and Economic Recovery Support Function (E-RSF), a supporting agency for the Community Planning and Capacity Building RSF (CPCB-RSF) and the Health and Social Services RSF (HHS-RSF).
 - 1) The IS-RSF guides transportation recovery efforts. The mission of the IS-RSF is to facilitate the integration of the capabilities of the Federal Government to support State, Local, Tribal, and Territorial (SLTT) governments and infrastructure owners and operators in achieving recovery goals.
 - 2) The E-RSF strives to return economic and business activities (including food and agriculture) to a healthy state and develop new business and employment opportunities that result in an economically viable community.
 - 3) The CPCB-RSF strives to restore and strengthen SLTT governments' ability to plan for recovery, engage the community in the recovery planning process, and build capacity for local plan implementation and recovery management.
 - 4) The HHS-RSF supports locally led recovery efforts to address public health, health care facilities and coalitions, and essential social services' needs.
 - d. Although OISER provides expertise for Departmental responsibilities under the NDRF, recovery efforts are usually the direct responsibility of the relevant Components exercising their own authorities.
 - e. RETCOs and RETREPs, in consultation with OISER, are responsible for managing recovery efforts for small-scale incidents. The RETREPs will coordinate with

Regional or local staff from the Components to assist in the recovery effort. Because the threshold for the determination of small-scale incidents will vary, OISER will collaborate with FEMA to ensure RETCOs and RETREPs are aware when this requirement applies. RETCO and RETREP assignments are delineated in Annex B.

- f. Recovery efforts for large-scale or complex incidents may require selection of a dedicated, full-time recovery manager to ensure the Department's equities are met and to support recovery goals. This may be the RETCO or RETREP for the region impacted or another appropriate Departmental representative assigned from a Component. The duties and responsibilities of the selected individual(s) will be outlined in a written agreement between OISER and each of the relevant Component.

ANNEX B

Regional Emergency Transportation Coordinators (RETCOs) and Regional Emergency Transportation Representatives (RETREPs)

1. PURPOSE

This Annex applies to all Components. This Annex implements the regional system for managing the Secretary's emergency responsibilities, in coordination with other Federal Departments and Agencies providing support to, or receiving support from, DOT. It supports the Implementation Plan for the Emergency Preparedness, Response, and Recovery Program DOT Order 1900.9A.

2. RETCO ASSIGNMENTS

The Secretary designates the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) as the primary Components to provide RETCOs to lead the NTRRP by supporting the ten standard Federal regions and Alaska. The Secretary has the discretion to modify the number of RETCOs. The RETCO assignments are collateral duty. Modifications to the assignments of RETCOs require the concurrence of the relevant Administrator or their designee. The RETCOs shall be assigned as follows:

a. FAA

Region 2

Region 3

Region 4⁵

Region 6

Region 9, including Hawaii and the U.S. Pacific Territories

Region 10⁶

Alaska

b. FHWA

Region 5⁷

Region 7

Region 8

⁵ RETCO for Region 4 covers Region 3.

⁶ RETCO for Region 10 covers Region 9 and Alaska.

⁷ RETCO for Region 5 covers Region 7.

c. FTA

Region 1

3. RETREP ASSIGNMENTS

The Secretary designates the following assignments and distribution of RETREPs to support the RETCOs in carrying out the Department's preparedness, response, and recovery requirements in the ten standard Federal regions and Alaska. The Secretary has the discretion to modify the number of RETREPs. Modifications to the assignments of RETREPs require the concurrence of the relevant Administrator or their designee.

a. FAA

- Region 2
- Region 4
- Region 6
- Region 10
- Alaska

b. FHWA

- Region 5
- Region 8
- Region 9N, including Hawaii and the U.S. Pacific Territories (1 of 2 Region 9 RETREPs)

c. FTA

- Region 3

d. Federal Motor Carrier Safety Administration

- Region 9S, including Hawaii and the U.S. Pacific Territories (1 of 2 Region 9 RETREPs)

e. OISER

- Region 1, funded through a reimbursable agreement between the Federal Railroad Administration, the National Highway Traffic Safety Administration, the Maritime Administration, the Pipeline and Hazardous Materials Safety Administration, and the Great Lakes Saint Lawrence Seaway Development Corporation
- Region 7

1. KEY PERSONNEL ASSIGNMENTS

- a. *RETCO*. The heads of the Components cited above must assign the RETCO responsibilities at the senior executive service level within the office of the Regional Administrator, or Directors of Field Services. The assigned official's Component responsibilities must accommodate additional RETCO duties during emergencies. The RETCO may also appoint an alternate to assist in performing the RETCO functions.
- b. *RETREP*. Each RETCO will have the support of one or more full-time RETREPs to manage preparedness, response, and recovery activities. Each RETREP must be a full-time DOT employee assigned full-time duty to perform the duties associated with the roles and responsibilities described in the Order.
- c. *RET-C*. Each RETREP is responsible for recruiting personnel from all the Components within their respective regions to assist with Departmental responsibilities under this Order. These personnel will complete the basic program requirements outlined in WebEOC.

2. RETREP ADMINISTRATION

- a. The Associate Director, Current Operations, Response, and Recovery Division may provide input to all RETREPs' performance plans and appraisals and shall be notified upon approval of leave requests or other instances where the RETREP will be unavailable.
- b. OISER and Components may enter into Component-specific MOUs concerning support to the NTRRP, including RETREP administration.

Annex C

Emergency Coordinators (ECs)

1. PURPOSE

This Annex describes roles and responsibilities of the ECs in support of the Emergency Preparedness, Response, and Recovery Program DOT Order 1900.9A.

2. ECs

- a. Components designate staff to serve as full-time ECs. The ECs represent the Component within the construct of the Emergency Response Team (ERT) Operations Section. The ECs are the subject matter experts regarding emergency management and incident response, policy, plans, processes, and issues within their respective Components. ECs represent their Component during meetings and forums where a Departmental position is being developed.
- b. The ECs are the primary point of contact for response and recovery activities for their Components. They are subject matter experts in their mode of transportation or area of expertise, with knowledge of relevant programs within their organization. ECs must have the capability to reach back to other subject matter experts within their organization as necessary. Each EC must maintain a Secret level security clearance, or higher, paid for by their respective Component. ECs will coordinate and sustain awareness of the readiness and capability of the transportation systems sector through the following entities:
 - 1) OISER National Security Policy and Preparedness Division. The ECs have a working knowledge of policy processes and issues within their Component. ECs must have the ability to represent their Component and provide substantive input during meetings and forums where a Departmental position is being developed. This input is provided with the understanding that formal review and approval may be conducted later. They may be called upon to represent the Department at interagency meetings.
 - 2) OISER Intelligence Division. ECs have knowledge of the vulnerabilities of their area of transportation specialty and know their organization's intelligence requirements (e.g., terrorist threat, trade negotiations, and foreign travel support). A Secret level security clearance or higher is required, but a Top Secret (TS) clearance level with eligibility for SCI designation is recommended and preferred.
 - 3) Training and Exercises.
 - i. ECs will provide input to the Annual Training and monthly Emergency

Response Team training as appropriate.

- ii. ECs will coordinate Component participation in preparedness training and exercises. Additionally, Components will participate in after action reviews, process improvement plans, corrective action plans, and implementation of corrective actions. They will also participate in national policy coordination and exercise activities. Components will represent the Department in interagency planning committees and workgroups to develop and support national preparedness, response, and recovery activities and participate in the National Exercise Program, as requested by OISER.
- c. The names of the appointed ECs and their designated alternates are conveyed to the Transportation Operation Center along with 24-hour contact information.

Annex D

Office of the Secretary of Transportation (OST)

1. PURPOSE

This Annex describes OST offices responsibilities to be carried out in addition to those in the body of the Order. These additional responsibilities are coordinated with the NTRRP during response and recovery activities. This section does not add any duties or responsibilities to any Component. Nor does this section modify or supersede the authorities of any Components under applicable law, nor does it convey any additional authority.

2. OST OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE (OISER)

- a. Exercise overall Departmental leadership and coordination with respect to the implementation of DOT Order 1900.9A.
- b. Director serves as the DOT Crisis Coordinator to lead Departmental emergency response leadership, unless otherwise directed by the Secretary.
- c. Director serves as the DOT Continuity Coordinator.
- d. Coordinate DOT participation in interagency policy work under the Executive Office of the President, as appropriate.
- e. Coordinate activities of the ERT.
- f. Provide the overall direction for DOT's NTRRP.
- g. Provide Departmental leadership under the NRF for ESF #1 and coordinate DOT involvement in other national emergency management frameworks.
- h. Provide Departmental leadership under the NDRF and the RSFs supported by DOT.
- i. Provide RETREPs for Regions 1 and 7.
- j. Coordinate with the Office of the General Counsel (OST-C), Office of the Assistant Secretary for Transportation Policy (OST-P), and other Components to identify the appropriate lead for long-term recovery efforts. If appropriate, work with designated recovery leads and Federal Emergency Management Agency (FEMA) to manage Mission Assignments and reporting criteria.
- k. Work with the OST Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs (OST-B) to develop guidance for Components on budgeting for

preparedness, response, recovery, and other related areas where the Office of Management and Budget has indicated it will be reviewing Agencies' budget.

1. Serve as the DOT preparedness, response, and recovery point of contact with other Departments and Agencies, including the Department of Homeland Security (DHS) for domestic incidents and with the Department of State (DOS) for international incidents.
3. **OST OFFICE OF THE CHIEF OFFICER AND THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS (OST-B)**
 - a. Coordinate the Department's overall preparedness, response, and recovery budget proposals by providing guidance for developing Component budgets. In coordination with Components, develop and manage an integrated and coordinated financial resource management plan to ensure billing, reimbursement, and auditable costs from FEMA Mission Assignments or Federal Agency Interagency Agreements, as applicable.
 - b. In coordination with Components, establish a process for addressing common financial issues that arise during a disaster. In coordination with relevant Components, develop requests for supplemental appropriations and additional reimbursement authority funded by FEMA Mission Assignments due to incidents.
 - c. Provide or assist Components in developing procedures and processes to establish accounting strings, project numbers, and Common Accounting Numbers. These procedures and processes are used for obtaining reimbursement for disaster expenses from FEMA, DOS, or other Federal Agencies, as applicable. In coordination with the Office of the Assistant Secretary for Administration (OST-M), develop policy and procedures for overtime pay related to emergency response activities.
 - d. Working with FEMA's Program Management Office, coordinate across Components to provide financial data relating to recovery efforts. Components will report preparedness, response, and recovery supplemental funding through max.gov.
4. **OST OFFICE OF PUBLIC AFFAIRS (OST-A)**
 - a. Serves as Departmental point of contact for public emergency information dissemination and media relations.
 - b. Under the NRF, provide Departmental leadership in support of ESF-15 – External Affairs.
 - c. Coordinate with the NTRRP to highlight DOT response and recovery efforts when appropriate.

5. OST OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS (OST-X)

- a. Support DOT efforts assisting foreign nations affected by an incident.
- b. Collaborate with the DOS, U.S. Agency for International Development, and Department of Defense (DOD), and other interagency partners, as applicable in aiding foreign nations affected by an incident.
- c. Provide Departmental leadership for special international efforts which are characterized by a semi-permanent presence and impact a country's governance structure or economy.
- d. Coordinate with OISER for international disaster assistance support to DOT.
- e. Serve as DOT's primary liaison to aviation industry stakeholders for matters related to disaster response that fall within DOT's areas of legal authority, in coordination with the FAA for matters within the FAA's areas of legal authority.
- f. Coordinate with OISER and the FAA on air evacuation preparedness and response.

6. OST OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENT AFFAIRS (OST-I)

- a. Coordinate plans or actions related to DOT preparedness, response, or recovery with Congress, other Federal Agencies, SLTT governments, and industry, including actual or potential requirements for emergency legislation.
- b. Coordinate with the White House Cabinet Affairs Office regarding interagency congressional strategies and reports on emergency preparedness, response, and recovery.

7. OST OFFICE OF THE GENERAL COUNSEL (OGC)

- a. Provide legal support to the Department's emergency preparedness, response, and recovery mission.
- b. Draft emergency legislation that may be required for Departmental emergency preparedness, response, and recovery activities and review emergency legislation drafted by Components or other Departments and Agencies for legal sufficiency.
- c. Coordinate with the Offices of Chief Counsel of relevant Components to:
 - 1) Coordinate legal aspects of emergency transportation plans within the Department and with other Departments and Agencies, as appropriate.

- 2) Serve as the central point of contact for legal coordination within the Department and with other Departments and Agencies, as appropriate, during exercises, incidents, events, and coordinate reporting to the TOC on legal activities among Components.

8. OST OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION (OST-M)

- a. Monitor Departmental activities during emergencies and provide advice and assistance related to occupational safety and health, internal security, human resources, procurement, financial services, facilities and personal property, and space acquisition.
- b. Coordinate Departmental support to ensure Mission Essential Functions are maintained during emergencies at the DOT Headquarters building. Maintain the DOT Headquarters Occupant Emergency Plan and conduct associated drills of the plan.
- c. As the Chief Human Capital Officer, provide Department-wide policy and guidance for human capital issues, such as hiring, processing personnel, payroll, telework, and timekeeping. Also, provide human resources business support for day-to-day personnel and payroll system operations.
- d. As the Designated Agency Safety and Health Official, provide Department-wide policy and guidance for occupational safety and health matters concerning DOT employees in the workplace. This includes coordinating and disseminating safety information, contagious disease guidelines, workforce protection guidelines, policies for the acquisition and use of personal protective equipment, tracking workforce injuries and illness, and coordinating the safety programs and protective countermeasures at the DOT Headquarters building.
- e. Ensure the safety, security, and protection of DOT personnel, information, facilities, and other assets during emergencies. In coordination with OISER, operate a robust personnel accountability system, based on the best information available, to quickly identify, locate, and account for DOT employees during emergencies.
- f. Serve as the Departmental liaison for any government-wide program requesting volunteers from Federal Agencies.
- g. Ensure correct and timely compensation and provision of benefits to DOT personnel engaged in performing emergency response and recovery duties.
- h. Arrange necessary support for emergency response and recovery staff working during a domestic or international emergency event.

9. OST OFFICE OF THE CHIEF INFORMATION OFFICER (OCIO)

- a. Designate an adequate number of emergency responder(s) for matters of emergency preparedness telecommunications, including support of ESF-2 – Communications.

Develop and implement a disaster recovery plan for the Department's common Information Technology (IT) operating environment.

- b. Support DOT response efforts through provision of expertise, equipment, and network access facilitating communications capability.
- c. Provide communications and IT capability for the Department's COOP facilities and assist with IT and communications support to deployed employees during an activation.
- d. Develop requirements and equipment for a Cyber Disaster Recovery Program for the Common Operating Environment (COE), including email and shared folders on COE servers, within disaster or other impacted areas, during emergencies.

10. OST OFFICE OF THE UNDER SECRETARY FOR POLICY (OST-P)

- a. Provides transportation policy guidance as it pertains to security and emergency plans and operations, as appropriate.

11. OST DEPARTMENTAL OFFICE OF CIVIL RIGHTS (S-30)

- a. Represent DOT on the Interagency Coordinating Council for Emergency Preparedness and Individuals with Disabilities.
- b. Ensure adherence to applicable civil rights laws, regulations, and Executive Orders.
- c. Serve on the Emergency Preparedness and Planning Workgroup for United We Ride.

12. OST OFFICE OF INSPECTOR GENERAL (OIG)

- a. Ensure DOT Components' accountability, integrity, and transparency in response and recovery.
- b. Support ESF-13 (law enforcement) as appropriate.

13. OST OFFICE OF THE ASSISTANT SECRETARY FOR RESEARCH AND TECHNOLOGY (OST-R)

- a. Aid with community recovery activities.

14. OST OFFICE OF THE CHIEF TECHNOLOGY OFFICER (OST-OCIO)

- a. Lead Geographic Information Services (GIS) support for emergency response and recovery operations and engage the GIS Task Force, comprised of geospatial SMEs in the OAs, as needed.

- b. Provide spatial and network analyses in support of emergency transportation actions, including identification and location of affected populations, ascertaining the proximity of emergency transportation resources, and determining potential alternate routes.

ANNEX E

Operating Administration (OA) Requirements

1. PURPOSE

This Annex describes Operating Administrations' responsibilities carried out in addition to those in the body of DOT Order 1900.9A. These additional responsibilities are coordinated with the NTRRP during response and recovery activities; however, they may also be conducted in accordance with their statutory authorities. This section does not add any duties or responsibilities to any DOT Component.

2. FEDERAL AVIATION ADMINISTRATION (FAA)

- a. Take appropriate regulatory action, as necessary, to address aviation safety, air navigation services (including but not limited to air traffic services), and commercial space effects of an emergency.
- b. Provide air navigation services support, as necessary, to response and recovery activities, including issuing temporary flight restrictions and/or other airspace management measures, where appropriate.
- c. Develop and administer procedures to provide resources that ensure the continued safe and efficient operation of the National Airspace System during all hazard emergencies.
- d. Provide emergency communications support, within available capabilities and resources, to emergency transportation operations when requested.
- e. Conduct Automated System Performance Analysis.
- f. Develop reports based on information derived from FAA International Aviation Safety Assessments and other information relative to air carriers undergoing DOD periodic performance evaluations.
- g. Respond to any issues related to claims under FAA-issued aviation insurance policies.
- h. Use air navigation service capabilities to contribute to national defense, homeland security, law enforcement, and emergency operations efforts undertaken by DOD, DHS, and other partners at the FSLTT levels.

- i. Provide technical assistance to foreign aviation authorities for safety training and operational services, which may include support for emergency preparedness, response, and recovery, as appropriate. The FAA Administrator must determine such assistance promotes aviation safety or efficiency, and resources are available. This assistance may be provided without regard to whether the foreign aviation authority is public or private, or whether funds are reimbursed. Contracts with foreign aviation authorities to provide technical assistance must comply with 49 U.S.C. § 106(1)(6).
 - j. Monitor potentially hazardous situations abroad that may pose risks to the safety of U.S. civil aviation and take appropriate action, as necessary.
 - k. Respond to requests for emergency-related aviation assistance to foreign countries, as appropriate and consistent with applicable law. Assistance may include such things as: air navigation services assistance, including air traffic management; training of foreign personnel; and provision of temporary equipment, such as portable aeronautical communications, navigational aids, and mobile air traffic control towers.
 - l. Provide air traffic management and other operational air navigation service-related expertise at emergency response locations including, but not limited to, the National Response Coordination Center, Regional Response Coordination Center, Joint Field Office, evacuee airlift operations, and air operations coordination cells.
 - m. Support DOT emergency incident GIS efforts in accordance with DOT Order 1600.31, Emergency Response Teams Task Force.
 - n. Provide RETREPs for Regions 2, 4, 6, 10, and Alaska.
 - o. Provide RETCOs for Region 2, combined Regions 3 and 4, Region 6, and combined Regions 9, 10, and Alaska.
3. FEDERAL HIGHWAY ADMINISTRATION (FHWA)
- a. Maintain situational awareness for incidents involving roads, streets, bridges, and tunnels maintained by SLTT transportation Agencies, or other Federal Agencies in accordance with internal FHWA emergency reporting procedures.
 - b. Perform stewardship and oversight for SLTT partners following significant incidents, including managing the Emergency Relief Program, subject to available appropriation, for Federal aid-eligible routes, or through assistance provided to FEMA for other routes.
 - c. Provide technical assistance to SLTT transportation agencies with coordinating highway traffic operations during emergencies as requested (e.g., regional re-routing, facilitating regional or multi-jurisdictional evacuations, etc.)

- d. Respond to requests for disaster assistance to foreign countries from DOS as directed by the Secretary. Assistance may generally be to provide technical advice and capacity-building assistance on the construction and governance of roads, bridges, and appurtenances.
- e. Support DOT emergency incident GIS efforts in accordance with DOT Order 1600.31, Emergency Response Teams Task Force.
- f. Provide RETREPs for Regions 5, 8, and 9 North, which includes the U.S. Pacific Territories.
- g. Provide RETCOs for Regions 5 and 7 (combined) and 8.

4. FEDERAL RAILROAD ADMINISTRATION (FRA)

- a. Assist with regulatory relief.
- b. Administer funds to ensure necessary resources are provided to support emergency operation and maintenance of Amtrak and other rail systems (e.g., Strategic Rail Corridor Network).
- c. Administer emergency funding programs for the restoration of rail system infrastructure.
- d. Respond to requests for disaster assistance to foreign countries from DOS as directed by the Secretary.
- e. Upon request from FEMA or localities, plan for and execute emergency evacuation by rail operations.
- f. Support DOT emergency incident GIS efforts in accordance with DOT Order 1600.31, Emergency Response Teams Task Force.
- g. Provide funding to support the Region 1 RETREP.
- h. Support the TOC by providing at least one full-time watch stander.

5. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

- a. Assist with regulatory relief.
- b. Develop and administer automotive safety policies and programs in support of emergency transportation actions, to include emergency medical services, police traffic services, and other highway safety services.

- c. Provide Departmental leadership in national Emergency Medical Services (EMS) system development through the Office of Emergency Medical Services. This effort is coordinated with agencies that provide EMS support under ESF-8 – Public Health and Medical Services.
 - d. Support DOT emergency incident GIS efforts in accordance with DOT Order 1600.31, Emergency Response Teams Task Force.
 - e. Coordinate the interagency Military Assistance to Safety and Traffic program, in support of domestic and national security emergencies.
 - f. Provide funding to support the Region 1 RETREP.
6. FEDERAL TRANSIT ADMINISTRATION (FTA)
- a. Assist with regulatory relief.
 - b. Collect public transportation evacuation support, service and asset impacts to equipment, facilities, and systems in cooperation with SLTT public transportation providers.
 - c. Coordinate, collaborate, and respond to requests for information from external federal agencies such as FEMA, and foreign governmental agencies, for disaster guidance and assistance as directed by the Secretary.
 - d. Administer emergency relief and provide technical assistance to grantees to support transit emergency operations, response, and recovery.
 - e. Support DOT emergency incident GIS efforts in accordance with DOT Order 1600.31, Emergency Response Teams Task Force.
 - f. Support the TOC by providing at least one full-time watch stander.
 - g. Provide a RETREP for Region 3.
 - h. Provide a RETCO for Region 1.
7. GREAT LAKES SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION (GLS)
- a. Provide emergency management, operations, and maintenance of the U.S. controlled sections of the Saint Lawrence Seaway.
 - b. Administer procedures to ensure necessary resources are provided for the continued operation and maintenance of U.S. controlled sections of the Seaway during domestic or National Security Emergencies.

- c. Provide funding to support the Region 1 RETREP.

8. MARITIME ADMINISTRATION (MARAD)

- a. Maintain and manage the National Defense Reserve Fleet, including the Ready Reserve Force.
- b. Develop plans and programs that provide for the emergency use of available U.S. and foreign shipping resources to support domestic and National Security Emergencies.
- c. Coordinate the development of plans and programs for the emergency utilization of deep-water ports and ocean-going vessels, as well as Great Lakes and Inland Waterways shipping capacity to meet emergency military and civil requirements in conjunction with other concerned agencies.
- d. Develop plans and programs for emergency construction of merchant ships to support emergency military and civil requirements. Be prepared to request funding and resources to assist private sector contracts.
- e. In consultation with OISER and OST-X, exercise delegated authority for emergency planning for sealift support for North Atlantic Treaty Organization (NATO) operations in accordance with 49 CFR § 1.93.
- f. Support DOT emergency incident GIS efforts in accordance with DOT Order 1600.31, Emergency Response Teams Task Force.
- g. Consult with industry and other interests to obtain voluntary agreements to aid in the defense of the U.S., subject to approval by the Secretary, the Attorney General, and other competent authorities.
- h. Represent the Secretary on NATO groups regarding maritime transportation.
- i. Administer procedures to ensure necessary resources are provided to support emergency merchant shipping operations and ship and port construction programs.
- j. Respond to requests for disaster assistance to foreign countries from DOS as directed by the Secretary.
- k. Respond to requests for disaster assistance and planning from other Federal Agencies with respect to the maritime transportation system, including, but not limited to, the operation of ports and contracting for vessels and other maritime assets.
- l. In accordance with applicable laws and regulations, provide war risk insurance and respond to any claims arising out of this program. Consult with the industry with respect to maritime insurance issues.

- m. Facilitate emergency transportation response by maintaining a comprehensive inventory of the maritime personnel available for emergencies and coordinating with the maritime industry for the mobilization of such personnel to address emergencies.
- n. Facilitate emergency transportation response by maintaining a comprehensive inventory of equipment and facilities for maritime transportation systems.
- o. Support the TOC by providing at least one full-time watch stander.
- p. Provide funding to support the Region 1 RETREP.
- q. Provide support to the TOC through the MARAD Coordination Center.

9. PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION (PHMSA)

- a. Take regulatory action, as necessary to address safety and impacts to the natural gas and hazardous liquid pipeline system and for the transportation of hazardous materials in commerce by all transportation modes.
- b. Issue special permits and approvals for hazardous materials and for natural gas and liquid pipelines.
- c. Monitor hazardous materials accidents that impact transportation operations, facilities, or infrastructure.
- d. Monitor pipeline accidents that affect the natural gas and hazardous liquid pipeline transportation system.
- e. Provide technical assistance to federal, state, local, tribal, and industry stakeholders.
- f. Support DOT Emergency incident GIS efforts in accordance with DOT order 1600.31, Emergency Response Teams Task Force.
- g. Provide Departmental leadership in support of ESF-10 – Oil and Hazardous Materials Response Support and ESF-12 – Energy Annex.
- h. Provide funding to support the Region 1 RETREP.

10. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)

- a. Assist with regulatory relief.
- b. Provide coordination with the trucking, motor coach, and other industries.
- c. Assist with evacuation preparedness and response.

d. Provide a RETREP for Region 9 South.