

Sabine Pilots Association



**CAPM Critical Issues in Crisis
Management – SE Texas Port and
Maritime Industry**

Lamar University, Beaumont, TX

4 April 2019

The Pilots' Perspective and Role

Reconstituting Sabine Neches Waterway:
Managing Ship Traffic and Vessel Movements
while preserving Navigational Safety



Guardians of The Sabine Neches Waterway

What is a Harbor Pilot?

- A State and Federally licensed mariner tasked with **safely** navigating vessels from open sea to their berth in port and back again.



Sabine Pilots Association Mission

- Maintain Waterway Safety & Environmental Integrity
- Promote Commerce & Waterway Efficiency by Managing/Scheduling Vessel Movements
- Service Public Ports of Beaumont, Port Arthur & Orange
- Service Private Oil, Bulk, Repair Terminals



www.sabinepilots.com



Sabine Pilots 2019



- 28 Full Branch Pilots
- 13 Pilots in Training
 - 2 Senior Deputies
 - 3 Junior Deputies
 - 4 Apprentices
 - 4 Testing (USCG) Apprentices
- Training Program: Three years and Four Months
 - Four Months USCG Testing
 - Apprentice for 1 year
 - Deputy Pilot 2 years
- Commissioned by Governor of Texas
- USCG Federal License with 1st Class Pilotage
- Extensive Maritime Experience
- Simulation Training, ARPA/Radar, ECDIS



Sabine Neches Waterway

- Nation's 3rd largest waterway by tonnage
- #1 bulk liquid cargo waterway in the nation
- The largest LNG exporter in the United States
- Refines a minimum of 13% of America's daily fuel consumption
- Stores 55% of the nation's strategic oil reserves



Sabine Neches Waterway

- Home of the nation's #1 commercial military outload port
- Refineries along ship channel produce 60 percent of the nation's commercial jet fuel and the majority of U.S. military jet fuel
- Current annual economic benefits of the waterway to Jefferson County include more than **\$13 billion** and more than **128,000 permanent jobs**

Sabine-Neches Waterwayso

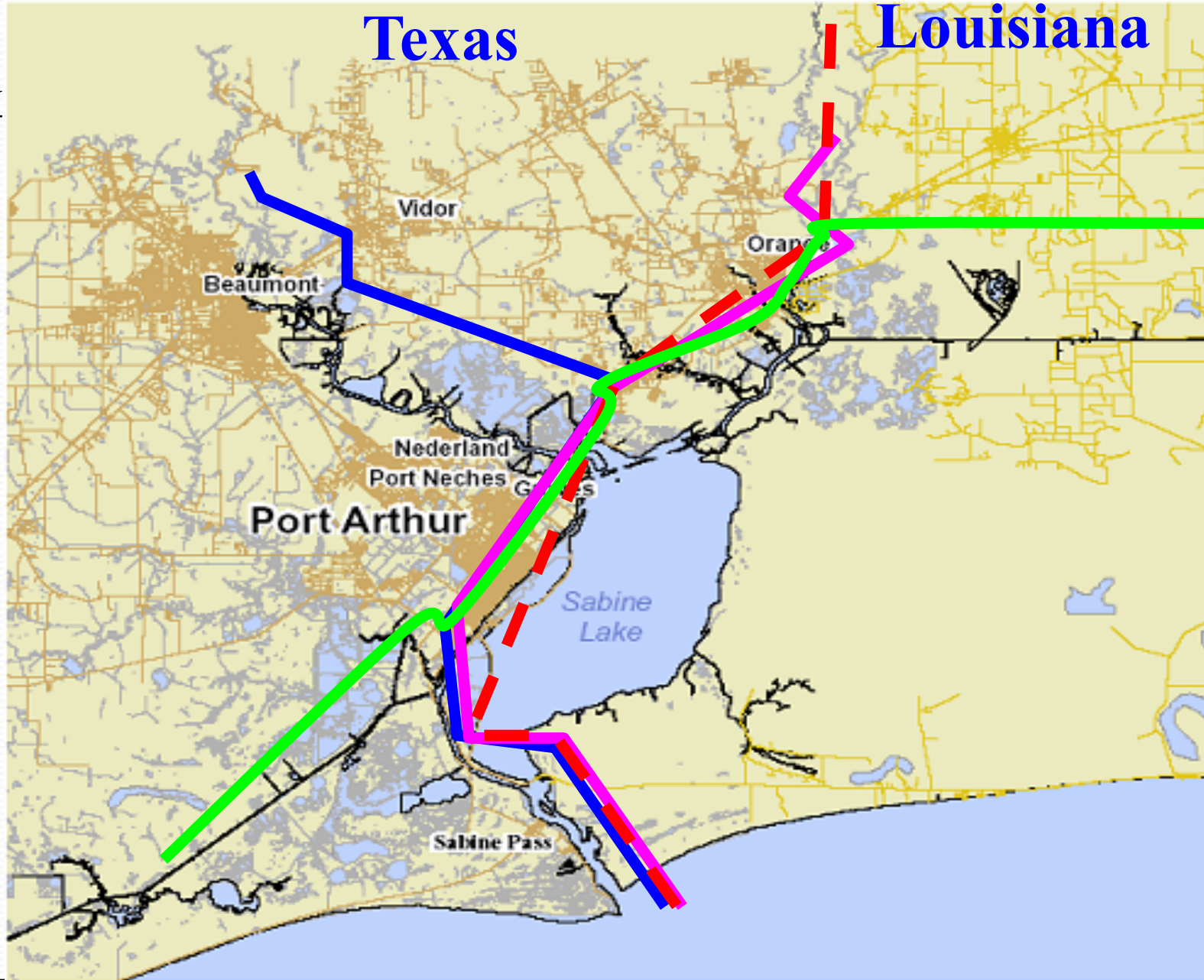
Texas

Louisiana

Daily Traffic on SNWW

Ship moves: 24

Inland Tows: 137



	Ship Calls	Moves
2016	2518	5646
2017	2717	5970
2018	3011	6573

Waterway Management: Channel Closure

Critical Parties/Organizations

- United States Coast Guard, County Sheriff and Law Enforcement
 - COTP, Captain of the Port
 - VTS, Vessel Traffic Service, Point of Contact: Director
 - Station Sabine/ATON, Aids to Navigation Team
- Sabine Pilots
 - Pilot President/Presiding Officer and Committee
 - Dispatch Office
- United States Army Corps of Engineers, USACOE
- Texas General Land Office (TGLO) and Contractor Response Companies
- Harbor Tug Companies
- Southeast Texas Waterway Advisory Council, SETWAC
- Maritime Community and all stakeholders

Anticipated closure

Storm Preparation

- Coordinate with USCG COTP to evacuate the port/secure vessels remaining
 - Whiskey, X-ray, Yankee, Zulu Port Closure System

Emergency Closure

- Respond to the casualty and isolate from other channel traffic....VTS safety zones/restrictions
- Deal with other traffic already in transit...lay berth, anchorages, return to sea....
- Assist with salvage or clean up as necessary



Reconstituting Waterway

Channel assessment

- Work with USACOE to survey the entire channel and identify problem areas concerning shoaling or obstructions.
- Work with USCG ATON group to inventory all navigation aids and status of same
 - Concentrate on restoring critical ATON, working off predetermined needs list
- Work with terminals on assessing infrastructure condition and needs

Make a Plan

- Coordinate with VTS to set up PCT (Port Coordination Team) Conference Calls
- Collect input from stakeholders on critical needs
 - Terminals/Agents communicate with Sabine Pilot Dispatch Office
 - Normal tools for traffic coordination/monitoring may not be available
 - Phone land lines.....VtOnline....
- In concert with COTP, plan vessel movements in a controlled, methodical manner
 - This includes coordination with inland operators
- Safety is key**.....do not make a tough situation worse....

Carry out the Plan

- Work closely with COTP, VTS to ramp up traffic carefully based on prevailing factors
 - Daylight restrictions contingent on ATON restoration***PPU
 - Limit vessel drafts until surveys are confirmed with recon/feedback from the pilots
- Methodically build back up to normal traffic flow
- Keep Stakeholders informed



Keys to a Successful Disaster (Recovery)

- Establish and nurture relationships before the big one happens
- Communication with accurate information is vital
- Identify key Point of Contact (POC) for each terminal and organization
- Take care of your people
- Stay flexible and have plan B, C, D.....ready
- Learn and remember...every major event is different, but there are similar take aways

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