

SECTOR UPPER MISSISSIPPI RIVER CONTACTS

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Command Administrative Assistant 314-269-2603
Command Fax Number 314-269-2734
Sector Webpage <http://www.uscg.mil/d8/sectumr/>

Sector Command Center

24-Hour Emergencies 314-269-2332
National Response Center* 800-424-8802
(*Primary Contact for Oil Spills, Hazmat Releases or for America's Waterways Watch)

Sector Departments

24-Hour Public Affairs 314-704-9502
Government Affairs 314-269-2510
Domestic Vessel Inspections 314-269-2568
Investigations Division 314-269-2570
Waterways Management 314-269-2548
Facility Inspections 314-269-2564
Port Security/Enforcement 314-269-2541
Maritime All-Hazards Response 314-269-2546
Contingency Planning 314-269-2591
Intelligence/FIST 314-269-2595

Sector Units & Sub-Units

Marine Safety Detachment Quad Cities 309-782-4325
Marine Safety Detachment Peoria 309-694-7779
Marine Safety Detachment St. Paul 952-806-0021
Coast Guard Cutter CHEYENNE 314-771-4325
Coast Guard Cutter GASCONADE 402-451-7681
Coast Guard Cutter SANGAMON 309-671-7291
Coast Guard Cutter SCIOTO 319-524-1657
Coast Guard Cutter WYACONDA 563-582-0211

TAKE CARE, PREPARE and EXECUTE THE MISSION

U.S. COAST GUARD



SECTOR UPPER MISSISSIPPI RIVER YEAR IN REVIEW

2012



INTRODUCTION FROM THE SECTOR COMMANDER



The Coast Guard role in America’s Heartland is often a surprise to those we serve. Frequently, the public equates the Coast Guard with Search and Rescue, stopping illegal drugs and protecting our nation’s fisheries off-shore. We do all that and much more in our Safety, Security and Stewardship roles. We have the honor of serving to increase safety on our waters, enhance security to protect us from those who would do us harm, protect the environment and facilitate the commerce our nation relies upon.

This publication describes some of the services and accomplishments that the Active Duty, Civilian,

Reserve and Auxiliary personnel assigned to Coast Guard Sector Upper Mississippi River performed over the past year.

2012 was dynamic and featured extremes that created many challenges in the Western Rivers. With river levels at historic lows, the Coast Guard worked side-by-side with the Army Corps of Engineers and river industry partners to manage challenging conditions and ensure the safest, most efficient environment on our inland waterways. Sector Upper Mississippi River personnel also responded to security threats, oil spills, distress calls from boaters vessel groundings, inspected vessels, marked safe waterways, and investigated causalities.

None of these operations were conducted by Sector Upper Mississippi River personnel alone. In each case, we worked with partner agencies and organizations, including federal, state and local agencies, river industry organizations and stakeholders. These organizations share our commitment to safety, security and stewardship on the waterways. Our robust partnerships ensured an interconnected approach to the challenges of the year. I look forward to growing those partnerships as we move forward into 2013 and beyond.

We take great pride in serving America’s Heartland. Semper Paratus – Always Ready!

B. L. Black
Captain, U.S. Coast Guard

COMMUNITY OUTREACH

Sector Upper Mississippi River’s dedication expands beyond our traditional missions. SUMR is well established in the communities in which we live. Personnel serve as local leaders, volunteers, and active citizens..



Left: Spreading the word and informing America’s youth about the important work the USCG performs on the river.

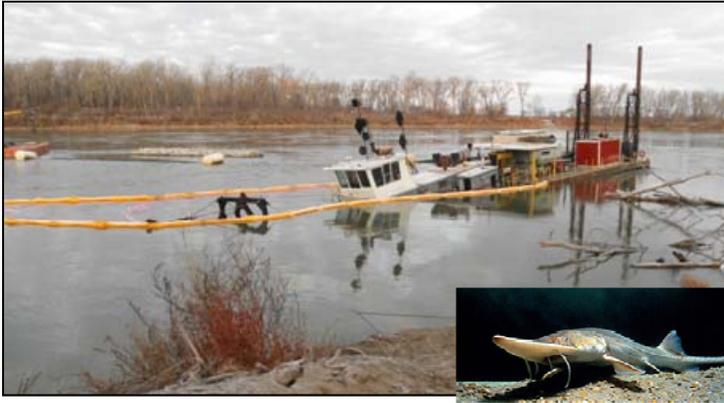
Right: Sector UMR Science Technology Engineering and Math (STEM) Program works with at-risk-youth and explains the important and exciting world of science in the Coast Guard.



Left: Members of Sector UMR pack boxes for food shelters after a snow storm depletes the regions food banks of their supplies.

ENVIRONMENTAL PROTECTION

Protecting the environment is one of Sector UMR's primary missions. To conduct effective protection of an extensive 11 state area of responsibility, Sector UMR relies heavily on partnerships with local, state, and federal agencies at all levels. Sector UMR shares the Federal On-Scene Coordinator responsibility with the Environmental Protection Agency (EPA) and works with the Upper Mississippi River Basin Association (UMRBA) and Regional Response Teams V, VII and VIII to develop, review, and exercise plans for responding to oil spills and chemical discharges.



Above: Overview of the SANDPIPER Dredge on the Missouri River and the Endangered Pallid Sturgeon

SANDPIPER Dredge Oil Spill

On October 26, 2012, the SANDPIPER Dredge sunk on the Missouri River. Sector UMR partnered with the Responsible Party, USACE, US Fish & Wildlife Service, Iowa Dept of Natural Resources and oil spill response and industry professionals to successfully cleanup the oil spill, mitigate the impact of the discharge, and salvage the dredge to protect the environment such as the federally-listed endangered pallid sturgeon.

The SANDPIPER Dredge sinking resulted in a medium discharge of approximately 1200 gallons of diesel and lube oil. The Oil Spill Response Organization recovered about 500 gallons of oil with sorbent material. The case resulted in an Administrative Class I Civil Penalty in the amount of \$3,500.00

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ROLES AND MISSIONS

The United States Coast Guard is a multi-mission maritime service within the Department of Homeland Security and one of the nation's five uniformed services. Our core missions on the Western Rivers focus on promoting and enhancing the safety and security of the Maritime Transportation System and serving as stewards of the environment.



Mission of Coast Guard Sector UMR

Ensure the Safety, Security and Stewardship (protecting the environment while facilitating commerce) of the Heartland.



BOATING SAFETY

Recreational Boating Safety in the Midwest

Sector UMR works closely with state and local law enforcement agencies to enforce recreational boating safety laws. In addition to enforcement on the Western Rivers, Sector UMR boat crews patrol Lake of the Ozarks and Table Rock Lake in Missouri during peak recreational boating periods and during major marine events. The largest of these events is the annual Lake of the Ozarks Shootout boat race that draws nearly 100,000 spectators onboard over 6,000 pleasure craft to watch over 100 racing boats compete to break the 208 MPH course record. In addition, boat crews for the Marine Safety Detachments provide law enforcement and safety support for a wide variety of events including Quad Cities' Floatzilla kayak and canoe regatta and Illinois' largest annual July 4th fireworks display, the Red, White and Boom, hosted by the City of Peoria.



Above: Thousands of boats line the 2 mile long Lake of the Ozarks Shootout Race Course

Coast Guard Auxiliary Improve Recreational Boating Safety

In our region, there are over 1,300 Coast Guard Auxiliarists who volunteer their time, vessels and aircraft in dedicated public service. In 2012, members of the Auxiliary contributed over 110,000 hours to the recreational boating safety mission, in addition to regular marine patrols, thousands of vessel safety checks and dozens of recreational boating safety classes. As a result, many lives have been saved as recreational boating enthusiasts have improved the operating condition of their boats and enhanced their knowledge regarding the safe boating operations .

WATERWAYS MANAGEMENT & VESSEL INSPECTION

Regattas and Marine Parades (Marine Events)

Marine Event Permits facilitate the effective management and safe use of the rivers by both the river industry and citizens alike. In 2012, Sector Upper Mississippi River completed 94 Marine Events and reviewed hundreds of permit applications. Working through established partnerships with local, state and federal agencies, Sector UMR successfully managed finite resources and environmental impact concerns associated with these events. Additionally, Sector personnel served as Patrol Commanders enforcing safety zone during numerous large scale events, including Fair St. Louis, an event which drew over 400,000 people and temporarily closed the Mississippi River at St. Louis during the firework displays and air-show.



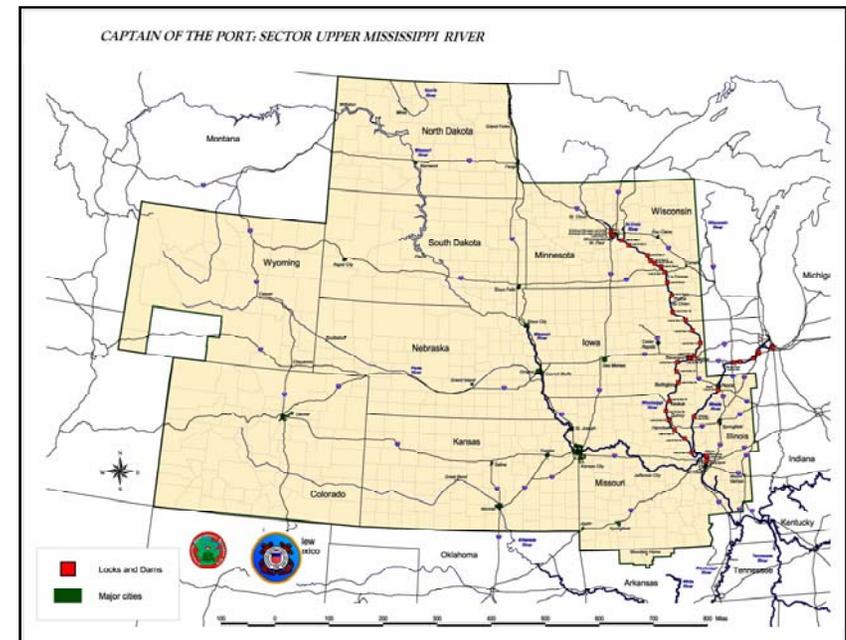
Above: Coast Guard Cutter CHEYENNE preparing for a patrol.

Aids to Navigation (ATON)

The mission of the Coast Guard's Aids to Navigation (ATON) program for the Western Rivers is to manage, influence, and provide access to a safe, secure, and efficient navigation system. The program is executed in Sector UMR through the utilization of five cutters which set and maintain 5,300 buoys and shore-aids of buoys on all three major river systems. The Cutters are strategically homeported throughout the Midwest region to respond to navigation concerns arising in the Sector's vast area of responsibility. The Cutters are aided by a robust waterways management division that works with industry and government partners to discuss and respond to arising navigation concerns. The program facilitates maritime commerce by minimizing disruptions to the movement of goods and people, while maximizing recreational enjoyment and economic dependability on navigable waters, all while maintaining robust waterway restoration capabilities when disruptions occur.

AREA OF RESPONSIBILITY, UNITS & SUB-UNITS

Sector Upper Mississippi River (UMR) is the largest Coast Guard Sector in the lower 48 states with an area of responsibility comprised of 11 states and over 2,000 miles of commercially navigable waterways. The waterway system, is primarily comprised of the upper portion of the Mississippi River, the Illinois River and the Missouri River, includes over 33 locks and dams, 238 bridges and 7 major population centers. The Sector is staffed by more than 284 Active Duty, Reserve and Civilian personnel and has a variety of unique assets including five Cutters and three Marine Safety Detachments. The Sector also boasts 1,300 Coast Guard Auxiliaries, who volunteer to assist the Sector.



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| <ul style="list-style-type: none"> • Sector UMR Office:
St. Louis, MO • Marine Safety Detachments:
Peoria, IL
Quad Cities, IL
St. Paul, MN | <ul style="list-style-type: none"> • River Tenders:
CGC CHEYENNE
CGC GASCONADE
CGC SANGAMON
CGC SCIOTO
CGC WYACONDA |
|--|---|

NATIONAL AND REGIONAL RESPONSES

Sector Upper Mississippi River's Response to Low Water

In 2012, the Midwest experienced an extensive drought that caused the Mississippi River to fall to record low water levels throughout a 185 mile stretch between Cairo, IL and St. Louis, MO. The Mississippi River is a critical economic super highway and transports billions of dollars of cargo annually through America's heartland. A study conducted by the American Waterways Operators and the Waterways Council predicted a river closure between December 2012 – January 2013 would impact \$7 Billion of commodities, cost 20,000 jobs and over \$130 Million in wages and benefits.



Left:

The Mississippi River, South of Port of St. Louis during the height of the 2012-2013 drought.

This prediction triggered the creation of a Unified Command amongst the US Army Corps of Engineers (USACE), Coast Guard and the river industry. SUMR was a key player, planning and executing the response, actively ensuring the safety of mariners during the operation and effectively communicating rapidly changing conditions among all stakeholders. During the prolonged crisis, the Coast Guard's efforts were primarily focused on prevention: leading and planning operation management, ensuring contractor safety, creating vessel traffic management schemes, utilizing Buoy Tenders to ensure the channel was accurately marked, managing all Media/Government events and inquiries and leveraging Captain of the Port authorities. As one of three components of the Unified Command, the Coast Guard provided overall safety, security and stewardship of the Upper Mississippi River. In total, 1021 tows comprised of 9426 barges were monitored or passed through the closed area of the river. The operation ensured the flow of \$7 billion in critical cargo minimizing the low water's impact to the nation's economy.

MARITIME SAFETY

The Coast Guard's Commercial Vessel Safety program is vital to the Marine Safety mission. The Coast Guard regulates the design, construction, equipment and operational requirements for a variety of commercial vessels.



Above Left: A Coast Guard Petty Officer inspects a barge carrying a petroleum product.

Above Right: Inspectors review an uninspected towing vessel during an examination.

Domestic Vessel Inspection

SHOWBOAT BRANSON BELLE: Sector UMR ensured the replacement of the generator and engine on the 750-passenger vessel was completed safely. The project resulted in the vessel exceeding EPA emissions standards and increased plant efficiency and dependability. Sector UMR Marine Inspectors ensured workmanship and conducted in-service performance testing.

NATURAL DISASTER: On February 29, 2012, a tornado damaged many of the twenty-three inspected vessels located in Branson, MO. Immediately following the disaster, unit personnel examined all inspected vessels and ensured the damaged vessels were properly repaired prior to returning to commercial service.

VESSEL SAFETY BRIDGING PROGRAM: In the mid 2000's, the Coast Guard embarked on the Towing Vessel Bridging Program to examine otherwise uninspected vessels operating on the Western Rivers. As part of a multi-phase process, the Coast Guard worked closely with the Towing Industry to provide voluntary examinations to prepare the vessels and crews for the planned implementation of Subchapter M inspections. Subsequently, SUMR Examiners actively sought out vessels not yet examined. With nearly 370 vessels operating in Sector UMR's area of responsibility, cooperation is vital to the success of the examination process. As of year's end, 94% of vessels in the area have completed examinations, 335 of which have been awarded a safety decal denoting 100% compliance with the requirements outlined in the program.

SEARCH AND RESCUE

Throughout history, the Coast Guard has played a vital role in Maritime Search and Rescue operations. On the Western Rivers, Sector Upper Mississippi River continually fosters partnerships with state and municipal authorities to provide lifesaving services.



Above: A flood victim is saved from Missouri River flooding.

2012 SAR Statistics

Total SAR Cases
120

Property Saved & Assisted
\$2.08 Million

Lives Saved & Assisted
197

Coast Guard fostering partnerships with local agencies

Sector Upper Mississippi River's area of responsibility is a vast geographic region encompassing 11 states and over 2,000 miles of navigable waterways.

Due to its geographical challenges and its limited resources, Sector Upper Mississippi River works closely with other government agencies at the State and local level to effectively respond to incidents.

These partnerships provide much faster response and a greater availability of resources for the maritime community throughout the region. The Coast Guard continues to promote partnerships with state and local agencies through annual Area Maritime Security Council meetings.

NATIONAL AND REGIONAL RESPONSES



Above: Low water levels reveal immense sand bars and river training structures on the Middle Mississippi River.

Right: A Tow Boat prepares to head south with its cargo. Despite the fact the Mississippi River was reduced to half its width in some areas, the Coast Guard, along with its government and industry partners, was able to keep traffic flowing with minimal impact.



Left: Two large fleets across from a large sand bar. After the River began the rise, the Coast Guard marked safe water in the improving channel to allow for increased river traffic.

MARITIME SECURITY

As an Armed Service and member of the Department of Homeland Security, the Coast Guard is uniquely positioned to contribute to America's defense and security. Over the past year, Sector UMR personnel and port partners were involved in numerous multi-agency operations, aimed at improving security on our waterways.

Port Partners Conduct VIPR Operation

Cooperating with the Transportation Security Administration (TSA), Lambert Airport Police Department K-9 Units, and St. Louis Police Department, Sector UMR boarding officers participated in TSA Visible Intermodal Prevention and Response (VIPR) operations. VIPR teams were created to augment security operations on public transportation systems throughout the United States. Coast Guard boarding officers led VIPR teams on routine boardings to ensure the security of passengers on riverboats.



Above: The American Queen is the largest river steamboat ever built.

Maritime Security Partners

- Police and Fire Departments
- Commercial Towing Industry
- Coast Guard Auxiliary
- U.S. Army Corps of Engineers
- Fish and Wildlife Agencies
- Facility Operators
- FBI
- State Emergency Operations Centers
- The Boating Public
- Many, many more....

MARITIME SECURITY

Area Maritime Security Committees

In 2012, Area Maritime Security Committees (AMSC) located in St. Louis, Kansas City, Minneapolis/St. Paul, Quad Cities and Peoria held 18 formal meetings and several sub-committee meetings. The meetings continue to bring federal, state, local and industry partners together to identify and address port-wide security vulnerabilities and review existing risk mitigation strategies to improve the region's maritime security response posture.

Numerous port partners and first response agencies conducted and participated in over a dozen inter-agency exercises covering the full exercise spectrum from seminars to full-scale events. In many cases, the regional exercises were created for and/or centered on the maritime realm due to the consistent presence and exceptional commitment of these AMSC professionals. These committees are very proactive and continue to develop and conduct exercises with or without exercise support far exceeding USCG policy requirements.

With Port Security Grant funding as a valued resource, the committees continue to focus on developing exercises, conducting interagency training, refining maritime security response protocols and obtaining critical response and prevention equipment. Recent exercises have focused on Mass Information Sharing, in a maritime environment and understanding

Presidential Security

Maritime security forces played a critical role in providing for the safe and secure transit of the President and Vice President of the United States during their 2012 Presidential campaign visits to Dubuque and the Quad Cities area. A cooperative task force comprised of local authorities, the Secret Service and the Coast Guard provided waterborne security while strictly enforcing security zones on selected portions of the local waterways during 15 such visits.

