The Navy Supports L.I.F.E.

A Humanitarian Assistance/Disaster Relief Concept
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1. Introduction

For most navies around the world, Humanitarian Assistance and Disaster Relief (HADR) is no longer a secondary mission. Indeed, for the last two decades, the increasing number of reported catastrophes worldwide has triggered a universal consciousness, urging governments to develop national HADR capabilities, both civilian and military.

However, in most cases, dedicated governmental resources have proven to be insufficient to provide an effective response on their own. Recent major disasters have clearly demonstrated the vital need for better coordination and cooperation between humanitarian players, while highlighting their greatest weakness: a lack of mutual understanding and knowledge.

By developing “The Navy supports L.I.F.E” Concept, the Combined Joint Operations from the Sea Centre of Excellence (CJOS COE) provides a structured approach to improve both coordination and cooperation.
2. Key Terms and Definitions

Terms and definitions may vary from one country to another. The following definitions are most commonly accepted:

- The purpose of a Humanitarian Assistance and Disaster Relief (HADR) mission is to relieve or reduce the results of natural or manmade disasters or other endemic conditions such as human pain, disease, hunger, or privation that might present a serious threat to life or loss of property.

- The Humanitarian Assistance and Coordination Center (HACC) is a center established to assist with interagency coordination in the relief effort. It plays a key role in building the link between the military forces, the host nation, different governmental agencies, non-governmental organizations, and international and regional organizations. It should be used as the primary interface with all the humanitarian partners.

- Civil-Military Operation Centers (CMOCs) are established at the tactical level by the military forces to locally coordinate civil-military efforts. They are used by military and non-military organizations as meeting places for coordination and information (collection and dissemination).

- Humanitarian actors encompass International Organizations (IOs), Non-Governmental Organizations (NGOs), national governmental organizations involved in HADR, the HADR host nation’s government representative, and the military forces dedicated to the HADR mission.

- The Humanitarian Comprehensive Operational Picture (HCOP).

The HCOP contributes to improve the coordination by providing an updated multilayered geographic picture of the humanitarian situation:

- Where and what are the needs (health, food, water and sanitation, shelter)?
• Where and what are the means (humanitarian aid)?
• Where are the victims and the different humanitarian actors?
• What is the situation of the infrastructures (roads, bridges, buildings, telecom, electricity, etc.)?
• How effective is the humanitarian effort by areas and by domains?

The HCOP has to be validated by the HACC to ensure its legitimacy.

• The Disaster Assistance Response Team (DART) is a group of experts in disaster relief operations who can be quickly deployed in a permissive environment. As experts, they can provide a quick assessment of the situation. Depending on the countries, DART can be military, civilian or both.

• A humanitarian cluster is a group of agencies, interconnected by their respective mandates, coming together around a set of humanitarian interventions in a common area, for purposes of synergy, surge, effectiveness, efficiency, and accountability. The following clusters were active in Haiti:
  o Logistics (World Food Program (WFP))
  o Shelter and non-food items (International Federation of Red Cross)
  o Water, sanitation and hygiene (UNICEF)
  o Health (Pan American Health Organization/World Health Organization)
  o Food (WFP)
  o Early recovery (United Nations Development Program)
  o Camp coordination and camp management (International Organization for Migration)
  o Nutrition (UNICEF)
  o Protection (Office of the High Commissioner for Human Rights)
  o Agriculture (Food and Agriculture Organization of the United Nations)
  o Education (UNICEF)
  o Emergency telecommunications (WFP).

3. Aim

The aim of “The Navy Supports L.I.F.E.” concept is to improve the efficiency and the effectiveness of navies in HADR operations.

4. Scope

This concept provides the various humanitarian partners with a better understanding of the level of support they can expect from navies in four key domains: Logistic, Information, Force Protection and Expertise. It also provides the maritime commanders with a structured approach to HADR and the basic tools to plan and conduct their mission.

5. Not a New Mission

Providing assistance to the victims after a natural or manmade disaster is not a new task for navies. While deployed worldwide in the framework of more traditional missions,
Naval platforms are frequently the first on the scene, bringing a quick response after a catastrophe. However, unless trained and equipped for the specific disaster mission, these ‘emergency’ responses have often been limited in their ability to deliver the desired effects. In other words, whilst they are able to conduct initial ‘first aid’ action, they are rarely prepared to do much more.

6. Increasing Frequency of Crisis

7. A Common Responsibility

EU proposes to improve European disaster response:

“The world is changing and the number of disasters worldwide has risen fivefold since 1975. From the earthquake in Haiti to the industrial spill in Hungary we have seen that a combined European response can be more effective – both on the field, and in terms of cost. In a situation where every hour counts the European Union needs a system that guarantees the availability of key assets for immediate deployment. We can not afford to wait for the next mega disaster before we take action.”

Kristalina Georgieva, European Commissioner for International Cooperation, Humanitarian Aid and Crisis Response, Brussels, 26 October 2010

Today, with the apparent rise in reported natural disasters, global humanitarian issues have caught the attention of the media, who in turn has influenced public opinion into demanding that something must be done. Governments react by promising financial aid and requiring their military forces to provide HADR capabilities. Whilst highly capable, this is an area that the military are, in the main, poorly trained and organized to deliver. Since 1975, the number of natural disasters worldwide has risen fivefold! This trend, made even more apparent by the significant improvements over the last decade in global media communications, highlights the risks of exposure to disasters that the
international community faces. The risk of humanitarian tragedies increases furthermore, as the booming population growth compels an urban extension into more exposed areas, especially along the coasts, where the potential risk of natural disasters (tsunamis, hurricanes, and flood) is highest. In coastline environments, navies are naturally expected to play a key role, and perform HADR as well as their more traditional missions.

**Expended Core Capabilities**

**Humanitarian Assistance and Disaster Response:**

“Building on relationships forged in times of calm, we will continue to mitigate human suffering as the vanguard of interagency and multinational efforts, both in a deliberate, proactive fashion and in response to crisis. Human suffering moves us to act, and the expeditionary character of maritime forces uniquely positions them to provide assistance.”

*United States – A Cooperative Strategy for 21st Century Seapower*

*October 2007*

8. A Need for Coordination

"Our view is that improved coordination will contribute to meeting the needs of populations affected in emergencies, by promoting complementary roles among the various actors involved in a response.”

Matthias Schmale, Under Secretary-General for Development, International Federation of Red Cross

*Oct 27, 2010*

Major disasters require effective coordination between all humanitarian actors. The earthquake in Haiti in early 2010 killed over 220,000 people and a further 2 million were in need of immediate emergency services. A disaster of this magnitude is beyond the capability of many governmental and non-governmental humanitarian agencies. No one organization can provide an effective response on its own. Therefore, coordination between all the humanitarian actors is needed to ensure the needs of disaster victims are efficiently met.

Coordination enables:

- the sharing of vital information to assess the whole situation and build a relevant HCOP;
- the benefits of pooling/sharing complementary capabilities; and
- a more rational use of limited resources.

Coordination requires effective communication, which allows the humanitarian actors to explain their own objectives and therefore avoids prejudicial misunderstanding. It also helps counter the insidious perception of an invasion force. Conversely, the lack of coordination leads to a duplication of effort which wastes limited resources and therefore deprives victims from being assisted.
9. A Difficult Challenge

Despite obvious benefits to the victims, coordination remains a difficult challenge not only to achieve but surprisingly, even to promote. In a time of tight fiscal resources, the struggle for recognition is vital for many organizations in order to generate funding. In this competition for 'credit', other humanitarian actors may be perceived as peer competitors. While the priority must always be to address the immediate needs of the victims through an ‘on the scene’ assessment, extensive media coverage transmitted back to capitals can often skew this process by decision makers ‘at range’ influencing where aid is applied.

Independence is often a key argument used to gain public funding. For the smallest organizations, being part of the coordination process presents a risk to their independence, with a view that larger organizations may overpower, threaten or influence their actions and outcomes. Depending on their nationalities and ideologies, some organizations will refuse to be committed alongside others, making the coordination process even more complicated. More often than not, these moral and ethical issues become severe constraints to effective coordination, sometimes at the expense of the victims. Indeed, some non-governmental organizations even refuse to deal with military forces, considering them as “hostile”.

10. A Greater Challenge for Navies

In addition to the challenges already mentioned, navies must address their own cultural and educational challenges. Instead of maneuvering independent, far from the coasts, HADR requires naval platforms to operate in the confined littoral environment, under the constraints of many different military and civilian actors, such as:

- the host nation government;
- national governments;
- International Organizations (IOs);
- Non-Governmental Organizations (NGOs), (more than 3,000 NGOs were deployed in Haiti after the Earthquake); and
- other military services and foreign forces.

Coordination with these actors requires a shift from a structured and hierarchic approach to an apparent chaotic consensual decision making process. The military is used to giving or receiving orders by following procedures in a hierarchical command structure, while coordination with IOs and NGOs works very differently, effectively in a flat ‘chain of command’. For example:

- Their mission is lead at the tactical level, unlike the military whose strategic/political level exercises close control of actions.
- Their high level of delegation permits quick decision making while the military action is often restrained by rules of engagement and having to refer up the chain of command.

Military forces are used to operating in a supported/supporting relationship with other military services, taking for granted that their capabilities are known by civilian entities. In HADR, military capabilities are sometimes ignored but always underestimated and
therefore underemployed. The benefits granted by the freedom of maneuver, global reach, principles of sea-basing, and the ability to deliver L.I.F.E. across the beach are familiar only to a minority in the civilian sector and those with previous experience in the military.

Humanitarian actors are part of a community that has built up extensive experience moving from one disaster to another. This community has its own mechanisms and language. As HADR is not currently part of most navy’s core mission, only a very limited number of sailors can claim to belong to this community. This lack of specialists combined with poor dedicated education and training, brings a heavy burden to the maritime commanders; their staffs are wasting time “reinventing the wheel”, when they should be focusing on new challenges. Despite naval forces regular support to humanitarian operations, HADR is still considered as a long-term capability to acquire, and therefore remains a secondary training objective.

11. Three Axis of Improvement

In order to achieve an effective coordination with humanitarian organizations, navies need to:

- Improve the efficiency of maritime commanders with a mission-dedicated toolbox, including a basic approach to plan and conduct their mission.
- In between crises, promote and extend their capabilities to support humanitarian missions and train within the humanitarian community.
- Overcome the challenges of interoperability by providing humanitarian partners with a basic interface, to match needs with supplies.

12. The Concept

To address the aforementioned challenges, the CJOS COE has developed “The Navy supports L.I.F.E.” Concept, where the acronym L.I.F.E. stands for Logistic, Information, Force Protection and Expertise; the four key domains where navies can make a difference in supporting their humanitarian partners.

13. A Structured Approach

The L.I.F.E. concept provides the maritime commander with a structured approach to plan and conduct his mission. Irrespective of the size of the naval force, the commander should be able to assess through the four key domains, the level of support which can be immediately provided and to identify the missing capabilities that the follow-on forces will need to bring. Annexes A through E detail by domain, the different level of support maritime forces can offer.

14. L.I.F.E. Status

To efficiently and effectively support humanitarian missions, navies’ HADR capabilities need to be clearly identified, broadly advertised and made fully accessible to the humanitarian partners. The purpose of the L.I.F.E. status is to fulfill these three objectives. It is a daily contract between the Maritime Force Commander and the HACC, reporting through the L.I.F.E. domains:
• What capabilities will be available to the humanitarian partners for the next period (released on Day 1 for Day 3)?
• How those capabilities will be assessed and what are their restrictions (ethical or national restraints)?
• How and by whom these capabilities were used during the previous L.I.F.E. status (lessons identified, best practice, rate of use, names of the organizations)?

14.1 Key Role of HACC

As improving the level of coordination between the humanitarian partners has become a critical requirement, the capabilities offered in the L.I.F.E. status must be put under the control of the HACC. The L.I.F.E. status needs a broad dissemination to be accessible to every humanitarian organization. Their requests for support will be relayed to the HACC that is in charge of the validation and prioritization process. This HACC provides the legitimacy to the tasking and ensures a rational use of these capabilities. By enhancing the common understanding of the navies' capabilities, the L.I.F.E. status contributes to improve the coordination and avoid a waste of available resources.

14.2 Maritime Force Capabilities

The commander reports only the capabilities required to provide for the next period, therefore own national requirements must be taken into account. As stated as a contract, the capabilities offered in the L.I.F.E. status should not be cancelled without justifiable reason. The first L.I.F.E. status needs to be sent as soon as possible. Thus, even prior to arriving on-scene, a maritime force is able to acquire and provide the salient information.

14.3 A Common Tool

When the L.I.F.E. status is considered as a common tool in HADR missions, the Navies' HADR capabilities will no longer be under-evaluated and underemployed.

15. An Educational Tool

“The Navy supports L.I.F.E.” Concept is also an educational tool for humanitarian partners and navies alike. This slogan provides the basic knowledge required to understand how navies should support the humanitarian effort. By highlighting the supporting role of the Navy, this motto reminds us of the vital need for coordination.

16. A Promotional Tool

“The Navy supports L.I.F.E.” Concept is also a promotional tool to emphasize the real humanitarian objectives of the mission. It should be used to counter the negative perception of the military as hostile forces.
17. A Basic Common Interface

The L.I.F.E. Concept should be used by humanitarian organizations as an interface to match their demands with available supplies. If navies use the L.I.F.E. status to report their current available HADR capabilities, their humanitarian partners should use the same architecture to express to coordination centers, their requests for support. A better knowledge of available means combined with an appropriate way to request them, should improve the global effectiveness and avoid any further waste of precious resources.
1. Definition

The Logistics domain encompasses: Transportation, Medical, Engineering, Maintenance, Supply, Mortuary affairs, and Contracting. In the HADR environment, the most significant logistics services, in terms of support to the humanitarian effort, are usually: distribution (Transportation), Engineering and Medical. In order to align logistics with the HADR clusters, medical will not be discussed as a part of logistics in the L.I.F.E. concept.

2. Concept of Logistics Support

The concept of Logistics support consists of coordinating logistics capabilities of the maritime force in support of relief efforts.

The commander needs to assess:

- What are his current logistic capabilities?
- What are the capabilities he wants to share with his humanitarian partners?
- Where and how they should be used to support efficiently the humanitarian action?
- What relevant capabilities are missing and should be brought on scene by the follow-on forces?
• How to inform the Host Nations and the Humanitarian Organizations on the availability of the assessed logistic capabilities?

The logistics capabilities that will be offered to the humanitarian partners should be advertised in the L.I.F.E. status. Their use should be coordinated by the Humanitarian Assistance Coordination Center (HACC).

3. Transportation and Distribution

| There is no humanitarian assistance, if humanitarian aid and teams can’t reach victims. |

In the logistics domain, distribution and transportation are closely related and sometimes used interchangeably depending on context. For LIFE Concept purposes:

• **Distribution** is the process of operating a network to efficiently move goods from the source or provider to the required location [usually] using interconnected nodes.

• **Transportation** is the process of moving items from one node to another along the distribution network.

As a result of natural disasters such as mudslides, earthquakes, floods, tsunamis, etc, local transportation infrastructure is likely to be significantly damaged and hampers aid distribution. Maritime forces provide assets that are capable of supporting local and lead response agencies in their emergency distribution and transportation efforts until local transportation and distribution infrastructure can be restored. In addition to physical assets, maritime transportation units consist of robust coordination capabilities that can be used independently, in conjunction with, or in support of other responder agencies or organizations.

3.1 Transportation Modes to the Theater

Nations usually coordinate their own lift depending on the mission. In certain situations, nations collaborate and agree to support common requirements and use a central point for costs and coordination efficiency. This central point can be the United Nations, North Atlantic Treaty Organization, European Union, or any individual or collective group of contributing nations.

Transportation modes include sealift, airlift, and overland depending on the origin and point of need. Transportation is usually managed by assigning the requirements in either inter-theater (between military defined areas of operations) or intra-theater (within a defined area of operation).

3.2 Inter-theater Transportation

This lift is commonly referred to as Strategic Lift. Strategic Lift is provided via either military owned or contracted vessels. Using pre-established contracts, naval forces have access to a broad selection of vessels that can be used for a multitude of purposes.
3.2.1 Sealift (commercial contracted and military vessels)

Most nations use a combination of military and commercially contracted vessels for large requirements that have a lesser degree of time sensitivity. Sealift, though slower, is usually more cost effective for initial bulk and follow on sustainment requirements. There are various types and sizes of vessels of vessels that are available to support transportation requirements to virtually any region of the world.

3.2.2 Airlift

Most nations use a combination of both military (including rotary and fixed wing) and commercially contracted aircraft for requirements that have some degree of time sensitivity.

3.2.3 Overland

This is generally used for bulk transportation in adjacent and bordering countries. Like the other transportation modes, a combination of military and commercial assets is used; however most of these assets are usually commercial trucks or rail.

3.3 Intra-theater Transportation
This type of transportation is usually the best response to HADR challenges. It is already on scene when the catastrophic event occurs and when transportation is the greatest challenge due to damaged local transportation infrastructure and resources. Similar to inter-theater transportation, a combination of transportation modes is used depending on what the cargo volume is and the time sensitivity of the requirements. Also pre-established contracts are generally available, making it easy to acquire support needed in additional to military-owned assets.

To facilitate the efficient allocation of resources, intra-theater transportation requirements generally utilize a centralized coordination point to meet lead agency priorities using available transportation assets. This coordination point will have oversight over all modes of transportation as well as nodes used to support the operation.

3.3.1 Sealift Transportation

| Sea Coastal environment – the easiest way to move personnel and equipment directly to victims |

The sea remains the easiest way to transport mass quantities of cargo. When harbors are saturated or no longer operational, naval forces provide Ship to Objective Maneuver (STOM).
3.3.2 Air Transportation

Rotary Wing Aircraft

Helicopters provide distribution of smaller quantities of cargo from the hubs to the point of needs. Rotary wing aircraft airlift are extremely flexible and can provide not only the helicopters but also air traffic control, coordinated SAR, multiple "afloat land zones", and organic support capabilities. Additionally helicopters can use Vertical Replenishment (VERTREP) to reach and support isolated remote locations with humanitarian aid. No helicopter landing zones are required.

Fixed wing aircraft provides movement of large quantities of cargo among key distribution sites,

4. Storage/Warehousing

Instead of systematically pushing ashore all humanitarian aid coming from the sea, warehousing at sea offers many advantages, such as:

- Built in security: no need for additional force protection (a lighter footprint), less temptation for looting and therefore violence, and easier control on the safe resources.
- Climate controlled environments that improve the shelf life of its cargo over shore-based ad hoc warehouses.
• Combined with STOM, storage/warehousing provides a fast and safe way for aid to reach the victims directly from the sea; no need for additional escort compared to classic transit by road.
• Less significant footprint ashore, reducing the strain on the local government

5. Push versus Pull

One of the overarching advantages to sea based response services is its coordination and communications capabilities, and the “on demand” response that it provides. Since there is no need to push all supplies ashore for storage, goods and services can remain at sea until needed. When needed, shipboard capabilities can be simultaneously distributed to a variety of points, based on need.

6. Personnel

Navies bring an impressive labor pool of specialized skills to an HADR mission such as, medical, engineering, transporters, public affairs, and food service personnel. Ships are a source of general labor that can be used for general security, distribution of supplies, warehousing, truck drivers, general administration, and more.
7. Medical Evacuation (MEDEVAC)

A task force of ships has the inherent capability to provide medical evacuation and treatment to varying degrees depending on the platform. While hospital ships are the most capable, most amphibious ships have capabilities commensurate with small hospitals or large clinics.

8. Rest and Recuperation

Military ships offer hosting capabilities comparable to floating hotels. They provide L.I.F.E. services to sustain high tempo activities. In HADR situations, they are ideal locations to support “breaks” from a stressful environment. In order for response teams to be effective day in and day out, they need to rest and recuperate; floating hotels provided by navy ships are ideal for this purpose. Services provided include, but are not limited to, food, medical care, recreation, fitness, computers and communications, retail stores, laundry, barber, religious services, and more.

9. Logistics Services

9.1 Energy Generation Plants

Marine engineers are skilled at operating and repairing steam, diesel, and gas turbine generators and associated systems. Most ships have portable generators that can be used to provide power generation for limited purposes. Additionally, amphibious ships can provide larger generators rated up to 100KW.
9.2 Shipboard fuel capability

Military ships have both diesel and vehicle gasoline in varying capacities depending on the size of the ships.

Replenishment at Sea

They have the capability to distribute fuel to shore when moored/docked or via barge when anchored. Support ships such as oilers have huge fuel capacities capable of sustaining the navy’s response force and ground base operations. As military ships can be replenished at sea, they can provide, without burdening the host nation, continuous support. Fuel types include: diesel, aviation fuel and gasoline for passenger vehicles.

9.3 Water Production

Ships produce distilled water for a variety of purposes including drinking, medical and hygienic. Depending on the ship class, they have reverse osmosis or distillation plants that produce water in varying quantities. Shipboard water generating capabilities are designed to support the crew indefinitely while at sea. There is some excess capacity that can be used to support shore base operations for short time periods.

If water is needed for extended time periods, the amphibious force can bring their “Amphibious Bulk Liquid Transfer System” (ABLTS), which is capable of providing over a 100K gallons per day (GPD) from tanker sources. ABLTS capability is designed for off shore distribution of about 4 miles in range. Prior planning is needed to ensure availability of this system because there are only two ABLTS available in the US Navy.

Additionally, portable Reverse Osmosis Water Purifications Units (ROWPUs) can be deployed ashore to provide onsite water purification production in capacities of about 3000GPD. These units are portable and can pump into water bladders/tanks for storage and/or distributions to remote locations.

9.4 HADR Equipment Kits

Most navies have HADR kits. The US Navy’s amphibious force has developed Disaster Response Teams (DRT) that come configured with equipment tailored to suit a variety
of disaster relief activities. These DRTs are deployable by air or via ship. The air transportable DRTs are usually a portion of the larger DRT that are resident aboard amphibious ships. They have a variety of equipment that can be used to support personnel search and recovery, debris/road clearing, construction, and other activities. They range from small portable saws and hand tools to larger road-clearing bulldozers and graders. If requested, they can also provide well drilling equipment and operators.
After a natural disaster, building a picture of the situation is vital to deliver the best response to the victims. However, in early stages of a humanitarian operation, information is often too fragmentary to exploit. Indeed, as a result of the loss of human lives and the damaged infrastructures, the information flow is often partially disrupted. By bringing on scene, reliable Information capabilities, the maritime force can provide decisive support to the information flow and therefore efficiently contribute to the whole humanitarian effort.

1. A Need for Information

In the chaotic environment immediately following natural catastrophes, an all encompassing picture of the situation is essential to match the available resources with the needs. To build this global picture information is required on:

- The victims: localizations, numbers, physical conditions, etc.
- Available humanitarian resources: localization, rescue teams, medical support, food, water, shelter, etc.
- The fastest way to access the victims: roads, bridges, airport, port, obstacles, transportation means, etc.
However this data is difficult to access as the information flow is disrupted as a result of:

- **Poor Collection**
  - less sources of information on the ground;
  - a limited access to the more damaged areas;
  - no means of transmission to relay this information,

- **Poor Analysis And Processing**
  - fewer specialists;
  - damaged equipment.

- **A Challenging Dissemination**
  - less media available;
  - lines of communication disrupted;
  - downed communication infrastructures: TV, radio, telephone, print media.

**Without information, there is no coordination and no effective response.**

2. **Why the Navy?**

Although HADR has only recently become a core capability for many navies, information has always been a priority. In contrast, most humanitarian organizations can’t afford to spend funds and human resources in dealing with the full spectrum of information. They are more often information consumers than providers.

On the other hand, navies have always considered mastering information as vital to gain superiority in warfare. Therefore, they educate and train personnel on up-to-date dedicated equipment. The level of support a maritime force can bring is not limited to the resources deployed on scene. It can take benefit from its reach-back support thanks to permanent connectivity with shore-based information centers.

Whatever the nationality and the size of a maritime force, the commander will always be able to support information, with both embedded capabilities and reach-back support.

3. **How the Navy Can Support Information**

Navies can provide relevant support in different phases of the information process.

![Diagram of the information process](image)
3.1 Phase 1 - Planning and Direction

During the operational planning phase, an important task of a maritime force is to build a list of critical requirements for information (information essential to conduct the mission). This list should, for each phase of the operation, foresee the likely consequences of the catastrophe and impact on the mission. It should not only address the specific needs of the force, but encompass the whole humanitarian mission. That is, each humanitarian organization and cluster consolidates its own list of critical information based on previous operations (as they know best their own needs). These lists should be taken into account and consolidated with the maritime force information requirements to enhance navies’ understanding of overall concerns which will lead to improved support.

3.1.1 Request for Information (RFI)

In addition to a list of critical requirements, a list of RFIs will be issued. As most RFIs will concern the humanitarian situation, it would be relevant to share it with humanitarian partners in order to enhance mutual understanding. Humanitarian partners can send their RFIs through the HACC and provide some answers to navies’ own requests.

3.1.2 Reach-Back Support

- Develop contingency plans for any type of HADR mission;
- Maintain and update a database on the operational area.

3.2 Phase 2 – Collection

After a natural disaster, collecting information without dedicated equipment is a challenging task. The most relevant centers of interest are always in the most damaged areas, and therefore the most difficult to access. Maritime forces bring dedicated tools on scene to access and collect this information, these include:

- Shipboard assets:
  - Optical sensors (day and night).
  - Electromagnetic sensors to assess the level of radio-electromagnetic activity ashore (radio, TV, GSM, RACON, airport and sea-port radar, etc.).

- Organic assets:
  - Boats: small craft for information collection along the shore.

US Navy Team in Haiti 2010
- Aircraft: fixed/rotor wing and drones for visual/electromagnetic collection.

Aerial photos taken during a damage assessment flight from USS Iwo Jima in Haiti

- Teams deployed ashore with real mobility capacities.

Meeting with the key leaders in Grand Goave, Haiti 2010

- Experts: EOD divers, Medical Team, Engineers.
- Force Protection team.
- CIMIC/Civil Affairs Teams.
  - In different CMOCs,
  - In the Humanitarian Assistance Coordination Center (HACC),
  - In contact with the population,
  - During meetings with the different HADR partners,
  - In local Meetings, and at
  - Key leader meetings: commanders can access political leaders.
- Media. With permanent connectivity:
  - Internet services
  - Access to different media broadcasts including TV and Radio
- Strategic assets

When available, the maritime commander also benefits from strategic information collection assets, for example: satellite, drones and aircraft.
3.2.1 Reach-Back Support

- Internet & documentation
- Media broadcast

3.3 Phase 3 - Processing and Exploitation

During this phase, raw data is correlated and converted into a readable form. This phase, like the following one, requires a huge resource in equipment and expertise that most non-governmental organizations cannot afford. The maritime commander usually has only a limited capability on board a ship, but can benefit from reach-back resources. This phase encompasses:

- Imagery exploitation, and
- Data conversion and correlation.

3.3.1 Reach-Back Support

Thanks to permanent connectivity, most of these tasks can be performed by the reach-back assets to provide technical support and expertise.

3.4 Phase 4 - Analysis and Production

The objective of this phase is to provide:

- Answers to the RFIs,
- Updates for the HCOP with annotated maps,
- Warnings in accordance with critical information:
  - Lack of specific resources,
  - Warning status on key infrastructures (dams, bridges, piers...)
  - Warnings on major change of security level,
  - Warnings from weather forecasts, etc.
- Measures of performance and effectiveness,
- Updates for the reach-back database.

A list of products is detailed further below.

3.5 Phase 5 – Dissemination and Integration

As a result of damaged infrastructure, the dissemination of information is also a challenge. Maritime forces can disseminate information:

- From the sea with embedded means
  - Radio or TV broadcast
  - Internet: own website, clusters newsgroups, other humanitarian websites, and social networks
• Ashore with deployed personnel
  - Key leader meetings, HACC or CMOC

  Briefing on initial damage assessments in Haiti 2010

  - Handbills
  - Loudspeakers

• From the air with leaflets

  • From reach-back

4. Different Productions

Maritime forces can deliver numerous products to support information.

4.1 Humanitarian RFIS Database
The maritime force can maintain and update a humanitarian RFIs database. Disseminated on an unclassified network (like APAN), it should be accessible by all the humanitarian partners to ask questions and find answers. To ensure better control and coordination, the HACC should act as a moderator and validate all the requests.

4.2 Support to the HCOP - Humanitarian Comprehensive Operational Picture

There is no efficient coordination without a common understanding of the situation. The easiest way to capture the whole picture is to build an HCOP: a visual multilayered annotated map providing updated and geo-referenced status on the humanitarian situation. By accurately spotting the needs and the available resources, it supports the prioritization process of the HACC and therefore the coordination effort.

To be accepted and used as a reference by all the humanitarian partners, this picture needs be validated by a legitimate organization. This should be an additional responsibility for the HACC.

Besides being the best visual coordination tool, the HCOP offers other key advantages:

- It provides a global and local short-term assessment on the levels of success. Overlaying daily status gives a trend for effectiveness.
- It promotes the humanitarian organizations’ actions by advertizing them on an official and broadly disseminated document,
• It can encourage international humanitarian support (funds) by highlighting the immediate needs of people spotted on a map instead of a vague area.
• It can be used by the media to find points of interest to cover.
• It improves the coordination between humanitarian actors by highlighting their complementary resources (ex.: humanitarian aid and mobility – aid with no mobility and trucks with nothing to transport).

Building this global picture is not an easy task without dedicated teams and equipment. Thanks to embedded capabilities and reach-back, navies can provide support to this task.

For obvious reasons of trust and legitimacy, military forces can’t take full responsibility of this task, but they can offer their support to some more experienced and trusted organizations like the CIMIC Fusion Center (www.cimicweb.org).

4.3 Connectivity

In the first phase of the operation, just after the disaster, when the lack of communication is a real issue, navies can provide limited connectivity. If fitted with satellite telecommunication capabilities, CMOCs ashore can be used, for a limited time, as access points to the information.

4.4 Media Coverage

*Media members transmit video, photos, and news stories of the relief efforts in Haiti from a media trailer aboard.*
As stated previously, media coverage plays a vital role in humanitarian operations. By highlighting the immediate needs of victims on the international scene, it legitimizes the mission and justifies requirements for additional resources. As most organizations rely on public funding, humanitarian relief agencies need to provide their supporters with tangible results by allocating resources and promoting their humanitarian initiatives through on scene success stories.

In the aftermath of a natural disaster, the most relevant areas for journalists are usually the most difficult to access. By providing mobility, the maritime force can extend media coverage and bring more visibility to specific areas and achievements. Embedded journalists, public affairs personnel and teams deployed ashore can also contribute to improve area media coverage by collecting and sharing the information (video, picture and interviews) with the press, social networks, mission dedicated websites, etc. The request for media coverage should be addressed to the HACC as with any other request.

4.5 A Mission Dedicated Website

The most effective way to share information worldwide in support of a humanitarian operation is to build a mission dedicated website.

- It should provide relevant and up to date information on:
  - Mission objectives,
  - Media releases (all media records),
  - A calendar stating the main meetings and key dates,
  - Success stories,
  - Maps: HCOP validated by the HACC,
  - Metrics showing the needs and the resources,
  - Links to other humanitarian websites.

- It should offer a forum for registered users (sponsored by the HACC):
  - To give the POCs
  - To exchange information by domain,
  - To share answers to RFIs,
  - To send requests for support to the HACC.

- It has to use relevant key words to be easily accessible through any search engine.
The main purpose of HADR is to relieve or reduce the suffering of the local population. Nevertheless some individuals will try to exploit the chaotic environment for their own benefit. Their actions will represent a direct threat to the population and the humanitarian mission.

1. Force Protection Objective

The main objective of force protection is to provide a safe and secure environment in support of humanitarian actors to the benefit of victims.

2. A Chaotic Environment

After a large scale catastrophe, humanitarian organizations are very likely to operate in a complex and potentially hostile environment.

Whatever the level of security was in a country before a disaster, it will never improve afterwards:

- Local police forces are rarely organized and trained to face large scale events.

- In the general chaos, the lack of law enforcement triggers:
  - A feeling of insecurity – The population is left on its own, especially at night.
  - A feeling of impunity – With limited risk of being arrested, criminal behavior increases.
- **Looting** becomes a serious threat, not only for the goods, but for anyone encountering the looters, when vital resources are permanently lacking and damaged infrastructures can’t protect private property. It also leads to a suspicious ambiance with a risk of violence escalation.

- Humanitarian actors mostly evolve in an unsatisfied mob environment. Food and humanitarian aid distribution points always draw a crowd. If the organization delivering goods doesn’t match public expectation, it can quickly turn into a life-threatening riot with casualties. Humanitarian workers and foreigners are easy targets for an angry mob.

- Internally Displaced Persons’ (IDPs) camps bring their own security challenges. Promiscuity combined with sufferance and anger is a catalyst for sex crimes, drugs, gang activities, and settling grudges.

- In between arrival of humanitarian actors and population migration, it becomes easier to the cross border to enter a country. Extensive media coverage combined with vast numbers of unprotected humanitarians provides increased opportunities for terrorists to strike.

### 3. A Traumatized Population

Depending on the lethality of the disaster and the local culture (some populations are already sensitized to suffering), humanitarians will have to deal with various behaviors of traumatized survivors. They must expect to face irrational activities.

- In the aftermath of a catastrophe, most of the survivors will shift naturally into a survival mode.

- The strong willed will try to dominate the vulnerable, endangering the latter by taking more than they need.

- Any rumor, even irrational, concerning a threat to their survival, will spread immediately, altering their level of trust in humanitarian organizations. It is not uncommon to ear such things as: “Humanitarians keep the aid for themselves! Some of them are spreading diseases! The food is not equally distributed!”

### 4. Threatened Humanitarians

Humanitarian actors’ noble motivation to support disaster victims will not prevent aid workers from being threatened. They represent very profitable targets for criminal and terrorist activities. They can even rapidly become victims of those they try to save.

Humanitarian operations bring on scene the following challenges:

- **Protection to Aid Workers and Foreigners**: Many countries, targeted by terrorist organizations, send unprotected representatives. Even working for non-
governmental organizations, humanitarians may still be perceived as responsible for their nations’ behaviors. Trust in others is one of the most commonly shared feelings within the humanitarian community. It permits aid workers to easily reach and help people, but it makes them more vulnerable and less able to detect bad intentions.

- **Abuse of Media:** Large scale disasters draw equal media coverage, offering a worldwide audience to any terrorist or criminal action against humanitarians.

- **Criminal Behavior:** Aid workers activity is announced everyday via all media outlets. Kidnapping humanitarians for ransom could be perceived as a profitable activity. Also witnessed are actions of gouging, as the law of supply and demand considerably increases the value of goods on the black market. Humanitarian depots and convoys quickly become rich targets for criminals.

5. **A Need for Public Order**

Victims who deserve the greatest care are always the weakest. When the strong, with individual priorities rule, the weakest are often left out. Humanitarian aid requires equity to be effective. It has to be equally shared among the greatest number of victims. When humanitarians are unable to control the delivery process, either the strongest get most of the aid or it turns into a riot.

Medical attention requires serenity to be correctly performed. The chance of survival decreases when doctors have to operate under the pressure of a hostile mob.

6. **Ensuring a Safe and Secure Environment**

An adequate and proportionate level of protection is required to permit International Organizations (IO) and Non-Governmental Organizations (NGO) to focus on their primary tasks without fear and anxiety related to the volatility of their work and living environment. Units deployed overseas possess the means to provide at least a small security element enabling local assessment of security conditions and threats, regardless of force size.

As a response to different security challenges, maritime forces can provide:

- **Security awareness** to humanitarians through the HACC

- **Education** – Prior to a deployment or when on-scene, a maritime force can provide education to its humanitarian partners on security matters:
  - Culture awareness with a security perspective
  - Basic rules to follow to detect, deter and reduce a threat
  - Force protection capabilities
  - Pre-planned reactions in case of emergency, behavior and point of contact, extraction points, etc.
• Daily security briefs to the HACC (and through the CMOCs), in accordance with local police assessment.

• Local security assessment prior to a local mission – a reconnaissance team can be sent to assess the level of security in isolated areas.

• Early security warnings: A maritime force will relay to the HACC any early signs indicating a deterioration of the security level.

• Deterrence: Maritime forces can deploy force protection teams by air, sea and land to avoid any escalation of violence and maintain a safe environment. These deployments should be approved by the host nation and coordinated with local representatives of the government. Deterrence can be applied through classic law enforcement missions, traffic control (pedestrian and vehicular) with checkpoints, and patrols (both mounted and dismounted).

• Close Protection when the security risk is assessed high

• Security cordons in support of aid delivery

• Escort of convoy and protection of humanitarian depots (static or patrol) when the security level decreases.

• Use of force: When deterrence is no longer sufficient and lives are threatened, maritime forces can use minimum force to save lives in accordance with their rules of engagement. The use of force always complies with the right of self-defense. Use of force can be required to:
  - Ensure protection of vital places (airports, hospital, embassies, etc.)
  - Assist local law-enforcement when requested by a host nation.
  - Extract endangered persons.
  - Control a riot.
7. **Area of Operation**

Maritime forces can deliver force protection in different environments:

- **Maritime**
  - coastal environment and port facilities
  - rivers

- **Air** with organic assets:
  - Fixed wing and rotor aircraft
  - Unmanned systems

- **On Land** depending on the maritime force capabilities: a single unit versus an amphibious force, the capabilities can vary from a single security team to the full spectrum of land operations.

8. **L.I.F.E Status**

The current available force protection capabilities will be declared in the LIFE status. Besides an emergency, any request for support must be sent to the HACC.
“E” Stands for Expertise

Navy Diver assigned to Mobile Diving and Salvage Unit inspects a damaged pier in Haiti

1. Expertise

Navy commanders can offer a wide spectrum of expertise in support of a humanitarian mission, regardless of the size of the maritime force. Every ship, no matter how small will be able to provide engineers (both mechanical and electrical), medical experts, cooks, artisans and a motivated eager work force. In addition to the crew, specialized units may also be deployed, if required, along with the maritime force or with the follow-on forces to respond to specific demands: salvage diving units, construction engineers, hospital ships, water production units, etc.
2. Technical Support

Usually available onboard every ship is:

- Electricity production
- Water production
- Mechanics – Truck and boat engineering
- Communications
- Electronic maintenance
- Divers (for basic tasks)

Additional specialized technical units include:

- Maritime domain
  - Port facilities
    - Assessment (divers, engineers, etc.)
    - Access (salvage teams, floating cranes, Seabees, etc.)
• Maintenance (navigation lights, cranes, etc.)
• Port control and harbor operations (forward logistician teams, line handlers, stevedores, cranes, etc.)

- Maritime safety
  • Afloat maritime rescue and coordination center
  • Notice to mariners
  • Weather forecasts, etc.

- Maritime community
  • Fishing boats (maintenance, repair, etc.)

• Air domain

  Air controllers:
  • Directly from their units at sea
  • Deployed ashore

• Land domain
  - Assessment teams
  - Reconstruction teams

Haiti 2010
3. Medical Support

The level of medical support available depends on the countries and the size of the ship’s crew. Some countries own dedicated assets able to provide the same level of medical support as a modern city hospital. Maritime assets can provide:

- MEDEVAC (Medical Evacuation) support
- Medical care – surgical and radiography facilities,
- Field hospitals
L.I.F.E Toolbox – LIFE Status

1. Objectives

The L.I.F.E. status is a tool dedicated to the following objectives:

- Improve the efficiency of the Maritime Force to support an HADR mission. Its capabilities are assessed through the L.I.F.E. domains, publicized and made available to the humanitarian actors.
- Improve the level of cooperation between humanitarian partners by reinforcing the role of the HACC. These dedicated capabilities fall under the control of the HACC, in charge of collecting, assessing and prioritizing the requests for support sent by the humanitarian organizations.
- For the long term, to improve the general knowledge of a navies’ HADR capabilities for future missions.
- The ultimate objective of the L.I.F.E. status is to become the standard tool for all the humanitarian agencies.
2. The L.I.F.E. Status Process

Building the L.I.F.E. status

- The first step of the L.I.F.E. status is for the Maritime Force to assess through the four domains which capabilities can be dedicated to the HADR mission. Each unit reports to the Maritime HACC what capabilities will be available in two days (D1 for D3).
- Due to national tasking and Maritime Force requirements, some capabilities will not be available. The Humanitarian Tasking Working Group prioritizes the national requests and sends to the MHACC its constraints with regard to the L.I.F.E. status. This can include maintenance constraints, direct requests from the CMOCs or orders given through the chain of command. Priority will be given to national requirements.
- The MHACC takes into account available resources and national constraints to the L.I.F.E. status. It is sent to the Commander (COM) for approval.
- Immediately after validation by the COM, the L.I.F.E. status is released to the humanitarian partners and to HACC. Every means of dissemination should be used.
Remarks: The first L.I.F.E. status needs to be sent at the earliest opportunity. Even before arrival off the coast, the force is ready to acquire and provide Information (satellite pictures for example). The L.I.F.E. status process is a 72 hours iterative process (i.e. starts on D1 with unit inputs to the live report and ends on D3 releasing the L.I.F.E. status to Humanitarian Partners (HACC), then the cycle restart D2 for D4, and continues throughout the duration of the operation).

The L.I.F.E. status should:

- **State** by domains the available capabilities:
  - The L.I.F.E. status must offer capabilities rather than means: Transportation versus trucks. If the fastest and safest way is to transport goods by sea during the night, this option should remain open.
  - The L.I.F.E. status concerns only a 24-hour period. Some capabilities may only be available during the daytime such as helicopters or escorts. Some may be permanent, like information. These restrictions need to be clearly stated in the L.I.F.E. status.
  - Depending on the size of the affected areas and the maritime force, some capabilities may not be available for the entire theater. The L.I.F.E. status needs to state for each capability, the geographic boundaries. Delivering information globally is possible when using the Internet but very limited when using leaflets.

- **Remind**
  - How the humanitarian partners can access these capabilities:
    - How to access the L.I.F.E. status: online (webpage, newsgroup, mail), in the different CMOCs, and in the HACC.
    - How to send a request to the HACC: directly, online, through the CMOC.
    - How requests are processed by the HACC. *(To be determined by HACC.)*
    - How to coordinate with the maritime force when the tasking has been validated by the HACC. The military should use the POC stated in the request for support to liaise.
  - How to contact the maritime force in case of emergency: MEDEVAC or Force Protection. When the MEDEVAC or Quick Reaction Force (protection, use of force, extraction, etc.) capabilities are available, they should be reported in the L.I.F.E. status. As it concerns emergencies, the request has no time to be processed through the HACC and should be sent directly to the provider.
• **State** which organizations have been using the capabilities offered in the previous L.I.F.E. status. It will be a way to:

- Promote coordination and cooperation.
- Motivate more humanitarian actors to request maritime force support.
- Improve the process by sharing lessons learned.

3. **L.I.F.E. Status Timeline**

![THE L.I.F.E. STATUS PROCESS]

4. **L.I.F.E. Status structure.**

Whatever the situation or size of maritime force, the L.I.F.E. status needs to provide the following information:

1. **Times**
   a. When it has been released (**D1**)
   b. When the requests for support have to be sent (**D2**) to the HACC
   c. When the L I F E STATUS is in effect (**D3**)

E-4
2. **Names and nationalities** of the units or the force

3. A rapid summery of the unit or force **mission**

4. A reminder on the **L.I.F.E. STATUS process**:
   a. **D1**: Before 2000 local time, the unit or the force disseminates a list of the supporting capabilities that would be available on D3.
   b. **D2**: Before 1000 local time, all the requests for support have been sent to the HACC by the humanitarian actors. At least one Point of contact must be specified in the request.
   c. **D2**: Before 1200 local time, the requests have been processed by the HACC and sent to the unit or the force.
   d. **D2**: Before 2000 local time, the modus operandi is validated by both the customer and the unit. The unit will contact the customer using the POC given in the request.
   e. **D3**: L.I.F.E. STATUS in effect. The supported organization is requested within 24 hours to provide its feedback in order to improve the process.

5. The list of **POINTS OF CONTACT**, either to send the requests to or for further information. For a better coordination and information management within the force, the MHACC and the CMOC should be used as the only entry points instead of the units.
   a. **MHACC** (Maritime or Military Humanitarian Assistance Coordination Center)
      - Email,
      - Phone number,
      - Address (if ashore),
      - Website,
   b. **CMOC** (Civil-Military Operation Centers.)
      - Email,
      - Phone number,
      - Address
   c. **HACC** (Humanitarian Assistance Coordination Center)
      - Email,
      - Phone number,
      - Address,
      - Website
Depending on the situation and the capabilities of the maritime force, the L.I.F.E. status may include the following:

6. **L as LOGISTICS:** a full set of services, support, capabilities, and facilities made available and related details

   a. **Transportation and Delivery**

   i. **Sea**
   - Type of asset (ship, amphibious craft, small boat, barge…)
   - Short description of the support
   - Transportation capabilities:
     - Personnel: number of passengers,
     - Cargo: Cube and weight, cargo category (container, pallet, bulk, net),
   - Areas, ranges and times (Region A, from A to B in C hours),
   - Time frame of availability (day and night time constraints according to the area: harbor or beach)
   - Remarks (restriction on the type of cargo…)

   ii. **Air**
   - Type of asset,
   - Short description of the support
   - Transportation capabilities:
     - Personnel: number of passengers,
     - Cargo: Cube and weight, cargo category (pallet, bulk, net),
   - Areas, ranges and times (From Landing Zone (LZ) A to LZ B),
   - Time frame of availability (day and night time constraints, time slots of availability)
   - Remarks (restriction on the type of cargo…)

   iii. **Land**
   - Type of asset,
   - Short description of the support,
   - Transportation capabilities:
     - Personnel: number of passengers,
     - Cargo: Cube and weight, cargo category (pallet, bulk, net),
   - Areas, ranges and times (Region A, from A to B in C hours),
   - Time frame of availability (day and night time constraints according to the area: harbor or beach)
   - Remarks (restriction on the type of cargo…)
b. Storage

i. **Sea**
   - Short description of the support (Ex: benefit of a light footprint, no security required)
   - Storage capabilities: Cube and weight, cargo category (container, pallet, bulk, net),
   - Type of cargo: perishable, medical, refrigerated,
   - Delivery and accessibility: delivery at sea or in harbor, delays for delivery (need to be scheduled)
   - Areas (in front of harbor A or beach B)
   - Time frame of availability (day and night time constraints according to the area: harbor or beach)
   - Remarks (restriction on the type of cargo…)

ii. **Land**
   - Short description of the support (Ex: security granted)
   - Storage capabilities: Cube and weight, cargo category (container, pallet, bulk, net),
   - Type of cargo: perishable, medical, refrigerated container,
   - Delivery and accessibility: delivery at sea or in harbor, delays for delivery (need to be scheduled)
   - Locations
   - Time frame of accessibility (day and night time constraints)
   - Remarks (restriction on the type of cargo…)

c. Hosting capabilities

i. **Sea**
   - Short description of the support (racks (beds), food, working-space, connectivity, security)
   - Number of racks available
   - Number of meals available
   - Areas
   - Time slots

ii. **Land**
   - Short description of the support (racks, food, working-space, security)
   - Number of racks available
   - Number of meals available
   - Location
   - Time slots
d. Medical facilities
   - Short description of the medical facilities (racks, type of bed, oxygen)
   - Number of bed available
   - Areas
   - Time slots (should be in days)

e. Production

i. Water
   - Daily quantity available by area
   - Restriction by means of delivery
     - Alongside at sea (barge),
     - Alongside in Harbor (trucks),
     - Directly to the beach (bottles, bladders),

ii. Electricity
   - Assets
   - Power available
   - Area (from the ship alongside, or electric generator ashore)

f. Fuel support

i. Helicopters
   - Type of fuel
   - Quantity available
   - Area of delivery
   - Time slots

ii. Diesel
   - Type
   - Quantity available
   - Area of delivery
   - Time slots

iii. Gasoline
   - Type
   - Quantity available
   - Area of delivery
   - Time slots
g. General purpose personnel
   - Short description of the support (cleaning, delivery, moving)
   - Number of teams
   - Area of delivery
   - Time slots

7. I as INFORMATION

   a. Request for information (RFI)
      i. Access to the information database
         - Website address
         - Registration process
         - RFI process
      ii. Site survey (assessment, picture)
          - Sea
          - Air
          - Land
      iii. Information collection

   b. Media coverage
      - Public affair team

   c. Information dissemination
      i. Media broadcast
         - Radio
         - TV
         - Webpage
      ii. Meeting
         - Population
         - Key-Leaders
         - Coordination
      iii. Paper production and dissemination
         - Posters
         - Leaflets
d. Connectivity

i. From the ship
   - Short description of the support
   - Alongside (WIFI)
   - At sea

ii. A shore from CMOC
   - Short description of the support
   - Alongside WIFI
   - At sea

8. F as Force Protection
   - Short description of the support (escort, patrol, presence during delivery, distribution centers management)
   - Number of teams available
   - Area
   - Time slots (depends on the areas)
   - Limitations (ROE, national caveats)

9. E as expertise

a. Medical expertise

i. MEDEVAC
   - Short description of the support
   - Areas
   - Time slot

ii. Deployable team
   - Short description of the support (assessment, 1st aid, vaccination)
   - Numbers of teams and composition
   - Areas
   - Time slot

iii. Medical support on board
   - Short description of the support (surgery, radiography, rack, assessment, 1st aid, vaccination)
   - Areas
   - Time slot
b. Technical expertise

i. **Engineering**
   - Short description of the support (assessment, easy fix, quick repair)
   - Numbers of teams and main equipment (shovel, chainsaws, Bulldozer…)
   - Fields of expertise (mechanics, telecommunication, electricity…)
   - Areas
   - Time slot

ii. **Diving team**
   - Short description of the support (assessment, recovery)
   - Numbers of teams and composition
   - Areas
   - Time slot

10. Feedback

a. **Former LIFE STATUS achievement**
   - Supports provided
     - Where?
     - For who?

b. **Lessons identified**

c. **Lessons learned**

d. **Remarks**
LIST OF ACRONYMS

- **CFC**  Civil-Military Fusion Centre
- **CIMIC**  Civil-Military Cooperation
- **CMOC**  Civilian Military Coordination Center
- **CJOS COE**  Combined Joint Operations from the Sea Center Of Excellence
- **DART**  Disaster Assistance response Team
- **DRT**  Disaster Response Team
- **EOD**  Explosive Ordnance Disposal
- **HADR**  Humanitarian Assistance and disaster relief
- **HACC**  Humanitarian Assistance Coordination Center
- **HCOP**  Humanitarian Comprehensive Operational Picture
- **IO**  International organization
- **IDP**  Internally Displaced Persons
- **LIFE**  Logistic Information Force protection Expertise
- **MHACC**  Maritime (or Military if JOINT) Humanitarian Assistance Coordination Center
- **NGO**  Non-Governmental Organization
- **RAS**  Replenishment At Sea
- **RFI**  Request for information
- **STOM**  Ship to Objective Maneuver
- **VERTREP**  Vertical Replenishment
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Photo Credits

100301-N-6410J-047 CARIBBEAN SEA (March 1, 2010) An MH-60S Sea Hawk helicopter approaches the Military Sealift Command hospital ship USNS Comfort (T-AH 20) to deliver two cargo pallets. Comfort received more than 200 pallets of supplies during a vertical replenishment with the Military Sealift Command dry cargo/ammunitions ship USNS Sacagawea (T-AKE 2) to support Operation Unified Response after a 7.0 magnitude earthquake struck near Port-au-Prince, Haiti Jan 12. (U.S. Navy photo by Mass Communication Specialist 3rd Class Matthew Jackson/Released)

100215-N-4995K-125 USNS COMFORT (Feb. 15, 2010) Hospital Corpman 3rd Class Christian Quintero, from Miami, Fla., prepares surgical tools during a skin graft surgery aboard the Military Sealift Command hospital ship USNS Comfort (T-AH 20). Comfort is providing medical care in Haiti after a devastating earthquake struck the nation Jan 12. The Comfort staff has completed 755 surgeries to date in support of Operation Unified Response. (U.S. Navy photo by Mass Communication Specialist 2nd Class Chelsea Kennedy/Released)

100026-N-1134L-216 PORT-AU-PRINCE, Haiti (Feb. 6, 2010) Builder 2nd Class Andrej Paskevic, assigned to Underwater Construction Team (UCT) 1, drills guide holes into a damaged section of pier at the port in Port-au-Prince. UCT-1 and U.S. Army divers are conducting repair operations in the main seaport during Operation Unified Response after a 7.0 magnitude earthquake caused severe damage in and around Port-au-Prince, Haiti Jan. 12. (U.S. Navy photo by Mass Communication Specialist 2nd Class Chris Lussier/Released)

100130-N-7948C-300 KILLICK, Haiti (Jan. 30, 2010) Sailors aboard the Colombian navy logistics ship ARC Cartagena De Indias (BM 161) transfer humanitarian aid donated by the Colombian Red Cross to Landing Craft, Mechanized (LCM) 14. The landing craft is assigned to Assault Craft Unit (ACU) 2 and embarked aboard the amphibious dock landing ship USS Gunston Hall (LSD 44). Cartagena De Indias and Gunston Hall are conducting humanitarian and disaster relief operations as part of Operation Unified Response after a 7.0 magnitude earthquake caused severe damage in and around Port-au-Prince, Haiti Jan. 12. (U.S. Navy photo by Mass Communication Specialist 1st Class Martine Cuaron/Released)


100119-N-7653W-076 PORT-AU-PRINCE, Haiti (Jan. 19, 2010) Sailors assigned to Maritime Expeditionary Security Squadron (MESRON) 6 embarked aboard the amphibious dock landing ship USS Fort McHenry (LSD 43) guide an assault craft unit onto the shore of Port-Au-Prince, Haiti. Fort McHenry is participating in Operation Unified Response to provide humanitarian assistance in the aftermath of the 7.0 magnitude earthquake that struck Haiti on Jan. 12. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jusor Williams/Released)

100127-N-18315-082 KILLICK, Haiti (Jan. 27, 2010) U.S. Navy Sailors assigned to Beach Master Unit (BMU) 2, and Mexican navy sailors transport baby supplies to the Killick Haitian Coast Guard Base. BMU-2 is embarked aboard the amphibious dock landing ship USS Gunston Hall (LSD 44). Gunston Hall is supporting Operation Unified Response following a 7.0 magnitude earthquake that caused severe damage in Haiti Jan. 12. (U.S. Navy photo by Mass Communication Specialist 3rd Class Ash Severe/Released)
The Military Sealift Command hospital ship USNS Comfort (T-AH 20) arrives at Naval Station Norfolk following a seven-week deployment to the U.S. Southern Command area of responsibility to provide medical care in Haiti as part of Operation Unified Response. The Comfort surgical team performed more than 800 surgeries. Comfort will return to homeport in Baltimore after a short port visit in Norfolk. (U.S. Navy photo by Mass Communication Specialist 3rd Class Ryan Steinhour/Released)

Sailors assigned to Assault Craft Unit (ACU) 2 unload humanitarian supplies from the Military Sealift Command crane ship SS Cornhusker State (T-ACS-6) in support of the Joint Logistics Over The Shore Operation under Joint Task Force Haiti. ACU-2 is conducting humanitarian relief operations in support of Operation Unified Response. (U.S. Navy Photo by Mass Communication Specialist 2nd Class Kim Williams/Released)

Sailors assigned to the amphibious dock landing ship USS Gunston Hall (LSD 44) unload water from a landing craft for distribution in Killick, Haiti. Gunston Hall is conducting humanitarian and disaster relief operations as part of Operation Unified Response after a 7.0 magnitude earthquake caused severe damage in and around Port-au-Prince, Haiti Jan. 12. (U.S. Navy photo by Mass Communication Specialist 2nd Class Meranda Keller/Released)

Landing Craft Unit (LCU) 1663, assigned to Assault Craft Unit (ACU) 2, loaded with embarked Marines from the 22nd Marine Expeditionary Unit (22nd MEU), prepares to enter the well deck of the amphibious dock landing ship USS Carter Hall (LSD 50). Carter Hall is conducting humanitarian and disaster relief operations as part of Operation Unified Response after a 7.0 magnitude earthquake caused severe damage in and around Port-au-Prince, Haiti Jan. 12. (U.S. Navy photo by Mass Communication Specialist 3rd Class Cory Rose/Released)

A shipment of Haiti relief supplies is unloaded from a barge at Guantanamo Bay, Cuba to be delivered to Haiti. Guantanamo Bay is serving as a logistics hub for supplies and personnel transiting to Haiti to support Operation Unified Response. (U.S. Navy photo by Mass Communication Specialist 2nd Class John K. Hamilton/Released)

A Haitian boy watches as rigid-hull inflatable boats from the amphibious dock landing ships USS Fort McHenry (LSD 43) and USS Carter Hall (LSD 50) arrive ashore at the New Hope Mission at Bonel, Haiti. The multi-purpose amphibious assault ship USS Bataan (LHD 5) is on station in Haiti with the amphibious dock landing ships USS Fort McHenry (LSD 43), USS Gunston Hall (LSD 44), and USS Carter Hall (LSD 50) supporting Operation Unified Response. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kristopher Wilson/Released)

An aerial photo taken during a damage assessment flight from the multi-purpose amphibious assault ship USS Iwo Jima (LHD 7) shows damage caused by Hurricane Tomas in Haiti. Iwo Jima is preparing to support the Government of Haiti, the United Nations Stabilization Mission in Haiti and the United States Agency for International Development (USAID). (U.S. Navy photo by Mass Communication Specialist 2nd Class Bryan Weyers/Released)

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Capt. Thomas Negus, right, commodore of Continuing Promise 2010, is briefed by UN officials on initial damage assessments after Hurricane Tomas impacted Haiti. Negus is commanding the humanitarian mission aboard the amphibious assault ship USS Iwo Jima (LHD 7), which was diverted from a scheduled Continuing Promise port visit in Suriname to assist Haiti. Air assets aboard Iwo Jima conducted aerial damage assessments as part of U.S. support to the government of Haiti in the aftermath of Tomas. (U.S. Navy photo by Lt. Jacqui Barker/Released)
French Ops Orcaella for Myanmar after cyclone Nargis in 2008 (Photos by SIRPA Marine Nationale)

French Operation earthquake Haiti 2010 . (Photos by SIRPA Marine Nationale)

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