

13 May 2003, 10:00 a.m.

Port of Oakland ~ 2nd Floor Boardroom

530 Water Street, Oakland, California 94607

LCDR Srioudom opened the meeting at 10:09 a.m.

Port Security Intel Report (CDR Saine)

Commander Jeff Saine reports of an incident aboard the Golden Gate Ferry and a suspicious ethnic suspect was counting passengers and caused alarm. After an initial investigation, it was determined that it may have just been a false alarm with someone doing simple research for a project.

Protest Demonstrations including the Water Born Peace Navy, who deployed 3 vessels (canoes etc.) and joined the protest occurring at Port of Oakland Terminals at American President Lines (APL) and Sealand. They silently protested against shipper's conducting business with Iran.

Seek Religion, a spiritual organization comprised of people from India that wear traditional turbans and other Middle-Eastern clothing, were touring around the Port of Oakland and prompted suspicion. Further investigation resulted in an innocent group outing.

In late March, 2003, some U.S. Coast Guard identification and clothing were stolen in San Francisco. It prompts awareness to question authorized persons around you if you are suspicious. Ask for proper identification of responders doing an emergency if you are in doubt. A Connecticut Fire Department had some uniforms stolen. Authorities cannot be sure of the motives but are on the look out for suspicious activity. It may all sound a little extreme but these types of activities could lead to a secondary problem.

Port Security Subcommittee Reports (Subcommittee Chairs/Co-Chairs)

- **Afloat Subcommittee** – Committee met this morning with a presentation by US. Coast Guard Officer Sean Kelley highlighting BTS and their work.
- **Law Enforcement Subcommittee** – No meeting this month.

- **Consequence Management Subcommittee** – Most members are in Guam doing consequence management due to the hurricane that leveled the island. Meeting postponed.
- **Infrastructure Subcommittee** – No meeting this month.

EXECUTIVE STEERING COMMITTEE (Paul Martin)

Members were polled on whether the Port Safety and Security Subcommittee needed to create an Executive Committee and who would participate? It was briefly discussed and agreed upon that the subcommittee comprised of all subcommittee chairs that currently exist, serves that purpose.

VTS Vessel Reporting (CDR Saine /L.T. Black)

(Lt. Black has been transferred and, Kelly discussed new reporting requirements with the new MARSEC framework. The Coast Guard has been mandated to increase maritime domain awareness. They have a facility that has visuals and radio surveillance around the bay. They track all commercial vessels around the bay. Prior to affects of 911, VTS focused on traffic management and navigational safety. Priorities have shifted to include maritime domain awareness. There are new laws governing VTS participation, which include reporting requirements and distribution.

- MARSEC 1, requirements are strict adherence to existing reporting requirements.
- MARSEC 2 many VTS users now become full participants. Tugs, (65 ft (vessels 20 meters or greater) vessels that we have provided some additional exemptions. For example, Alcatraz and Angel Island Ferries are exempt at Marsec 1 for reporting but at MARSEC or higher 2, they must report.
- MARSEC 3, all vessels must report including working vessels, passenger vessels, fishing boats, etc. (65 ft or larger). This represents an increase in radio traffic. At MARSEC 3, there could be restrictions on what vessels can even move at one time. This part of the plan is still being discussed.

Formatting on routine reports will remain the same. Some changes may occur in communications with regards to new terminology. What type of reports you receive in the future may be different with more

coded/summarized traffic reports. Changes in how vessels turn around may occur. VTS is currently creating a security plan for responding to security issues. They will begin training shortly and implementation in the near future.

Port Security and Safety Plan (PSSP) Status Report (Paul Martin)

Consultant, Paul Martin began the writing the plan in February. A first draft has recently been completed and distributed to a small group from the Security Subcommittee for review. Previous input from the committee was invaluable and the edits have been included. The plan is submitted through a chain of command and then on to the Executive Officer and Captain of the Port for review and comment. Their revisions will be included and then the plan is presented to the full Subcommittee. We will probably post all non-confidential areas of the plan on a website (Marine Exchange) for review. The Subcommittee can review the plan and return comments. Those comments would then be discussed with the Captain of the Port and then on to local USCG District Area Commander for final approval.

We have also been asked for a copy of our plan from the National Security Training Center in Virginia to use as an example in their training program. Northern California is far ahead of most areas with completion of plans, assessments, etc. We are to be commended on the great job we have accomplished.

Harbor Safety Conference Report (Paul Martin)

The 5th Annual National Harbor Safety Conference was held in New York. There were eight panel discussions and keynote speeches. One topic was “Ports and Waterways Safety Assessment” progress. The Commandant has contracted with a private group to conduct a nationally sponsored safety assessment throughout the country. Four have been completed to date. Balancing waterway usage with the recreational community is a key focus. Our Harbor Safety and Marine Exchange program had been acknowledged for having an exceptional program in outreach. Future committees will be adding a new auxiliary person to security teams to focus on recreation vehicles in the waterways.

The Federal role in the Marine Transportation System is envisioned as the coordinating of security activities, outreach, and congress setting standards and funding.

Breakaway groups discussed Port Security Plans. Majority of Ports are only 25% complete with their plans. Most ports have accomplished some type of assessment.

Identification card standards for Aviation, Maritime, Railroad, Truck Drivers, etc. are continued works in progress. Congressman Peter King is working with Congress to ensure civil rights are not being imposed upon.

As a result of California legislation mandates, we are far ahead in developing security plans. Excellent relations with USCG and Captain of Ports has ensured that dialogue includes the community and related organizations.

The assessments requested by the Coast Guard were part of national program to assess infrastructure. Assessments served three purposes - a national level, giving Coast Guard an idea of vulnerabilities and for facilities to see what were their vulnerabilities. Each Port doing their own internal studies will use that information to generate self-protection measures. A summary of the assessments/comments was requested. It was explained that these reports are proprietary information and that each group can view their assessment. Kenny Levin of the SF Bar Pilots, was interested in viewing an unclassified report regarding the vulnerability of the SF Bay.

SARS Report

Safety and Security combined issue that started off in a scare. Setting a Coast Guard policy nationwide is hard because each day more information is coming up. Coast Guard has an explanation of SARS with a 3-stage report.

VTS queries of potential SARS - If a master of the ship has an illness on board he must report it to CDC and Coast Guard. Vessels cannot come in Port until a quarantine period is lifted after CDC investigates and checks potential sick passengers. Vessels must report to VTS, CDC, and the Coast Guard. There is a 12-hour reporting requirement. IMO will be passing additional regulations. Our instructions are considered interim until regulations are finalized.

There is no date given for the finalized regulations. Marine Exchange will post them on their website as soon as they become available. It was recommended that the CDC discuss SARS with cities, counties etc. The cruise lines would like information on any existing vessel plans to use as a template for their passenger vessels. CDC and OES in San Francisco are helpful resources. Cruise lines want to be proactive and are asking the local ports to share their guidelines for dealing with SARS.

MTC Terminals has a procedure whereby a document is signed off by the ship Master that guarantees no one is sick on the ship at dock. MTC would later use this document for any arbitration due to work stoppage

from potential SARS illness. San Francisco Airport has an excellent contact with information in creating SARS plan.

There are no Ports that US Coast Guard is barring travel at this time. Depending on the future spreading of this disease, a mandate of this type could occur.

Round Robin Discussion – Members

Commander Saine announced the increased ability and availability of air operations in his office. If there is anything unusual that you feel warrants investigating, including specific events, etc., give our office a call.

Security Response Sheets have been developed to assist in capturing information when suspicious activity is observed. Commander Saine will forward this sheet to Lynn Korwatch of the San Francisco Marine Exchange for posting on their website.

Commander Saine also requests that we refer to our committee as the “Port Safety and Security Subcommittee. It has previously been referred to as the “MTS Port Safety and Security Committee. While it remains under the umbrella of the Northern California Metropolitan Transportation System (MTS), it is a separate subcommittee.

Captain of the Port, Captain Swanson, has sent word that we are doing great work.

Security zones are required around the bay area Ferry docks. The COTP is working on changing those requests because they do not believe that it is necessary in the bay area.

TSA has requested that the COTP reinstitute security zones around both airports, cruise ships, bridges. The COTP is also amending anchorage regulations, starting a regulatory project to finalize as regulation.

If you have any government representatives requesting access to your facility, ask them for their identifications. Also let Coast Guard know if you have any problems.

Customs was scanning outbound trucks with the VACIS machines and found that some trucks with long hauls, had people in the back of the cab that were not authorized. As a rule, Terminals do not let extra people in with truckers, so we must be careful for the trucks with those extra bed cabs.

IMO guidelines can be found at www.IMO.org or at the world organization website.

On June 24, 2003, between 8 a.m. – 12 noon, A training drill on the Bay Bridge will take place on June 24, 2003 between 8 .am. – 12 noon.

Cruise lines are extremely sensitive to photography and small boats. Cruise Ship lines need everyone to support the passing of new legislation to get a facility built to assist in ship turnaround. Pier 35 needs our support to assist with pushing forward a new facility being built. The Environmental Impact Report is the hold up right now. The facility must be upgraded or rebuilt.

Meeting Announcements (all notices posted at SF Marine Exchange website.)

MTS meeting at JWD in Oakland (date)

Propeller Club lunch on 5/22/03

Annual Marine Exchange May Day Party 5/22/03, 1700hrs, Pier 35

With no further discussion the meeting was adjourned at 11:35 a.m.

Next meeting will be held at 10:00 a.m. on June 10, 2003, at the Port of Oakland, 530 Water Street, 2nd Floor Boardroom.