

10 June 2003, 10:00 a.m.

Port of Oakland ~ 2nd Floor Boardroom

530 Water Street, Oakland, California 94607

LCDR Srioudom, opened the meeting at 10:16 a.m.

Captain of the Port, Captain Swanson complimented the Committee on its current status and progress. The draft security plan will be ready to share with members shortly. The 11th District is currently combined with the Pacific Area of Command. On July 16th, Rear Admiral Eldridge will assume 11th district portion of the command from Admiral Cross and oversee the district's security. July 1st, the Command Center will move from Coast Guard Island to Yerba Buena Island and become one integrated command group. New phone numbers, address, etc. will be announced on the Marine Exchange website. **Integration Commander** visited with the Port of Oakland recently and was pleased with our work and progress. The Coast Guard has activated Sea Marshall's and Port Security Teams and has been augmented with reserves. By mid-July, it is expected that they will begin standing down and return back to civilian life.

Communication is a top priority of Captain Swanson. Change in Marsec Levels is still an area that needs improvement. He is working with administrative grant process to upgrade communication systems for the region. Most members implied that they were concerned with the current alert process of Marsec level changes, especially if the new expected regulations will require them to respond when changes are made. One member notes that emails work well but faxes would be more helpful. Captain Swanson states that improving communication tools, methods and processes is a challenge.

Port Security Intel Report (CDR Saine)

Port Intelligence Coordinator, Commander Jeff Saine reports on public vessels currently in port, e.g. Tankers, MSC vessels, etc., will have their own security. They take their security very seriously, be caution of them and careful of their security zones.

The vessel, Crystal Harmony, discharged gray water in to the bay last year and prompted large protests and environmental attention. They are back at Pier 35 and groups are protesting while they are in Port. Protestors also went out in boats and protested around the vessel.

There will be 4th of July on the water fireworks throughout the San Francisco Bay region. There will be safety zones around the firework setup areas.

Some water paths have been closed up in Carquinos stream area due to bridgework.

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

- Afloat Subcommittee – (Ken Levin) Communications issues were the main focus at the Afloat meeting. Urgent Marine Information Broadcast (UMIB) is used to notify everyone. A bill (Pacheco) is currently going through the voting process in Sacramento that would make it a specific felony if you steal a police, pilot, or security boat. Commander Jeff Saine gave a presentation on the military load outs that occur up river with regard to safe evolution. It was then reported that the UMIB cannot be currently be used because the Coast Guard has some restrictions regarding the distribution of Marsec Level changes. They are not allowed to make a public broadcast. When the Federal Department changes the threat level and, at present, there is at least a 24-hour delay for the maritime stakeholder to get the information. Capt. Swanson added that communication from the beginning has been difficult and reemphasized that is was one of main concerns. It was asked if we should have a communications subcommittee to focus on these issues. Jeff McCarthy added group was started three months ago to develop the scope and criteria of a communications system and has submitted its request to the Coast Guard Innovation Council. They are currently waiting for funding. Ken Levin suggested that the communication group should expand and perhaps report to this committee. LCDR Srioudom said that that issue would be discussed and brought back to committee. Some organizations are complaining that National Communication is not trickling down effectively.

Pacific Maritime states they have an active telephone tree system upon notification that works fine for now. Some members will remain after the meeting with Captain Srioudom to voice their communication issues/concerns.

- Law Enforcement Subcommittee – No meeting this month.
- Consequence Management Subcommittee – No meeting this month.
- Infrastructure Subcommittee – No meeting this month.

PSSP Status Report (Paul Martin)

The Port Security Safety Plan continues in the review and edit process. It will be forwarded to some members of subcommittees and then back to the Captain of Port for his review and approval. The overall timeline for approval is November 2003. Our internal deadline is September 2003.

There will be information included in the new security regulations regarding deadlines, etc. The security regulations are posted in the Federal Register online.

Round Robin Discussion – All Members/Guests

Pier 35, two cruise ships have been in Port concurrently. Progress at Pier 35 has improved. Mike Nerney from the Port of San Francisco has been coordinating that effort. Consultant fieldwork has been completed and drafted. A report will be made available. Will forward a copy to the Port and Coast Guard over the next month.

Second round of security grants are scheduled to be announced mid June. There was an overwhelming response of applications this round. There may also be additional funds available to add to the initial total of money allocated.

One member inquired if there were any new standards or regulations on AIS equipment. Draft domestic carrier regulations are coming out within the next month. LCDR Srioudom will research and report back at next meeting.

The counties have some concerns with our work and that of the regional water authority developing an emergency response capability that will encompass everyone. Planning that can provide or develop that type or distribution continues to be a work in progress.

There is a current agreement between San Francisco Vessel of Mutual Assistance Program (SF-VMAP) and the USCG. The agreement allows VTS to call on the Ferry operators regarding an emergency and they assist by activating a phone tree to respond to the notification.

Metropolitan Transportation Commission will be discussing at length, communication issues as part of their agenda at a meeting this Saturday, 9a.m. "Transportation, Getting from Here to There. **Lynn Korwath of the Marine Exchange has a telephone number for further information.**

Transportation alternatives were reviewed in the event the bridge is incapacitated at a recent Golden Gate Bridge exercise several weeks ago.

The Marine Exchange System serves as a communication link for announcements, meetings, etc. In addition, when some organization systems are down, they step in and facilitate by placing info on their website.

The Committee will continue to deal with communication and its challenges. VTS will be assisting on the front edge of getting the information out.

One member emphasizes the need to be kept on the loop and having access during the comment periods on various regulations, etc. He states that due to regulations and other security enhancements, workers have increased workloads and no additional manpower. On a Richmond Chevron tanker today, the guy on deck has to watch the gangway, offshore side, load cargo and change the tapes. He request that the authors of port security

plans keep in mind the enormous impact to people who work on the water and around these Port areas. He further sites that company policies are stating that some of these increases are security regulations. However, workers have no documents or access to cross reference what is regulatory versus company imposed.

Captain Srioudom explains that each company owns their own plan and can provide or distribute as they see fit until otherwise instructed. Vessel and facility specific plans have not been decided. US Coast Guard treats all plans as proprietary.

There will be a training component within the recent regulations issued.

Start lining up comments now because once they are published, there is only a thirty day period to respond in writing to Coast Guard.

Commander Saine reports on status of Pier 35 relocation. Pier 35 will remain for the next 3-5 years. Terminal planning and work is in progress. They hope to start parts of the construction within a year. Port of San Francisco has applied for security grant monies to make the large-scale improvements to the Pier. A move to Pier 30/32 is in planning. The environmental impact report has been approved. The port and developer are making steady progress. Homeland Security is reviewing and will ultimately make changes within the Marsec Level change process.

Contra Costa refineries and chemical plants work with police to establish plans and increased security.

The next meeting we will focus on review and discussion about the new regulations. These regulations can be accessed from the Federal Register or SF Marine Exchange website.

Airport TSA representative, Tom Maruyama was unable to make his presentation to the committee as previously scheduled. We will defer that part of the agenda until a later date.

With no further discussion the meeting was adjourned at 11:18 a.m.

Next meeting will be held at 10:00 a.m. on 2nd Tuesday of July 8, 2003, at the Port of Oakland, 530 Water Street, 2nd Floor Boardroom.