

**Area Maritime Security Committee
Meeting Minutes
July 13, 2004**

Attendance: on file

Quorum Call:

CAPT Gerald Swanson opened the meeting at 1000 hours and thanked all for attending. He asked Captain Korwatch if there was a quorum present, which she confirmed. He then asked all present to introduce themselves.

Approval of Minutes:

After introductions, CAPT Swanson then asked Captain Korwatch to determine if the minutes from the previous meeting were approved. Captain Korwatch asked for questions, comment or changes to the April minutes. Seeing none, Captain Korwatch moved to approve the minutes. The motion was seconded and unanimously approved.

Comments by the Chair:

CAPT Swanson commented that MTSA regulations had been in effect since July 1, 2004 and that the port is currently operating at MARSEC level 1. He reported that since July 1, 2004 there has only been one vessel that didn't have its 96hr notice of arrival completed, but through proactive measures the vessel was not significantly delayed. CAPT Swanson reported that many of the MSO staff members are being transferred to new assignments and that there will be new people to replace them. He stated that the rotation process takes place every 2 to 3 years. CAPT Swanson discussed the new identification policy for Coast Guard. He said that all Coast Guard personnel are expected to show identification when entering a facility or vessel, but they will not surrender that identification card. Furthermore, it is the expectation of all Coast Guard personnel to be asked for identification and if they are not, it could result in a violation of the security rules. CAPT Swanson reported some of the delays in getting the 96hr ANOA may have resulted from the vessel or agent sending the information piecemeal. He reported that the 96hr clock will not start until "all" the required information and documents have been received by the National Vessel Movement Center (NVMC) and encouraged all to be sure the necessary information is complete. CAPT Swanson stated that the Facility Security and Vessel Security Plans were now officially categorized as Security Sensitive Information (SSI) and that they will be care for under the SSI rules.

Installation of New Committee Members:

The next item on the agenda was the swearing in of new AMSC Members. CAPT Swanson swore in Dr. Bill Eisenhardt of the California Maritime Academy and welcomed him to the committee.

Work Group Reports

Security Zones – CDR Greg Phillips reported that the security zones for facilities had completed legal review and is open for a 90-day public comment period. He expects them to be made into regulations in about 90 to 100 days. CDR Phillips then reported that the security zone around airports and bridges are in the regulations and are currently being enforced.

Facility Personnel Security (Final Report):

Mr. Paul Martin gave a brief introduction of the work group's history and inception, and went on to discuss the options they considered for personnel security identification. The following are the options:

1. Do nothing and rely specifically on the individual facility plans (the work group did not recommend this option).
2. Implement an interim identification system pending the issuance of the federal TWIC program (due to the cost and complexities this was not the recommended course of action but was preferred to "no action").

3. Expansion of the TSA's current Southern California Pilot TWIC program to include SF Bay ILWU workers, truck drivers and other port workers (it was the general consensus of the work group that this would be the preferred action).

Mr. Martin reported that much work remains to be done on agreements by all the parties involved will need to be hammered out to get it accomplished in the SF Bay Area. Mr. Martin asked Mr. Mr. Boyle to discuss the components of a possible TSA pilot project. Mr. Boyle described the pilot project might to be implemented in several phases. The 1st phase is to develop the mechanics of the card (i.e. bar code, magnetic strip and the information available on the card). The 2nd phase of the pilot is to bring the cards into operation with distribution and construction of card readers at terminals and facilities. It was asked how long these two phases would take and Mr. Boyle estimated that it would require 18 months for full implementation. Agreement about the pilot project is still in doubt, so facilities must implement their security plans as approved by (or submitted to) the Coast Guard.

Communications:

Mr. Jeff McCarthy reported that the issue of using the DHS ATIX bulletin board in conjunction with the Port of Oakland's "Rapid Reach" system was discussed at the last work group meeting. It was agreed at this meeting that those two system combined would be able to satisfy the requirements allowing the FMSC to notify authorized civilian personnel of security alerts and provide a secure platform for the those personnel to access detailed information related to such alerts. Mr. McCarthy then reported that work group recommends that SF Marine Exchange be the organization responsible for management and administration of the system. The Committee asked that Mr. McCarthy and Mr. Martin put together the proper application necessary to get all the users properly signed up for the system and begin the preliminary work to get the system operational. Mr. McCarthy reported that the DHS completed the configuration of the ATIX system and that both it and the Rapid Reach System were currently operational. Lastly, he reported that since it was expected that approximately 500 people would be initially be managed by the system that it would be a massive job to get all the people properly vetted and entered. Before the Marine Exchange could precede any further it would need a contract for funding from the Coast Guard. CAPT Swanson said that he was aggressively trying to identify funding. CAPT Swanson asked the Marine Exchange to initially enter the members of the AMSC into the system. Mr. McCarthy said that a draft of the system application was completed and that they could be used to send to each member and that the SF Marine Exchange could have them properly installed in 60 days.

DHS Workgroup

Mr. John Leyden reported the efforts that Customs has been involved in regarding tabletop exercises for Incident Command (IC). He described issues related to confusion related to determining which organization assumes command for different events. Mr. Leyden requested that the work group to begin meeting and discuss many of those issues. It was mention that was an event in Los Angeles that raised the concerns of many people in regard to what action should take place (i.e. evacuation, who will make that determination and when it will be made. Mr. Leyden agreed that many of those questions need to be addressed. PMA offered the use of their offices for such meetings. CAPT Swanson thanked PMA for offer and further emphasized the need to a training work group to integrate its efforts with the DHS work group. Mr. Leyden said that he would have the next work group date and time before the next meeting.

General Reports:

TSA Grants:

CAPT Swanson then asked Mr. Randy Rodgers to make a report on MARAD. Mr. Rodgers reported that MARAD was currently rating all the Round 4 grant applications at the total number of applications were 52. He also that MARAD had not received all the applications that were expected but encouraged all to apply for Round 5. He expected that an announcement for Round 5 would be made around September.

Advanced Notice of Arrival Policy / Port state Control & ISPS Vessel Implementation:

LT Brad Clair gave a report on Vessel Advanced Notice of Arrival and the ISPS regulations that came in to effect on July 1, 2004. He reported that full enforcement of the regulations was in place and no foreign vessel was allowed into port without full ISPS certification. He then reported that 25 vessels had been boarded since July 1, 2004 and to present only minor violations had been discovered (Crew competency

of regulation, unmarked areas and incorrect paperwork). LT Clair also reported that 96hr Advance Notice of Arrival (ANOA) regulations were also strictly enforced and confirmed that the 96 hour clock does not begin until all the documents are received at the NVMC. Mr. Leyden asked what type of information was being processed by the NVMC and did it contain all the vessel cargo information. LT Clair said that not all the cargo information was required to be processed by the NVMC. The only cargo information that was processed was that of hazardous cargo. CAPT Swanson added that there may be an electronic data transfer requirement from the NVMC, but at present no cargo had been delayed by the regulations.

ISPS Facility Implementation:

ENS Kim reported on the status of facility security plans. Of the 72 facilities that require plans: 39 have approval, 20 facilities are operating under a provisional approval and 13 have alternative plans. She then said that there would be spot inspections to assure security plans were being executed.

USCG Personnel ID Policy:

Mr. Paul Martin gave a report on the USCG Policy regarding personnel identification. He said that due to some recent confusion regarding identification the following guidelines will now be followed by all Coast Guard personnel:

1. They will provide their name verbally when asked
2. They will present identification card when asked
3. They will sign log sheet
4. They will provide an office phone number
5. They will be allowed to be escorted

Mr. Martin stressed that USCG Personnel will, under no circumstances, surrender their identification. It was asked if the USCG identification cards will be the same as other DHS agencies and it was reported that there are differences from agency to agency.

Determined Protection 2004

Mr. Martin then mentioned that the TSA is hosting an exercise called "Determined Protection" on August 5, 2004, at the Oakland Airport. This field exercise will test new technologies and response procedures. He said that participating in the exercise, the committee will fulfill the annual exercise required by MTSA.

Automated Information System (AIS):

CDR Pauline Cook then reported on the status of AIS. She gave a brief description of the system and its required implementation date of December 31, 2004. She also reported that the VTS should have AIS functionality operational at end of November. The question was raised regarding recreational boater being required to carry AIS if their vessel is over 65' in length. CDR Cook said that she had interpreted the regulation to say that, but upon further research, USCG Headquarters ruled that it was not the case.

Customs and Border Protection:

Mr. Paul Vegna described how radiation portals work. He said that they are large geiger counters that are capable of scanning full sized containers, and they are calibrated to respond to specific isotopes. When cargo is to be vetted through a 3 step process in which the various isotopes are identified and if necessary the container will be held for inspection. He also mentioned that the cargo will be checked for radiation when it is ready to leave the terminal. The question was raised in regard to if all "trans-shipped" containers were to be checked and Mr. Vegna responded by saying he expected those containers to be checked on a spot basis. He then reported that they should be operational at SF Pier 80 on August 1, 2004, and the Port of Oakland is in the process of reviewing bids and has a goal to start construction in October.

New Work Groups:

CAPT Swanson asked that a Recreational Boater work group be chartered.

The Recreational Boaters work group is Co-chaired by Randy Trudeau and Greg Lingle. The focus will be to work on outreach to the recreational boating community on the following issues.

1. Security and Naval Protection Zones
2. Protocols for confrontation
3. Waterway watch groups (fashioned after the neighborhood watch concept)
4. Ongoing network for email distribution of information

The next Recreational Boaters Work Group meeting is expected to be schedule within the next two weeks.

CAPT Swanson asked that a Security/Training Exercise work group be chartered.

The Security Training and Exercise work group is chaired by Dr. Bill Eisenhardt and expected to focus on issues related to increasing the level of security training and developing training exercises.

CAPT Mrs. Korwatch moved to accept charting of the two new work groups. There will multi seconds and the motion are approved by unanimous vote.

Public Comment:

CAPT Swanson asked if anyone in attendance wished to make comments for the record and there was no response.

Old Business:

Ed Huglett described some of the security problems related to empty containers and reported that the U.S. Customs advisory committee is expected to meet in Washington to discuss that issue. Mr. Hughlet further suggested that the AMSC wait to address that issue until further guidance is released from Washington D.C. (Customs and Border Protection).

New Business:

CAPT Swanson reported that the USCG is undergoing organization changes for example: in Miami and San Diego the MSO and Group have been consolidated to what is now called a "Sector Command". He also reported that although reorganization of the various USCG offices in San Francisco into a Sector Command has not yet been determined, it should expect some more detailed information in that regard in the near future.

At this time CAPT Swanson reminded the group that the next meeting is scheduled for October 12, 2004. He then asked for a motion to adjourn. Mr. Lawrence Thibeaux moved for adjournment and Mr. Rodgers seconded the motion. The committee unanimously agreed and the meeting was adjourned at 1145hrs.