

**Area Maritime Security Committee
Meeting Minutes
October 12, 2004**

Attendance: On file

Quorum Call and Approval of Minutes:

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.

CAPT Swanson asked for approval of the minutes from the previous meeting. Captain Korwatch asked for questions, comment or changes to the July minutes. Seeing none the minutes were approved.

CAPT Swanson then reserved his comments and CAPT Weir was introduced and commented that fleet week review efforts were much appreciated

Comments by the Chair:

CAPT Swanson reported on the following items:

- Military activity & exercises;
- Closing and the reopening of the Port;
- 31st of December AIS requirements are going into effect; and
- Advance Notice of Arrivals (ANOA) - is still encountering problems, with further discussion regarding requirements and suggestions for streamlining. CAPT Swanson reported that the 96hr clock does not start until all 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 when they submit their ANOA.

A Quick introduction of the AIS Committee (including representatives for those who were not able to attend) was made.

Work Group Reports

Security Zones – reporting was referred back to CAPT Swanson who reported that Commander, Eleventh Coast Guard District is set to approve proposed regulations. Rule making will include 6 permanent security zones for oil terminals. The Port remains at MARSEC level 1. Mr. Mark Ayers will follow up with locations for signage and buoys. Regulated navigation area vs. security zones was discussed. The new Security Zone pamphlet was introduced, as well as an outreach efforts made.

Communications:

CAPT Lynn Korwatch reported on the Rapid reach system, notification, telephone answering and website access. There was training session at the Port of Oakland last week. CAPT Korwatch asked for updated information for this system for all attending the meeting. She added that things are moving forward with telephone answering and website. There was a quick check on the status of the packages that were sent via Federal Express-of the 25 sent out, only 10 were completed and submitted. All attending please see Paul Martin for blank packages that are available now. Further testing will continue.

DHS Workgroup

Mr. Steve Baxter reported that the radiation portals are continuing to be installed and should be up and running by December. Pier 80 has been up and running for a month and all appears well. Details were explained- the goal is 100% screening of every container coming in to the Port of Oakland. At Pier 80 there were 3 alarms -1 was a false alarm, and 2 were driver related. (Granite and tile will alarm because of the physical makeup of the items.) There is no impact on the flow of cargo. Gamma or Neutron Radiation is scanned for. Hand held devices are the second step in detection. The Department of energy is the 3rd step in investigation. Outgoing containers are not being checked. Paul Martin reported that Coast Guard Island will be the EOC (Emergency Operational Center)

DHS needs a common place. The Coast Guard memo of understanding with the MSO shows that Coast Guard Island would support this facility.

Security Exercise & Training

The representative for Dr. Eisenhower reported that exercise and training are required by regulations. The workgroup meeting is scheduled for Oct 28, in Hercules at 10am for workgroup members.

An opening for a labor representative is still requested, if others are interested please inform.

There is a limited number to start with the workgroups, the information will be shared, and the workgroups will be looking into setting up a drill exercise format for a national policy.

Paul Martin will be meeting in Cleveland Ohio and the national policy may be a result of that meeting.

Recreational Boater Outreach

Mr. Greg Lingle reported elaborated on the MSO and Waterways members that helped with the brochure and Waste water watch cards. There was discussion of converting the brochure to a plastic water proof/ more durable, poster format. There was further discussion of Captain of the Port Instantaneous information along with the Coast Guard Auxiliary. Also in the works is a video in conjunction with the Department of Boating and Waterways. Ongoing projects continue to be worked on.

General Reports:

TSA Grants:

Mr. Randy Rodgers reported that the Round 4 TSA grants awarded on September 10, the total number of applications were 52. There were 4 grants awarded, totaling 1.2 million dollars. All are encouraged to apply, check the website www.portsecuritygrants.dot.tsa.net. The website has the application and details. For debriefs on the application email portsecuritygrants.dhs.gov. Please email instead of calling.

New 32 billion dollar amount may be shifted to the Department of Homeland Security from MARAD encourages all to apply for Round 5. The awards on the last rounds were for physical improvements. There were comments on what can be done for making the system more user friendly as well as making resubmission easier. There was further discussion by CAPT Swanson on the review of grants ODP will take over for TSA, further comments and speculation on "training and exercises" to be included in the future since it is a requirement.

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

LT Brad Clair reported that the Coast Guard is strictly enforcing the new policy. 6 Vessels were held out for incomplete Advance Notice of Arrival (ANOA). An amendment was signed in regards to the 96hr ANOA to include follow up after the ANOA has been sent to make sure it was received. It was suggested that the ANOA be sent a week in advance. ANOA information will also be posted of the Marine Exchange website. There was further discussion regarding confirmation of the ANOA system, it was noted that the central confirmation system does not work properly.

Determined Protection 2004 & Elevated Shield Exercises:

Mr. Martin reported that 2 exercises were held since the last AMSC meeting. On August 5, 2004, "Determined Protection 2004" exercised the AMS Plan using one of the plan's scenarios: a terrorist attack against a waterside airport. The exercise was hosted by TSA as part of the Statewide "Golden Guardian" exercise that was held during the national "Determined Promise 2004" exercise. This exercise fulfills the Nor Cal AMSC Committee exercise requirement for this year. TSA, Coast Guard, and FBI had almost real-time communication. Communications all around went very well.

Elevated Shield exercise held in September 2004 filled the requirement of heightening MARSEC levels. MARSEC 1 to 2 to 3 and shutting down the Port. The exercise brought attention to the priorities needed for reopening the Port. It is recommended that a workgroup be convened to determine to further define the port reopening process. CAPT Swanson comments further on the reopening of the Port, and said that he would charter such a workgroup.

AIS Update – Vessel Traffic Service

LCDR Ross Sergeant of the USCG Vessel Traffic Service (VTS) reported that December 31st is the deadline for vessels to be AIS compliant. Currently tankers and cruise ships have the technology. The next few weeks will begin the installation process of AIS. On November 9th, VTS will conduct an AIS briefing for the Area Maritime Security and Harbor Safety Committees at 1000, in the Port of Oakland Bldg.

Public Comment

CAPT Swanson asked if anyone in attendance wished to make comments for the record and there were the following responses:

There were 2 separate proposals announced on vessel and passenger screening by individuals who wanted to make contact with the Port.

There was concern that drills are currently only held between the hours of 10am and 4pm, can drills be scheduled for other more realistic times? Sunday, 2am in the rain was suggested, as a real-life drill. Response: After hours drills will be coming in the future.

There was further discussion of exercises involving the raising of MARSEC levels when there is not a Coast Guard alert. CAPT Korwatch commented about getting the word out in the case of changing the MARSEC level for exercises with regard to the random testing at facilities. (only the CAPT of the Port can truly change the MARSEC level). CAPT Swanson commented that exercises involving Training Workgroups is an issue that needs further review.

Old Business:

There were no comments on old business.

New Business:

CAPT Swanson reported on the Workgroup in regards to the reopening of the Port.

Crewmembers are still not able to leave ships, details include visa requirements, but even with a visa, crewmembers are restricted. Classification of known crewmembers may include levels of screening at facilities, and government issued photo ID needed to leave the ship. This is a worldwide problem; an International Mariner's Card would be helpful (to US crew members in foreign Ports as well).

CAPT Swanson discussed that Phase 3 of the Transportation Workers Identification Card was being conducted in the Ports of Los Angeles and Long Beach. Mr. Ray Boyle discussed background check requirements and that the Port of Miami has been added to Phase 3 TWIC testing because the State of Florida has worker ID legislation already in place. After the 7-month phase 3 test program, there will be a 60-90 day analysis period. After the analysis a national program can be put in place, Mr. Boyle estimated that it would require 18 months for full implementation.

At this time CAPT Swanson reminded the group that the next meeting is scheduled for January 11, 2005. The committee unanimously agreed to adjourn, and the meeting was adjourned at 1145hrs.

CAPT Swanson suggested that all AMS Committee members read the book [America the Vulnerable](#), by Steve Flynn.