

NORTHERN CALIFORNIA AREA MARITIME SECURITY COMMITTEE
MEETING (UNCLASSIFIED) MINUTES
PORT OF OAKLAND BUILDING
JULY 17, 2007

1. **Quorum Call**

The chair (**CAPT. William J. Uberti**) called the meeting to order at 1000.

CAPT Uberti asked the secretariat (**CAPT Lynn Korwatch**) if there was a quorum of the committee. **CAPT Korwatch** said that there was.

2. **Approval of the Minutes**

There were no corrections to the minutes. A motion was made, and seconded, to approve the minutes as written. The motion passed without discussion or dissent.

3. **Comments by the Chair**

CAPT Uberti said that the region had been at MARSEC 1 since the last meeting.

TWIC is coming, and there would be a fuller briefing later in the meeting.

CAPT. Richard Allard, Hornblower Cruises was sworn to serve on the committee; and **Mr. Robert Samaan** was reintroduced as a returning committee meeting replacing Ms. Jessica Cummins of the State Office of Homeland Security.

4. **Member Agency/Industry Reports**

CAPT Korwatch (Marine Exchange): There was nothing to report.

Mr. John Davey (Port of San Francisco): Thanked everyone for their help on making the MLB All Star Game a success.

Mr. Kenny Levin (San Francisco Bar Pilots): Their mirrored operations work site in Sacramento was up. It was not as easy to set up as advertised by the vendor. They are working with the pilots in Tampa and Houston to develop mutually supporting redundant communications systems so that they can help each other in case of any event. This issue was one of the lessons that they learned from Hurricane Katrina. After a recent incident in the Bay, and incidents around the country, they were working on man overboard drills.

Mr. Dave Gonzales (ILWU): They were holding meetings with companies and the USCG to resolve TWIC issues. The interim card program has been going pretty well. They have asked one facility to refine the procedures they use for dealing with people that forgot their cards. ILWU workers were being sent home while alternate procedures were found for other people in the same circumstances.

Mr. Ed Hughlett (Marine Terminals Corporation): They are working on a security exercise for October.

Mr. Gunnar Lundeberg (Sailors' Union of the Pacific): There was nothing to report.

Chief Mark Ayers (Chevron): Chevron Oil and community leaders are working to address the issue of Bay Trails access through secure areas. The Coast Guard has been very helpful. He will report result to the AMSC.

Dr. William Eisenhardt (California Maritime Academy): The President's budget proposal cut twenty per cent of funds to maritime academies. That would have a significant impact on scholarships. House and Senate versions of the budget would restore the funding. California Maritime Academy will open a new crisis management simulator in November. They continue to develop or refine training and certification programs in maritime security.

SGT Jim Lambert (Alameda County Sheriff's Dept.): They continue their work with Lawrence Livermore. He had attended the National Small Vessel Security Summit and found it very educational.

Captain Perkins (City of Monterey, FD): advised the Committee about a cruise ship visit to Monterey Bay that went well, that the security arrangements for their Public Access Facility (Monterey Public Pier) worked as planned.

Mr. Chris Beckwith (State Lands Commission): There was nothing to report.

Mr. Mike McKinley (SF Office of Emergency Services): also thanked everyone for helping with the security operations at the MLB All Star game.

Mr. Tom Wilson (Port of Richmond): is waiting for a the formal 2007 PSGP award letter so that they can begin to allocate grant funds to projects.

Mr. Bob Blanchett (Teamsters): There was nothing to report – will make the work group report later in the meeting.

Mr. Kurt Burkhan (MARAD): Their ships are available for training and exercises.

Mr. Steve Baxter (CBP): There was nothing to report.

Capt. Allard: There was nothing to report.

Mr. Robert Samaan (California OHS): The California Maritime Security Council adopted a charter at their June meeting. They are now working on a state plan which they hope to have completed by September.

Mr. Randy Trudeau (Pacific Inter-coastal Yachting Association) There was nothing to report.

5. Work Group Reports

Lessons Learned Work Group – Mr. Beckwith - The full report is attached to the minutes. In summary, the group feels that the DHS Lessons Learned Information System (LLIS) will offer the best solution. They still need to do outreach to facility security officers regarding an input sheet. **Mr. Paul Martin** (USCG) said that would happen in the fall after new data fields are added to the system during the Fall-07 system modifications.

Trucker Access Work Group – Mr. Blanchett - The full report was attached to the minutes. The report went into specific detail in the areas of pre-notification, initial public access control, additional screening, establishing business purpose, screening, and record keeping. In addition, the group tackled issues that were beyond the scope of the charter, but which they felt were of related importance. These were in the areas of parking lot control and how to deal with trespassing incidents.

6. General Reports

Intel Brief – CAPT Uberti (for SA Scott Rutz, not present) there was nothing significant to report. The event in Glasgow, Scotland did cause a two day increase in security at local facilities.

Neptune Coalition Brief – LCDR Sean Ryan - The coalition is made up of twenty-five Federal, state, and local agencies with a maritime response mission or capability. It is their goal to leverage response to any incident by pooling resources. In September, members will be participating in the Urban Shield exercise in Alameda that will include participation by twenty-five West Coast SWAT teams. Fleet Week will be a smaller event this year, as Red Bull will not be sponsoring an air show. For the future, the Coalition is working on a Search and Rescue Olympics for April 2008 and a study of gaps in local resources in order to maximize grant applications.

TWIC Program Update – CDR Gerard Achenbach - gave a presentation (handouts given to the Committee), the body of power-point presentation attached to the minutes. The presentation summarized previous discussions about the history of the program; who will be required to have a card, and in which places and under what circumstances the facility must require cards.

It is now expected that the TWIC program will begin to roll out on a regional basis in September 2007, with full implementation for facilities by March 2009. Vessels are expected to be in compliance by September 25, 2008. The roll out will start with the Port of Wilmington, Delaware when roll out is ready to begin.

Mr. Blanchett asked if Coast Guard was ready to make TWIC presentations in multiple languages. **LCDR Achenbach** said that he could get together with some Coast Guard Spanish speakers. **Mr. Blanchett** volunteered that they had some qualified people that could help.

CAPT Korwatch said that she didn't understand the time frame for facilities. **LCDR Achenbach** said that implementation began ninety days after the last roll out of the last port in the COPT zone.

Mr. Lundeberg described attending an oversight hearing on TWIC held by the House Subcommittee on Coast Guard and Maritime Transportation on July 12, 2007. He said that the representatives there from Coast Guard and TSA had no idea when the program would roll out. **Mr. Lundeberg** said that members of both parties were extremely critical of the program and that Congressman Taylor (D-Miss) was especially critical of TSA hiring Lockheed-Martin, the same company in trouble over modernization of Coast Guard cutters. **Mr. Lundeberg** then went on to list some of the objections raised at the hearing by seagoing and shore-side labor unions: The seagoing unions believe it is onerous that they be required to have both TWIC and Merchant Mariner Documentation. **Mr. Lundeberg** said that they are a small minority now and that foreign mariners are not vetted at all. They are also upset that the TWIC card is not a truly pre-emptive national identity system. They would still be subjected to any additional identification systems that localities or states might come up with. **Mr. Lundeberg** offered to forward transcripts of the testimony to **CAPT Uberti**.

CAPT Uberti thanked **Mr. Lundeberg** for his comments and said that they had been noted. **Mr. Lundeberg** then asked about biometric identification, and **CAPT Uberti** replied that it would be coming in the second phase.

Mr. Hughlett said that Lockheed and TSA had published pre-enrollment procedures in Spanish and English on their web site. **CAPT. Uberti** said that pre-enrollment was important and would save time.

CAPT Uberti answered a number of other questions: The initial biometric information will include a picture and ten fingerprints. Every time the TWIC is swiped at a reader it will be checked against an active database. The database will be updated more frequently depending on the MARSEC level. Coast Guard will provide the wireless readers. The technology by which the data from the wireless readers will be carried has been broken off into a separate procedure with its own comment period.

Security Incident Data Collection – Mr. Kevin Krick (PMA) - said that a need to track incidents of suspicious behavior, and other security incidents, was a topic of conversation at events like the Maritime Security Industry Day and Facility Security Officers meetings. At the present time, PMA has an ad hoc system for tracking similar types of incidents to provide GSST to longshoremen.

As a result of these meetings, and conversations with Coast Guard, PMA was offering a proposal to expand the application and make it available on Homeport. The proposal would attempt to meet to goals: One, to correlate historical data so that it could be reviewed for significant trends. The system would also provide real time information and flag and deliver any significant trends.

After some discussion, **CAPT Uberti** said that it was the consensus of the meeting to pursue this project for Homeport.

7. Public Comment

There was none.

8. New Business

CAPT. Uberti said that a work group would be formed at the next meeting to discuss automated dispatch procedures. **Mr. Gonzalez** asked **CAPT Uberti** what was meant by the proposal. **CAPT Uberti** explained that they were only going to discuss ways that the union could notify the facilities of who (the dispatched workers) would be coming from the (union) hall.

CAPT. Uberti introduced **CDR Andrew Wood**, who would replace **CDR Gordon Loebel**. **Mr Gonzalez** expressed his thanks for **CDR Loebel's** efforts.

CAPT Korwatch said that the local Harbor Safety Committee had been awarded Harbor Safety Committee of the Year at the recent national conference. She said that the fate of the Oakland fire boat would be on the agenda at the next meeting in September. It is not staffed at the present time.

9. Old Business

There was none.

10. Next Meeting

The next meeting will begin at 1000 October 9, 2007 in the Golden Gate Room, Building A, Fort Mason Center.

11. Adjournment

At 1117 **CAPT Uberti** called for a motion to adjourn. The motion was made and seconded; it passed without discussion or dissent.