

NORTHERN CALIFORNIA AREA MARITIME SECURITY COMMITTEE  
MEETING (UNCLASSIFIED) MINUTES  
FORT MASON CENTER  
October 14, 2008

**1. Quorum Call**

The chair, **CAPT Paul Gugg**, called the meeting to order at 1000.

**CAPT Lynn Korwatch** confirmed that there was a quorum of the committee.

**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**

A very busy Fleet Week had gone off without a hitch. **CAPT Gugg** thanked the community for its support and cooperation.

The region was at MARSEC Level One. Vigilance is still encouraged. Please report anything suspicious.

Reviews of AMS and the Mitigation Plans are in process.

**Mr. John Leonard, CBP; Mr. Curt Campbell, SSA; and Mr. Eric Napralla**, Port of Redwood City were sworn in as new members of the committee.

**4. Member Agency/Industry Reports**

**Deputy Robert Brandt**, Alameda County Maritime Patrol: Expressed thanks to Chevron for the success of their recent exercise. Over twenty teams participated and it was a great success.

**Captain Paul Gugg, COTP**: expressed his gratitude for the level of participation in recent exercises and emphasized the need to ensure that our emergency plans prepare us for all manor of contingencies including but not limited to Oil Spills, Earthquakes, Floods, and Security Incidents.

**Mr. Eric Imhof**, Contra Costa County: exercise with w/ refineries.

**Mr. George Lerner**, Port of Stockton: Their TWIC office has been open for two months and they are hearing nothing but positive comments. The turn around on cards was about seven days.

**Ms Sidonie Sansom**, Port of San Francisco: TWIC enrollment was low. She expressed thanks to all who participated in Fleet Week. They were getting ready for the Silver Sentinel exercise.

**Mr. Mike O'Brien**, Port of Oakland: They were preparing for the Silver Sentinel exercise on the October 23, 2008. They continue to work with Lawrence Livermore on radiological issues and with the Sheriff's Department on underwater IED issues.

**Mr. Henry Ryan, MARAD:** They still have an open invitation out to all to use their assets for training exercise. ONI will be using the *Cape Gibson* and *Cape Girardeau* in an upcoming exercise. MARAD will take over maintenance of fast sea lift ships after an MOU with TRANSCOM.

**CAPT Gugg** asked if it would be necessary for users to bring their own power supply and communications gear if they used a MARAD asset for an exercise. **Mr. Ryan** said that some ships are always powered and run by a crew of ten to operate equipment. They all have standard commercial communications gear. MARAD is open to discussion in more detail.

**Mr. Edward Gomez, TSA:** They were just finished with a period of heightened alert. Their recent surge operation was a big success. He thanked the Coast Guard and other agencies for their quick response. Their canine teams are on the job now.

**Mr. John Leonard, CBP:** They had enjoyed their participation in the period of heightened alert. It got them out of the day to day and sharpened them up. Their new mobile scanners had arrived. They gave a great view of the inside of a container. A demo is scheduled for October 23, 2008. Get in touch if you want to schedule a demo.

**Mr. Robert Samaan, California OES:** The governor had signed legislation to merge OES and OHS. The new entity is known as the California Emergency Management Agency.

**Dr. William Eisenhardt, California Maritime Academy:** The ribbon cutting for their crisis management simulation center will be in February 2009. CMA had participated in the VMAP exercise and was looking forward to Silver Sentinel.

**CAPT Gugg** thanked **Dr. Eisenhardt** and CMA for stepping into the VMAP exercise at the last minute after the contractor ducked out. **Mr. O'Brien** asked if the simulation center could be used as a unified command post. **Dr. Eisenhardt** said that was possible.

**Mr. Chris Beckwith, California State Lands Commission:** Their symposium went well. He thanked the Coast Guard for their participation.

**Mr. Curt Campbell, SSA:** TWIC card readers were to be tested at the ports of LA/Long Beach. He would report back on lessons learned.

**Mr. Eric Napralla, Port of Redwood City:** They were using the Port of San Francisco facility for TWIC registration and were experiencing no problems.

**Mr. Jim Swindler, Golden Gate Ferry:** The recent VMAP exercise had gone very well. He thanked Mr. Paul Martin and CMA for assisting them with exercise planning support services. The TSA sponsored contractor lost their contract with TSA and suspended exercise support services just 2-weeks before the exercise. Mr. Martin and CMA put together the full-scale exercise together and conducted a final planning conference without contractor support.

**Mr. Tom Wilson, Port of Richmond:** They were in the acceptance phase for their new camera security system. New security lighting was in the design review phase. They were planning a security exercise for the inner harbor.

**CAPT Paul Londynsky**, Matson Navigation: They were busy updating vessel and terminal security plans. They were having a more challenging experience with TWIC registration, but they were pressing ahead. He had attended the FBI/TSA Transportation and Terrorism conference in New York City. He encourages people to make plans to attend the next conference scheduled for Long Beach.

**Mr. Ed Hughlett**, PMA: They were working with FSO's and terminal operators on plans for TWIC implementation in February. He distributed a printout of a spread sheet to show that registration for TWIC was very low and behind schedule for longshoremen. He predicted there would be problems at the gates in February unless registration picked up soon. He asked the Coast Guard to do what they could to head off the problem.

**CAPT Richard Allard**, Hornblower Cruises: Thanked the Coast Guard for their work making Fleet Week a success.

**Mr. Dave Gonzalez**, ILWU: Questioned whether **Mr. Hughlett's** data was the result of a scientifically designed poll. He told the AMSC that they had requested an opportunity to cooperate and participate in the planning process but they had never been contacted. He said that membership has a keen interest in facility security since they are on the docks too.

**CAPT Gugg** tabled discussion of the points raised by **Mr. Hughlett** and **Mr. Gonzalez** till the public comment section of the agenda.

**Chief Mark Ayers**, Chevron: Thanked everyone for their participation in the recent drill.

## 5. Work Group Reports

### **AMSP Review Workgroup – Mr. Paul Martin**

They continued to meet monthly. They had received many comments that were being folded into the new plan. They were still on track for a final draft in December. That document will be presented to the AMSC for a vote at the January 2009 meeting. The AMS plan must be signed and submitted to Commander, Eleventh Coast Guard District, by the FMSC on February 1, 2009. The Eleventh District Commander has 60-days for review and comment before it is due to Commander USCG Pacific Area for review and approval on April 1, 2009. The Coast Guard's Commandant must certify to the International Maritime Organization that the U.S. is compliant with the International Ships and Ports Security Act by June 1, 2009.

## 6. General Reports

### **Neptune Coalition Brief – LCDR Sean Ryan**

They had a busy and successful summer. Twenty plus agencies had participated in the escort of hazardous cargos. They had several operations that went well, including the 4<sup>th</sup> of July, Festival of Sail, and Fleet Week. They also participated in the VMAP exercise. Training is ongoing. Their next project was to identify and rank facilities where small boats could launch with IED's.

## **Fiduciary Agent's Report – CAPT Lynn Korwatch**

CAPT Korwatch had hoped to be able to present the final plan at the meeting. The executive advisory committee had reviewed the draft and was not entirely satisfied. They granted an extension to make changes. Their concern was to insure that the document meets the real needs. **CAPT Gugg** thanked the executive committee for taken a firm stand. He said that quality was more important than the timeline.

**CAPT Gugg** – opened the floor for TWIC related comments.

**Mr. Vince LeMaster**, PMA: said that the source of data for the spreadsheet distributed by **Mr. Hughlett** is the TWIC dashboard on the TWIC website. They were extremely concerned that they would be forced to pay longshoreman that could not go onto the docks for lack of a TWIC card. **Mr. Campell** said that it had long been common knowledge that escort rules devised for visitors would not be workable for longshoremen.

## **TWIC Update – LT. Kris Szczechowicz**

According to a press release from October 9, TWIC was to be activated in the Bay Area on February 28, 2009. The previous deadline had been February 16, 2009. As of October 9, the number of application for enrollment stood at 20,152, or 103% of the original estimate of the number that would need to have a card. At the time of the meeting, approximately 13,000 cards had been activated. Only 42 applicants were ultimately rejected after appeal.

**Mr. Wilson** said that during his visits to the Richmond TWIC facility it had been full of all kinds of {maritime related} workers and not just longshoremen, and suggested the [original TSA estimate] numbers would be way off. **Mr. Lerner** agreed that the numbers would be way off. He said that at the same time, some terminals would have troubles with compliance because grants had not come through to pay for required fencing. **CAPT Gugg** said that he had not heard that one before.

**CAPT Gugg** said that it was a matter of concern that they had no way of knowing what the final numbers would be. **Mr. Hughlett** referred to a field assessment that had been conducted by Sector New Orleans. **CAPT Gugg** said he had seen that and wondered if it had not put Coast Guard in a confrontational situation with facility operators. **LT Szczechowicz** thought facility operators would have better handle on whom to poll. **Mr. Hughlett** felt that the Bay Area community would cooperate in such an assessment if they were asked to by the Coast Guard Captain of the Port. **Mr. Gonzales** said that it would be helpful to his members to see active Coast Guard participation. **Chief Ayers** agreed it should be Coast Guard driven.

**Ms Sansome** asked what was being done to resolve problems with fingerprinting. **LT Szczechowicz** said that a software upgrade was scheduled for that October.

## **8. Old Business**

**Revised AMSC Charter – Mr. Paul Martin**

**Mr. Martin** handed out the revised charter and said he would need comments by December 1, 2008.

#### **9. New Business**

**Mr. Martin** said that outreach expos for the next round of security grants were scheduled for December 17 in LA/Long Beach and for December 16, 2008 in the Bay Area. He would pass along more information as it became available.

#### **10. Next Meeting**

The next meeting was announced for January 13, 2009, in the Golden Gate Room, Building A, Fort Mason Center.

**CAPT Gugg** called a break in the meeting prior to the closed-door session.

#### **11. Closed Door Session**

**Mr. Greg Lingle**, Sector SF: presented SSI material to the Committee related to the 2008 annual audit of the Coast Guard's Marine Security Risk Assessment Model (MSRAM) data. The committee generally agreed with the assessment, though there was a consensus about the need for the Coast Guard to continue to refine some parts of the model.

#### **12. Adjournment**