

NORTHERN CALIFORNIA AREA MARITIME SECURITY COMMITTEE  
MEETING (UNCLASSIFIED) MINUTES  
Pier 35 San Francisco, California  
October 13, 2009

**1. Quorum Call**

The chair, **Mr. Paul Martin**, USCG, called the meeting to order at 1009.

**CAPT Lynn Korwatch** confirmed that a quorum was not present.

**Note:** by mid-meeting a quorum of the committee had arrived (due to storm conditions in the SF Bay area), which allowed some Committee business to be completed.

**2. Approval of the Minutes**

No vote could be held on the minutes due to the lack of a quorum.

**3. Comments by the Chair**

Those few members of the public in attendance were invited to sit at the conference table.

**CAPT Paul Gugg** was not in attendance due to search and rescue activity during the storm.

Thanked **Mr. Lorenzo Looper**, Metropolitan Stevedore Company, for arranging for the use of the passenger terminal waiting room at Pier 35. Thanked those in attendance despite the bad weather.

In August, Operation Delta Blitz had resulted in 506 contacts with recreational boaters in the Delta by USCG. There were 166 violations noted, but only 4 cases of boating while intoxicated..

**4. Member Agency/Industry Reports**

**Mr. Tom Wilson**, Port of Richmond: They were using a 4.6 million dollar grant to install fiber optic infrastructure in the inner harbor for security uses.

**Mr. Robert Chedsey**, California State Lands Commission: Announced the date of their upcoming customer service meeting.

**Mr. Mike O'Brien**, Port of Oakland: They were to spend 7.6 million dollars in grant money on a Domain Awareness Center for Port and City first-responders.

**Mr. George Lerner**, Port of Stockton: They were using ARRA grant money to develop infrastructure to support TWIC.

**Ms Sidonie Sansom**, Port of San Francisco: Thanked USCG and members of the Neptune Coalition for their help during recent events in the Port including Fleet Week, Oracle World, and the President's Cup.

**Mr. Edward Gomez**, TSA: SFO had been identified as a key airport due to the volume of traffic. They were to expand their K9 unit to 8 dogs and begin to screen cargo as well as passengers and bags. They were adding more bomb appraisal officers with combat experience. There had been an up tick in security concerns for the previous four months.

**Mr. John Leonard**, CBP: **Mr. Alan Bersin** had been nominated by the President to run CBP. January 1, 2010 would mark the end of voluntary compliance with the 10+2 requirements.

**Mr. Martin**: FEMA would be awarding 19.3 million dollars under ARRA.

**CAPT Korwatch**: She had been out on the Bay for fleet week activities and complemented the work of USCG and the Neptune Coalition..

**Mr. Henry Ryan**, MARAD: They had recently loaned some of their assets to the Canadian government for an exercise near Vancouver Island. Their vessels are available for local exercises as well.

**Mr. Mark Wollman**, ICE: Introduced **Mr. Kevin Glazener** of their office.

**Ms Elaine Jennings**, California EMA: She was looking forward to working on the committee.

**CAPT Bruce Clark**, CMA: They had received a 475 thousand dollar grant to develop a crisis management training module for their simulation center. They were conducting their second annual two-week training program with the Kobe, Japan, Maritime Academy. They are working to develop an exchange program.

**Mr. Ed Hughlett**, Ports America: They had recently completed a table-top mutual aid exercise with the Port of Oakland and Oakland police.

**Mr. Jack Murphy**, APL: They had completed the move of their corporate office to Scottsdale, Arizona.

**LT Will Duke**, Contra Costa County Sheriff Department: Budget cuts had forced two more people off the payroll. Infrastructure patrols were now limited to four days a week and air patrols to three days per week. He advised that the situation could get worse.

**Mr. Curt Campbell**, SSA: They were expecting a TWIC reader prototype in Long Beach. They had been told by TSA that it was expected to be the pattern for other ports.

They had been receiving lost wage claims from longshoremen due to TWIC issues. On further investigation of their time cards, many had been getting in all along. He said that problems like this caused by the ambiguous TWIC rules had been raised during the comment period. **Mr. Hughlett** said that locally the issue had been worked out by FSO's so that only members of management could escort those without TWIC cards. **Mr. Martin** said that escort issues are meant to be addressed in the Facility Security Plans.

**Mr. Paul Londynsky**, Matson Navigation: he had attended the Global Maritime Information System Symposium and been favorably impressed by what he had experienced there. They intend to follow up on the ideas discussed there.

**Chief Mark Ayers**, ChevronTexaco: Their three year SPA's were in process. MTSA vessel SEA PASS was working out well for them.

**Ms Margot Brown**, national Boating Federation: They were concerned about proposed changes to drawbridge operating hours by Alameda County.

## 5. Work Group Reports

### **Fighting and Salvage Work Groups – Mr. Jerry Bynum**

Read the highlights from a report distributed at the meeting. He said that due to the increasing interest in the work group, including from environmental responders and stakeholders it might be a good idea to upgrade the work group to a sub-committee and to meet formally on a bi-monthly schedule.

Since a quorum of the committee had arrived by this point, **Mr. Martin** asked if anyone would make a motion on **Mr. Bynum's** suggestion. A motion was made and seconded. There was no discussion, and the motion passed unanimously.

**Ms Sansom** thanked **Mr. Bynum** for recognizing economic and sustainability issues in the work group's efforts.

**Mr. Bynum** said that the sub-committee would begin preparing for new fire-fighting regulations scheduled for February 2011.

## 6. General Reports

### **Neptune Coalition Brief – LT Matt Ruddick**

Thanked local agency and California DFG for their help during Operation Delata Blitz. He said the operation would not have been possible without their cooperation.

There were no safety or security issues during Fleet Week.

The next Urban Shield exercise would be hosted by the Alameda Sheriff's department and would involve teams from around the country and France in a maritime interdiction scenario.

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

The announcement of 19 million dollars for the 2009 grant cycle was exciting news. 2007 grant proposals had gone to FEMA. 2008 grant proposals were due November 23. There was very little other information on the 2009 cycle at that time. Applicants having problems with the 25% match requirement should apply for a waiver.

### **August MTSA Seminar – Mr. Paul Martin**

There were 75 participants in this year's exercise. And it was very successful. After action reports were still be formatted and they would go out to participants and stakeholders when they were ready.

#### **7. Public Comment**

**Mr Chedsey** asked whether the Homeports portal had ever been considered for distributing tsunami warnings or information. Mr. Martin said any change like that would have to come from USCG HQ.

#### **8. Old Business**

Mr. Martin said that FEMA had responded positively to their letter of invitation to get involved in the AMSC, and that a representative would attend the January meeting.

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

There was none.

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

The next meeting was announced for 1000, January 12, 2010 at Pier 35 San Francisco.

#### **11. Adjournment**

**Mr. Martin** adjourned the meeting at 1107.