

NORTHERN CALIFORNIA AREA MARITIME SECURITY COMMITTEE  
MEETING (UNCLASSIFIED) MINUTES  
Pier 35 San Francisco, California  
January 12, 2010

**1. Quorum Call**

**Mr. Paul Martin**, USCG, called the meeting to order at 1007.

**CAPT Lynn Korwatch** confirmed that a quorum was present.

**2. Approval of the Minutes**

The minutes for the meetings of July and October were approved without corrections.

**3. Comments by the Chair**

**CAPT Paul Gugg**, USCG, thanked those in attendance for their participation and Metropolitan Stevedores and the Port of San Francisco for providing the venue.

As a result of the Christmas bombing attempt against an airliner bound for Detroit, had increased their vigilance over mass transit, like ferries.

Coast Guard was monitoring the truckers strike Oakland over new clean air regulations by the State of California. They were sharing information with the Oakland Police Department.

There were very few problems to report with the TWIC program.

**CAPT Gugg** directed everyone's attention to the Maritime Security Information Bulletin on seafarer's shore access and facility security plans that was part of the package for the January 12 meeting. There would be a briefing under new business on the agenda.

**CAPT Gugg** announced that he would be retiring from the Coast Guard this summer. **CAPT. Cynthia Stowe**, Deputy Captain of Sector Miami, was his scheduled replacement. The change of command ceremony was scheduled for Late July.

A Certificate of Merit was presented to **Mr. Tom Wilson** for his service to the AMSC and the local maritime community.

**4. Member Agency/Industry Reports**

**Chief Mark Ayers**, ChevronTexaco: A person attempting to intrude on their facilities had been report to the NRC. It was possible that he was simply a frustrated individual but they wanted to error on the side of caution for a proper investigation. A person was convicted of making threats over the internet in the previous month. Their IT department had helped to track him down.

**Mr. Curt Campbell**, SSA: A TWIC prototype unit at the ports of Los Angeles/Long Beach had yet to process its first invoicing cycle. SSA had met with Mr. John Schwartz of TSA to discuss problems with the unit. The final rule on the units would be made in July.

**Ms Margot Brown**, National Boating Federation: She expressed her regret over the demise of the LORAN-C radio navigation aid network as it was an excellent back up to GPS. She asked the Coast Guard to make a better educational push to recreational boaters about the Americas Waterways Watch program since they provide so many eyes on the water.

**Mr. Lorenzo Looper**, Metropolitan Stevedores: They were preparing for the maiden call of the passenger vessel *Queen Victoria* on January 27 that was expected to be a big media and security event. There were forty-three passenger calls scheduled for 2010 versus sixty-one for 2009.

**Mr. Mark Christianson**, APL: They were preparing for possible protests by truckers over new clean air regulations.

**Mr. Scott Rutz**, FBI: He encouraged everyone to check the Home Port portal on a regular basis and to report any suspicious activity. He introduced **Mr. Mark Lucas** of the Modesto office, who would act as a maritime liaison at the Port of Stockton.

**Mr. Mark Wollman**, ICE: Introduced **Mr. Shane Goldman** and **Mr. Anthony Hope**, ICE.

**Mr. Jim Adams**, TSA: They were working with ICE and USCE on layered security.

**Mr. John Leonard**, CBP: The US Senate had still not confirmed the appointment of **Mr. Alan Berson** as Commissioner of CBP. **Mr. David Aguilar** was serving as Deputy Acting Commissioner. They would soon have a mobile x-ray truck for cargo screening. Import security filings, also known as 10+2 regulations were scheduled to go into effect January 26. The attempted Christmas bombing was also keeping them busy.

**CAPT Gugg**, USCG: **VADM Robert J. Papp Jr.** had been nominated to succeed **ADM Thad W. Allen** as commandant of the Coast Guard.

**CAPT Lynn Korwatch**, Marine Exchange: A workshop on Port Security Grants would be held after the AMSC meeting. The Board of Directors of the Exchange had announced a one year reduction in rates by ten percent for membership dues, answering services, and standard traffic reports.

**Mr. John Hummer**, MARAD: Two ships were to be towed from Suisun Bay to dry dock for preparation for towing to Brownsville, Texas for dismantling. Three more were scheduled to be moved. The ships go to dry dock to have their hulls cleaned of any potentially invasive species loose paint. MARAD was investigating having the dismantling done in the Bay Area. **Mr. David T. Matsuda** was serving as Acting Administrator of MARAD while pending confirmation as Administrator by the US Senate.

**Pat Konnicker**, California Emergency Management Agency: Meetings of the California Maritime Security Council were scheduled for April 15 and October 21, the agendas had not been finalized. They were looking at how to cope with budget issues.

**Dr. William Eisenhardt**, California Maritime Academy: Their cadets had become very comfortable with the TWIC process. They were looking at waste and ballast water system as a possible training venue.

**Mr. Chris Beckwith**, California State Lands Commission: Loss of power after the earth quake in Eureka had briefly affected security.

**Ms Sidonie Sansom**, Port of San Francisco: The increase in ferries and passengers during the closure of the Bay Bridge had gone well. They had drilled for it in advance and there was good coordination. She thanked all that had responded to the spill from the *Dubai Star*. New Years festivities had gone smoothly, and the number of people was smaller than usual. They were gearing up for Operation Golden Guardian, which will have a port focus this year.

**Mr. Eric Napralla**, Port of Redwood City: They were getting ready for Operation Golden Guardian. Their port will be a venue for the exercise. They had hired a firm to install security lighting and closed circuit cameras.

**Mr. Norman Chan**, Port of Richmond: He thanked **Mr. Wilson** for his efforts at the Port of Richmond over the years, and for his work on maritime security and safety. Honda was scheduled to begin visiting their port in April and they would revise their security plan accordingly. They were working on lighting and closed circuit cameras to cover their waterway and land approaches to their facilities.

**Ms Renee Domingo**, Port of Oakland: She said that there had been much greater collaboration in the *Dubai Star* spill compared to the *COSCO Busan* spill. People had been able to utilize the new training and procedures that had been developed. They were preparing for Operation Golden Guardian. The APL terminal was scheduled to be one of the venues. She encouraged people to observe the exercise if they weren't participating.

**Mr. Mike O'Brien** was representing the port in planning for Oakland Maritime Domain Awareness Center.

**LT Will Duke**, Contra Costa County Sheriff Department: They had lost one hundred fifty hours of maritime security time due to budget cuts, but they were continuing to do the best they could. Their air crew had recently located trespassers at the Military Ocean Terminal Concord, which were subsequently arrested.

**SGT Robert Brandt**, Alameda County Sheriff Department: There was nothing to report.

## 5. Work Group Reports

### Port Recovery/Salvage Subcommittee – Mr. Jerry Bynum

They had met on November 17 to formalize their new charter of responsibilities. The Firefighting workgroup had met at the California Maritime Academy to discuss training grants.

## 6. General Reports

### Neptune Coalition Brief – LT Matt Ruddick

The National Association of Boating Law Administrators has established a standardized Boat Operations and Training Program for law enforcement, fire fighters, and other responders. It includes navigation and tactical coxswain training. The San Francisco Police Department Maritime Unit will have a surge operation in the spring called viper. The next meeting of the Neptune Coalition was scheduled for February 10.

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

Grants proposals had been submitted for 2007 and approvals were expected to be announced within the week. Most of the 2008 proposals had been submitted, except for those with waiver requests and clarification on ways to achieve the twenty-five percent match requirement was being sought. All ports were eligible to participate in the 2010 round of grants. No match is required for 2010, and with the inclusion of stimulus funds under ARRA, the money was expected to come out faster.

**Ms Domingo** asked about the best order in which to submit grants, since the calendar was now into 2010. **CAPT Korwatch** suggested that 2010 proposals be saved for projects where matches couldn't be found and that soft matches be found for 2009. Both proposals could be submitted at the same time. **Ms Domingo** asked if soft match definition was in the documentation. **CAPT Korwatch** said that there was guidance in the documentation.

**CAPT Korwatch** said that if you apply for a project that was previously approved by the review committee under the 2007 or 2008 cycles that your application would go to the bottom of the stack. If your proposal was rejected your proposal would be regarded equally with others.

**Ms Domingo** thanked **CAPT Korwatch, John Osterlander, and Bruce Clark** for their help to the community and said that it was much appreciated. **CAPT Korwatch** said that they wanted the grants proposal process to be a successful one for the region.

## 7. Public Comment

**Ms Catherine Hooper** said that the *Queen Victoria* and *Arcadia* calls would be high profile events, but were not expected to be as hectic as the visit of the *Queen Mary*. She thanked Mr. Leonard and his staff for their cordial and professional support of the cruise industry in San Francisco. She said that ships' passengers and crews are sometimes confused by the different procedures at each port.

## 8. Old Business

There was no old business.

## **9. New Business**

**Mr. Martin** introduced **LTJG Laura Gould** to read the MSIB described by **CAPT Gugg** in his opening remarks. The MSIB explained why the Coast Guard would be reviewing FSP's to ensure that shore leaves are granted according to international treaty requirements under ISPS Code. Facility owners and operators were encouraged to review their plans and submit proposed changes for Coast Guard review.

**Mr. Campbell** asked how much detail was needed. **LTJG Gould** said that the procedures would have to be detailed and written specifically.

## **10. Next Meeting**

The next meeting was announced for 1000, April 13, 2010 at Pier 35 San Francisco.

## **11. Adjournment**

**Mr. Martin** adjourned the meeting at 1119.