



Port Security Report

U.S. Coast Guard Marine Safety Office San Francisco Bay
27 MAR 2003

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The Maritime Security Level is MarSec 1 (New Normalcy)



The Homeland Security Advisory Level is ORANGE (HIGH)

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Local Information

1. San Mateo Bridge a possible target San Francisco's prosaic San Mateo Bridge is a possible terror target. When most people think of archetypal San Francisco Bay Area bridges, their thoughts turn to postcard views of the Golden Gate Bridge looming in the fog. So it was with some shock and surprise that residents and commuters in this suburban Silicon Valley community reacted to the news that the prosaic San Mateo Bridge was among al Qaeda's possible targets, according to information provided to interrogators by Khalid Shaikh Mohammed, the senior terrorist leader who was captured this month in Rawalpindi, Pakistan. Probably the least captivating and memorable of the Bay Area's bridges, the 6.8-mile link between Hayward in the East Bay and Foster City and San Mateo on the Peninsula does not possess powerful symbolism here beyond its reputation as a traffic nightmare. The low-slung ribbon of asphalt is most significant for the tremendous surge of traffic it had over the last two decades, which nearly doubled to 80,000 cars a day from 42,000, a reflection of the growth of Silicon Valley. The Bay Bridge, connecting Oakland and San Francisco, and the Golden Gate, connecting San Francisco and Marin County, draw far more traffic - 280,000 and 160,000 cars a day, respectively. Skimming the bay nearly at sea gull level, most of the bridge hovers a mere 10 to 12 feet above the water, so low that fishermen tie their boats to the bridge and throw out a line. Dale Miller, 67, a retired construction worker in Foster City, theorized that the bridge's length and proximity to the water could make it more difficult to secure. "It would be easy to access in a small craft," he said. "An attack would cut off a major shipping lane. The bridge is practically water level." The overlooked geography of the ordinary could be the next terrorist frontier, some people said. Source: <http://www.nytimes.com/2003/03/23/international/worldspecial>

2. Increased Bay Area Patrols. Bay Area law enforcement officers patrolled freeways, waterways, bridges and oil refineries in a state of high alert Wednesday -- and jumped into action for some tense moments when a man climbed onto the edge of the Golden Gate Bridge. The swift response at the bridge was a telling measure of heightened security at potential terrorist targets throughout the region, where measures are likely to be tightened even further today, now that the war in Iraq has begun. Authorities tried for half an hour to talk the unidentified 44-year-old man off a metal outcropping near the bridge's south tower Wednesday morning. Then he read a statement decrying the impending war in Iraq and jumped to his death, according to witnesses and officials. Elsewhere in the Bay Area, sheriff's deputies stepped up patrols near oil refineries and chemical plants in Contra Costa County, as Coast Guard vessels stood guard along the East Bay shoreline. "We're paying closer attention to those areas," said Contra Costa County sheriff's spokesman Jimmy Lee. Truck drivers bore the brunt of the increased security measures Wednesday, as the California Highway Patrol stopped their rigs for inspection in Walnut Creek, at the Port of Oakland and along Highway 101 north and south of the Golden Gate Bridge.

3. FBI Reviewing Terrorism Threat to Bay Area Bridges FBI agents are reevaluating whether the Bay Area's three major bridges are at a high risk of being targets for terrorists, the San Francisco Chronicle reported Tuesday. Reports that al-Qaeda had targeted and then rejected the Golden Gate, Bay and San Mateo bridges surfaced earlier this month when Khalid Shaikh Mohammed, a high-ranking member, told investigators that terrorists had been eyeing the three local bridges. But Mark Mershon, the special agent in charge of the FBI's Northern California field office, said there was currently no credible threat to Bay Area bridges. An intelligence official who spoke on the condition of anonymity told the

newspaper, however, that just because those targets were abandoned once doesn't mean they aren't at risk. Although Mohammed has been rigorously debriefed, agents are skeptical of the information and are trying to corroborate it, the official said. Mary Currie, spokeswoman for the Golden Gate Bridge district, said bridge officials had never been advised of a credible threat against the landmark span but were prepared anyway. California National Guard forces, who were deployed to all Bay Area bridges soon after Sept. 11 but removed months later, remain on patrol at the Golden Gate. In Foster City, which sits at the western end of the San Mateo Bridge, police have intensified patrols on approach roads and along the Bay Trail that runs directly beneath the span. San Mateo County Sheriff's Lt. Steve Shively, who coordinates the office of emergency services, said that while the CHP and National Guard are responsible for bridge security, county officials have coordinated with ferry-service providers to ensure emergency personnel could still get to the Peninsula if terrorists destroyed a vital bridge.

4. Network Will Guard Bridges As bombs continue to drop on Baghdad, a vast high-tech network of security cameras scouting for terrorists at Bay Area bridges and tunnels is now more than 70 percent complete, even though the authorities are saying little about it. The system, funded by Caltrans to the tune of \$20 million, is dubbed the Bay Area Security Enhancement Project. It is already scanning seven bridges and threetunnels. The exception to the near-blanket security network is the jewel of all the bridges ringing the bay -- the Golden Gate Bridge. It is covered by its own security system, but officials are considering joining the network, said the prime contractor heading the project. Fifteen months in the making, the initiative is leading the state's security upgrade in the wake of the Al-Qaida attacks of Sept. 11, 2001. The project's near-completion comes just as a captured al-Qaeda leader has revealed a bridge in San Francisco or San Mateo was on a list of possible targets for the terrorist network. The Bay Bridge -- the largest of the network's seven -- has about 100 cameras, many hanging below the roadways, casting an infrared light onto the piers and foundation. In the past, bridge cameras were only on the roadways, to monitor for accidents, stalls and traffic congestion. These newer cameras are for security, and are monitored by Caltrans workers and the California Highway Patrol in Oakland, and in an undisclosed backup location. They are wireless and can pan, tilt and zoom. Several cameras can be coordinated on the same target -- for example, the shadow of somebody climbing the cables. "At miles, you could see something," Brown said. "At a quarter-mile, I could tell it was you." <http://www.bayarea.com/mld/mercurynews/news/local/5476179.htm>

5. Anti-terror Boat to Join Alameda's Patrol The new boat, built to military specifications, will be outfitted with shotgun and semiautomatic weapon mounts, radar and a global positioning system. It will augment harbor patrols by the Alameda Police Department and the U.S. Coast Guard, which is based on Coast Guard Island in Alameda. Plummer said he has been especially worried about the vulnerability of the Port of Oakland and Oakland International Airport, and believes the Alameda, Oakland and Berkeley police boats and the Coast Guard don't provide enough coverage of the area. "We're going to try to do it 10 hours a day, five days a week," Plummer said. "We hope to increase it to 24/7. It has two engines. It goes in very shallow water." He decided to step up to the plate because, as the sheriff, he has jurisdiction over the waterways in the county. Plummer, who already is providing security at the airport, said he's worried about a scuba diver coming in from the water and placing a bomb on a runway. He's also worried about terrorism at the port. "I'm trying to prevent a crane from being blown up and falling into the estuary and blocking the estuary," he said. The \$163,000 boat with a cabin, bunks and toilet, to be delivered in June

or July, is being manufactured by Safe Boats International of Port Orchard, Wash. Coast Guard Petty Officer Matt Juillerat on Coast Guard Island in Alameda declined for security reasons to say how many Coast Guard boats are patrolling East Bay waters, but said it is more than one.

<http://www.oaklandtribune.com/Stories/0,1413,82%7E1726%7E1264455,00.html>

6. Heightened security for ferries, cargo ships. Armed sea marshals on San Francisco Bay ferries, closer vetting of crews on cruise ships and cargo ships, and U.S. Coast Guard escorts for selected vessels are all part of the new wave in seaport security as America enters into armed conflict with Iraq. Security at major points of entry such as the Port of Oakland, the fourth- busiest cargo seaport in the United States, was already tightened in the wake of the Sept. 11, 2001, terrorist attacks. Now, it will grow tighter, federal and port authorities say. On Tuesday, the Department of Homeland Security said that, "every high-interest vessel arriving or departing from American ports will have armed Coast Guard sea marshals on board, closely watching the ship's crew and ensuring that it makes its port call safely. These merchant ships have cargoes, crewmembers or other characteristics that warrant close examination." Lt. Kelly Thorkilson, of the Coast Guard's safety and security division, confirmed that sea marshals and vessel escorts were being used in Northern California waters. The new measures are intended to plug remaining security leaks at seaports, which handle 90 percent of the nation's imported goods and host thousands of travelers who have forsaken the troubled waters of the Mediterranean, near the Middle East. "Cruise ship companies have reassigned vessels from the Mediterranean to the West Coast," said Peter Dailey, maritime director at the Port of San Francisco. "We expect about 175,000 passengers in 2003, which will make this our busiest cruise season in 30 years." Some ferries between San Francisco and Alameda carried as many as three armed Coast Guard sea marshals on Tuesday, said Dailey, noting marshals had been used before, but not as often or as many.

Regional Information

1. On MARCH 29TH, 2003 The California wing of the civil air patrol will be conducting a video reconnaissance flying exercise. Several aircraft will be flying around and taking digital photos bridges, major highways, power plants and airports throughout the State.

Flights will be out of the following airports:

*WHITEMAN AIRPORT
CABLE AIRPORT
GILLESPIE FIELD
REID-HILLVIEW AIRPORT
SANTA MARIA AIRPORT
AUBURN AIRPORT
MEADOWS FIELD*

Flights will occur between 0600 and 1500 on Saturday the 29th

POC: Larry Myrick (805) 544-4269. POC has list of Aircraft tail numbers if needed.

2. Security on San Diego Bay tight, 'heightened' The hulking dry bulk carrier Petersfield was preparing to navigate into San Diego Bay in the predawn darkness

yesterday when it was intercepted by armed U.S. Coast Guard security personnel. As part of now-heightened security alerts in port cities around the country, the Coast Guard Sea Marshals boarded the Petersfield looking for anything amiss. Some among the small contingent noticed an undisclosed "suspicious substance" aboard the 650-foot vessel from Longview, Wash. The Petersfield was ordered to anchor outside the bay until the substance could be analyzed, and the ship was not cleared to proceed to dock in San Diego – and pick up 8,000 metric tons of soda ash – until late afternoon. Coast Guard officials would not say what the substance was. The Petersfield affair is a snapshot of the sensitivity of security measures on San Diego Bay, home to one of the largest Navy complexes in the nation. With the United States going to war against Iraq, security on the bay is tighter than at any time since the Sept. 11, 2001, terrorist attacks. The increased emphasis on terrorism prevention is part of Operation Liberty Shield – a security initiative by the U.S. Department of Homeland Security. (San Diego Union Tribune, 3/20/03)
http://www.signonsandiego.com/news/uniontrib/thu/metro/news_2m20port.html

U.S.Information

1. Lawmakers briefed on test run of cargo-handling tools. The Transportation Security Administration (TSA) is reviewing applications for a pilot program that will help cargo handlers implement technologies to protect sea containers from terrorist threats, several port security experts told lawmakers recently. **Transportation officials have said they expect to allocate about \$28 million in grants later this year for Operation Safe Commerce (OSC), a government and industry partnership that identifies cargo "supply chain" vulnerabilities along particular trade routes. The program aims to develop effective methods for "verifying, securing, monitoring and sharing information" about cargo as it travels from foreign ports to the United States,** Richard Larrabee, director of port commerce for the Port Authority of New York and New Jersey, told a House Transportation and Infrastructure subcommittee earlier this month. "Private companies have volunteered to join with representatives from key federal, state and local agencies to construct prototypes of secure international supply chains." **TSA's current OSC projects focus on the ports of New York and New Jersey, Los Angeles and Long Beach in California, and Seattle and Tacoma in Washington, which handle about 70 percent of the nation's cargo movement,** according to Asa Hutchinson, the Homeland Security Department's undersecretary for border and transportation security. Source: <http://www.govexec.com/dailyfed/0303/032403td1.htm>

World Information

European Union (EU) set to negotiate new deal with U.S. over port security. European Union governments Tuesday gave the E.U. Commission a mandate to negotiate port security arrangements with the U.S., as a compromise in a fight over Washington's new anti-terrorism laws. E.U. foreign ministers meeting in Brussels Tuesday agreed to give the Commission the power to negotiate the addition of the security measures to the current E.U.-U.S. customs agreement. In return, the Commission said it would drop legal action against E.U. countries that had signed deals with Washington. The U.S. negotiated bilateral accords with the seven E.U. nations in the wake of the Sept. 11, 2001, terrorist attacks. Under the deals, U.S. customs officials have been posted in some E.U. ports to check on container traffic heading for the U.S. European officials said the bilateral customs

agreements distort trade because some containers arriving in the U.S. from Europe would be cleared faster depending on which E.U. port they came from.

Homeland Security

1. Be On The Lookout! FBI BOLO: Adnan G. El SHUKRIJUMAH -- FBI Seeking Public's Assistance in Locating Individual Suspected of Planning Terrorist Activities The FBI has issued a BOLO alert for Adnan G. El Shukrijumah in connection with possible threats against the United States. In the BOLO alert, the FBI expresses interest in locating and questioning El Shukrijumah, and asks all law enforcement personnel to notify the FBI immediately if he is located. El Shukrijumah's current whereabouts are unknown. El Shukrijumah is possibly involved with al-Qaeda terrorist activities and, if true, possess a serious threat to U.S. Citizens and interests worldwide. El Shukrijumah is 27 years old and was born in Saudi Arabia. He is approximately 132 pounds (but may be heavier today), 5 '3" to 5'5" tall, has a Mediterranean complexion, black hair, black eyes, and occasionally wears a beard. El Shukrijumah carries a Guyana passport, but may attempt to enter the U.S. with a Saudi, Canadian, or Trinidad passport as well. El Shukrijumah has gone by the following aliases: Adnan G. El Shukri Jumah; Abu Arif; Ja'far Al-Tayar; Jaffar Al-Tayyar; Jafar Tayar; Jaafar Al-Tayyar. Picture of El Shukrijumah is available on FBI web-site, attached. <http://www.fbi.gov/terrorism/adnan.htm>

2. Identifying Potential Terrorist Activity. Al-Qaeda operations have been characterized by meticulous planning, a focus on inflicting mass casualties, and multiple, simultaneous suicide attacks. Operatives are highly trained in basic and sophisticated surveillance techniques, posing challenges for counterterrorism and security forces in identifying terrorist surveillance. Recent information and analysis point to surveillance practices that traditionally have been utilized by Al-Qaeda-affiliated operatives. While not exhaustive, the following list suggests possible indicators of terrorist surveillance.

--Unusual or prolonged interest in security measures or personnel, entry points and access controls, or perimeter barriers such as fences or walls.

--Unusual behavior such as starting or quickly looking away from personnel or vehicles entering or leaving designated facilities or parking areas.

--Observation of security reaction drills or procedures.

--Increase in anonymous telephone or e-mail threats to facilities in conjunction with suspected surveillance incidents-indicating possible surveillance of threat reaction procedures.

--Foot surveillance involving two or three individuals working together.

--Mobile surveillance using bicycles, scooters, motorcycles, cars, trucks, sport utility vehicles, boats, or small aircraft.

--Prolonged static surveillance using operatives disguised as panhandlers, demonstrators, shoe shiners, food or flower vendors, news agents, or street sweepers not previously seen in the area.

--Discreet use of still cameras, video recorders or note taking at non-tourist type locations.

--Use of multiple sets of clothing, identifications, or the use of sketching materials (paper, pencils, etc.).

--Questioning of security or facility personnel.

General information on possible terrorist planning activities proceeding an attack can be found at www.dhs.gov

Upcoming Bay Area Maritime Security Meetings

April 8 th @ 1000 hrs	Port Security Committee	Port of Oakland
April 8 th @ 0900 hrs	Afloat Sub-Committee	Port of Oakland
April 9 th @ 1000 hrs	Neptune Coalition	

Bay Event Calender

Date	Start	End	Event	Location	Sponsor
Mar 28	0900	1000	Swim	Alcatraz to S.F. YC	Gary Emich (831)601.9985
Mar 29	1230	1700	Regatta	St. Francis YC – Alcatraz	Oakland YC (510)769-1414
Mar 29	0950	END	Regatta	City Front #13/Ocean	Alameda YC (510)748-0289
Mar 29	1000	1100	Swim	Alcatraz to S.F. YC	Gary Emich (831)601-9985
Mar 30	1100	1700	Regatta	Circle #13	Berkeley YC (510)540-7968
Mar 30	1100	1700	Regatta	Treasure Isl, Estuary, #1	Encinal YC (650)914-2514
Mar 30	1100	1200	Swim	Alcatraz to S.F. YC	Gary Emich (831)601.9985
Apr 2	1800	2300	Regatta	San Pablo Bay	Vallejo YC (707)642-1254
Apr 3	1730	2100	Regatta	Carquinez, #4	Benicia YC (707)745-5848
Apr 5	1130	1630	Regatta	Circle #13	San Fran YC (415)789-5647
Apr 5	1100	1700	Regatta	City Front #13	St Francis YC (415)563-6363
Apr 5	1000	END	Regatta	City Front / Ocean #28	M. Crittenden (650)859-5673
Apr 5	1100	1700	Regatta	Keller Cove	Richmond YC (510)232.6310
Apr 5	1200	1700	Regatta	North Bay / #16	Tiburon YC (415)924-1842
Apr 5	0950	1800	Regatta	San Pablo Bay	Vallejo YC (707)643-1254
Apr 5	1200	1630	Regatta	South Bay / #18	Coyote Pt YC (408)866-5495
Apr 5	1200	1700	Regatta	South Bay, #2	South BeachYC (415)999-109