MIS Workgroup Members,

Attached is the information requested at the meeting on Thursday.

1. List of members w/email address
2. Copy of Marine Exchange TSA Grant Application
3. The list of questions from the MSO (for your convenience)

Please take the time to look these documents and when answering the questions, please feel free to be as candid as possible, but please return them as soon as possible so that I may collate them and return them to you. If you have any question don’t hesitate to call me at (415) 441-3019. I think we have a great group of people together and look forward to our meeting on next Thursday.

Best Regards, Jeff McCarthy

SF MIS Workgroup
Port Security Committee Communication Questions

1. How should the COTP announce changes MARSEC Level via UMIB?
   A. In addition to UMIB, I believe that MARSEC changes should be communicated to industry recipients via a cell phone/pager message alert directing them to a secure website maintained by SFMX in cooperation with the COTP. I envision SFMX maintaining/distributing/tracking these communication devices under funding from our proposed grant.

2. How should the COTP inform the industry about threats/activities?
   A. Same as above with the added advantage that only targeted industries would need to receive the phone/pager alert directing them to a password protected SFMX website.

3. How should the industry inform the COTP of observed threats/activities?
   A. By direct communication to the responsible MSO security officer, using phone or e-mail. We do not need to worry about the security of messages from industry TO the MSO from a classification standpoint. The classification will come later.

4. How should the industry inform the COTP of security breaches?
   A. By immediate notification as outlined in #3. The MSO can then determine if this breach warrants an alert to other industry partners and what type of classification is warranted, if any. If additional alerts are warranted, the MSO would then task the SFMX to distribute the alerts and
the SFMX would further be tasked to update their security website with the critical information provided by the MSO.

5. How should the industry inform the COTP of a Security/incident?
   A. Same as above.

6. How should automated alert system be used?
   A. To me, an automated communications system will still need warm body management. The “automated” part to me means that an SFMX employee, working in coordination with the MSO, will select what industry segment the alert needs to be distributed to and will then disseminate that alert to those people at the touch of a button.

7. How should the Automatic Identification System (AIS) be used?
   A. AIS can/should be used to maintain maritime domain awareness for security (where is a targeted vessel, what is her course, speed, etc). In addition, it may be employed for vessel mutual assistance and/or collision avoidance.

8. How should the MSO and industry handle MARSEC Directives?
   A. That’s easy. We all are obliged to handle these directives according to the federal regulations stated in MTSA 2003. The fine points are up for us to decide, and that’s what we’re doing here.