

Port of Tampa

Florida's Most Diversified Port



Mark F. Dubina, CFE, CPE
Vice President - Security

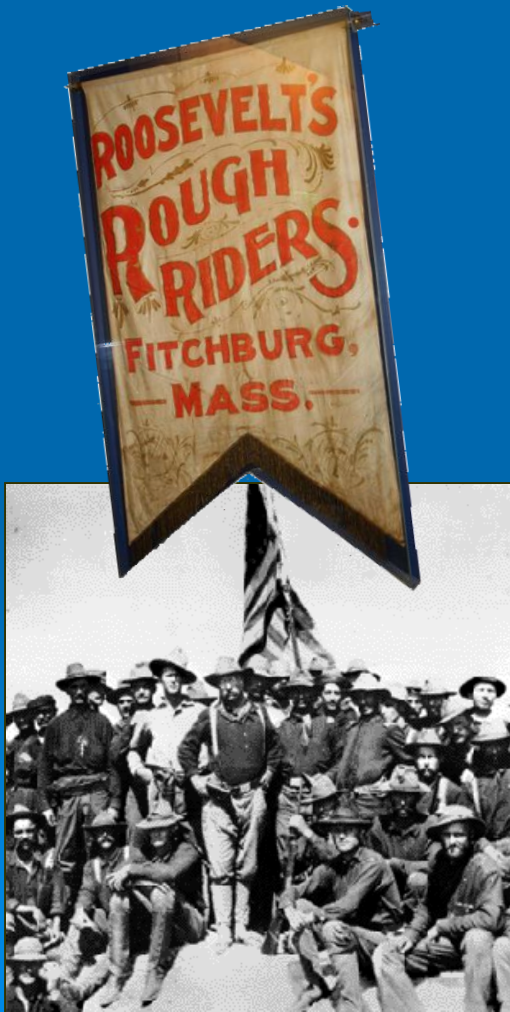
**Port Security — Evolving Threats and Best Practices
in an Uncertain World**

The Value of Ports

- Port Security is vital to any Community or Nation that is engaged in maritime trade.
- In most cases the majority of imported goods to a community or country traveled at some point in maritime commerce, especially in relation to costal communities or island nations.
- Ports provide economic benefit to nations with ports, both directly and indirectly, through the creation of jobs and the efficient delivery of goods to market.
- Ports are a key part of the international supply chain, and any “weak link” in that chain can create disruptions to even distant economies.

Port of Tampa History

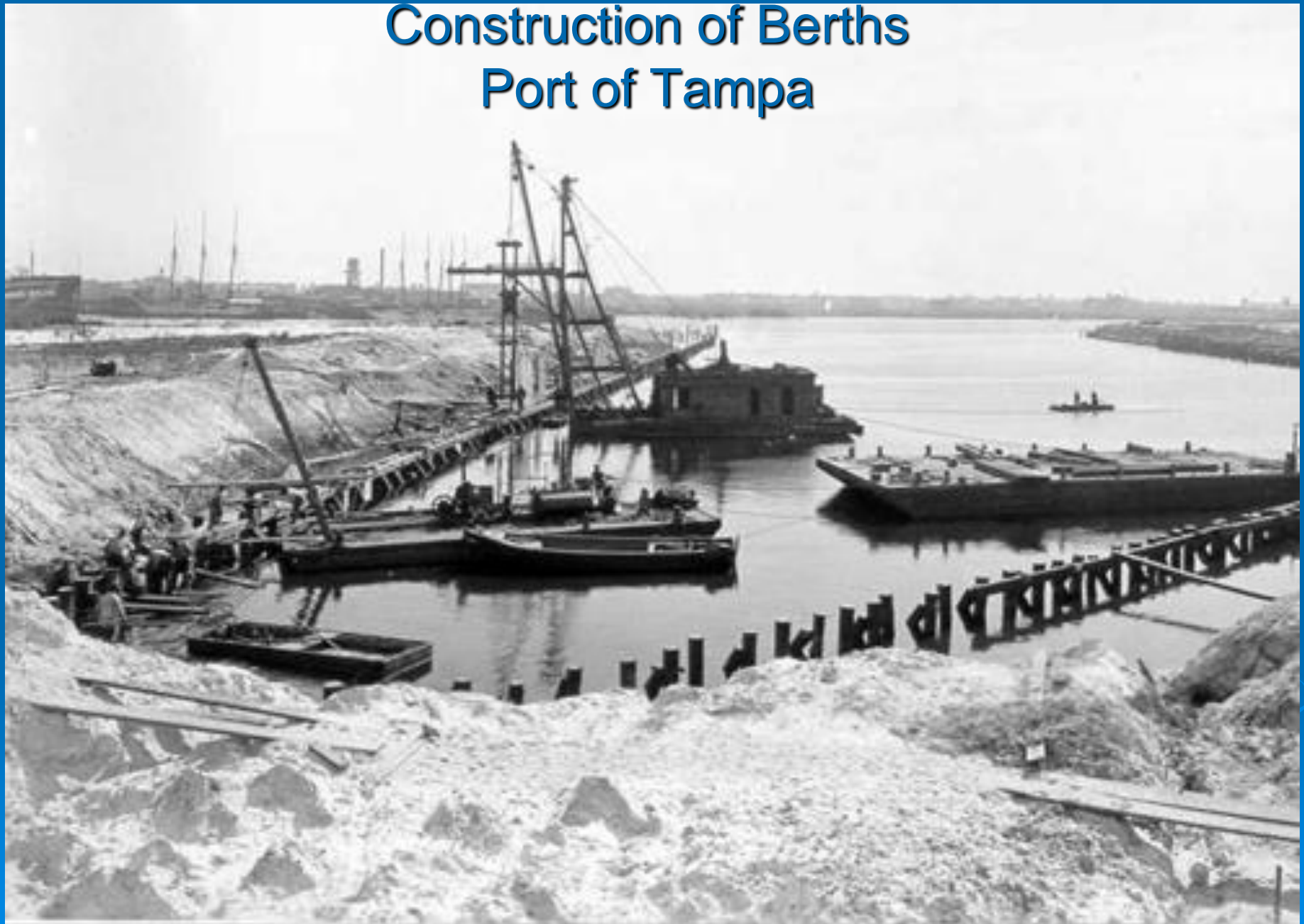
- ✓ Mid-1800s—Cattle shipments
- ✓ 1898—Teddy Roosevelt and his Rough Riders
- ✓ Today—The Port Tampa Bay Creates a Link to World Commerce



Hillsborough River—1909



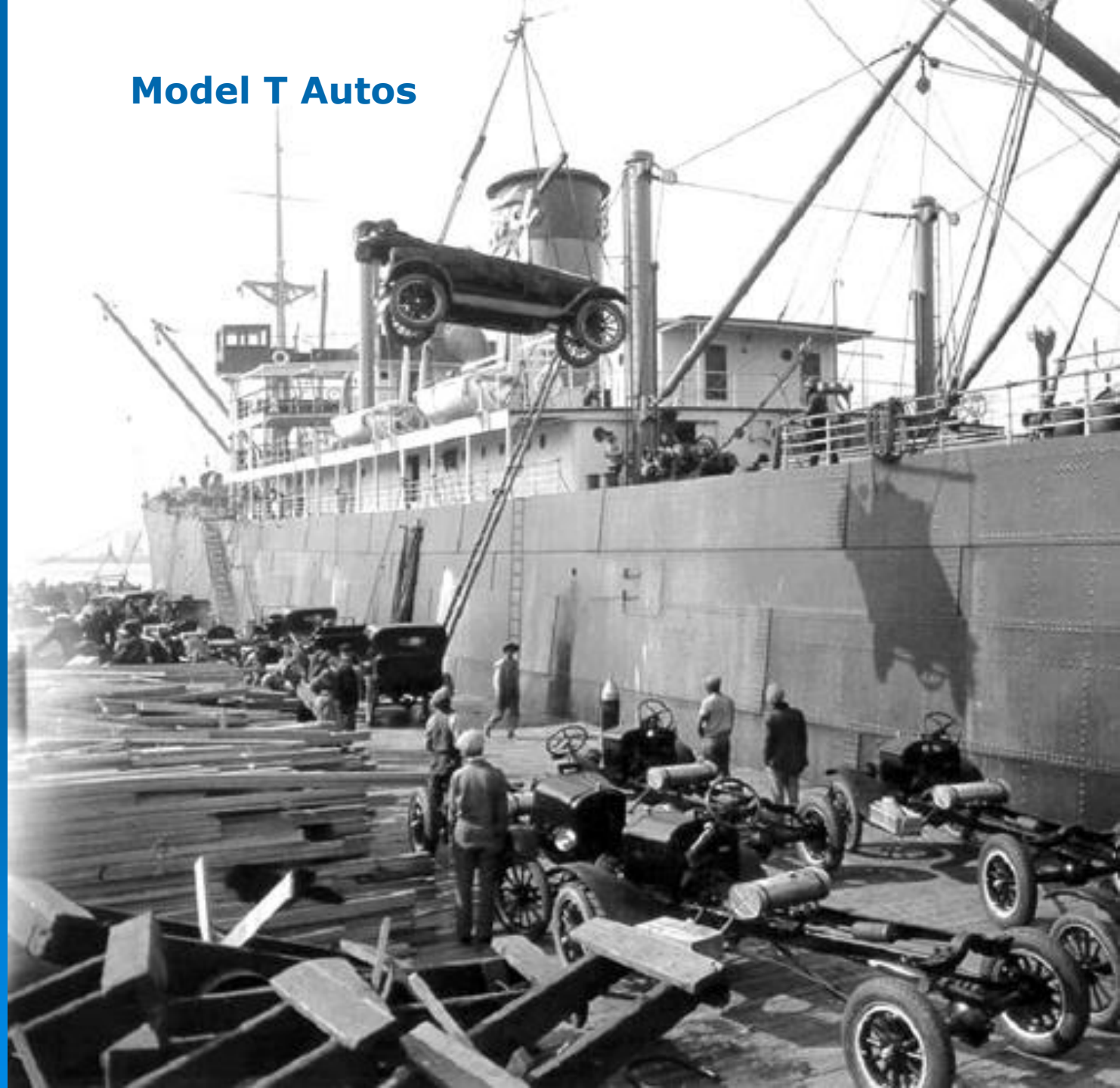
Construction of Berths Port of Tampa



MetroPort—Early 20th Century



Model T Autos



Tampa Bay Market



- Geographic center of state
- 5,742 square miles
- 8 million people within 100 miles
- Expanding distribution center gateway
- Current local market potential= + 400K TEUs
- 1.9 Million Labor Force

Large Tenant & Customer Base



MARINE TOWING OF TAMPA LLC



GROWTH—DIVERSIFICATION—REINVESTMENT

The World Changes – Security Adapts



Port Security

- The International Maritime Organization (IMO) sets Standards Worldwide for Port and Ship Security
- Many Countries Adopt These Standards by Creating Rules and Laws that are Universally Recognized as Compliant.
- IMO Standards are codified in the United States utilizing the Maritime Transportation Security Act (MTSA)
- Countries with High Security Standards will Delay and Closely Examine Cargos and Passengers Coming from Ports Considered to be “High Risk” due to a Reputation for Lax Security Standards or Poor Oversight of Standards.
- It is in Economic Best Interest of a Community or Country to be Considered to Have Secure Ports.

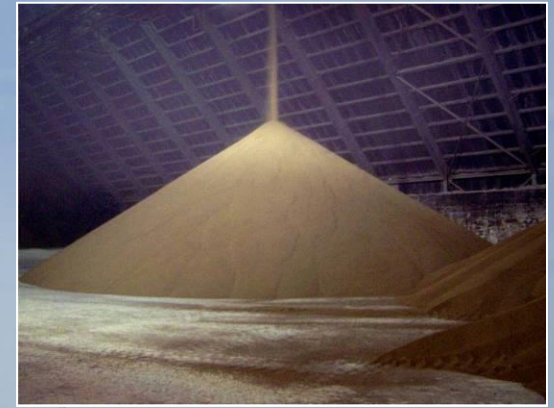
Port Security

- In Some Cases Ports Contain Hazardous Materials that Can Directly Impact the Health and Safety of the Neighboring Communities.
- In Other Cases Vital Supplies or Valuable Commodities are Stored and Shipped at the Port.
- In Either Case, These Cargos Must Be Protected.

Efficiency Adds Value and Risk



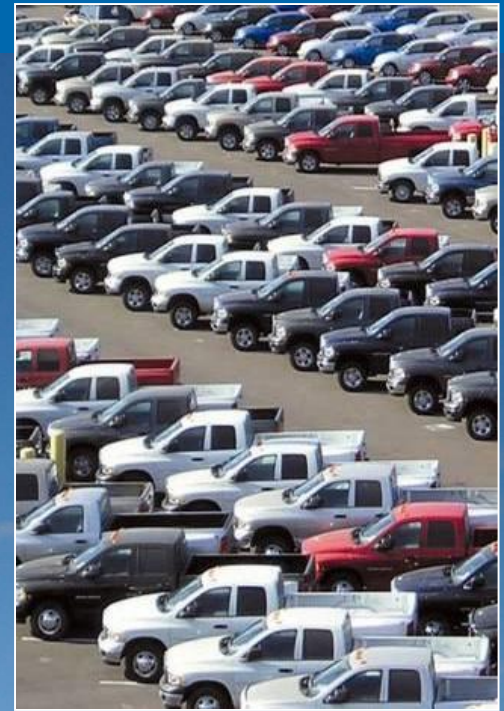
Phosphate/Fertilizer Feeds a Developing World Economy



Many Communities See Increased Economic Benefits and Possible Risk from Ports Located Near Them



Automobiles - Import/Export



Diversification Challenges



Container/Ethanol Facility Expansion



TAMPA PORT AUTHORITY

Building for the Future I-4 / Selmon Connector



Computer Rendering of the Connector



I-4 / SELMON EXPRESSWAY CONNECTOR

*From I-4 to the
Lee Roy Selmon
Expressway*

Financial Project Number: 258416



LEGEND

- I-4/Selmon Expressway Connector '6' Movement
- I-4/Selmon Expressway Connector '2' Movement
- I-4/Selmon Expressway Connector 'Truck Only Lane'
- I-4 from 14th/15th Street to East of 50th Street
- Potential Ponds
- Proposed Right of Way

I-4 Connector Project

New express highway access between Port and interstate system

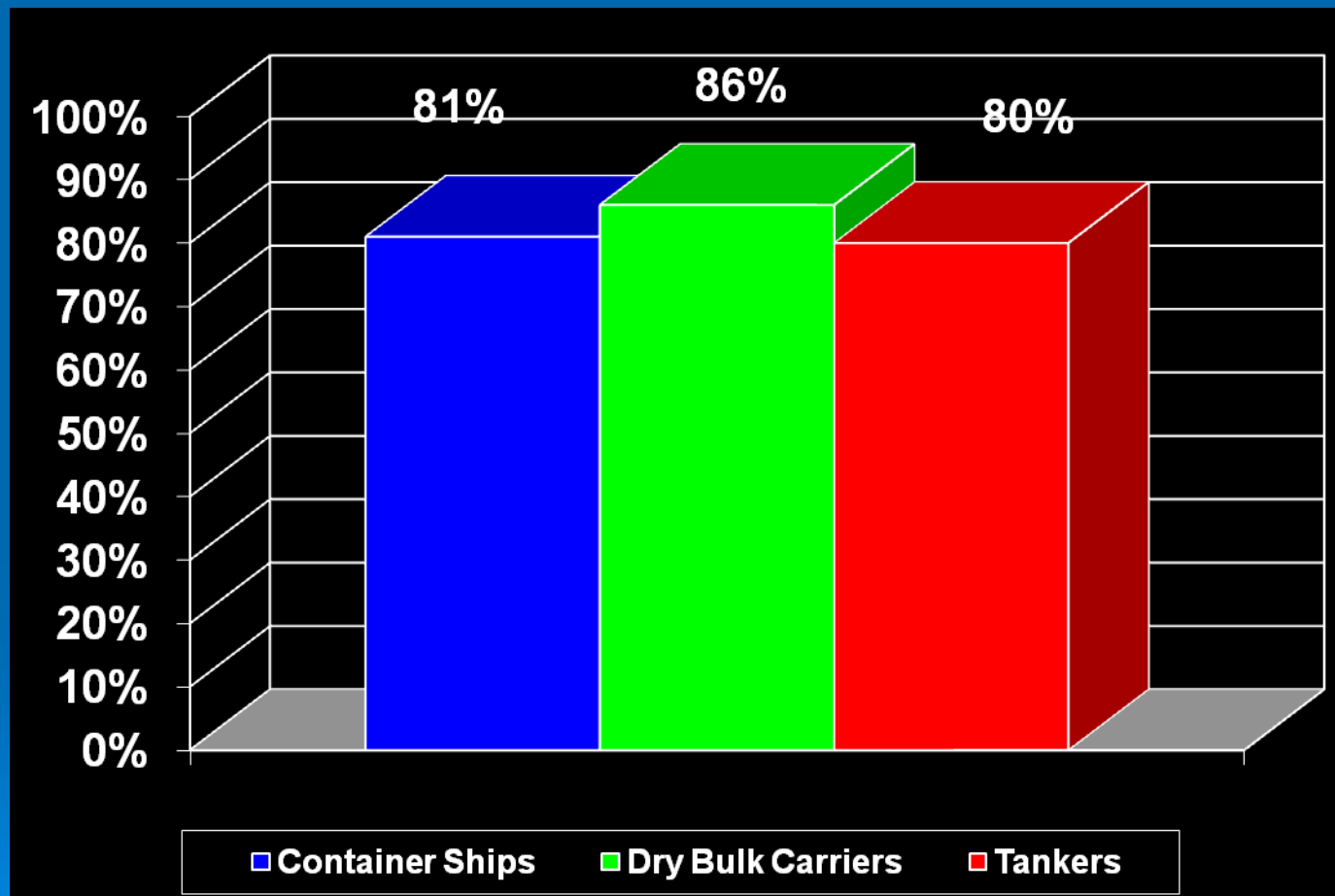
Substantially Completed December 2013

\$390+ million construction cost



Tampa can accommodate most of the world's container, dry and liquid bulk fleets

Percentage of active world fleet that has a max draft (-2ft under keel) less than or equal to the Port's channel depth



Channelside

The Port's Public Face






Sunshine Skyway Bridge
Interconnectivity of Critical Infrastructure



Ship Repair = Jobs



Port Security Pre 09/11/01

- **Federal Government focus was primarily on Safety**
 - **State rules/laws focused on traditional criminal activity**
 - **Fragmented Enforcement activities**
 - **Very Little Security Infrastructure to protect KR/CI**
 - **No clear consensus regarding accepted security protocols**
 - **Local law enforcement not engaged in a focused manner**
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- The bottom right corner of the slide features a decorative graphic consisting of several sets of concentric circles, resembling ripples in water, rendered in a lighter blue shade than the background.

Maritime Security Levels

- Maritime Security (MARSEC) Levels are set to reflect the prevailing threat environment to the marine elements of the national transportation system, including ports, vessels, facilities, and critical assets and infrastructure located on or adjacent to waters subject to the jurisdiction of the U.S.C.G. MARSEC Levels apply to vessels, Coast Guard-regulated facilities inside the U.S., and to the Coast Guard.
- **MARSEC Level 1** means the level for which minimum appropriate security measures shall be maintained at all times.
- **MARSEC Level 2** means the level for which appropriate additional protective security measures shall be maintained for a period because of heightened risk of a transportation security incident.
- **MARSEC Level 3** means the level for which further specific protective security measures shall be maintained for a limited period of time when a transportation security incident is probable, imminent, or has occurred, although it may not be possible to identify the specific target.
- MARSEC Level 1 generally applies in the absence of a National Terrorism Advisory System (NTAS) Alert or when the Commandant determines that the Alert is not applicable to the Marine Transportation System. If an NTAS Alert is applicable, the Commandant will consider a MARSEC Level change for the maritime industry, Coast Guard, or both.

Law Enforcement Pre 09/11/01

- **“A Federal Problem”**
- **Domestic Terrorism focus**
- **Limited Intelligence Sharing – The Wall**
- **Limited Joint Terrorism Task Force Resources**
- **Short Memories (World Trade Center 1993)**
- **Primarily focused on traditional anti-government groups**

Port Security – A Layered Approach

- Port of Tampa—a safe port, compliant with state and federal security requirements
- Balance of security with efficient cargo operations
- Multiple security systems (Human Resources and Technology)
- Credentialing
- Security vs. \$\$\$\$\$\$\$\$\$\$



Port Security – It's All About Partnerships

- Partnerships are the primary key to a successful security program
- Federal, State & Local Government Partners
- Proactive Law Enforcement Participation
- Private Industry Partners
- Area Maritime Security Committee (AMSC)
- Tampa Bay Urban Area Security Initiative (UASI)
- Regional Domestic Security Task Force (RDSTF)
- Port Security Grants
- Critical Infrastructure Assessment and Coordination

Port Security – It's All About Partnerships (cont.)

- Identify and Partner with Port Security Organizations
- Identify Response Gaps as part of a Review/Planning Process
- Encourage and Support Exercises and Training at a Variety of Different Facilities
- Identify the Significance/Criticality of Specific Terminals/Facilities /Locations
- Identify Hazmat Threats within Facilities and at other Port Sites, including Intermodal locations (truck/rail)
- Promote Participation in AMSC, UASI, Regional and Industry Initiatives

Port Security – It's All About Partnerships (cont.)

- Share Critical Infrastructure Assessment and Coordination Efforts – Know What's Out There!
- Understand Port Operations and Industry Needs
- Understand the Consequences of Long-Term Disruptions and Community Impacts



Terrorist Goals

- Advance an agenda
- Gain notoriety to spread ideology
- Disrupt society in countries resistant to terrorist agenda
- Monetary gain
- Attract converts / followers
- Force social change
- Create an environment to allow deviants to act out a behavior not normally accepted in society
- What else ?

Terrorist Characteristics

- Dedicate to an ideology
- Willing to make sacrifices to the group
- Poor / Uneducated? – Not Always
- Sense that they are working for a higher power
- Desire to be viewed as heroes or martyrs
- Ends justify the means
- Brain washed?
- “One man’s terrorist another’s freedom fighter”
- National pride
- Not much of a life except for the leadership
- What else?

Maritime Terrorism

- Israeli Port Compromised – Ashdod Port attack 3/14/04
- Terrorist hid in a cargo container with false compartment
- Ten killed – sixteen injured
- Perpetrated by two 18 year olds from Jabalya Refugee camp
- Intended targets: Fuel Tanks / People
- Credit claimed by both Hamas and Fatah
- Terrorist blew themselves up short of the target

Maritime Terrorism

- **MS Achille Lauro**
- **Hijacked by PLO on 10/07/85 off Egyptian Coast**
- **Demanded release of 50 PLO prisoners by Israel**
- **US citizen Leon Klinghoffer thrown overboard**
- **Negotiated release of ship with Egyptians**
- **Hijackers intercepted by US warplanes and forced to land in Italy where they were detained by Italian authorities**

Law Enforcement Response Since 09/11/01

- **Robust FBI Joint Terrorism Task Forces (JTTF)**
- **Regional Domestic Security Task Forces (RDSTF)**
- **Dedicated Local Resources (for now)**
- **More equipment and resources**
- **Sensitivity to Major Events (Super Bowl/RNC)**
- **Better Training / Awareness**

The Horizon

- **Nuclear (Toughest)**
- **Biological (Tougher)**
- **Chemical (Tough)**
- **Improvised Explosive Devices (Much Easier Today)**
- **Small Arms (Easy)**
- **Lone Wolves**
- **The Internet – Cybersecurity (Only Getting Worse)**
- **State Sponsored**
- **Soft Targets**

Have the Terrorists Succeeded?

- **Societal Change / Disruption**
- **Converts**
- **Notoriety**
- **Political change**
- **Drain on resources of enemy / economic impact**
- **Advanced Agenda**
- **Monetary gain**



PORT TAMPA BAY™



Thank You!