Office of Port and Facility Compliance
Captain Bradley Clare

- Domestic Ports (CG-FAC-1) CDR Brandon Link
  - Critical Infrastructure Protection
  - MTS Cyber Security Specialist
  - AMSCs
  - PSSs/EHC
  - Industry Gov't Outreach
  - Port Resiliency/Recovery

- Cargo & Facilities (CG-FAC-2) CDR Charles Bright
  - Facility Security
  - Facility/Container Safety
  - Safety and Security Standards

Risk Based Inspections

- CG-FAC Policy Letter 19-03 signed 22 Mar 19

- Outlines regulatory and policy requirements for facility inspections

- Guidance to COTPs to consider in determining how often to conduct facility inspections

- Outlines risk considerations for facility inspections when not required by law or reg

USCG

Transfer Monitors

- Effective way to increase compliance with facility and vessel pollution prevention regulations

- Performance goal set at 20% of all facilities regulated under 127 and 154 in each AOR

- Directs use of risk matrix or AOR knowledge in targeting

- Can use to address other ops such as tank cleaning

- Advance Notice of Transfer

Certificate of Adequacy

- Terminals/facilities that receive oceangoing ships

- Oil, NLS, and Garbage

- Initiating Annex VI - scrubber waste & ozone depleting substances

- Updating internal policy
  - Oily Waste 1985
  - NLS 1987
  - Garbage 1989

- IMO / MISLE Data / Reporting requirements

MTSA 105 Facilities

- Amendment to SAFE Port Act in late 2018 states:
  - Units must "periodically, but not less than one time per year, conduct a risk-based, no notice facility inspection to verify the effectiveness of each such facility security plan"
- CG-FAC interprets this to mean the scope can change based on facility risk
  - Inspection unannounced and mirrors what was an ACE or SSC

Seafarers' Access

- The Coast Guard issued a final rule April 1, 2019, requiring owners or operators of a maritime facility regulated by MTSA to implement a system providing seafarers, pilots, and representatives of seamen's welfare and labor organizations access between vessels moored at the facility and the facility gate, in a timely manner and at no cost to the seafarer or other individuals.

Seafarers' Access

- The Regulation is effective May 1, 2019

- The system must be documented in the Facility Security Plan (FSP) on or before February 3, 2020

- "and" the Facility owner and operator has 14 months after publication of the final rule to implement a system, which is June 1, 2020

Facility Inspections

USCG

TWIC Reader Rule Status

- AUG2016: Final Rule published in Federal Register

- APR2018: Industry filed lawsuit against DHS/CG

- JUN2018: CG published NPRM

- AUG2018: TWIC Accountability Act

- DHS Assessment

TWIC Reader Rule Status

- Current Status: The Coast Guard continues to engage with HSOAC/RAND, TSA and SCO on the final assessment as we work through the TWIC Reader regulatory process.

- Once the assessment is completed (4Q FY2019), we will review the results and move forward with the TWIC Reader Rule implementation process, taking into consideration any changes resulting from the assessment, coordination with TSA and SCO, and any possible Congressional feedback concerning the assessment.

Cyber Risk Managament

- Coast Guard Cyber Strategy - Three Strategic Priorities:
    1. Defending Cyberspace
    2. Enabling Operations
    3. Protecting Infrastructure

"We will ensure the security of our cyberspace, maintain superiority over our adversaries, and safeguard our Nation's critical maritime infrastructure"

UNITED STATES COAST GUARD

CYBER STRATEGY

JUNE 2015
WASHINGTON, D.C.
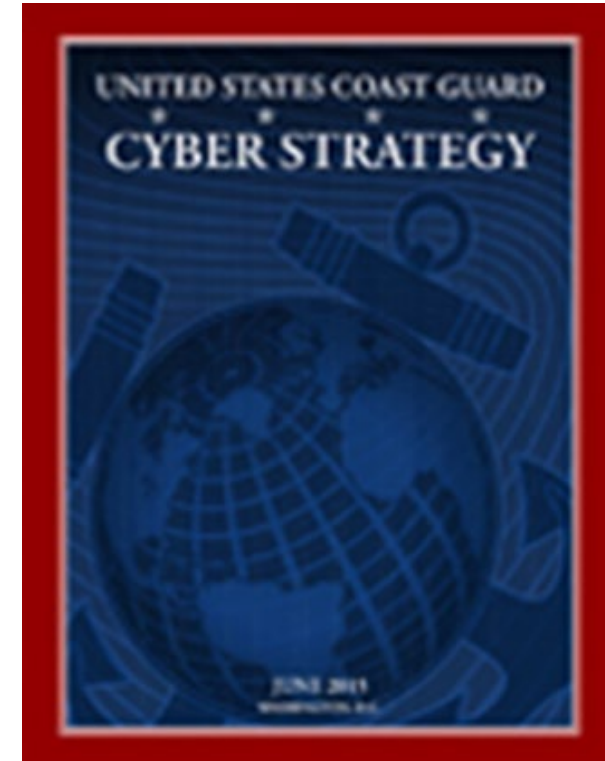
Cyber Risk Management

- The Coast Guard, in collaboration with ABS Group, developed a Cyber Awareness webinar. This 45-minute webinar was directed to the Area Maritime Security Committees (AMSC), but advertised to the wider audience of marine transportation system stakeholders. The training served as a "cyber 101" intended to provide a baseline awareness of cyber terms and systems in the MTS.

Cyber Risk Management

- In accordance with the Maritime Transportation Security Act (MTSA), regulated facilities must analyze vulnerabilities with computer systems and networks in their Facility Security Assessment (FSA). To provide guidance for regulated facilities to address cyber related vulnerabilities, the Coast Guard developed a Draft Navigation and Vessel Inspection Circular (NVIC) entitled "Guidelines for Addressing Cyber Risks at MTSA Regulated Facilities." The draft NVIC is under review.

Cyber Risk Management

- The Coast Guard, in collaboration with the National Institute of Standards and Technology (NIST) and the National Cybersecurity Center of Excellence (NCCoE), sponsored a series of workshops and facilitated development of industry segment cybersecurity framework profiles. Profiles have been completed and published for Maritime Bulk Liquids Transfer Operations, Offshore Operations, and Passenger Vessel Operations. The Coast Guard, in collaboration with the Department of Homeland Security, is pursuing a profile(s) focused on navigation and automated systems onboard vessels and facilities.

Cyber Risk Management

- The recent FAA Reauthorization Act tasked the Coast Guard, in collaboration with DHS, NMSAC, AMSCs, and other stakeholders, to develop a national Maritime Cybersecurity Risk Assessment Model, in line with the NIST Framework and designed to assess risk in the Marine Transportation System. The Coast Guard is looking into existing risk assessment models, as well as developing a new model based on the NIST Framework and the Coast Guard's work on Cybersecurity Framework Profiles. One potential avenue is through a Federally Funded Research and Development Contract.

MTS Recovery

- Harvey, Irma, Maria three of the five costliest hurricanes in U.S. History. Last 2 hurricane seasons resulted in approximately $320 billion in damages.

- 2017 - CGHQ stood-up 1st ever Maritime Transportation System watch in FEMA's National Response Coordination Center to support Department of Transportation's Emergency Support Function 1 (Transportation).

- 2017 – Focused use of pre-planning for electronic Aids to Navigation
  - Physical
  - Synthetic
  - Virtual

- 2018 – Lessons learned from 2017 incorporated into preparedness
  - Creation of new policy for MTS Recovery Plans
  - Enhancements to CG's Common Assessment and Reporting Tool (CART)

MTS Recovery

- NVIC 04-18, Guidelines for Drafting the Marine Transportation System Recovery Plan

- CG-11410A, Marine Transportation System Facility Status Form Status

- Common Assessment and Reporting Tool (CART)

- Marine Transportation System Recovery Units

USCG

MTSRP Template 86

MTS Recovery

- Coast Guard Project Champion for a *Predictive Port Resilience Tool to Assess Regional Impact of Hurricanes*

- Develop planning tool for Port Resiliency on regional scale including maritime and surface transportation

- 6 ports on the Southeast Coast

- Tool will be tested based on 2016 Hurricane Matthew

- Tool will be available for any disruption

Annual Report

- 2018 program highlights

- Posted to Maritime Commons

- Homeport
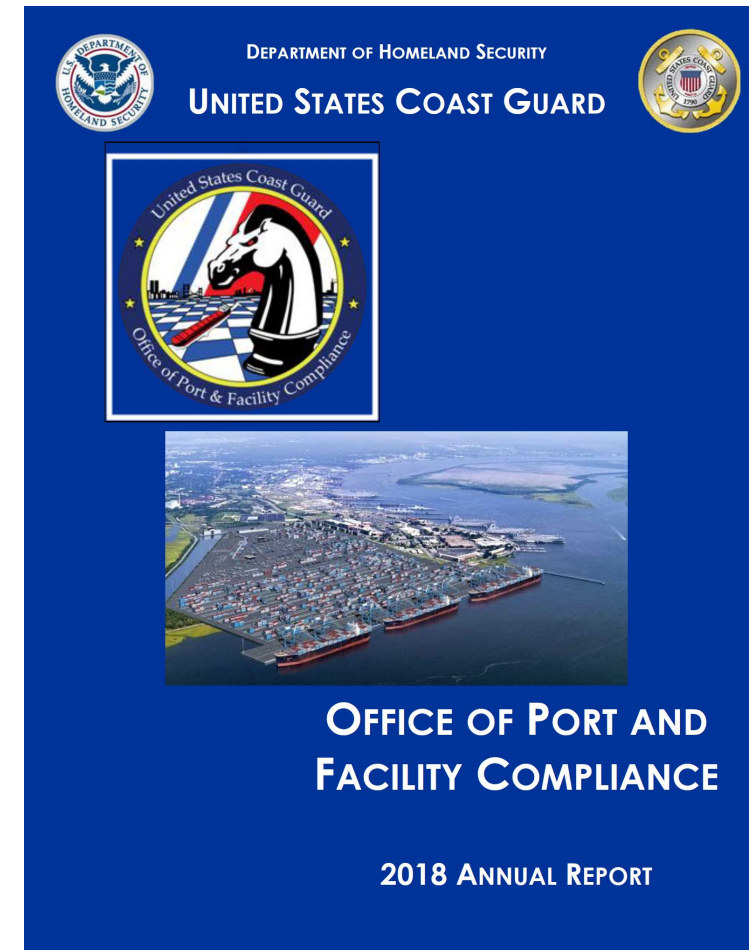
Annual Report

Description	2017 Data (# Reported)	2018 Data (# Reported)
All types of facilities documented in MISLE	45,244	45,608
All inspections completed at USCG regulated facilities	16,393	17,472
Total waterfront facilities documented in MISLE	8,517	8,621
Total MTSA regulated facilities	3,494	3,144
Total MTSA regulated facilities that require an active FSP	2,470	2,403
Enforcement Actions that took place at MTSA Regulated Facilities	190	161
Total security related inspections as per the SAFE Port enforcement requirements conducted during a facility inspection	5,951	5,469
Total transfer monitors activities conducted	724	767
Total number of container inspections conducted	23,445	26,646
Total number of visual and electronic inspections of TWICs	58,319	53,286
Total operational controls (COTP Order)	36	51

Annual Report

Facility Activities* by District

Bar chart — No. Activities by district:
- D1: 1263
- D5: 1064
- D7: 1721
- D8: 5244
- D9: 1128
- D11: 838
- D13: 763
- D14: 382
- D17: 594

Deficiencies by District

Bar chart — No. Deficiencies by district:
- D1: 285
- D5: 221
- D7: 693
- D8: 1862
- D9: 265
- D11: 259
- D13: 188
- D14: 93
- D17: 324
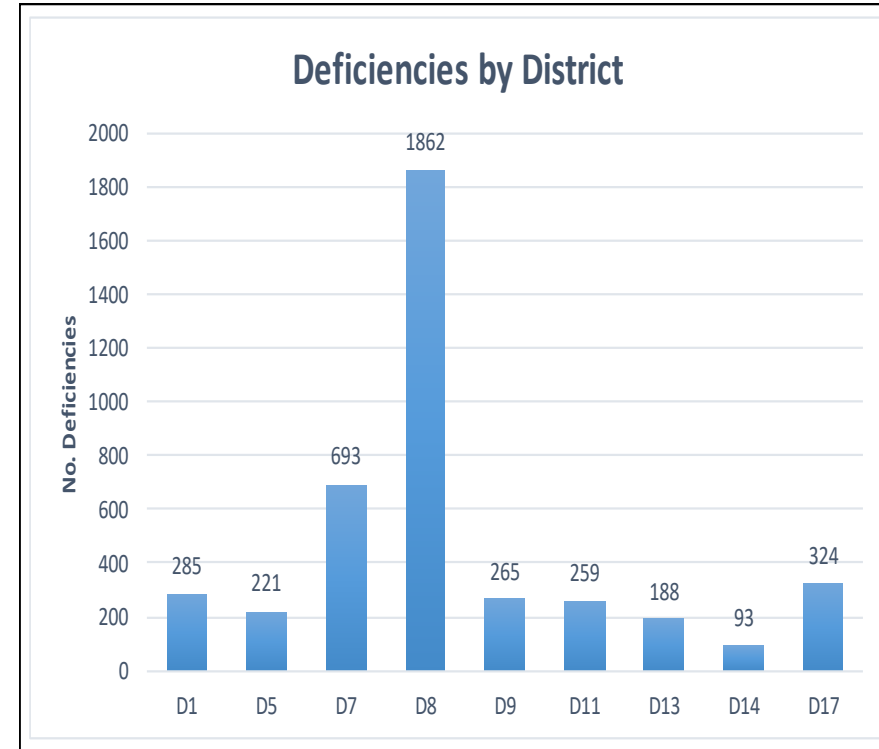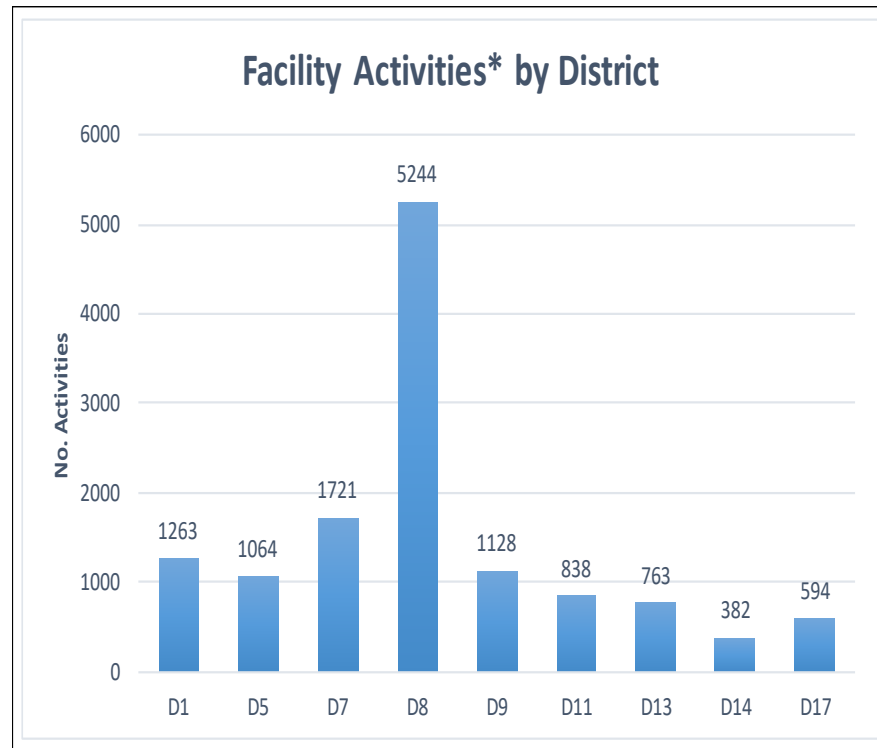
The above chart depicts total deficiencies in 2018 sorted by Coast Guard Districts (total 4190). Of all deficiencies, over half stemmed from improper documentation (2128 deficiencies). The top three sub-systems were logging and records (605), safety and response plans (501), and security and/or alternate security programs (486). The second highest system for identified deficiencies was in operations/management. The majority categorized within security sub-systems (715 deficiencies) and the top three pertaining to security measures-access control (236), restricted areas (146), and drills and exercises (83).

*Activities includes all facility inspection activities and transfer monitors
**Data source: CGBI CUBEs accessed on March 2019
***Numbers are subject to change as time moves forward and backlogs are accounted

Industry Training

- Great opportunity for Coast Guard members to experience industry challenges

- Approx. 12 month - 6 month program

- One enlisted slot per year for each program (PSSIT, MEPIT, and WWMIT)

Office of Port and Facility Compliance

CDR Charles Bright

Cargo & Facilities Division

Charles.J.Bright@uscg.mil

202-372-1171

CGFAC@USCG.mil

www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/cgfac/

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