

AAPA

Terminal and Container Cargo Security

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“A.P. Moller is committed to show constant care and to prevent breaches of security associated with our operations, and ranks security considerations equally with commercial and operational factors in managing our business.

We will, in close co-operation with responsible authorities, take all measures necessary to constantly maintain the highest security standards in the organization, at shore facilities, as well as onboard our vessels.”

Terminal Security vs. Cargo Security

A distinction that makes a difference!

Security Initiatives



Marine Transportation (USCG)

- ✓ ISPS (International Ship and Port Facility Security) Code
- ✓ MTSA (Maritime Transportation Security Act of 2002)

Supply Chain Security (CBP)

- ✓ C-TPAT (Customs-Trade partnership Against Terrorism)
- ✓ CSI (Container Security Initiative)
- ✓ OSC (Operation Safe Commerce)
- ✓ Customs and Border Protection "Smart Box"
- ✓ Trade Act 2002 (required automation)
- ✓ *AND EVERYTHING ELSE!*

Electronic Notification of Arrival *ENOA*



- 96hrs before arrival in the first US port from foreign
 - Also “between” US ports
 - 24hrs between US ports
 - High Interest Vessels
 - Crew control security plan
 - 26 countries of interest
 - Nationality or residency

- Asymmetric Migrator

- **Facility Assessments**

- Vulnerability and threat assessments
- By USCG with update every 5 years
- Assessment done by or on behalf of owner/operator

- **Maritime Transportation Security Plans**

- 3 distinct, but overlapping layers of security plans
 - National Maritime Transportation Security Plan
 - Area Maritime Transportation Security Plan
 - Facility Security Plans (also applies to Vessels)

FACILITY PLANS



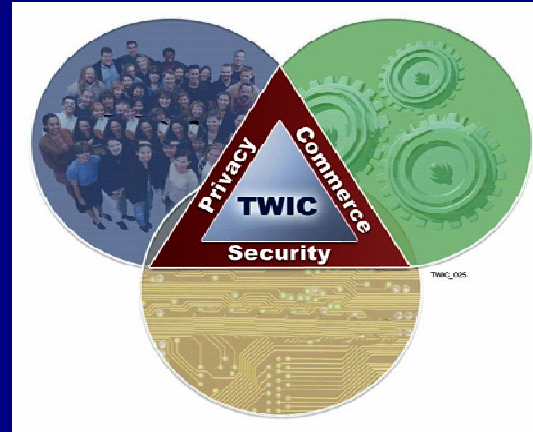
- Contain Provisions To:
 - Establish/maintain physical, passenger, cargo, personnel security
 - Control access to all areas
 - Identify and control restricted areas
 - Provide for procedural and communications security
- Identify measures to deter a transportation security incident or threat
- Provisions for training, drills, and exercises
- Audit yearly-Government re-submission every 5 years

Transportation Worker Identification Card Program TWIC



Protect Individual Privacy

- Collection of minimum data elements
- Secure record control system and network
- Employs advanced information technology to protect personal information
- System wide encryption implementation



Improves Security

- Reduced risk of fraudulent or altered credentials
- Biometrics used for secure, positive match of individual to authorized access level and clearances
- Ability to interface and communicate with other agencies
- Ability to disseminate "threat alerts"

Enhances Commerce

- Increased process speed and efficiency
- Enables improved management and utilization of resources
- Expanded e-government potential
- Public-private partnership
- Economies of scale purchasing
- Eliminates need for redundant credentials and background investigations
- Leverages current security investment and legacy systems

Cargo Security Approach



1. Supply chain visibility
2. Supply chain security
3. Container security

MTSA (Maritime Transportation Security Act of 2002)



1. Performance standards for physical security for intermodal containers.
2. Development and implementation of Secure System of Transportation mandate.
3. Quantitative performance metrics to measure the success of specific DHS cargo security programs and to guide future efforts.

1. Physical Security for Intermodal Containers.



A. Party that loads the container must seal it immediately.

- ✓ Under a safe and secure stuffing process
- ✓ Shipper must use ISO high security seal
- ✓ Shipper must provide the seal number

B. Recording Seal Changes

- ✓ Legitimate reasons to break a seal create discrepancies
- ✓ The carrier (trucker, rail, ocean) must be notified
- ✓ New seal must be recorded

C. Ocean Carrier Seal Verification

- ✓ Is it an ISO standard seal?
- ✓ Is the seal intact?
- ✓ Is it the same seal provided by the shipper?

US Strategy to Secure & Facilitate Trade



- ***Four “interlocking” initiatives:***

- 24hr rule
- Automated Targeting System/National Targeting Center
- Container Security Initiative (CSI)
- CTPAT

- ***Next “steps”***

- “Smart Box” technology
- Expand CSI to 80% of cargo from “areas of concern”.
- Advanced Trade Data Initiative-”Secure Freight” Initiative
- Single portal for all trade data into the government
- Internationalize the core elements of US cargo security
 - » World Customs Organization (WCO)
 - » International Standards Organization (ISO)
 - » European Union Authorized Economic Operator (AEO)
- Develop and implement a continuity of trade contingency plan

Industry Response to Technology



- Working through the ISO to develop standards for:
 - Container Tags
 - E-Seals
 - Cargo centric devices
- Industry debate = Active or Passive? Both?
- What about the “Smart Box”?

Trusted Partner/Trusted Transaction



1. Supply Chain Visibility

- ✓ Better Commerce Through More efficiency

2. Supply Chain Security

- ✓ Integrity of Partners

3. Container Security

- ✓ Integrity of Container

Radiation Portal Monitor (RPM) Program



Office of Field Operations
Bureau of Customs and Border Protection

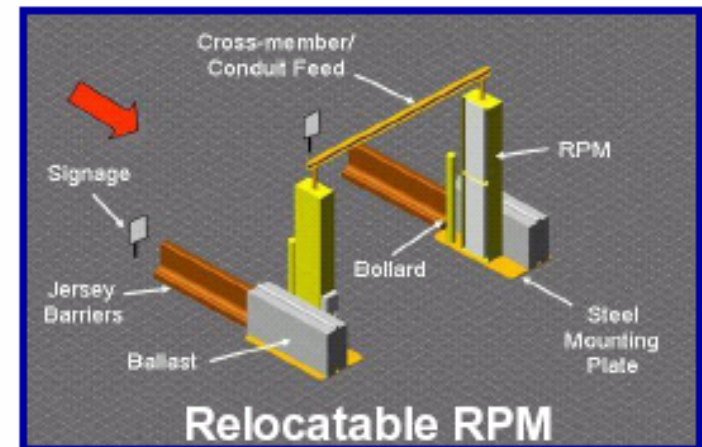
Applied Technology Division
Bureau of Customs and Border Protection

Pacific Northwest National Laboratory
US Department of Energy

CBP Program for Monitoring for Radioactive Materials

- **Objective:** Prevent the illicit import of nuclear and radiological materials into the Port
- **Need:** To protect high-risk locations and large economically important operations (high interest by Congressional staffers and GAO)
- **Strategy:** Screen all imported containerized cargo with highly sensitive gamma and neutron detectors called Radiation Portal Monitors or RPMs

Deployment Configurations for Seaports



OFO

Bureau of Customs and Border Protection

ATD

Bureau of Customs and Border Protection

PNINL

US Department of Energy

Radiation Portals: APMT Elizabeth



THANK YOU