

# *NMSAC*

## *Industry Update*

AAPA Port Security Seminar  
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# *What is NMSAC ?*

- National Maritime Security Advisory Committee
- Part of DHS layered advisory committees working with Homeland Security Advisory Council, National Infrastructure Advisory Committee, Maritime Transportation System National Advisory Committee, and the Committee on Commercial Operations
- First meeting March 2005

# *NMSAC*

- Provide advice to the Secretary of Homeland Security via the Commandant of the USCG on such matters as national security strategy and policy, actions required to meet current and future security threats, international cooperation on security issues and security concerns of the maritime industry

# *AAPA NMSAC Members*

- Wade Battles: Port of Houston
- Cosmo Perrone: Port of Long Beach
- Ed Merkle: Virginia Port Authority

# *Original NMSAC Assigned Tasks*

1. Credentialing
2. DHS-Industry Communication Procedures
3. Recovery following a Transportation Security Incident (TSI)
4. Critique of Facility/Security Officer Training Standards

# *NMSAC Assigned Tasks*

5. Asymmetric Migration
6. Consistency in Operational & Enforcement Action (by USCG)
7. Electronic Single Window Reporting System and Data Warehouse

# *Learning a New Language*

- ISAC - Information Sharing & Analysis Center
- PDD - Presidential Decision Directive
- NRC – National Response Center
- TWP – Threat Warning Products
- CIP – Critical Infrastructure Protection
- NISP – National Industry Security Partners
- NIPP – National Infrastructure Protection Plan
- CONOP – Concept of Operation
- HSC – Harbor Safety Committee
- PRC – Port Readiness Committee

# *Credentialing*

- Development of the TWIC protocols
- Evaluate prototype and provide comments
- Evaluate incorporating TWIC into SCO (Office of Screening Coordination & Operation)
- Review MAC testing and implementation (Mariner Administrative Cards)
- Provide input whether to ratify the ILOs Convention 185



# *NMSAC Credentialing Workgroup AKA the "TWICSTERS"*

- Initial primary focus of NMSAC and first official workgroup
- Joint user and "tech" working group
- Thousands of hours spent in various working sessions w/ TSA, DHS, USCG
- Limited success

# *Transportation Workers Identification Credential*



- TWIC Goals
- Improve Security
- Enhance Commerce
- Protect Personal Identification Info
- Standardized Personnel Identification

# *TWIC Goals*

- Uniformly & consistently ascertain identities
- Match an individual to a valid credential and background check
- Provide access threat assessment
- Provide tamper resistant credentials
- Eliminate the need for redundant credentials

# *Present TWIC Concerns*

- Certification and availability of TWIC readers
- Deployment of readers into maritime environment
- When to require use of the biometric
- When to require the use of Pin #s
- Down loading and distribution of "Hotlist"
- Rail and utility workers access

# *Associated TWIC Issues*

- Escorting aboard US flagged vessels operating in foreign waters
- 30 day unescorted access extension to individuals awaiting receipt of a replacement TWIC
- Foreign flagged cruise ship crew & escorting through secure & restricted areas
- Policy for incorporating TWIC into existing physical access control systems

# Maritime Model Implementation Plan Working Group

- Formalize new coordination processes using the sector partnership model of NIPP
- Promote Maritime Domain Awareness –MDA
- This enriched information will be used by decision makers to determining response and risk management calculations
- The Maritime Security Risk Assessment Model (MSRAM) will be used to assess and manage risk for maritime infrastructure

# *Maritime Sector Information Sharing & Analysis Center - ISAC*

- ISAC is a venue for sharing security vulnerabilities and proposed solutions
- Provide information and analysis that will enable the Maritime Community to identify report and reduce vulnerabilities
- Facilitate the discussion and development of "Best Practices" & solutions on sub-sector and cross sector issues



# *Additional NMSAC Task & Working Groups*



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# *Transportation Security Incident Recovery*

- MTSA requires as part of NMSP a recovery component
- Needs to be coordinated w/ COAC  
(Committee on Commercial Operations)
- Help develop standards & plans for maritime operations recovery and maritime infrastructure recovery
- Pause

# *Develop Security Training Standards*

- Working with MARAD & Universities
- What type of training and certification should be required
- Who needs to be certified
- Who should do the certification

# *Asymmetric Migration*

- Stowaways, absconders & deserters
- Advise how the industry can help detect, and deter without unduly burdening maritime commerce
- Review responsibilities of USCG, CBP, ICE vs the facility & vessel
- Make recommendations regarding the policy for restricting crewmembers to their vessel
- Make recommendations for crew access through facilities

# *Detention of High Risk Seafarers*

- Requested NMSAC advice after CBP & USCG MOA was implemented and SOPs established w/out industry input
- Requirement of “armed” guards
- Criteria for determining a crewmember to be “High Risk”- conflict between CG & CBP
- Role and authority of the COPT he can regulate what vessels enter the port but can he require vessels or facilities to have armed guard in place

# *Seafarers Rights and Access to Shore Leave*

- The ISPS code requires that port facility plans “facilitate shore leave for ship personnel as well as access of visitors to the ship including representative from seafarers’ welfare and labor organizations”
- Enforce the obligation of port facilities under the ISPS code and Title 33 regarding seafarers and others access
- Require each port facility to facilitate access as defined by their plan, any cost for facilitating access is a matter for the port facility

# Container Seal Working Group

- Smart seals
- Standardization
- Operating protocols and requirements
- Verification requirements



# *Cruise Ship Regulations Work Group*



# Cruise Work Group Issues

- Prohibited or Controlled Items
- Screening Capability & Technology
- Training of Security Personnel
- Use of Canines for Screening of baggage & ship provisions



# *Strategy to Enhance International Supply Chain Security*

- Requirement of sections 201 & 202 of the SAFE Port Act
- Develop strategy to insure the secure movement of cargo through the supply chain
- Insure the integrity of the more than 12 million containers entering the US annually
- 100 % scanning & C-TPAT
- Economic viability

# *Maritime Transportation Security Users Fee*

- Study mandated by 9/11 Commission
- Assessment of the source of funding collected at all maritime ports of entry
- Fee must be tied to the specific purpose of the improvement and maintenance of maritime and surface transportation
- Any fee should be assessed against all Mexican and Canadian fees and charges
- But what is the real purpose of this user fee - will it become another Harbor Maintenance Fee

# *Future Policy Issues & Tasks*

- Full implementation of TWIC with readers
- Incident response planning and communication
- Vessel boarding policies and joint command centers with CBP
- 5 year review of the ISPS Code at IMO
- Implementation of the long range information and tracking (LRIT)

Thank You

Questions ?