AAPA Port Administration and Legal issues Seminar

Security, TWIC and the Cruise Lines

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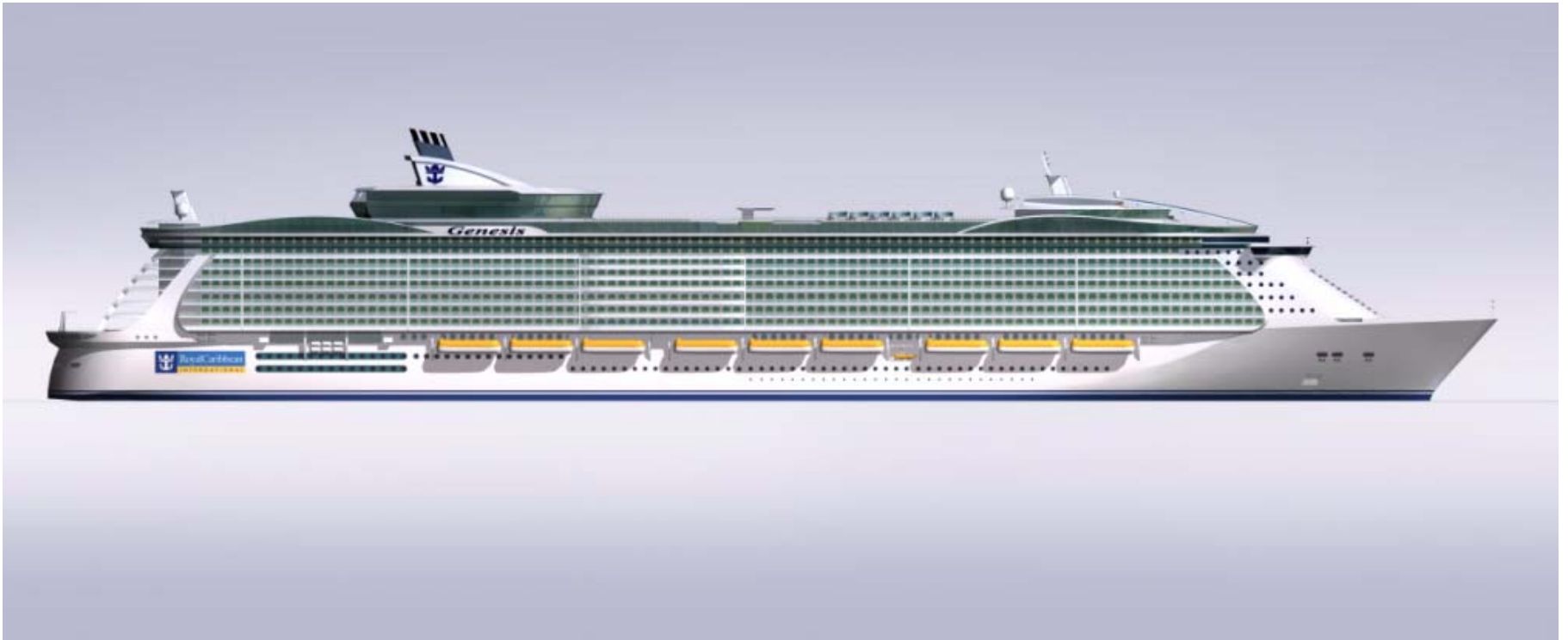## February 13,, 2007

Security is Paramount !!!!

FREEDOM OF THE SEAS

GENESIS PROJECT

Security Program Overview

Security Program - History

– **1985 - Hijacking of M/S Achille Lauro**

– **2001 – NYC / Washington Terrorist attacks**

– **2005 - Pirate Attack on Seabourn Spirit**

Threat Assessment

THREAT ADVISORY

ELEVATED

Significant Risk of Terrorist Attacks.

- No current documented threats specifically related to cruise ships.

- US Government agency intelligence briefings and advisories keep us informed

- Present focus remains on day-to-day operations

- Soft targets continue to be our highest concern
  - Passenger and cargo vessels
  - Ports and their facilities

Industry Security Goals

- **Prevent unauthorized access to vessels**
- **Coordinate with port authorities**
- **Regulatory compliance**
- **Report all suspicious incidents and unlawful acts to law enforcement authorities:**

  U.S. National Response Center

  Federal agencies in applicable countries

  Flag /Port Control States

  Diplomatic embassies and Consulates

  Local law enforcement agencies

Initiatives - *Operational Standards*

- **Terminal and Shipboard Security Standards**

  - Standards set forth in Port, Terminal, and Ship Security Plans approved by authorities with consultant review

  - Standards are founded on Airport security procedures adapted to Seaport operations

  - Security measures are conducted by police and sheriff departments in ports, private security companies in the terminals and by vessel security staff aboard ships

  - Cruise industry security measures are mandated by IMO International Ship and Port Security (ISPS) Code security requirements and through national regulations such as the U.S. and Canadian Maritime Transportation Security Act (MTSA) regulations, all effective on July 1, 2004

Industry Issues

- **Terrorism**
- **Piracy at sea**
- **Onboard crimes**
- **Missing passengers and crew members**
- **Regulatory compliance**
- **Utilizing existing & planning for new technology**

TWIC Effect

- **TWIC cards are not required by crew members. They cannot be issued to non-resident aliens.**

- **All shore side cruise employees who require access to port restricted or secure areas will need a TWIC card. Essentially, these are all personnel who need access for work purposes to restricted port areas or work inside a passenger terminal. In most ports, they must hold and already have been issued a port ID card.**

TWIC Concerns

- **Issuing criteria seems flawed with cumbersome waiver and appeal processes.**

- **Holding a TWIC card will not automatically provide access to restricted or secure areas in all U.S. ports. Some states (particularly Florida) and local port authorities will still require that their own ID cards be issued and, presumably, will still require that state criminal history checks be made..**

TWIC Concerns (cont.)

- **TWIC card readers installed at each required port are far in the future. That makes the TWIC system only marginally effective for the next few years.**

- **Long period to implement TWIC system. We needed it years ago.**

TWIC Practical Effect

- **The overall impact of TWIC to the cruise industry is moderate.**

- **No impact to our vessels in port.**

- **Minimal impact to our employees who support our port operations.**

- **Significant impact to our cruise partners (ports, contractors, vendors, truckers, etc.)**

Security – It's everybody's Concern

Q & A