Security Issues

Group 2
Assumptions

• 30,000 foot view – Terrorism is the overriding security issue of the day
• Theft and other illegal activities take a back seat or are a “subset”
• We’ll look at 3 critical aspects that are terrorism driven
Port Security Council Advice

• Objectives
  – Enable uninterrupted trade
  – Ensure safety of passengers/staff/cargo
  – Achieve industry standards
  – Training & exercises
  – Quick recovery
  – Enhanced intelligence
PSC Advice (2)

• Challenges
  – Physical Threats
  – Access to Expertise
  – Standards
  – Operations
  – Local authorities
  – Policy makers
  – Public
PSC Advice (3)

• Regulation
  – Access Control
  – Scanning
  – Standards

• Pending
  – Scanning, risk-based allocation of grants, interop grants, strengthening ICS, first responder information sharing, others
PSC Advice (4)

• Being involved
  – Working with policy makers
  – Establishing best practices/standards
  – Stay step ahead; prepare for worst
  – Managing the recovery
Our Three Critical Issues

- Technology
- Post-Incident Recovery
- Compliance / Oversight
Issue 1: Technology

- Grants
- Access Control
- Scanning/Screening/threat detection
- CCTV/Monitoring
Security Grants

- Develop comprehensive model before applying for grants piecemeal
- Identify peripherals and include in grant application
Cost Effective Solutions

• Get system concept before piecemeal grants – avoid the peripheral costs after grant is issued

• Link in security solutions to operational, productivity, safety, environmental and quality control solutions where possible

• Cut out security as a special fee in lease
Access Control

- Designed for buildings not open yards
- New technology keeps pushing out the first issue of the TWIC card
- Biometrics work
- Contact less cards are better

- Combine with in-yard video systems and in-yard contact-less readers and intelligent systems to identify unauthorized people within the terminal, use for safety purposes and data gathering for productivity
Integrate Security, Safety, Efficiency, QC

- RFID + telemetrics for each container
- Monitor interior but moves as well (GPS)
- CCTV on interior not only perimeter (productivity and safety advantages)
- Share data with shipper and originator and shippers’ customers
- facilitate data mining (for “red flags”)
- Double through-put, take off-line if an issue
Issue 2: Post-incident Recovery

• After first response, compression of throughput recovery time after event occurs
• Infrastructure may be debilitated outside of port area – first response systems may be tapped out
• Regular local suppliers may also be debilitated
Cost Effective Solutions

• Link in with on-going regional disaster recovery planning, systems and efforts
• Build personal networks within first responder network
• Develop recovery plan versus only “first response” emergency plan
• Develop key recovery resources needed and build in redundancy or outside providers
• Perform drills within these networks to prepare
Issue 3: Compliance/Oversight

- Learning curve of DHS/Coast Guard about the nuances of the supply chain
- Interactions and communication are stove-piped and some regulations or direction are decided in a vacuum
- Jurisdictional conflicts exist at some Ports
- Funding of government mandates, applied evenly or on priority basis
Cost Effective Solutions

- Centralized information gathering and sharing with tenants, government, operations, other stakeholders
- Regular meetings with government oversight even if no immediate need – don’t operate in a vacuum and try to get them not to either
- Develop standards through trade organizations