AAPA Port Security Seminar & Exhibition

Regional Security Initiatives

Wade Battles
Port of Houston Authority
July 18, 2008
Houston Texas
Port of Houston

- Largest port in the US in International tonnage
- Over 7,000 vessel calls per year, plus over 150,000 barges
- Over 215 million tons of cargo
- Over $66 billion in foreign trade
- 10th largest port in the world
The Port of Houston

- Mixture of public and private facilities
- Aligned along the 53 miles of the Houston Ship Channel
- Opened in 1914
- Includes 150 MTSA regulated facilities
- Second largest petrochemical complex in the world
- Produces 60% of the US gasoline
Port Economic Impact

- 785,049 direct and indirect Texan jobs
- $117.6 billion economic impact in Texas
- $39.3 billion in personal income
- $3.3 billion in state and local taxes
- Critical National Asset
Port of Houston Authority

- Autonomous Political Subdivision State of Texas
- 12 Public Terminals
- 9,000 acres
- 150 Tenant Properties
- Owns the 52-mile ship channel
- Handles 15% of total Port of Houston tonnage (30 million tons per year)
First Port ISO 28000 – 2007 Certified
Texas Trade Trends

- Texas’ GNP is 2nd largest in the U.S. and 11th largest in the world
- Texas has ranked as the No. 1 U.S. exporting state for six straight years
  - 2006 $151 billion in exports a 17.2% increase from 2005
  - Imports: $245.1 billion a 4% increase from 2005
  - Soft US Dollar, exports continue to grow
Throughout the Gulf Coast

Business is Booming

How do we protect these assets?
Challenges for Sustainable Growth

- Environmental
- Mobility
- Infrastructure Development
- Able Workforce
- Security
Facility Security – First Phase

- Guns
- Guards
- Gates
- Harden Perimeter
- Internally Focused
- Improve Communications
Petrochemical Concentration
USCG On Patrol HSC
Tradition of Cooperation & Corroboration

- HOGANSAC
- ECHMA
- CIMA
- AMSC
Formation of the PSSC

- Harris County
- PHA
- EHCMA
- Sheriffs Dept
- DOJ

Form a public-private partnership to address security on a regional, not individual facility basis, creating a layered, system wide approach to port security
Port Security Grants Rounds 5, 6, & 7

- Round 5 - $17,016,895
- Round 6 - $ 9,145,907
- Round 7 - $ 6,749,282
- Total: $32,912,084

- Matching requirements $ 3,973,795
Intelligent Video Fence and Micro-Radar Locations
Harris County Fiber Backbone
OK, Now What!

- Matching Funds Requirement
- Operations and Maintenance Expenses
- Mixture of private sector facilities: multinational, large and small
- No Security Grant Experience

- Port Authority, “Find a Solution!”
Proposed Solution

HOUSTON SHIP CHANNEL
SECURITY DISTRICT
Overview
What is it

- Unique public-private partnership that improves security and safety
- Authorized by HB 3011 in 2007
- Managed by its membership
- Envisioned to be much like other management districts
- Regional in scope
- Protects water-side, land-side, and supply chain facilities
Signing HB 3011 into Law
Why is it needed

- HSC is a vital national asset
- Leverages all of our ability to receive additional Port Security Grants
- Improves security and safety
- Improves preparedness & response
- Provides water and landside protection
- Recovery & restoration of operations
- Provides fiscal sustainability
How will it be Managed

- Eleven member board
- Eight members will come from industry
- One Harris County representative
- One Harris County Mayors and Councils Association
- One Port of Houston Authority
How it Looks
Who is in the district

- East Harris County Manufacturers Association facilities, 88 members
- Facilities subject to the MTSA (Maritime Transportation Security Act) regulations, 42 members
- Facilities excluded by legislation are utilities, residential and most retail and service businesses
The District’s Benefits

- Improves security and safety
- Improves preparedness & response
- Adds proven security technology
- Adds dedicated equipment, personnel
- Improves command & control processes
- Deters terrorism, as well as theft, security, and safety threats
- Aids recovery & resumption of trade
Layered Protection

- Harris County Sheriff’s Office
- Regional Police Departments
- Port of Houston Authority
- Houston TranStar
- TxDOT
- U.S. Coast Guard
- CBP
How the District is formed

- Petition is distributed
- Over 50% of the companies with
  in the District must agree
- Over 50% of the companies by
  assessed value must agree
- Commissioners Court approves
  district
- District members elect board
Who is involved

- Harris County Office of Homeland Security and Emergency Management
- Harris County Sheriff’s Office
- Regional Police Departments
- Port of Houston Authority
- Houston TranStar
- United States Coast Guard
- Houston Ship Channel Security Council
- City of Houston: Homeland Security
- University of Houston
Path Forward - Draft Timeline

June 5th       Outreach Brochure & Web Page Design Finalized
June 10th      Presentation to Judge Emmett
June 16th      Petition Package Finalized
June 23rd      EHCMA and Port Begin Outreach Campaign
                - Fast Tracked to Targeted Companies
End July       Meetings with Congressional Sponsors, Mayors and other Key Influentials
July 31st      Status Review of Approved Petitions. Phone campaign begins - multiple rounds if needed
August 29th    Formal campaign conclusion
Sept. 23rd     Commissioners Court approves creation of HSCSD
Houston Ship Channel Security District
Next Challenges

- Implementing TWIC
- TWIC Readers
- 100% screening
- FIS Manning issues
- Data Integration
- Systems maintenance
- RFID Technology
Thank You - Questions ?