

# STRENGTHENING MARITIME SECURITY

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# MAJOR THEMES IN MARITIME SECURITY -- 2010

- PIRACY – Affects ships' routes, schedules, insurance & freight rates, port security implications
- PORT & PORT FACILITY SECURITY ISSUES
  - Seafarer Access
  - USCG/SPC MOU
  - Port Security Capacity Building
  - Maritime Domain Awareness
  - Port Risk Mitigation Plans
  - Security Training for Port/Facility Employees
  - Continuity of Business/Resumption of Trade

## MARITIME PIRACY

- 2009: 68 Pirate Hijackings, up from 49
- 4 Jan 2010: 12 captive ships, ~278 mariners held hostage
- U.S. M/V MAERSK ALABAMA – 8 Apr 2009
- U.S. M/V LIBERTY SUN – Apr 2009
- Liberian-flag, Saudi-owned T/V SIRIUS STAR
- U.S. M/V HENRIETTA successful escape

# MARITIME PIRACY

- USCG Maritime Security Directive 104-6 (rev. 2), Guidelines for U.S. Vessels Operating in High Risk Waters, issued May 2009 (SSI)
- Per MTSA 2002, USCG determines security measures necessary for U.S. flag vessels
- USCG Port Security Advisory (2-09), 22 May 09, recommended security measures for foreign-flag ships
- Flag & Port State concerns: weapons carriage indemnification, arms trafficking laws

# PORT & PORT FACILITY SECURITY ISSUES

## SEAFARER ACCESS ASHORE

- Complaints of restrictions on seafarers', chaplains' and union officials' access through port facilities based on "security considerations."
- US has international & statutory obligation to allow reasonable access to seafarers.
- IMO Conference Resolution 11, Human-Element-Related Aspects of Shore Leave for Seafarers, Dec 2002.

# PORT & PORT FACILITY SECURITY ISSUES

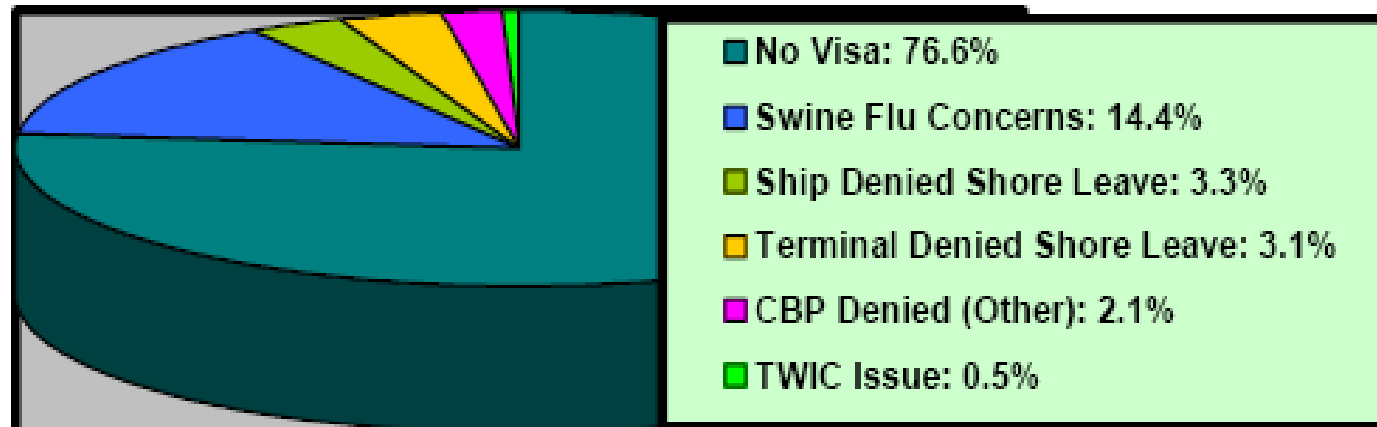
## SEAFARER ACCESS ASHORE

- IMO Maritime Safety Committee Circular 1112, Shore Leave and Access to Ships Under the ISPS Code, June 2004
- USCG Regulations 33 CFR 105.200
- USCG NVIC 03-03, Ch. 1
- Denial of access by a regulated U.S. port facility to seafarer authorized to enter U.S. or to seafarer welfare organizations “runs counter to the intent of our regulations.”

Seamen's Church Institute of NY & NJ  
May 2009 Shore Leave Survey of 20 U.S. Ports  
814 Seafarers denied shore leave; 624 (76.6%)  
due to lack of U.S. Visa

Terminal restrictions down from 16% in 2008

Reasons for Denying Shore Leave 2009



# PORT & PORT FACILITY SECURITY ISSUES

## SEAFARER ACCESS ASHORE

- USCG COTPs can mandate regulated port facilities provide reasonable access to seafarers.
- USCG COTPs will verify that every Facility Security Plan state how access by seafarers and seafarer welfare organizations will be accomplished IAW 33 CFR 105.200(b)(9).
- USCG Working Group under the National Maritime Security Advisory Committee.

# PORT & PORT FACILITY SECURITY ISSUES

## USCG/SPC RMP MOU

- 4 Aug 2009 MOU between USCG & SPC Regional Maritime Programme
- USCG International Port Security Program personnel attend ISPS Code audits by SPC RMP audit program of Pacific Island countries & territories as observers
- 4 coordinated country visits to date
- Minimizes intrusion on Small Island States
- Alignment between USCG & SPC conclusions

# PORT & PORT FACILITY SECURITY ISSUES

## PORT SECURITY CAPACITY BUILDING

- SPC RMP has robust port security training & capacity-building program
- Focus on training for key port security & national Designated Authority personnel
- USCG considering greater ISPS Code capacity-building emphasis
- Build upon Model Maritime Code for legal foundation for good maritime governance

# PORT & PORT FACILITY SECURITY ISSUES

## MARITIME DOMAIN AWARENESS

- November 2008 Mumbai terrorist attacks showed vulnerability from small vessel infiltration.
- US has America's Waterways Watch – a maritime neighborhood watch program.
- Offer noncommercial, nontraditional waterways users a means to report suspicious activity on or near waterways.

# PORT & PORT FACILITY SECURITY ISSUES

## PORT SECURITY GRANT PROGRAM

- **Total Funding Available in FY 2010: \$288 Million**
- Grantees may retain and use up to **5%** Homeland Security Grant Program (HSGP) funds towards Management and Administration costs
- State/Territory Matching Funds requirements are waived for 2010
- New Group II ports have option of using Fiduciary Agent
- Recommend all ports develop Port-Wide Risk Mitigation/Management Plan for future PSGP rounds

# PORT & PORT FACILITY SECURITY ISSUES SECURITY TRAINING

## CONTINUITY/RESUMPTION OF TRADE

- Recommend security training for all Port/Facility employees, not just CSO, FSO & Security Staff
- All employees have “security responsibilities”
- U.S. government interagency focus on restoring maritime trade after a TSI: NSPD-41, HSPD-13, SAFE Port Act
- Public/private Maritime Transportation System Recovery Units
- Do you have Continuity of Business/Resumption of Trade Plans? Have you exercised them?