

AAPA / Maritime Security Panel

CAPT Paul Gugg
Chief of Prevention
Pacific Area
Coast Guard Island
Alameda, CA

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Agenda:

- **International Port Security Program**
- **Country Visits**
- **Country Visit Observations**
- **Best Practices**
- **Reciprocal Visits**





Concurrent with the development of the ISPS Code, Congress wrote & passed the Maritime Transportation Security Act (MTSA) of 2002.

The MTSA requires the Secretary of Department of Homeland Security to improve security in U.S. ports and to learn about the antiterrorism measures in foreign ports including:

- **Cargo Screening**
- **Access Control**
- **Security Management Program**



International Port Security Program

- **Purpose: Assess effectiveness of anti-terrorism measures in foreign ports**
- **Assist other trade nations in evaluating implementation of ISPS**
- **Increase Global Maritime Security Awareness by sharing Best Practices**
- **Pacific Theater IPSP Liaison Officers:**
 - **8 total – 2 (West Coast), 6 (Yokota/Singapore)**
- **Assessment Team:**
 - **4-5 members (Coast Guard, Customs Border Protection, Transportation Security Administration)**



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International Port Security (IPS) Program



The IPS Program focus:

- Engage in bilateral and multilateral security discussions with trading nations
- Share and align maritime security practices



Multi-Phased Approach

- Preliminary Information Exchange between Nations
- In Country Port Facility Visits and Information Exchange
- Ongoing Dialogue
- Reciprocal Visits



IPS Program Country Visit

Port Facility Visits involve:

- Visits to *select* port facilities of U.S. trading partners
- Observation of implemented security practices
- Use of international standards for assessments and plans
- Discussion of observations



Areas of Interest



- **Security organization**
- **Physical security measures**
- **Security policies/procedures**
- **Security in ship/port interface operations**
- **Security training/exercises**



Visits Conducted to Date

- Algeria
- Argentina
- Australia
- Bahamas
- Bangladesh
- Bonaire (NA)
- Brazil
- Cameroon
- Canada
- Chile
- China
- Colombia
- Costa Rica
- Curacao (NA)
- Dominican Republic
- Ecuador
- El Salvador
- Equatorial Guinea
- Gabon
- Gambia
- Guatemala
- Honduras
- Hong Kong
- India
- Indonesia
- Jamaica
- Japan
- Kuwait
- Madagascar
- Malaysia
- Mexico
- Netherlands Antilles
- New Zealand
- Panama
- Peru
- Philippines
- Russia
- Saba (NA)
- Senegal
- Singapore
- South Korea
- St Eustatius (NA)
- Taiwan
- Thailand
- Trinidad & Tobago
- Tunisia
- Turkey
- Uruguay
- Venezuela



International Port Security Program Best Practices

<http://www.uscg.mil/hq/g-m/mp/xfaqs.html>

MTSA-ISPS
Regulation Implementation Compliance
HELP DESK
MTSA-ISPS
IPSP

International Port Security Program

Maritime Facility Security - Best Practices (BP)

The United States Coast Guard International Port Security Program (IPSP) has been collecting examples of maritime security best practices from facilities around the world. They are presented here so that facilities can learn from one another, align their security practices, and to encourage bilateral or multilateral discussions between nations. Special emphasis is placed on sharing low cost security practices or innovative applications that can have a significant impact on facility security. Selected best practices will be published and updated on this site on an ongoing basis. Photographs of best practices will be included whenever possible to best illustrate the practice.

**Nations and facilities are encouraged to submit maritime security best practices to this site by completing a best practice(BP) form ([click here](#)). E-mail completed forms to LTJG Eric Willis, USCG.
EWillis@comdt.uscg.mil
Phone: 202-267-4374.**

BP#	Title	Location
Access Control		
BP1-AC	Anti-Passback Feature	Dominion Energy, USA
BP2-AC	Concrete Inspection Ramps	Cesme, Turkey
BP3-AC	Improvised Under-Vehicle Inspection Mirror	Puerto Plata , Dominican Republic
BP4-AC	Stowaway Detection Devices	Puerto Plata , Dominican Republic



Categories of Info Available in ISPS

Best Practices

- **Access Control**
- **Perimeter Control**
- **Security Infrastructure**
- **Electronic Surveillance**
- **Guards and Police**
- **Communications**
- **Lighting**



Electronic Surveillance Best Practice Example

- **Best Practice: Portable Explosive Vapor Detector**

- **Discussion:** The port purchased a portable explosive vapor detector to assist guards in assessing the atmosphere in vehicles, containers, boxes or packages, or on the clothes of a person. The hand-held digital device tests for the presence of a variety of volatile chemicals associated with the manufacture of various explosives including TNT, NG, PETN, RDX, and EGDN. The port has not had an incident in which the explosive vapor detector revealed any suspicious material. Detectors of various brands can be programmed to alert either silently or with an audible tone. Sealed shipping containers can be tested by using an elevated platform to place the sensor of the explosive vapor detector at a container vent near the top of the container. Detectors can be used to assess every vehicle and container entering a port, or only on suspicious vehicles and containers as part of a response protocol.

- **Potential Down-side:**

- Cost and maintenance of commercial units is relatively high. Reliance in any high-tech tool can sometimes cause personnel to neglect basic search techniques. Each make and model of explosive vapor detector will detect different types of explosives. Detectors may not detect vapors of improvised explosives, including pipe bombs, flammable gas cylinders, or gasoline and home-made napalm.

- **Conclusion:**

- An explosive vapor detector is a very valuable tool to have in a security tool-box, so long as security personnel recognize its technical limitations and don't neglect other search and detection techniques.

- **Cost:** Varies; between \$1,500 and \$3,000 USD.



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USCG International Port Security Program Reciprocal Visits

Facility/Port (Location) - POC	South Korea Sep 2004	Russia Nov-Dec 2004	Canada Oct 2005	China Jan 2006
APL Facility (LA) - Bill Walker		☺		
APM Terminals (Oakland) - Warren MacQuarrie			☺	
California United Terminals (LA) - Kee Soo Pahk	☺			
Carnival Cruise Lines Terminal (LB) - Remco Buis				☺
Chevron Richmond Refinery - Robert Liening			☺	
Conoco Phillips Refinery (Rodeo) - Carl Connell				☺
Conoco-Phillips Oil Facility (Tacoma) - Andrew Holbrook	☺			
Hanjin Terminal (Seattle) - Soo Hwan (Shaun) Kim	☺			
Hanjin Terminals (LA) - T.Y. Jang	☺			
Long Beach Container Terminal (LB) - Anthony Otto				☺



USCG International Port Security Program Reciprocal Visits

Facility/Port (Location) POC	South Korea Sep 2004	Russia Nov-Dec 2004	Canada Oct 2005	China Jan 2006
Marine Exchange/VTS (LA) - CAPT Manny Aschmeyer				☺
Port of Los Angeles (LA) - George Cummings				☺
Port of Oakland (Oakland) - Mike O'Brien				☺
SSA Berths 57-59 (Oakland) - Frank Patalano			☺	☺
SSA Pier J Pacific Container Terminal (LB) - Curt Campbell				☺
Stevedoring Services of America (Seattle) Joey Arnold/Lee MacGregor/Curt Campbell		☺		
Tesoro Golden Eagle refinery (SF) - Nancy Ross		☺		
Total Terminals Int'l (LA) - James Kwon	☺			
Total Terminals Int'l (Seattle) - Philippe Gayte	☺			
West Basin Container Terminal (LA) - Mark Wheeler				☺



Questions?

Captain Paul Gugg
(510) 437-2942



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