

COAST GUARD SECTOR SAN FRANCISCO

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Access Control Issues



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Background



✍ 3 Successful security breaches by Matthew Gaines in less than 6 months:

- *Oakland to LA*
- *Oakland to Japan*
- *Oakland to China*

✍ Issue highlighted Access Control vulnerabilities

✍ Regulations require 2 pronged approach:

- *Valid Government Issued ID*
- *Business purpose on the facility or vessel*

✍ IDs were being checked but not compared to any access list.

✍ Situation was unacceptable to the Coast Guard.



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Vessel Solutions



✍ COTP chartered an Area Maritime Committee Work Group to address the Facility to vessel interface.

- ✍ Vessel Gangway Security
- Shore based workers must use a PMA photo ID
 - Walking bosses generate a list of who's working
 - Vessel checks PMA numbers against the list
 - Vessel must ensure everyone departs who checked in

✍ These are minimal. Vessels can set higher standards IAW their Vessel Security plan

✍ Facilities issued COTP Order to incorporate this process into FSP



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Facility Solutions



✍ COTP chartered an Area Maritime Security Committee Work Group to address the access to the facility.

- ✍ Facility Access
- Visitors
 - Vendors
 - Truckers
 - Facility Employees
 - Longshoremen
 - Given 3 options

✍ Biggest hurdle remains longshoremen & truckers.

✍ Union bought into approach. Minor technological problems with data base expected to be fixed.

✍ Anticipate mid-September implementation at most terminals.



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The Way Ahead... Local Initiatives



✍ COTP considers all outlined solutions as “short term.” Long term solutions include:

- TWIC
- New dispatch process
- New technology



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✍ The Coast Guard reps continue to meet with Union & PMA leadership to facilitate process.

✍ Vessel gangway program is in place

- USCG monitors/spot checks
- Over 180 spot checks to date

✍ Oakland Facilities incorporated this process into FSPs

- Subject to increased USCG inspections
- Strong USCG stance against security breaches

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The Way Ahead... Port Worker Interim Screening



- ✍ Program published in Federal Register April 06
 - Uses authorities contained in 33 CFR Part 125.
 - Interim until TWIC program fully implemented.

- ✍ Facilities and Unions provided lists of port workers to TSA.

- ✍ TSA screens names against terror watch lists and immigration databases.

- Provides names of workers with background check issues
- After 30 days terminals may assume personnel passed screening.

- ✍ Facilities must routinely provide updated lists to TSA.

- ✍ Coast Guard personnel spot check facilities for compliance.



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The Way Ahead... TWIC



- ✎ Transportation Worker Identification Credential:
 - NPRM published 22 May 06
 - Rules broken into 2 parts:
 - Cards due late Fall 2006
 - Readers pending separate rulemaking



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- ✎ Biometric Identification Card.
 - Designed to be multimodal transportation credential.

- ✎ Issuance based on security threat assessment by TSA
 - Criminal History Check
 - Legal status Check
 - Intel/Terrorism Check
 - Includes appeal process

- ✎ Initially required for:
 - Unescorted access to secure facilities
 - Unescorted access to regulated vessels
 - USCG credentialed mariners

Card Reader technology still being developed

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✂ The security of our Ports & Waterways is everyone's responsibility:

- Terminals
- Vessels
- Waterways users
- Transportation Workers
- Government Officials

Contact Sector San Francisco:
415-399-3545

Report Suspicious Activity:
1-800-424-8802

Any Questions or Comments?



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