COAST GUARD
SECTOR SAN FRANCISCO

Captain William J. Uberti
Federal Maritime Security Coordinator

Access Control Issues
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.
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
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.
The Way Ahead… Local Initiatives

COTP considers all outlined solutions as “short term.” Long term solutions include:
- TWIC
- New dispatch process
- New technology

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
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.
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

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

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

Card Reader technology still being developed
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?