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MARITIME SECURITY TRAINING **in a POST 9/11 World**

Training Challenges in Implementation of the ISPS Code and MTSA 2002 Requirements

“Prevention First 2006” Conference

California State Lands Commission
Long Beach, CA

CAPT Bruce G. CLARK, USCGR (ret)
Director of Maritime Security Projects
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(707) 654 – 1156/1157/1263
www.maritime-education.edu



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CAL MARITIME **WHY ARE WE HERE TODAY ???**

Maritime Security Training

- **FIVE YEARS** ON FOLLOWING 9/11/2006
 - **TWO YEARS** ON FOLLOWING IMPLEMENTATION OF THE ISPS CODE AND MTSA 2002

**IS “MARSEC” TRAINING BEING
EFFECTIVELY IMPLEMENTATED
WITHIN THE
MARITIME TRANSPORTATION SYSTEM ?**



CAL MARITIME **WHY ARE WE HERE TODAY ???**

Maritime Security Training

- **ISSUES of CONCERN**

**MINIMAL, IMPRECISE & GENERIC
“TRAINING STANDARDS”**

“COMPLIANT” vs “CERTIFIED” COURSE CONTENT

LACK of SPECIFIC INSTRUCTOR QUALIFICATIONS

**LACK of RIGOROUS TRAINING STANDARDS
& CONTENT ENFORCEMENT**



CAL MARITIME **WHY ARE WE HERE TODAY ???**

Maritime Security Training

- **ISSUES of CONCERN**

**A HIGH PERCENTAGE OF MARSEC TRAINING
IS
CONDUCTED “IN HOUSE” or BY “EXPERTS”
WHO HAVE MINIMAL
-- IF ANY --**

PROFESSIONAL MARITIME SECURITY EXPERIENCE



CAL MARITIME **WHY ARE WE HERE TODAY ???**

Maritime Security Training

- **ISSUES of CONCERN**

**CAVEAT
EMPTOR –
Let the
BUYER
Beware !**

- **QUALITY CONTROL**
 - **CONTENT**
 - **CURRENCY**
 - **UNIFORMITY**
 - **EFFICACY**

**Of
MARSEC TRAINING
IS AT RISK**

**“ONE SIZE
DOES NOT FIT
ALL” – AND NO
ONE IS
MONITORING
THE VIABILITY
OF THE
NATIONAL
TRAINING
PROGRAM**



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THE MTS COMMUNITY HAS OPTIONS

Cal Maritime – Professional Training Delivery

Cal Maritime (CMA) is ONE of 23
Campuses of the Cal State University
System

CMA leads a TEAM of **Maritime Professionals** who are
Partnered to DELIVERY QUALITY TRAINING throughout
the State and Beyond



CAPT Frank Whipple, USCG (ret)

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Mr. Terry Joslin, P.E.



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THE MTS COMMUNITY HAS OPTIONS

CMA's MARSEC Training

Mission

As supported by the State of California – Governor's Office of Homeland Security and the federal Department of Homeland Security:

Research, Develop and Implement Maritime Security Education and Training Programs that REFLECT PRACTICAL, APPLIED SOLUTIONS USING the BEST QUALITY AND MOST CURRENT INFORMATION AVAILABLE

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CAL MARITIME THE MTS COMMUNITY HAS OPTIONS



The Training Mission Includes:

- **Development and Implementation of “CERTIFIED”**

ISPS Code and MTSA 2002 Curriculum for Facility, Vessel and Company Security Officers

- **Maritime Security Plan Audits**
- **Facilitation of Compliant Drills and Exercises Using DHS HSEEP and MTSA 2002 Criteria**

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HOW WE HAVE GOTTEN
WHERE WE ARE --

The MTSA 2002

**PROVIDES FOR TRAINING AND EXPERIENCE
REQUIREMENTS FOR
MARITIME SECURITY OFFICERS IN THE
U.S.**

GENERALLY

**For Operations Serving Vessels of 100 Gross
Tons or More; Cargoes of Particular Hazard (in
bulk) and Passenger Service (Cruise/Ferry)**

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HOW WE HAVE GOTTEN WHERE
WE ARE --

UNFORTUNATELY

**PREVAILING STANDARDS FOR MARSEC
TRAINING IN THE U.S. ARE TIED SPECIFICALLY
TO GENERIC LANGUAGE**

In OUTLINE FORMAT

CONTAINED IN

33 CFR Subchapter H, Parts 101 to 106

**Which implements the Provisions of the ISPS
Code by regulation under the MTSA 2002**

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**HOW WE HAVE GOTTEN WHERE
WE ARE --**

33 CFR Subchapter H, Parts 101 to 106

**Designates the General Competencies for
Experience and Training for THREE Primary
Classifications of**

MARITIME SECURITY OFFICERS

- **Facility (FSO) – 33 CFR Part 105.205**
- **Company (CSO) – 33 CFR Part 104.210**
- **Vessel (VSO) – 33 CFR Part 104.215**



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Demonstrated Competencies:

- **FSO** – Is the **ONLY** designation that **REQUIRES SOME FORMAL TRAINING**

QUALIFICATION FOR:

- **CSO & VSO**

Can be attained **EITHER** by **DEMONSTRATED JOB EXPERIENCE** **OR** by **FORMAL TRAINING**



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Demonstrated Competencies:

FSO TRAINING or JOB EXPERIENCE:

6 PRIMARY COMPETENCIES

14 SECONDARY COMPETENCIES

18 “DAY TO DAY” RESPONSIBILITIES

NOTE: ONLY DEMONSTRATED COMPETENCY FOR THE 14 SECONDARY ELEMENTS REQUIRES “DOCUMENTED FORMAL TRAINING” – “...As Applicable...”



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Demonstrated Competencies:

CSO/VSO TRAINING or JOB EXPERIENCE:

6 PRIMARY COMPETENCIES

14/7 SECONDARY COMPETENCIES

14/11 “DAY TO DAY” RESPONSIBILITIES

NOTE: ALL COMPETENCIES MAY BE SATISFIED BY “JOB EXPERIENCE” – NO FORMAL TRAINING REQUIRED – QUALIFICATION FOR VSO INCLUDES COMPETENCIES FOR CSO DESINGATION



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IMO and USCG/MARAD “Model Courses”

- Established **ONLY** for FSO/CSO/VSO
- COURSES are **OUTLINES** for **GUIDANCE ONLY**
- For CSO/VSO -- **REGULATED COMMUNITY IS NOT REQUIRED TO ATTEND A CERTIFIED IMO or USCG/MARAD Course** – **ONLY** Need to Document “COMPLIANCE” with the Provisions of 33 CFR Subchapter “H” – Part 105
- Model Courses proscribe **20-24 Contact Hours of TRAINING** – but there are some **COMPLIANT Courses** that are **MUCH SHORTER** and **SOME THAT ARE LONGER** –
and still may QUALIFY

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OTHER REQUIRED SECURITY TRAINING

MTSA 2002 and 33 CFR Subchapter H establishes **OTHER CATEGORIES** of “required” Job Experience or Training with even **LESS** specification than for the FSO/CSO/VSO programs.

These are: **PERSONNEL WITH “ASSIGNED” SECURITY DUTIES**

“ALL OTHER” FACILITY and VESSEL PERSONNEL (Including Contractors) WHO WILL HAVE ACCESS WITHIN THE CONTROLLED PERIMETER

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OTHER REQUIRED SECURITY TRAINING

An EXAMPLE of the LANGUAGE SPECIFIED for “**PERSONNEL WITH “ASSIGNED” SECURITY DUTIES** is:

“Personnel responsible for security duties must have knowledge, through training or equivalent job experience, in the following areas:

Current Security Threats and Patterns; Recognition and Detection of Dangerous Substances and Devices; Characteristics and Behavioral Patterns; Techniques to Circumvent Security Systems; Crowd Control and Management; Security Communications; Emergency Procedures and Plans; Operation of Security Systems; O&M and Testing of Systems; Inspection, Control and Monitoring; Physical Screening Techniques; Difference and Meaning of the Various MARSEC Levels; Relevant Provisions of the Facility or Vessel Security Plans”

THERE ARE NO MODEL COURSES FOR THIS TRAINING or STANDARDS FOR DETERMINATION OF COMPETENCY -- HOW MANY YEARS OF EXPERIENCE or HOURS OF TRAINING IS REQUIRED ? WHO MAY TRAIN PERSONNEL and TO WHAT STANDARD?

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SHORT FALL - Observations from the Field

- ISPS Code and MTSA 2002 Security Training FOCUSES compliance **INSIDE the FACILITY or WITHIN the VESSEL Security Perimeter ONLY** -- **Discourages Collaborative or Cooperative Security Programs by OMISSION**
- Training is occurring specifically “**To the Guidelines**” rather than reflecting **REAL RISK and PRACTICAL NECESSITY**
- Much TRAINING is “**COMPLIANT**” rather than “**CERTIFIED**” and is therefore **VERY SUBJECTIVE in DURATION, CONTENT and QUALITY**
 - NATIONAL TRAINING STANDARDS for “**OTHER PERSONNEL**” **DO NOT EXIST**

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SHORT FALL - Observations from the Field (cont)

- PRACTICAL SHORTFALLS such as continuing FAILURE to Positively ID visitors and personnel entering and leaving a facility or vessel.
- Security Personnel do not know how to properly screen or inspect personnel or vehicles entering or leaving.
- Staff has difficulty OPERATING or effectively MONITORING the plethora of NEW Technology being installed on regulated Facilities or Vessels.
- WATERSIDE Surveillance, Monitoring and Mitigation programs are Largely Non-Existent “at the Pier”...

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SHORT FALL - Observations from the Field (cont)

- **ALTHOUGH MILLIONS OF \$USD CONTINUES TO BE SPENT ON PHYSICAL SECURITY SYSTEMS AND TECHNOLOGY –**

In the MTS -- We Continue to **EXPERIENCE LARGELY UNDEMINISHED INCIDENCES of STOWAWAYS; ILLICIT DRUG TRAFFIC; STOLEN CARS** and other evidence that sufficient **HARDENING of Vessel and Facility PERIMETERS** has **NOT OCCURRED.**

INADEQUATE TRAINING IS PRIMARILY RESPONSIBLE FOR THIS SHORT FALL

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CONCLUSIONS & RECOMMENDATIONS:

On a NATIONAL BASIS – Clear establishment of **SECURITY TRAINING STANDARDS** and **QUALITY CONTROL** is NEEDED to **ASSURE ATTAINMENT OF UNIFORM RECOGNIZED AND MEASUREABLE COMPETENCY**

On the STATE Level: IF THE NATIONAL GOVERNMENT IS NOT MOTIVATED TO ACCOMPLISH THIS GOAL – **THE STATES MAY ESTABLISH THEIR OWN CRITERIA TO MEET THESE SHORT FALLS**



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CONCLUSIONS & RECOMMENDATIONS (cont):

“DEVELOPMENT STANDARDS” INCLUDE IMPROVEMENTS TO THE SECURITY COURSE PROCESS WHERE:

“Certified” Training Programs ensure Training Vendors and Providers have been through a “VETTING PROCESS” to assure attainment of minimal content requirements, quality, currency and delivery systems.

CMA and It’s TRAINING PARTNERS PROVIDE VETTING SERVICES and DIRECT CERTIFIED TRAINING PROGRAMS

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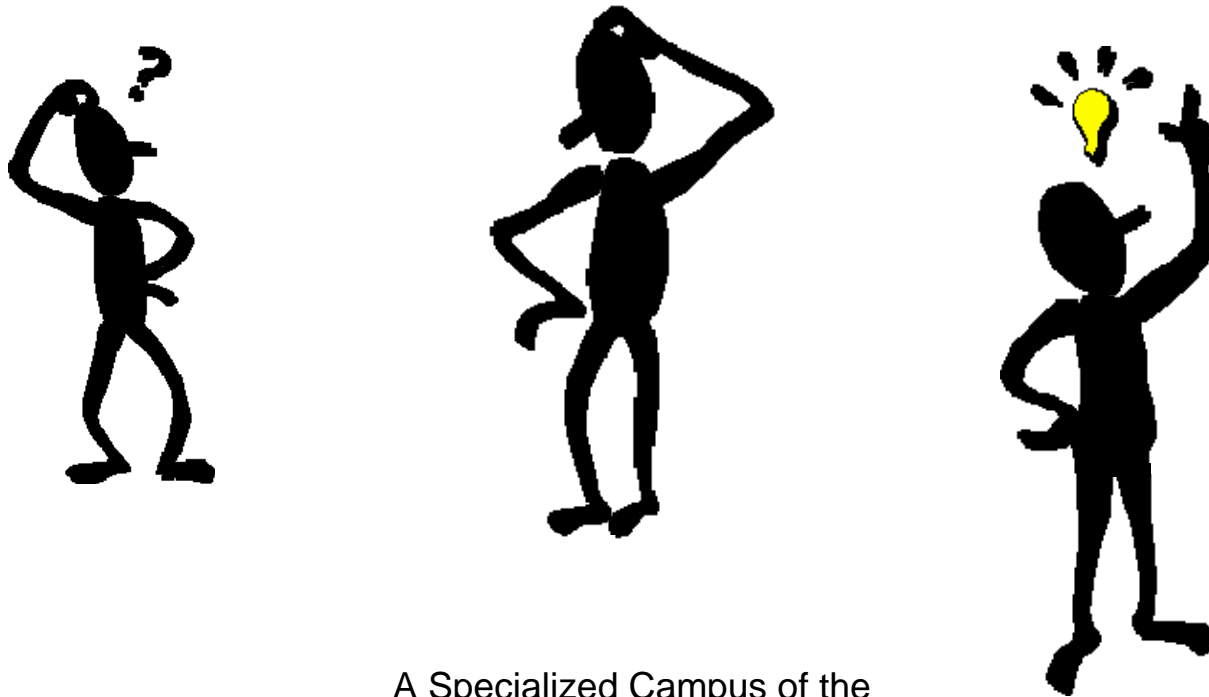


COMPETENT TRAINING
HELPS COMBAT THAT
“**DAZED AND CONFUSED**”
ELEMENT

WORKABLE AND
SUSTAINABLE SECURITY
REQUIRES ONGOING
APPLIED TRAINING THAT
EXTENDS BEYOND
“THEORY” and INTO
“PRACTICE”



THANK YOU !!!
QUESTIONS ???



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