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

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September 2006
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Maritime Security Training

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

**WHY ARE WE HERE TODAY ???**

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

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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

• QUALITY CONTROL
  • CONTENT
  • CURRENCY
  • UNIFORMITY
  • EFFICACY
  Of
  MARSEC TRAINING
  IS AT RISK

CAVEAT EMPTOR –
Let the
BUYER
Beware!

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

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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)  Mr. Terry Joslin, P.E.

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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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The Training Mission Includes:


- Maritime Security Plan Audits

- Facilitation of Compliant Drills and Exercises Using DHS HSEEP and MTSA 2002 Criteria
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)
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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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
MARITIME SECURITY OFFICERS

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
MARITIME SECURITY OFFICERS

**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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MARITIME SECURITY OFFICERS

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 DESIGNATION

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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
MARITIME SECURITY OFFICERS

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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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?
MARITIME SECURITY OFFICERS

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”…
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
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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