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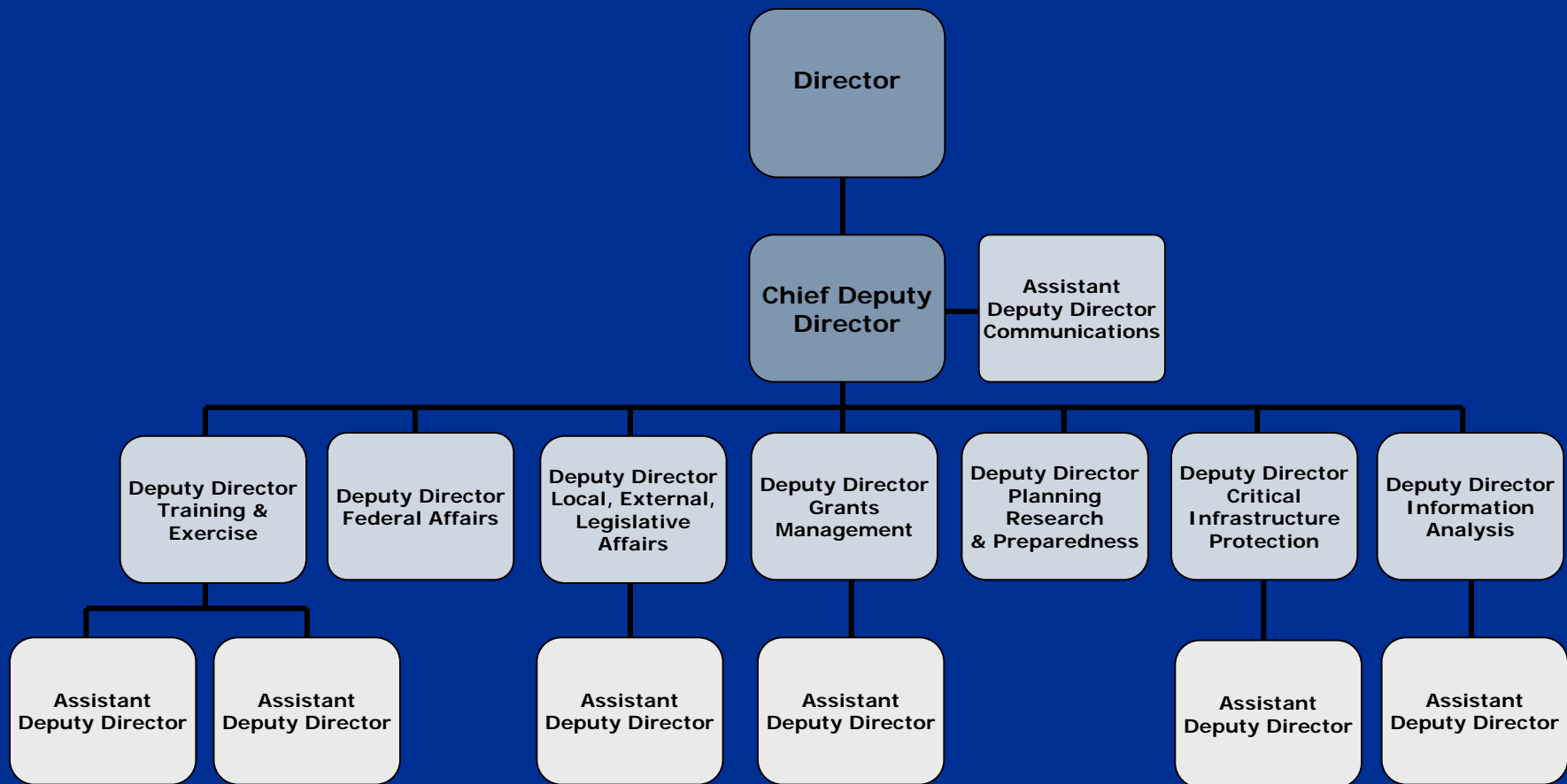
Overview of Maritime and Port Security

Deputy Director Jessica Cummins



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US Patriot Act 2001

- Title I: Enhancing Domestic Security against Terrorism deals with measures that counter terrorism
- Title II: Enhanced Surveillance Procedures gave increased powers of surveillance to various government agencies and bodies.
- Title III: International money laundering abatement and anti-terrorist financing act of 2001
- Title IV: Protecting the border
- Title V: Removing obstacles to investigating terrorism
- Title VI: Providing for victims of terrorism, public safety officers and their families
- Title VII: Increased information sharing for critical infrastructure protection
- Title VIII: Strengthening the criminal laws against terrorism
- Title IX: Improved intelligence



Homeland Security Act of 2002

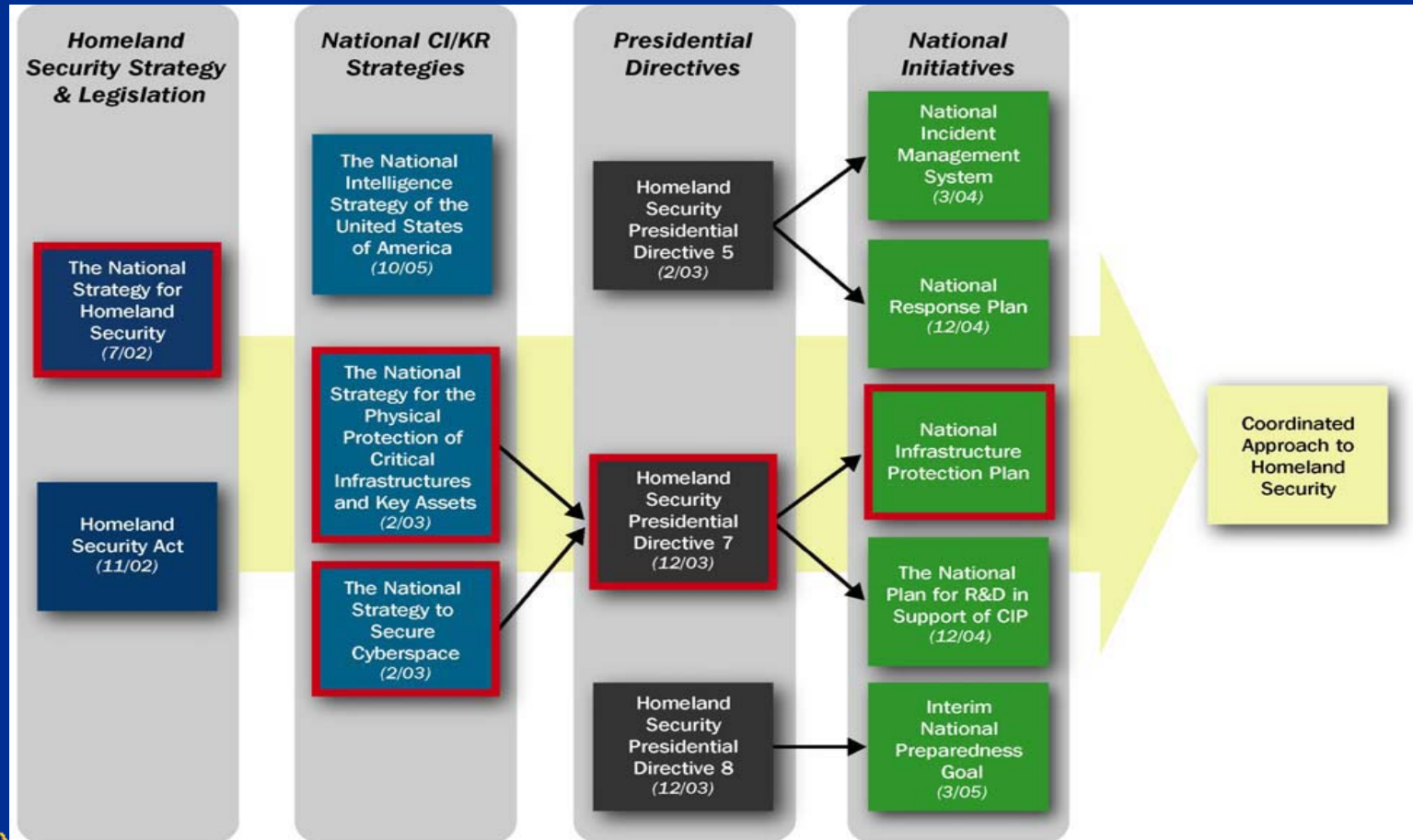
Set in motion a national mission overseen by the Department of Homeland Security consisting of:

- Presidential Directives
- Security Directives
- Federal Mandates
- Programs & Initiatives
- Funding & Resources



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Coordinated Approach to Homeland Security



History: Airports & Maritime Acts

- NSPD-41/HSPD-13 establishes policy guidelines to enhance national and homeland security
- Protects U.S. Maritime interests
- This presidential directive underscores the importance of securing the Maritime Domain Awareness (MDA)



History: Airports & Maritime Acts

- Aviation Transportation Security Act 2002
 - Regulates Airport Authorities and oversight by the Transportation Security Administration.
- Maritime Transportation Security Act of 2004
 - Regulates Ports and oversight by the United States Coast Guard.



National Strategy for Maritime Security '05 (NSMS)

- Prevent terrorist attacks and criminal or hostile acts.
- Protect maritime-related population centers and critical infrastructures.
- Minimize damage and expedite recovery.
- Safeguard the ocean and its resources.
- Enhance international cooperation.
- Maximize domain awareness.



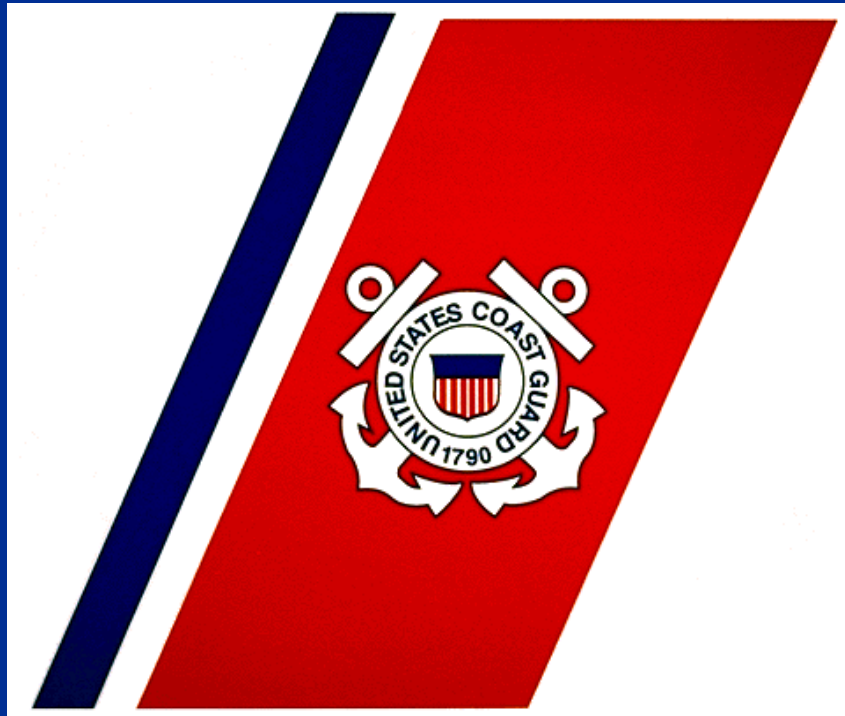
National Strategy for Maritime Security (NSMS) continued



- Embed security into commercial practices
- Deploy layered security
- Assure continuity of the marine transportation system.
- Create 8 implementation plans to support maritime security.



8 Supporting Plans to NSMS



- Domain Awareness
- Transportation System Security Plan
- Commerce Security Plan
- Infrastructure Recovery Plan
- Outreach & Coordination Plan
- Global Maritime Intelligence Integration Plan
- Operational Threat Response Plan
- Domestic Outreach Plan



Maritime Domain Awareness (MDA) (The Big Picture)

- Visual Data - Automatic Information System (AIS)
- Political Data – Crew & Cargo manifests, Last ports of call (LPOC) etc...
- Situational Awareness – The fusion of visual data with relative political data
- Common Operating Picture (COP) – extremely useful in the communication of situational awareness to separate people/organizations

A picture is worth a thousand words



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Maritime Transportation Security Act of 2002

- Signed into law on 25 Nov, 2002
- Six Temporary Interim Rules on July 1, 2003
- Final Rules published October 22, 2003
- MTSA aligned with the ISPS **Code** to avoid redundancies and inconsistencies



MTSA Goal



To prevent a “transportation security incident significant”:

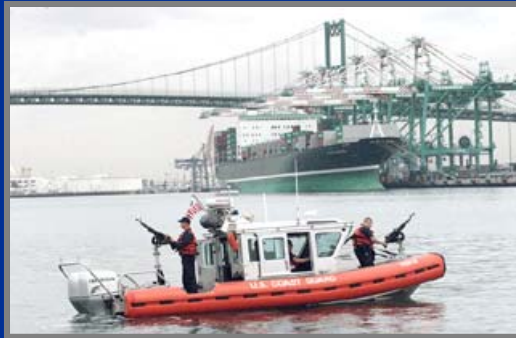
- loss of life
- environmental damage
- transportation system disruption
- economic disruption to a particular area



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MTSA-ISPS Implementation

- Regulations are designed to create standardized security measures to protect the nation's ports and waterways from a terrorist attack.
- Requirements include Area Maritime Security committees, port-wide security plans, vulnerability assessments and security plans for port facilities and vessels.
- Impact approx. 9.5K domestic vessels, 3.5K facilities, 8K foreign vessels.
- Costs = \$1.5B first year, \$7.4B over 10 years.



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Maritime Infrastructure

- California's seaports handle about 43% of the nation's goods that arrive by sea
- Maritime infrastructure and its systems have increasingly become targets of illicit activities.
- Ports are often a major focus for criminal activities include the trafficking of drugs, contraband, and people.



Growth at California's Leading Ports

Managing Growth: A Major Challenge

- Ports of Los Angeles/Long Beach
 - 9.6 million TEUs in 2001
 - 36 million TEUs by 2020
- Port of Oakland
 - 1.6 million TEUs in 2001
 - 4.8 million TEUS in 2020



Tight Security vs. Free Flow of Commerce



Costs Associated with 15 Day Closure at LA/Long Beach Ports

Table 3.1a
Output and Employment Losses from a 15-Day Closure of the Ports of Los Angeles and Long Beach

	Output (\$ Millions)				Jobs (Person-Years)			
	Direct	Indirect	Induced	Total	Direct	Indirect	Induced	Total
City of Los Angeles	264	94	65	423	1,186	724	729	2,639
City of Long Beach	69	12	7	88	502	80	75	657
Los Angeles County	657	220	157	1,034	3,091	1,654	1,768	6,513
Orange County	156	62	45	262	688	480	501	1,669
Ventura County	43	18	12	73	182	121	131	435
Riverside County	37	14	13	64	163	111	147	421
San Bernardino County	53	20	16	89	230	152	186	568
Sum of five counties	946	334	243	1,522	4,354	2,519	2,733	9,606
Out of region	1,782	515	440	2,736	8,050	3,907	4,957	16,914
Total	2,728	849	683	4,259	12,404	6,427	7,690	26,521

NOTE: Columns and rows may not sum to totals because of rounding.



Governor's Commitment to Port Security

- Last year, the Governor directed \$5 million to help secure 11 California ports
- These funds were directed towards increasing domain awareness and enhancing information sharing.
- Ensured Federal, State, and Local governments had the capability across jurisdictions to share information, detect terrorist plots, and disrupt criminal acts.



Port Security Funding in California



- Funding for infrastructural protection of ports from terrorism.
- 2003-2005:
 - National Total: \$630 million.
 - California Total: \$118 million (18.7%).
- 2006:
 - National Total: \$168 million.
 - California Total: Not yet determined.



State Legislation on Ports in California

- Lowenthal:
 - AB 2043 (2004); SB 762 (2005)
 - SB 760 (2005)
- Karnette:
 - AJR 21 (2005); AB 1406 (2005)
 - AB 2237 (2006); AB 2274 (2006); AB 2991 (2006)
- Morrow:
 - SCA 29 (2006); SJR 26 (2006)
- Machado:
 - SB 403 (2006)
- Infrastructure Bills:
 - SB 1266 (2006); AB 1811(2006)
 - AB 2346 (2006); SJR 29 (2006)



Federal Port Security Grants and California Share

Federal Port Security Grants

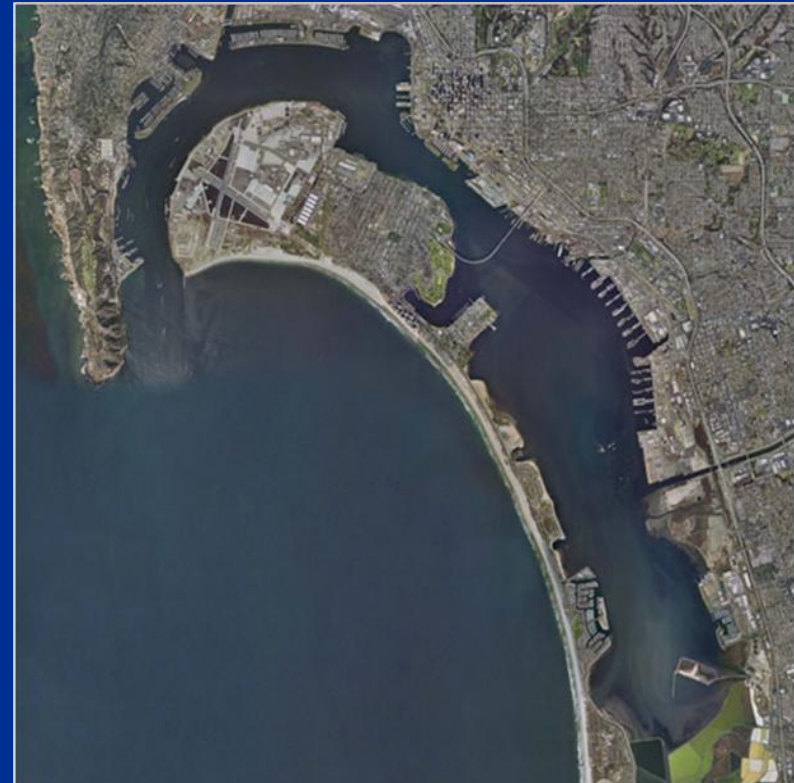
Program	Date	U.S. Amount (\$ millions)	California Amount (\$ millions)	California Share (%)
Port Security Grant Program				
Round 1	June 2002	92.3	17.1	18.5
Round 2	July 2003	169.1	30.2	17.9
Round 3	December 2003	179.0	33.7	18.8
Round 4	September 2004	49.4	5.9	11.9
Round 5	September 2005	142.0	33.6	23.7
Total awarded		631.8	120.5	19.1
Office of Domestic Preparedness, Urban Areas Security Initiative				
	May 2003	75.0	9.1	12.1
Operation Safe Commerce				
OSC-NE	N/A			
OSC 1	June 2003	28.3	8.3	29.3
OSC 2	July 2003	26.7	5.4	20.2
OSC 3	April 2005	17.1	6.7	39.2
Total awarded		72.1	20.4	28.3
Grand total		778.9	150.0	19.3

SOURCE: U.S. Department of Homeland Security, various documents.

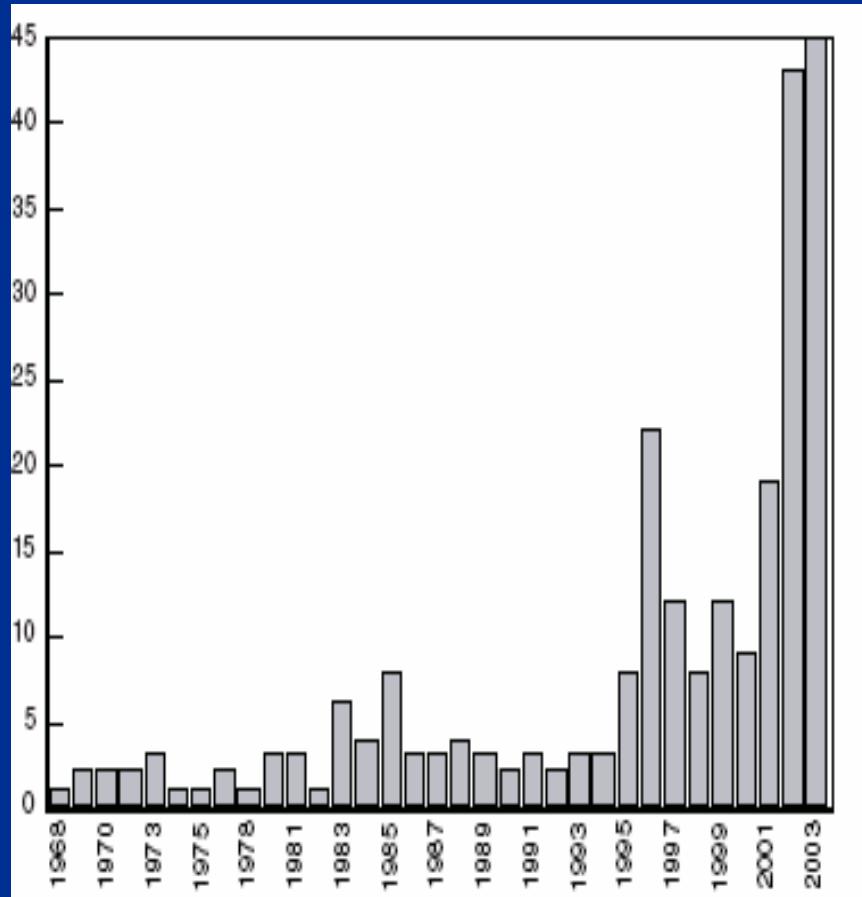


Federal Port Security Bills in the House

- HR-4954 (Lungren & Harman)
- S-2008 (Murray, Collins, Lieberman, & Coleman)
- Port Security Grant Program



Terrorist Attacks on Maritime/Ports Will Increase



- Annual number of significant terrorist attacks on the United States between 1968 through 2003
- Attacks have tripled
- Waterways are open target for terrorist attack

– Source: U.S. Dept. of State, 2004



Terrorist Organisations with a Maritime Capability



Irish Republican Army (IRA)

August 1979 - blew up 30 ft *Shadow V*



Euzkadi Ta Askatasuna (ETA)

Planned to place car bomb on ferry



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Piracy

Piracy: Probably the oldest problem concerning Maritime Security, Since the start of the use of Maritime transportation as a way to move people and goods around the world, piracy has been a present factor.

Piracy started as a simple crime by stealing the goods transported in ships to be sold or exchanged in other ports for personal economic gain.

But today piracy has evolved to an activity that not only may give the perpetrators economic gain, but also the opportunity to use the seized vessel, crew and passengers and/or cargo for their objectives such as:

- Stealing cargo that may be for tactical use (weapons, ammo, etc)
- Taking hostages
- Using the vessel as a weapon by being able to pass undetected as an “innocent” ship or by changing the characteristics of the ship (name, flag, etc).



MV Limburg



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The *Penrider* (2003)



- Malaysian-registered oil tanker hijacked off coast of Malaysia; three crew members taken hostage
- Owners paid \$100,000 for their release; money paid to Free Aceh Movement, an Islamic guerilla group operating in Indonesia



The *Dewi Madrim*

- Pirates boarded the Indonesian chemical tanker near the Straits of Malacca
- Robbed crew, but also spent an hour steering vessel through the strait; kidnapped captain and first officer
- *“There’s a very strong possibility that we’re looking at the equivalent of a flight training school for terrorists”.*
(Dominic Armstrong, Aegis Security)



Terrorists Turning to Piracy

- Al Qaeda
- LTTE
- Maritime piracy up 37% from 2002 to 2003



Terrorist/Pirate “joint ventures”

- Intelligence suggests that terrorist groups in Indonesia and the Philippines may be collaborating with local cash-flush pirate gangs
- Source of income
- Can dissuade vessel passage in certain areas, thus disrupting commerce and imposing economic costs



OECD: Security in maritime transport: Risk factors and economic impact
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Maritime Terrorism



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What is Maritime Terrorism?

- The undertaking of terrorist acts and activities:
- Within the marine environment,
- Using or against vessels or fixed platforms at sea or in **port**, or against any one of their passengers and personnel,
- Against coastal facilities or settlements, including tourist resorts, **port areas**, and **port towns** or cities



Maritime Terrorism Characteristics

- Piracy into terrorism
- Political negotiation
- Use of physical force and psychological intimidation
- Increase in piracy world wide
- Higher state of alert globally



Capacity: Groups with Known Maritime Capabilities and Interests

- Minor capabilities:
 - Hizballah
 - The Popular Front for the Liberation of Palestine
 - Abu Sayyaaf
 - Gama
 - Moros
- Al Qaeda
- Terrorists turning to piracy as a source of funding
- Terrorist/pirate syndicate “joint ventures”
- LTTE



Potential Target - Ports



Storage areas



Pipe lines



Loading facilities



Discharge facilities



Containers



Potential Target - Ships



Cruise ships



**Ro-ro
passenger
ferries**



Container ships



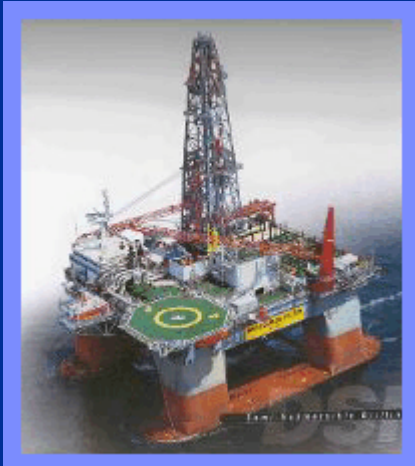
Private Vessels



Tankers



Other Potential Marine Targets



Off Shore



Critical Infrastructure



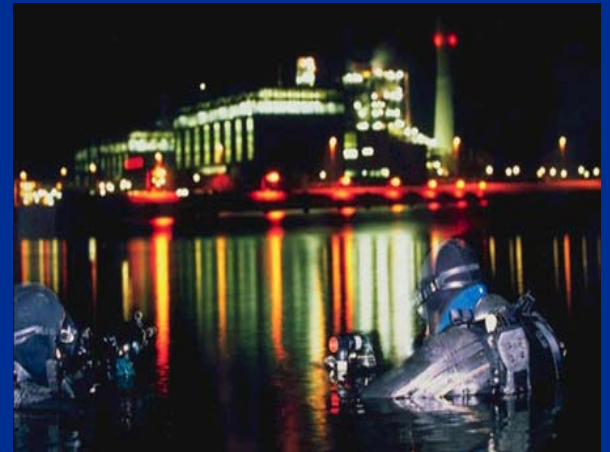
Pleasure Platforms



Influencing Factors

The use of particular tactics depend on:

- Motivation and operational experience of the terrorist group
- Type of ships / port facility to be attacked
- Importance and value of the target
- Security system of the port
- Security system of the ship



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The Effects



Al-Gairia'a al-Islamiyya attack



Abu Sayaf attack



Chechen rebels hijack



The attack on the Limburg



Attack on *USS Cole* in Yemen Port



- Major attack on a US Warship in a port
- 17 Sailors Killed
- 42 Sailors Injured



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Coordinated Approach for Path Forward



- Recent release of the NSMS and NIPP it is essential that California coordinate a comprehensive approach to maritime security
- Need to integrate Federal, State, and local strategies and ensure their effective implementation across the state



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California Has Three Area Maritime Security Zones

- Northern California
- Central California (Includes Los Angeles and Long Beach)
- San Diego



Coordinated Approach with Area Maritime Security Committees (AMSC)

- Leveraging resources and expertise within the region
- Communication of ideas/concerns
- Building constituency and partners
- Empowering the maritime stakeholders to take an active role



Layered Approach to Achieving Port Security Structure

Source: Jon Havemann (PPIC)

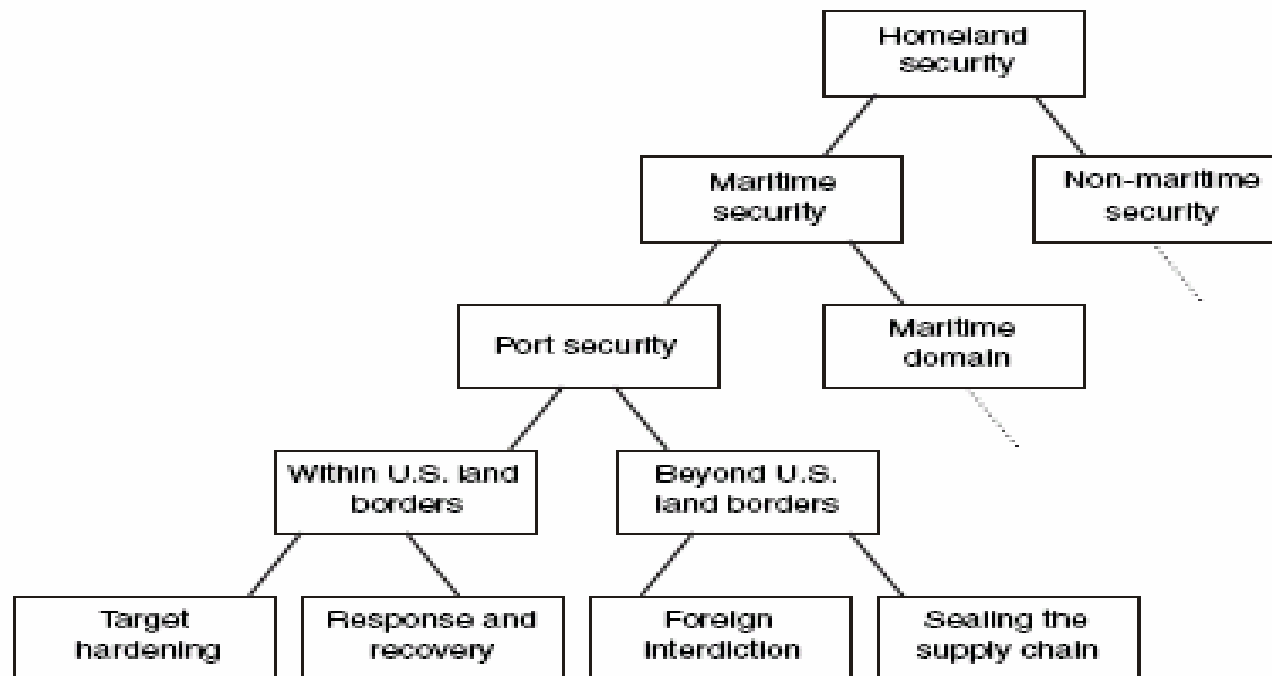


Figure 7.1—Port Security Decision Structure



Path Forward for Strategy

- Desire a Statewide perspective
- Focus is on “Ground Up” approach
- Development of Statewide standards and baselines (including internal assessments)
- Create a working group
- Create California Maritime Security Strategy



Deputy Director
Jessica M. Cummins
Jessica.Cummins@ohs.ca.gov

Charity Azadian
Research Analyst
Charity.Azadian@ohs.ca.gov

Denise M. Banker
Research Analyst
Denise.Banker@ohs.ca.gov

Cynthia Barrett
Research Analyst
Cythnia.Barrett@ohs.ca.gov

Patrick Koeneker
Research Analyst
Patrick.Koeneker@ohs.ca.gov

California Office of Homeland Security

916-324-8908

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