

As delivered

Admiral Thomas H. Collins
Commandant, United States Coast Guard
AMVER Awards
Norway
20 June 2003

It's great to be here today, among such esteemed maritime professionals. I'm deeply honored to have the opportunity to speak with you on topics that are of great interest to us all.

[Recognize VIPs]

Both the United States and Norway have a tremendous history of and enjoyed an extensive partnership in protecting the environment and ensuring safe, professional shipping around the world. We are now delighted to be working with you to extend that partnership to include **secure** shipping.

We thank the government and maritime community of Norway for your invaluable efforts to establish a maritime security regime worldwide, through your support of the ISPS Code and the SOLAS amendments, helping their passage through IMO. Norway was instrumental in making that happen:

- From the beginning, Norway was one of the critical delegations that provided valuable input and drafting assistance, helping shape the SOLAS security requirements and ISPS Code.
- You provided critical support to the United States in our role as co-coordinator for the development of the IMO model courses on security (Ship Security Officer, Company Security Officer, and Port Facility Officer).
- Captain Arne Jorgensen, representing the Norwegian Ship Owners Association, was a vital member of the working group that developed these courses.
- You continue these noteworthy contributions by participating on the security course validation committee. Draft copies of the three training courses have already been provided to the IMO Secretariat for committee comments. Norway's efforts on these courses will ensure international consensus on the final course outlines by the deadline of September 8, 2003 and will ensure the designated officers will be trained in time to meet the ISPS implementation date of July, 2004.

I can put it no more simply than this: We are indebted to you for your contributions to improving security in the global marine transportation system. And, we will need your continued support to ensure the ISPS Code is fully implemented worldwide.

Let me briefly outline for you how we're aggressively implementing the ISPS Code in the United States:

Our Congress passed very important domestic legislation last fall, the Maritime Transportation Security Act (MTSA) of 2002. President Bush signed it into law on

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November 25, 2002. When our Congress passed the MTSA, they expressly found that it is in the United States' best interest to implement the SOLAS amendments and the ISPS Code developed by IMO, because they contain the essential elements for enhancing maritime security. Both of these important instruments are major steps forward in addressing maritime security, and together they form the cornerstone of the United States' maritime homeland security strategy.

The MTSA addresses the critical need to focus on the security of the United States' 361 seaports and our maritime transportation system; however, it also creates a comprehensive legislative framework to enhance the security of the global maritime transportation system. It does this through a systematic approach of defining responsibilities, creating standards, assessing vulnerabilities, and authorizing grant funds to address those vulnerabilities.

As the lead Federal agency for U.S. maritime security, the Coast Guard, working with other parts of the Department of Homeland Security, is developing regulations to implement the core security requirements of the MTSA. These regulations will not only carry out the intent of the MTSA, but also will reflect the new international maritime security requirements of ISPS and the SOLAS amendments. The regulatory impact on the maritime industry will be significant, and the timeline for implementing the new robust maritime security requirements is exceptionally short. However, we are moving aggressively forward and plan to publish the regulations next month.

Among other requirements, the regulations will compel regulated vessels and facilities to conduct security assessments and to develop detailed security plans to address vulnerabilities revealed by those assessments. The regulations will contain requirements for the designation and competency of security personnel, including standards for training, drills and exercises. The regulations will further designate our Coast Guard Captains of the Port as local Federal Maritime Security Coordinators. In this role they will be delegated authority to conduct area security assessments and develop area security plans for their respective port area. This "family of plans" approach establishes a layered system of protection that involves all maritime stakeholders.

Implementing the core MTSA maritime security requirements now paves the way for additional improvements that will come about through subsequent Department of Homeland Security initiatives – ones to

- Improve identification credentials and processes,
- Establish security-training programs, and
- Improve the security of the supply chain by implementing cargo and container initiatives.

The task is daunting, but enhanced maritime security must be a high priority. The consequences are too high for everyone involved in the Maritime Transportation System, **worldwide**, if we collectively fail to shore up the vulnerabilities plaguing the system.

So what does this all mean for your shippers?

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We are well aware of the need in today's environment to balance security and commerce, just as we have always tried to balance safety and commerce.

We are working to fully and seamlessly integrate the verification and enforcement provisions of the ISPS Code and the MTSA into our existing port state control structure and processes. The MTSA expands our port policies and processes in the following areas:

- The time and information required for advanced notice of arrival,
- The risk-based targeting of vessels to include security,
- The expansion of boarding procedures to include specific elements of ISPS Code, and
- The expansion of control procedures to address non-conformities associated with security.

In addition, to address the security element of the Port State Control Program, the U.S. has prepared and recently delivered to the Maritime Safety Committee (MSC 77) a draft resolution on basic guidance on the conduct of port State security control inspections. We are looking for Norwegian participation in the development of these guidelines at IMO.

Shippers trading in the United States can expect a pre-enforcement period of Trial Port State Control Security Inspections beginning January 1, 2004 and ending July 1, 2004. These inspections will be based upon the U.S. Port State Control Security Program. If we note any deficiencies with respect to the SOLAS amendments or the ISPS Code during these trial inspections, we will notify the vessel's master in writing of these deficiencies. One issue to be aware of is that we intend to make most of the Part B recommendations of ISPS mandatory. I don't expect any other control action during this trial period, except in the case of an actual security incident or breach.

The U.S. will then begin to enforce the SOLAS amendments and the ISPS Code in earnest starting July 1, 2004.

The MTSA is aligned with the SOLAS amendments. It reflects our commitment to preserving and protecting the marine transportation system and keeping cargo and passenger traffic moving safely and efficiently. The MTSA provides for a coordinated approach to Maritime Homeland Security for vessels, ports, and waterways through vulnerability assessments and a comprehensive security plan for our country's 361 commercial seaports.

The MTSA requires approval of plans for vessels and facilities likely to be involved in a transportation security incident. For foreign vessels, you can expect that we will accept certificates issued in accordance with the ISPS Code.

The MTSA reinforces control. The bottom line in the U.S. will be that:

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- You can expect that the U.S will employ a vessel boarding priority targeting matrix for Security (which will be similar to our Port State Control targeting scheme).
 - Some of the criteria will include:
 - The vessel's size and security history,
 - Special intelligence, and
 - Prior port calls.
 - Passenger ships and gas carriers will automatically be considered to be high-risk vessels.
- Foreign port assessments and civil penalty sanctions will be a part of the picture and we're working on those specifics.

Clearly, my focus here this afternoon has been in security, but safety and environment remain high priorities for us. We are going to recognize safety efforts I just a few moments.

Though maritime security has increased emphasis since the horrific 9-11 terrorist attacks on our country, we remain vigilant to maritime safety issues. You need look no farther than the loss of the Tanker Vessel PRESTIGE off the coast of Spain for a reminder of the importance of maritime safety. Maritime security and maritime safety have significant overlaps – we like to think of them as two sides of the same coin. Our safety mission enables and supports our security mission and vice versa. Our daily contact with all aspects of maritime industries is critical to our ability to detect and deter terrorist activities. Our regulatory functions in maritime safety contribute to a coordinated approach to homeland security – vessel inspections, merchant mariner licensing and vessel documentation.

Norway has a most impressive record in ensuring safety at sea -- you need look no further than the “Quality Shipping in the 21st Century” Program, or Qualship 21, to see proof of that. We created Qualship 21 to recognize and reward vessel owners and operators who demonstrated a true commitment to safety and quality. Before Qualship 21, the Coast Guard examined all foreign-flagged vessels once each year, regardless of how well the vessels were operated. The program applies to all types of vessels and if a ship qualifies, it is inspected less frequently, so the Qualship 21 certificate is a highly sought-after designation. The international maritime industry regards the Qualship 21 designation as a good indication of a company's strong dedication to maritime professionalism and safety, and therefore qualifying earns tremendous respect. Of the 326 vessels that have achieved Qualship 21 designation, **137** of them are Norwegian-flagged! That's **over 42%**! And 6 of the 16 large passenger vessels enrolled in Qualship 21 are Norwegian-flagged . . . these are most impressive numbers!

Also of significant note and a real credit to the professionalism of Norway's maritime tradition is that Det Norske Veritas (DNV) is about to achieve a “first”. Recognizing DNV's superior performance as a Norwegian classification society issuing international certificates to US flag vessels, in the near future I anticipate authorizing DNV to

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participate in the Alternate Compliance Program– making DNV the first foreign classification society in our Alternate Compliance Program.

And of course, Norway is also our preeminent partner in the AMVER program. Last year, a record 349 AMVER cases were reported, resulting in assistance to 153 people and 28 vessels. Cumulatively, 191 people owe their lives to the assistance they received through AMVER. Norway is amongst the leaders in every major category in AMVER, again showing that you are among the elite of maritime professionals.

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- From the beginning, yours was one of the critical delegations that provided valuable input and drafting assistance, helping shape the SOLAS security requirements and ISPS Code.**
- You provided critical support to the United States in our role as co-coordinator for the development of the IMO model courses on security (Ship Security Officer, Company Security Officer, and Port Facility Officer).**
- Just three months ago at the international conference working on the development of these Security Courses, Captain Arne Jorgensen, representing the Norwegian Ship Owners Association, was a vital member of the working group that developed these courses.**

- **You continue these noteworthy contributions by participating on the security course validation committee. Draft copies of the three training courses have already been provided to the IMO Secretariat for committee comments. Norway's efforts on these courses will ensure international consensus on the final course outlines by the deadline of September 8, 2003 and will ensure the designated officers will be trained in time to meet the ISPS implementation date of July, 2004.**

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