

**RADM NORTH'S CLOSING REMARKS**

**MARCH 7, 2000**

**HARBOR SAFETY COMMITTEES – PROGRESS FOR THE 21<sup>ST</sup>  
CENTURY: HARBOR SAFETY COMMITTEES ROLE IN THE  
MARINE TRANSPORTATION SYSTEM  
NATIONAL CONFERENCE**

**GOOD AFTERNOON. THESE TWO DAYS HAVE BEEN PACKED  
FULL OF IMPORTANT IDEAS, INFORMATION AND  
DIALOGUE, DISCUSSION NOT ONLY FROM SPEAKERS  
AND PANELISTS BUT ALSO FROM YOU THE ATTENDEES  
AND LOCAL USERS AND STAKEHOLDERS.**

**I AM EXCITED ABOUT HOW FAR WE HAVE ALREADY COME  
AND THE DIRECTION WE ARE GOING. I THANK YOU  
ALL FOR BEING AS COMMITTED TO ATTENDING AND  
CONTRIBUTING TO THIS SECOND NATIONAL HSC  
CONFERENCE AS YOU WERE AT THE FIRST. THIS  
CONFERENCE WAS EXTREMELY IMPORTANT IN LIGHT  
OF THE MTS REPORT AND IN ANSWERING THE ISSUES  
THAT WERE RAISED AT THE LAST CONFERENCE.**

**AT THE BEGINNING OF THIS CONFERENCE I RESTATED THE CHALLENGES OF LAST YEAR AND TOLD YOU THAT WE THE FEDERAL AGENCIES HAD BEEN WORKING HARD TO BE ABLE TO PROVIDE THE HSCs WITH THE HELP AND ASSISTANCE THEY DESIRED.**

**TO ANSWER THE CHALLENGE FOR CONSISTENCY I BELIEVE THAT THE GUIDANCE WE HAVE DEVELOPED WITH YOUR SUGGESTIONS FOR IMPROVEMENT OFFERS A TEMPLATE THAT WILL HELP HSCs TO ACHIEVE A LEVEL OF UNIFORMITY NECESSARY TO BE THE PREMIERE LOCAL MTS COORDINATING BODIES. THE HSC NAVIGATION AND INSPECTION CIRCULAR ADDRESSES SCOPE OF ACTIVITY, DESIRED, STAKEHOLDER PARTICIPATION AND INTERNAL ORGANIZATION WITHOUT COMPROMIZING THE INDIVIDUALITY OF EACH HSC.**

**THE SECOND CHALLENGE DEALT WITH THE ABILITY FOR  
HSC TO COMMUNICATE AND COORDINATE AT ALL  
LEVELS OF THE MTS.**

**THE MTS NATIONAL COORDINATING STRUCTURE AND HSC  
WEB-SITE OFFERS A MEANS OF EXTERNAL  
COMMUNICATION BETWEEN HSCs AND MTS USERS AS  
WELL AS WITH THE NATIONAL LEVEL STAKEHOLDERS.  
FOR ISSUES OF NATIONAL AND NOT JUST LOCAL  
SIGNIFICANCE, IT ALSO PROVIDES HSCs A MECHANISM  
FOR COMMUNICATING WITH THE NATIONAL LEVELS  
OF GOVERNMENT AND PRIVATE STAKEHOLDER  
ORGANIZATIONS TO GAIN ASSISTANCE IN RESOLVING  
THE PROBLEM AND PROMOTING NATIONAL  
AWARENESS.**

**THE HSC WEB-SITE ALSO HELPS TO ANSWER THE CHALLENGE OF FOSTERING CROSS-POLLINATION AMONG HSCs AND THOSE TRYING TO ESTABLISH LOCAL COORDINATING BODIES. THIS NATIONAL HSC COMMUNICATIONS HUB OFFERS A WAY FOR HSCs TO EXPORT SUCCESS STORIES AND LESSONS LEARNED.**

**FINALLY, WHEN ASKED WHAT WE COULD DO FOR YOU, THE HSC, ONE OF THE THINGS YOU ASKED FOR WAS A MORE PRACTICAL METHOD OF APPLYING RISK MANAGEMENT TO YOUR PORTS AND WATERWAYS.**

**WE PRESENTED SOME RISK MANAGEMENT TOOLS THAT ARE BEING USED BY THE COAST GUARD AND CAN BE ADAPTED FOR USE BY HSCs TO HELP IDENTIFY, RANK AND DEAL WITH SAFETY, SECURITY, MOBILITY AND ENVIRONMENTAL PROTECTION ISSUES. THERE WERE ALSO SEVERAL PANELISTS AND SPEAKERS WHO SPOKE TO THIS ISSUE.**

**WE WILL CONTINUE TO DEVELOP THESE TOOLS AND  
INTEND THAT YOUR LOCAL COAST GUARD CAPTAINS  
OF THE PORT WILL BE ABLE TO PROVIDE RISK  
ASSESSMENT AND MANAGEMENT SUPPORT TO THEIR  
HSCs.**

**AS TO THE OTHER OBJECTIVE OF THE CONFERENCE, WHICH  
WAS TO RAISE AWARENESS REGARDING THE ROLE  
THAT HSCs PLAY IN THE MTS INITIATIVE, WE HAVE  
HIGHLIGHTED THE RECOMMENDATIONS FROM THE  
MTS REPORT THAT REQUIRE SOME ACTION ON THE  
PART OF HSCs IN GENERAL. WE ALSO HEARD THE  
VIEWS OF MANY DIFFERENT MTS STAKEHOLDERS ON  
THIS ISSUE.**

**THE BOTTOM LINE IN THIS REGARD IS THAT WE ARE ASKING EACH HSC TO ASSESS ITS CURRENT MISSION AND AGENDA IN LIGHT OF THE MTS RECOMMENDATIONS AND DECIDE WHAT IF ANY CHANGES NEED TO TAKE PLACE TO ADDRESS THESE ISSUES. HSCs ARE USED TO MANAGE THINGS FROM A “PORTS AND WATERWAYS” PERSPECTIVE BUT NOT NECESSARILY ALSO FROM AN “INTERMODAL CONNECTIONS’ POINT OF VIEW. INTERMODAL CONNECTIONS ARE AN IMPORTANT, IN FACT VITAL, COMPONENT OF THE MTS AND INTERMODAL STAKEHOLDERS NEED TO BE INCLUDED IN AN HSC THAT IS PART OF THE MTS NATIONAL COORDINATING STRUCTURE.**

**GREATER REPRESENTATION BY ENVIRONMENTAL, PUBLIC INTEREST AND RECREATIONAL BOATING INTERESTS ALSO NEED TO BE CONSIDERED BY HSCs SO COMMITTEES CAN BE MORE REPRESENTATIVE OF THE LOCAL MTS STAKEHOLDERS.**

**IN SHORT, WE HAVE MADE MUCH PROGRESS, BUT WE HAVE MUCH TO DO IN ORDER FOR THE MTS TO BE “THE WORLD’S MOST TECHNOLOGICALLY ADVANCED, SAFE, SECURE, EFFICIENT, EFFECTIVE, ACCESSIBLE, GLOBALLY COMPETITIVE, DYNAMIC AND ENVIRONMENTALLY RESPONSIBLE SYSTEM FOR MOVING GOODS AND PEOPLE.”**

**ON BEHALF OF ALL THE MTS FEDERAL AGENCIES, I THANK YOU FOR YOUR PARTICIPATION IN THIS CONFERENCE. I LOOK FORWARD TO OUR CONTINUED PARTNERSHIP TO ENSURE THE SUCCESS OF OUR MTS.**

**THANKS AGAIN TO THE MARITIME ASSOCIATION – PORT OF NEW YORK & NEW JERSEY AS HOST, AND THE HARBOR SAFETY NAVIGATION & OPERATIONS COMMITTEE OF NEW YORK/NEW JERSEY, INTERTANKO, AND MY WATERWAYS MANAGEMENT STAFF FOR THIS GREAT VENUE AND SUPPORT.**