

Admiral Thomas H. Collins
National Cargo Bureau
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Amenities:

Thank you for your kind welcome. It's a pleasure to be among fellow maritime professionals here today, especially in this beautiful club. It is quite a contrast to Coast Guard HQ these days ... we've been "camping out" in our building over the past week due to the damage we suffered during Hurricane Isabel, when the Anacostia and Potomac merged in our basement – and it wasn't a pretty site. Our cafeteria is OOC so this is a very timely luncheon invitation Thank-you!

However, it is more than food that has brought us here. ... most importantly, my staff and I are very pleased to be here today to recognize and reinforce our half-century long partnership in promoting all aspects of marine safety, maritime security and environmental protection.

Introduction:

And our partnership has been in full swing allowing us to better detect potential maritime security threats and determine the actual risk they present. I asked for your help last year in supporting our efforts with international security standards, amendments to SOLAS, development of the International Ship and Port Facility Security Code (ISPS), and the passage of the Port Security Bill. You have come through with flying colors, by providing critical and helpful feedback, guidance on cargo matters and overall tremendous support at every twist and turn.

You have helped spearhead the development of a landmark Memorandum of Understanding, establishing a framework of mutual cooperation in ensuring the security of U. S. ports. In recognizing your exceptional experience and deep understanding of the maritime domain, you offered, and we welcomed, your participation in local port security committees, advising our Captains of the Port of any suspicious activity or other information deemed relevant to the protection of a port, vessel or personnel. Together we are educating the public and our constituencies on security

awareness. This agreement has been recognized as a model partnership for enhancing maritime domain awareness.

You have also been instrumental in assisting the Office of Compliance with interpreting numerous cargo issues. We have received insight and historical background on many issues, which in the long run, prevented the Coast Guard from having to expend unnecessary personnel time and resources conducting extensive statistical research. Your assistance also contributed to us being more informed in international forums, which prevented us from committing to cargo issues which were not beneficial to a balanced approach to both global shipping and security. Capt Jim McNamara, thanks to you and your staff for such great support!

This has been quite a demanding year ... we welcome productive partnerships! Last November, President Bush signed the Maritime Transportation Security Act of 2002 and established the Department of Homeland Security. And within a month we were successful in achieving a companion international security protocol at IMO. As you know, MTSA requires enabling regulations ... we've moved through that process and are prepared to issue a final rule ... the biggest

rulemaking the CG has undertaken since OPA 90 this November.

The Homeland Security Act was also passed last Fall. Our subsequent move into DHS on 1 March is part of the largest re-organization of the federal government in 60 years and your assistance became a significant factor in our smooth and effective transition. On top of these watershed events, we awarded the two largest recapitalization contracts in CG history ... this has not been a dull year! We expect more of the same over the next several years with internal reorganization issues high on our priority list.

This afternoon I would like to spend a few moments focusing on one element of these transformational events ... an update to our Maritime Homeland Security Strategy and again ask for your innovative thoughts on how to best partner to build a robust security culture within the international shipping industry.

Maritime Homeland Security Strategy:

Our strategy places a premium on identifying and intercepting threats well before they reach U.S. shores. It depends on timely information sharing, securing our borders, protecting vital infrastructure, partnering with others at home and abroad, and preparing to respond quickly to future events. It's part of the national strategy promulgated last summer by President Bush. It has four basic pillars:

- 1. Enhancing Maritime Domain Awareness**
- 2. Creating and Overseeing the Maritime Security Regime**
- 3. Increasing our Operational Presence to Enhance Deterrence, and**
- 4. Improving our Response Posture**

The first pillar ... MDA is perhaps the central and most promising element of the strategy ... it's the area in which we have worked together most closely. Together we have managed to reduce security risk by:

- Instituting measures to increase the awareness of people, vessels and cargo within the maritime domain**

and fusing information and intelligence with other law enforcement agencies to maximize security.

- **amending our regulations to require vessels to provide 96-hour advance notice of arrival at U.S. ports.**
- **conducting port security assessments in our tier one ports ... 13 of our 55 most significant military and economic ports are done and will complete the rest by the end of 2004.**
- **The establishment of the maritime Intelligence Fusion Centers Atlantic and Pacific, increasing our collection and analytical capabilities to provide theater level intelligence support to Coast Guard operational forces**

There are clear opportunities for increased public-private cooperation to enhance MDA ... from our perspective, our work with you is a best practice in this area. Let me cite several examples,

- **Recently, the National Cargo Bureau was involved in one of the most significant problems associated with cargo shipments. The container ship CMA CGM LA TOUR was carrying Sea Sparrow Missiles that were destined for Savannah. Upon the ship's arrival in New**

York, Coast Guard inspectors found that the container seal numbers for the missiles did not match the seal numbers provided in the cargo manifest. In addition, the containers housing these missiles looked as though someone had to use force (crowbar or other type of mechanism) to pry them open. Our office refused to permit the ship to enter port. The company was able to produce documents which tracked the container movements and identified an agency in France which resealed the container. NCB did background checks to affirm that the inspection agent in France was legitimate and credible. A joint boarding team comprised of various Coast Guard, Customs and Navy Demolition Teams visited the vessel and found the cargo to be intact. After this work was completed, the ship was permitted to continue to its port of call. The LA TOUR represents the reality of what we have been calling “the new normalcy,” how to balance security and free commerce.

- We are working to increase maritime security information sharing at the national, state and local level and with industry. The NCB helped to resolve an**

issue for our Captain of the Port in New York when a Custom's Inspector's radiac pager sounded during an examination of the CAP SAN ANTONIO. The Captain of the Port's office contacted NCB and asked for information about the cargo that was being shipped. This information helped them to understand the amount of radiation that the cargoes should be emitting and compare it to the levels that were being emitted. Once the Coast Guard received this information, they compared it to the container emissions to find that the cargo was safe and within allowable limits.

- Another routine function in which we call for NCB assistance is during the planning stages of major hazardous material shipping ventures. NCB, Coast Guard and members of an international shipping company sat around a table last year to plan what possibly might be the port's first export of 55 Ton units of n-UF₆ (spent nuclear fuel or Uranium Hexafluoride). NCB's knowledge of radioactive shipments and the amounts of radioactive that could be kept on board was vital in order for the company to better plan their**

export strategy, and for the Coast Guard to better understand the security and safety postures that would need to be established.

Planning for and being more aware of risks, threats, and vulnerabilities is the most critical but not the only key element of the maritime security equation – building a security regime is also essential to our overall strategy. MTSA and ISPS code are the central features. We published interim MTSA regulations on July 1, 2003 and the Final Rules will be published October 20, 2003. As you are aware, they:

- Require vessels and facilities to conduct security assessments and develop detailed security plans to address vulnerabilities.**
- The regulations also delegate authority to Coast Guard Captains of the Port to conduct Area Maritime Security Assessments and develop Area Maritime Security Plans for their respective port areas.**
- This approach establishes a layered system of protection that involves all maritime stakeholders and**

will be consistent with the National Maritime Transportation Security Plan being developed by the Coast Guard in cooperation with the Transportation Security Administration, the Bureau of Customs and Border Protection and other agencies.

We will continue to work tirelessly at IMO to extend the security regime beyond the requirements of the existing ISPS code ... including long range ship tracking provisions, improving flag state accountability through robust auditing mechanisms, seafarer credentialing issues, and assisting TSA and CBP with container security enhancements.

The third and fourth pillars of our strategy involves building greater capacity and capability to increase our operational presence in ports and to enhance our ability to respond should security incidents occur. Initiatives include:

- The establishment of five Marine Safety and Security Teams, a quick response force capable of rapid, nationwide deployment. ... we will have 13 in place by the end of FY 04.**
- Implementing Airborne Use of Force for HLS missions.**

- **Developing vertical insertion capability for boarding of non-compliant vessels.**
- **Adding more than 80 new small boats and 15 patrol boats for port security tasking including escorts and security zone enforcement.**
- **Adding 160 sea marshalls to ensure positive control of high risk vessels.**
- **Adding 80 personnel to field level intelligence teams.**
- **Reconstituting our Chemical, Biological, Radiological Dispersal (CBR-D) program.**
- **Enhancing our Strike Team capabilities, and**
- **Improving detection ... and protection equipment for our boarding and response personnel.**

Overall we will add over 1000 personnel to the field for safety and security purposes by the end of FY 04. We expect to continue to build both our security capacity and capability into FY 05.

Our strategy necessitates pushing America's maritime borders outward, away from the ports and waterways, so layered, maritime operations can be implemented. Our Deepwater project provides this capability.

Cumulatively these are very positive developments ... A lot has been accomplished in the past two years. But we have a great deal of work ahead of us to ensure successful implementation.

What is at stake here is not only our ability to meet security demands, but to sustain operational excellence across all our missions. The key enablers of our 4-pillar strategy are having the right authorities, the right capabilities, the right capacity, and the right partnerships to be successful. With your continued leadership and participation, I am confident in our capability to provide for the safe and efficient flow of maritime commerce. Ladies and gentlemen, I know we will succeed at this necessary task together. Thank you very much for being committed to this strategy of better awareness, better preventive security measures, and broader cooperation among partners, neighbors and friends. You have stood as a partner to the Coast Guard for a half-century. It is now my distinct pleasure to recognize the National Cargo Bureau and its members for your invaluable dedication to the service of the Coast Guard and the mission of maritime safety.

It is my privilege to honor your commitment to the men and women of the United States Coast Guard with the presentation of the Distinguished Public Service Award.

CAPT McNamara, would you be so kind as to join me?