



Waves on the Waterfront

CG-FAC, Office of Port and Facility Compliance
Safety, Security, and Stewardship
for the Nation's Ports and Facilities

Volume 1
Issue 4

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2013



Announcements

CART 2.0 ALCOAST

CART 2.0 Policy Letter 13-01

**TWIC NPRM Public
Meetings:**
DC - 18 April
Houston - 25 April
Seattle - 2 May
Chicago - 9 May

NEW!!!

Revised Container Inspector PQS

**Available in the
Learning
Management
System at the
Maritime Safety -
Facilities
Inspection Catalog**

AWW webpage

Greetings to the many hard working facility and container inspectors, Port Security Specialists, and other personnel who are out on the waterfront, serving the American people. The purpose of this newsletter is to keep you informed about new tools, policies, and emerging issues that can help you do your job safely and effectively.

CART 2.0 is the latest tool in our arsenal, and I hope you have taken the time to read the recent policy letter and ALCOAST. CG-FAC personnel have worked hard to improve this system, and with hurricane season just around the bend, I trust it will be put to good use in the field soon.

As Hurricane Sandy demonstrated last fall, trade recovery is an absolutely vital aspect of economic security.

Coast Guard facility inspectors and MTSRU personnel typically have a solid understanding of trade patterns, cargos and business practices, and how the marine transportation system in your ports supports the larger economy and needs of the community. Help prepare your ports by learning CART 2.0 and by ensuring your data is current. Also, please give us your suggestions on how we can further improve this system, and support your operations.

The other major focus of this edition is TWIC, including the recently published Notice of Proposed Rulemaking concerning use of TWIC Readers. Please encourage facility operators and other stakeholders to provide comments and suggestions on this rulemaking—this is how we can improve the rule and ensure it provides important security benefits at a reasonable cost.

I ask facility inspectors to include TWIC education and verifications as part of your routine compliance activities. Undercover officials from the GAO have used counterfeit TWICs to gain unauthorized access to secure areas of facilities. Had the facility personnel used the visual security features in the card, they would have most likely stopped the undercover officials.

Finally, with some help from the intel community we have some lessons learned about a terrorist attack overseas that might help prepare us for a similar event at a MTSA facility.

Enjoy this newsletter, send us suggestions on how we can serve you better, and take pride—you are keeping our ports and facilities safe, secure, environmentally sound, and fully prepared for the next incident or event.

-CAPT Andrew Tucci, CG-FAC

Next Issue....

- ◆ Alternative Security Program (ASP)
- ◆ Program Management Module at Yorktown
- ◆ Container Inspection COMDTINST

Meet the Staff of Port Facility & Compliance (CG-FAC)

LIEUTENANT COMMANDER (Retired) ROGERS W. HENDERSON, SR. Domestic Ports Division



Mr. Rogers Henderson hails from Georgia and holds a Bachelor of Science degree in Agronomy and Biology from Fort Valley State College, where attended on a basketball and Reserve Officer Training Corp (ROTC) scholarship.

Mr. Henderson also obtained several Project Management Professional (PMP) certificates at the Graduate School of Washington, DC.

After graduating, he was commissioned as a Second Lieutenant in the United States Army, specializing in Nuclear, Biological, and Chemical Warfare and worked briefly with the Forestry Service in the Fire and Atmospheric Research department in Seattle, WA. In 1991, he transferred his military obligation to the Coast Guard.

His previous assignments include various Marine

Safety tours in Marine Inspections and Port Operations at D13, MSO Puget Sound, MSO Jacksonville, and Activities Marine Inspection Office Europe in Rotterdam, the Netherlands. LCDR Henderson also served as Commanding Officer of Marine Safety Unit Houma, LA from 2002 – 2005. His Headquarters assignments include the Vessel and Facilities Standards Division and Office of Standards, Evaluations and Development.

LCDR Henderson retired from the Coast Guard in 2011 and accepted a position as a Marine Transportation Specialist in the Office of Operating and Environmental Standards in Washington, DC. There, he drafted and interpreted laws, regulations, policies, guidance documents and international standards relating to the training, assessment, qualification, and credentialing of merchant mariners.

In December 2012, Mr. Henderson was reassigned to the Office of Port and Facility Compliance and serves as a Marine Transportation Specialist in the Domestic Ports Division. His primary duty is the Program Manager for Marine Transportation Systems Recovery (MTS). He is responsible for assisting with the planning, preparedness, development, and implementation of policies, regulatory initiatives, procedures, standards, training, methods, and tools that are vital to the resumption of commerce and recovery of the nation's MTS and global supply chains following significant MTS disruptions.

America's Waterway Watch Website

In 2006, The Coast Guard launched America's Waterway Watch with great success. With the help of people like you we have been able to identify suspicious behavior and reduce risks to the safety and security of the United States waterways. However, the threats to our nation's homeland security still exist. Therefore, no matter what your relationship with the coastal and inland waters of the United States, whether recreational or commercial, the Coast Guard continues to need your help in keeping these areas safe and secure. Recently, the Coast Guard has been working diligently to develop a website that helps serve as guidance for the program, as well as serve as a expand the message in a easily assessable and user friendly manner. Today the website can be found at <http://americaswaterwaywatch.uscg.mil/home.html>.

Together we can keep our waters safe

What is CART?

The Common Assessment and Reporting Tool (CART) is the primary tool used by Marine Transportation System Recovery Unit (MTSRU) personnel for tracking the recovery of the ports, waterways, and the overall health of the MTS following a transportation disruption as defined by the SAFE Port Act. The CART used by MTSRUs is not the same CART (Cutter Annual Readiness and Training) that most Cuttermen are familiar with.

In 2007, the challenge posed by the Commandant of the Coast Guard, Admiral Allen, was to create “a coordinated, integrated approach to planning for and responding to major disruptions in our marine transportation system, the lifeblood of America’s economy.”

The Coast Guard answered with the original version of CART that became “the primary tool in the Coast Guard’s arsenal to ensure an integrated approach for planning and responding to major disruptions to the Marine Transportation System.”



CART 2.0 Policy Letter 13-01

The CART Policy letter can be found in the USCG Port Security Specialists (0800), AMSC Management, and MTSRU Communities in Homeport.

CART 2.0 ALCOAST

The CART ALCOAST has been released. Please see Transition to the Common Assessment and Reporting Tool, CG-FAC Policy Letter 13-01, **ALCOAST 143/13, 041649Z APR 13**.



Three, Two, One, Lift Off! The Launching of CART 2.0

Common Assessment & Reporting Tool (CART)
Workshop



Feb 26 through Feb 28, 2013

CG-FAC recently sponsored a CART 2.0 workshop at Sector San Diego. The priority for the workshop was to allow field level subject matter experts to conduct system Operational Testing and Evaluation (OT&E) in a group setting, as well as to present enhancements being incorporated into the much awaited 2.0 version before its launch in mid-April.

CG-FAC personnel sponsored this interactive event from February 26-28. Nineteen Port Security Specialists attended, representing units nationwide, coming from as far away as Guam and Alaska. Other participants included an information technology support specialist, and facilitators from FAC-1.

Participants were led through recent upgrades and enhancements to CART 2.0, tested and validated the new system, reviewed the system’s new User Manual and policy letter, prioritized future potential enhancements for CART, and discussed potential MTSR training program improvement areas.

Overall this workshop was a great success, as Headquarters was able to hear valuable feedback from the field. The information gathered will help inform the MTSR and CART improvement programs for many years to come.

CART 2.0 Workshop

Vessel Queue Prioritization and Sorting System (VqPASS) Sector Upper Mississippi River

Jared Angelle, Port Security
Specialist, St. Louis, MO

Vessel Queue Prioritization and Sorting System is an access database to assist in prioritizing vessels.

Vessels are inputted either by a user (manually), or users can import vessel arrival data from SANS. (No vessel arrival data is available on the western rivers which requires users to manually enter vessels).

The VqPASS can do multiple things:

- ◆ Manage multiple queues.
- ◆ Sets different priority conditions for each queue. Conditions are created as established by CG, USACE, and Industry based on waterway customer needs.
- ◆ Data within the system can be geospatially displayed via Arc GIS Explorer, Google Earth, or NGAs Web Based R3 Service.
- ◆ Information can be exported to add to vessel queue data in CART or as a PDF to be e-mailed.



LT Brad Bergan (CG-FAC-1), presenting CART 2.0 program policy.



Mr. Dave Waldrip (D1) presenting on MTSR Lessons Learned from Super Storm Sandy.



CART 2.0 Operational Testing and Evaluation.



Mr. Joe Couch (LANT-55) and Mr. Jeff Seifried, (PAC-54) .

CART 2.0 Workshop

Event Pages by NGA

Presenter: Jared Angelle

The USACE and CG required a common operating picture that both agencies could utilize and because of this it could not be on the CG or USACE network.

NGA's Integrated Work Group—Readiness, Response and Recovery (IWG-R3) offered their support and provided an Event Page using their Online/On-Demand, Self Service strategy.



You can learn more about the agency that runs this at: <https://www1.nga.mil/>

[About/NGAStrategy/Pages/default.aspx](https://www1.nga.mil/About/NGAStrategy/Pages/default.aspx)

(Secure, only need a CAC Card or GEOINT Account to access)

This was the solution: <https://app02.ozone.nga.mil/django/incidents/16/mississippi-low-water-event/>

What this does:

- ◆ Provides one COP for multiple agencies with data input from each of those agencies. Data available in the COP is: Near Real Time Commercial Satellite imagery provided by NGA, National Vessel AIS provided by NAVCEN and OSC, CART, Buoy Locations, and Local COTP Vessel Prioritization Data provided by Sector UMR, and Channel Survey, Rock Pinnacle Locations, Grounding Locations, River Gauge Readings, Channel Forecast, Dredge Data, just to name a few from the USACE. Other Misc. data that could be shown is data from NOAA such as the weather radar.
- ◆ Provides a location to house shared products like IAPs, Situation Briefs, etc.
- ◆ Benefits: Products and COP in one location.



Mr. Jon Bernhardt (D5) and Ms. Kara Pinetti (D11).



Facilitating group exercises using the new CART 2.0.



PSS and CG-FAC-1 facilitators using Oil Spill exercises to test CART 2.0.

Port Security

Security Specialist Training

Port Security Specialists (PSS) are critical to the Coast Guard's mission to ensure a safe and secure Marine Transportation System by developing and managing port safety and security plans, coordination activities, exercise evaluations, and a host of other duties. While PSSs excel at meeting these responsibilities, they have received little or no formal training while assigned to their positions. One particular concern expressed by PSSs at the last HSC/AMSC meeting in Pittsburgh, was how to properly conduct AMS assessments. The members of the Office of Ports and Facilities share that concern and are in the process of establishing a training program for Security Specialists (Port & Port Recovery).

CG-FAC worked with Areas and Districts to develop the MTS Recovery Unit Leader (MTSL-3) course which has been conducted four times in various Districts over the past two years, and we received positive feedback. But what other training does a PSS need in order to be fully equipped to do their job?

CG-FAC had the opportunity at the CART workshop in San Diego to ask those in attendance exactly that question. Responses ranged from making the MTSL-3 course a Yorktown course, to how to properly structure the training program. The diversity of PSS responsibilities lends itself to modular training, and CG-FAC could schedule much of the independent training in succession. For example, the MTSL-3 course, Arc GIS training, AMS assessment training & a salvage course could be scheduled over a two week period in the same location so we increase training and reduce travel costs simultaneously.

We ask you, the PSS community (both Port and Port Recovery), to consider the question— what additional training do I need you need to be successful in my job? Please send your PSS training recommendations to LCDR Dwayne Meekins, Dwayne.L.Meekins@uscg.mil.

Lessons learned from Algeria Facility Terrorist Attack

On January 16, 2013, the Tiguentourine Gas Facility at In Amenas, Algeria suffered a significant terrorist attack where 37 hostages and 29 militants were killed.



At CG-FAC's request, CGI developed a detailed U/FOUO security assessment of the attack. The report provides an excellent analysis of the effectiveness, or failures, of the facility's various security measures. We strongly encourage Port Security Specialists and other personnel engaged in port safety and security activities to read the report. It is posted on [Homeport](#) under the USCG Port Security Specialists, Announcements, U/FOUO CGI Security Assessment.

The Tiguentourine Gas Facility is close to the Libyan border, located about 810 miles south east of Algeria's capital city, Algiers.



TWIC

Details On the TWIC NPRM

by LT Matthew Layman

On March 22, 2013 the U.S. Coast Guard announced the Federal Register's publication of a Notice of Proposed Rulemaking entitled "Transportation Worker Identification Credential (TWIC) – Reader Requirements." This NPRM proposes to establish electronic card reader requirements for certain Coast Guard-regulated vessels and facilities to use in controlling access to secure areas at those locations.

The TWIC program, including the proposed electronic reader requirements in this NPRM, is an important component of the Coast Guard's multi-layered system of access control requirements and other measures designed to enhance maritime security. After careful analysis of the potential attack scenarios and risks to different types of vessels and facilities, the Coast Guard created a framework for classifying vessels and facilities into one of three risk groups. Using this risk-based approach, the NPRM proposes electronic reader requirements for vessels and facilities in the highest risk group. Vessels and facilities that do not present this heightened risk would either continue to visually inspect TWICs or voluntarily use electronic readers. This approach would

implement the electronic reader requirements in a targeted manner that enhances the security of the marine transportation system without imposing undue burdens.

Specifically, the NPRM:

- ◆ Requires owners and operators of MTSA-regulated vessels and facilities under 33 CFR Chapter I, subchapter H, to use TWIC readers as an access control measure.
- ◆ Introduces a risk-based approach to implementing TWIC reader requirements for vessels and facilities in highest risk category, Risk Group A.
- ◆ Exempts TWIC reader requirements for vessels in Risk Group A with 14 or fewer TWIC-holding crewmembers.
- ◆ Allows vessels and facilities in the two lower risk groups (Risk Groups B and C) to continue using the TWIC as a visual identity badge.
- ◆ Establishes recordkeeping requirements, as well as requirements to amend security plans to incorporate TWIC reader requirements for vessels and facilities in the highest risk group.

A 60-day public comment period began March 22, 2013 and will expire May 21, 2013. Cont'd on following page...

Risk Group A

- ◆ LNG
- ◆ LPG
- ◆ Cruise Ships
- ◆ Large Ferries

Risk Group B

- ◆ Petroleum
- ◆ Crude
- ◆ Containers (packaged HAZMAT)
- ◆ Some Ferries
- ◆ Gambling Vessels

Risk Group C

- ◆ General Bulk
- ◆ Containers (non-hazmat)
- ◆ Towing Vessels
- ◆ Offshore Supply Vessels
- ◆ Small Ferries, etc.

The Coast Guard encourages the public to participate in this rulemaking by submitting comments to the docket at <http://www.regulations.gov>, docket number: USCG-2007-28915. Additionally, the Coast Guard intends to hold 4 public meetings where the public may also provide feedback on the NPRM. Confirmed dates and locations for these public meetings are as follows:

- ◆ Thursday, April 18 in the Washington, DC area
- ◆ Thursday, April 25 in Houston, TX area
- ◆ Tuesday, May 2 in Seattle, WA area
- ◆ Tuesday, May 9 in Chicago, IL area



Finalized dates and locations of all public meetings are or will be published in the Federal Register.

While U.S. Coast Guard Headquarters Office of Port and Facility Compliance (CG-FAC) encourages units to discuss this regulation with industry, both industry and field units should understand that the regulatory process can only consider comments made at public meetings, or submitted to the

docket as outlined in the NPRM. Field units are neither expected nor authorized to forward or endorse comments from the public.

All comments will be analyzed and considered in developing a Final Rule for publication as early as the beginning of 2014. The NPRM proposes a 2-year implementation period from time of publication of Final Rule.

Integration of Facility Security Plans and Systems (CGAA 822)

On February 1, 2013, the Coast Guard published a request for comments in the Federal Register regarding Section 822 of the 2010 Coast Guard Authorization Act. The comment period closes on May 2, 2010.

Section 822 requires owners and operators of a MTSA regulated facility to make a current copy of the vulnerability assessment available to the appropriate port authority as well as state or local law enforcement agencies. In addition, they are to integrate, to the maximum extent practical, any security system for the facility with compatible systems operated or maintained by the appropriate state and/or local law enforcement agencies and the Coast Guard.

While the Coast Guard is actively working towards the implementation of Section 822, CG-FAC is gathering data from the public and other stakeholders and conducting a thorough analysis to ensure that any proposed regulations meet the requirement of the statute in the most cost-effective way possible.

The notice for public comment includes several preliminary alternatives for meeting the statute. Although we have reasonable ideas regarding what would constitute compliance with Section 822, the analysis of the public comments are very important to the development of any future regulations.

I encourage you to read and become familiar with the Federal Register Notice and contact any member of the Security Standards Branch with questions or concerns.

Link to the Federal Register Notice is provided here: <http://www.gpo.gov/fdsys/pkg/FR-2013-02-01/html/2013-02209.htm>

Bunkering Practices

Keeping Pace with Marine Industry Developments

The Coast Guard is responding to the marine industry's move towards the use of liquefied natural gas (LNG) as a fuel. The importation of LNG as a cargo has been successfully conducted in the United States for many years and regulatory schemes are established that govern the safety and security of these operations. While the transfer of LNG in any quantity presents many of the same



risks, such as the cryogenic properties and product flammability, the transfer of LNG for use as a marine fuel poses unique characteristics from both the method of transfer and quantities involved.

With increased awareness of the potential for LNG bunkering operations, the Coast Guard is reviewing the LNG regulations found in 33 CFR 127 as well as existing policies that are applicable to the transfer of LNG. Efforts are underway to develop policies that take into consideration the bunkering of vessels that use LNG as a fuel, and the Coast Guard is coordinating with other Federal agencies to ensure any multi-jurisdictional areas are clearly identified and delineated.

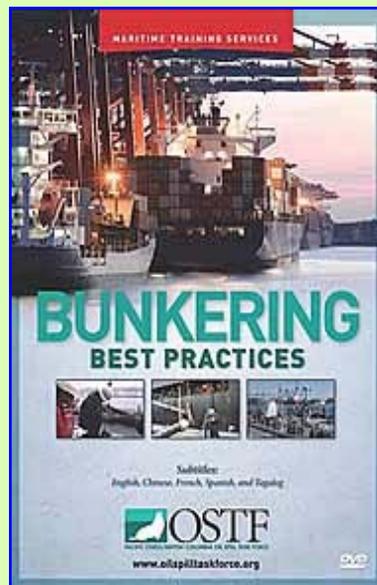
Because the use of LNG as a marine fuel is a developing concept for the United States, representatives of the marine industry are encouraged to take early and proactive steps to involve the local Captain of the Port as well as Coast Guard Headquar-

ters of LNG bunkering, import, or export concepts and plans. Taking this step will allow the Coast Guard to perform preliminary concept reviews and provide feedback on potential areas of concern.

I encourage Coast Guard Personnel to remain aware of potential LNG bunkering operations and developments in their AOR and to visit our CG Portal Place for Facility Safety and MEP Information, including the latest information on LNG policy development:

<https://cgportal2.uscg.mil/units/cgfac2/SitePages/Home.aspx>

Article submitted by CDR Kevin Lynn,
Kevin.p.lynn@uscg.mil



Best Bunkering Practices Video

Ms. Sarah Brace, the new Executive Coordinator for the Pacific States British Columbia Oil Spill Task Force, informed the U.S. Coast Guard that they have produced a new video on recommended best bunkering prac-

tices. Produced by the Maritime Training Services and funded by Washington's Department of Ecology and California's Office of Spill Prevention and Response, this video demonstrates recommended best practices for transferring fuel to vessels. The video is available to view online or download for free.

See this site for details: <<http://www.oilspilltaskforce.org/bunker/index.htm>>

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CG-FAC Links

www: <http://www.uscg.mil/hq/cg5/cg544/default.asp>
Portal: <https://cgportal2.uscg.mil/units/cgfac2/SitePages/Home.aspx>
Homeport: [Homeport](#)> [Mission](#)> [Maritime Security](#) or [Ports and Waterways](#)
TWIC (Portal): <https://cgportal2.uscg.mil/communities/twic-discussion/SitePages/Home.aspx>

Have question?

How about a suggestion or an idea?

Maybe you'd like to submit an article or photos about your work in the field!

If so, please contact any of the CG-FAC personnel on this page.