



## SPECIAL ANNOUNCEMENTS

CG-FAC continually seeks opportunities to enhance Facility Inspectors' continued growth and proficiency. With that goal in mind, CG-FAC is developing a list of non-Coast Guard training (resident & online) specifically pertaining to Facility Inspector skill sets. Please e-mail course suggestions, including the name of the course, a short description and website (if applicable) to MSTC Kevin Collins at [Kevin.W.Collins@uscg.mil](mailto:Kevin.W.Collins@uscg.mil).

CG-FAC completed the inaugural consolidated 2012 AMSC Annual Report. This report addresses many of the challenges facing AMSC's, while also including some best practices, accomplishments, and new initiatives coming down the pipeline. This report was released via Homeport to all Port Security Specialists and is also available to be viewed by all invested port/facility and industry stakeholders at the following link: <http://www.uscg.mil/hq/cg5/cg544/amsc.asp>

# Waves on the Waterfront

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

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**Happy Holidays** from CG-FAC! The weather is cold here in the nation's capital, but the CG-FAC crew is burning up with their devotion to the Coast Guard facility inspectors, port security specialists, container inspectors, and other personnel out on the waterfront, protecting our nation's ports and terminals from all manner of threats. OK, I know it sounds a bit corny, but I'm very proud of my crew here, and I know they've done some great work in the last year to develop and improve programs that help you in the field accomplish our mission. One recent accomplishment is the new [container inspection](#) instruction. Take a look if you haven't already, and stand by for the associated tactics, training, and procedures.

This edition of *Waves on the Waterfront* includes a great article on suspicious activity reporting from Sector Jacksonville. Coast Guard regulations don't go into much detail on this topic, so I particularly appreciate JAX's efforts to highlight this issue. Suspicious activity reporting gets credit for helping to foil the attempted car bombing of Times Square in New York City in 2010, and many other lower profile events, so don't underestimate the power of an alert observer.

Reserve personnel make significant contributions to the Coast Guard's Port Operations programs, and here in CG-FAC, our very own Reservist LT Cal Fless has written an article which can help

units understand how to train and qualify reservists.

Long-suffering readers of this newsletter know that we've addressed Industry Training before, and I'm glad to do so again in this edition. Industry training, whether done for a week, a few months, or a year, helps the Coast Guard to better understand business models and risks, help industry to understand Coast Guard missions and capabilities, and build ties that strengthen both parties. Read LT Entzel's article to learn more, and reach out to your local facility operators, I'm sure they will welcome the chance to share their knowledge and host a Coast Guard representative.

Finally, check the message board on AMSC support funds, which CG-FAC distributes each year. While I know those funds are important to your work, it is the leadership of the COTP/FMSC and the hard work and innovation of the crew and AMSC members that build strong and secure ports.

I thank you all for your dedication to protecting America's ports and facilities. If you have questions on CG-FAC policies, suggestions, or would like to contribute an article to the next edition of "Waves on the Waterfront", contact any of the CG-FAC crew.

CAPT A. E. Tucci

# The Importance and Value of Marine Industry Training

## Port Safety and Security Industry Training (PSSIT) Program – Fall 2013

By: LT Kyle Entzel, Sector New Orleans

The Coast Guard Marine Industry Training Program offers incredible opportunities for Coast Guard employees to intimately learn specific facets of the marine industry. Participants of the program work directly for industry partners for up to one year. In addition to building superior government/industry working relationships, the program affords industry sponsors an opportunity to share detailed business considerations and limitations, so that Coast Guard regulatory activities most effectively promote safety, while limiting undue burden on the maritime industry.

The picture on right was taken by Helicopter on a typical Wednesday during the work week at the Port of Fouchon. During this particular day while working in the port with industry, myself and the technician for Kongsberg were sent to do a full Dynamic Positioning (DP) trials test of an Offshore Supply Vessel (OSV). During the sequence of my five day DP trial, I went through various exercises that they had performed in the past with suspicious pack-



ages found on the dock, all the way to unescorted persons onboard the vessel. The training helped me gain credible insight into the industry's way of protecting themselves and the asset (vessel).

As you can see from the picture of Port of Fouchon, there is a lot of traffic inbound and outbound of the port. It can also be determined visually through the picture or from experience with Port of Fouchon that mooring spaces at the docks can become quite congested. Keeping operational awareness of your facilities and the vessels in port are key in maintaining maximum port security. While the Port of Fouchon is predominately for OSV's and crew vessels and not large tankers, this port plays a vital role to the offshore oil and gas platforms and rigs in the Gulf of Mexico.



During my Industry Training I was blessed with the opportunity to go to Singapore to the Keppel Shipyard, more specifically the Tuas Yard. Keppel has been in the business over a hundred years to become one of the largest shipbuilders/ship converters on the market today with over 20 yards World-wide. In Singapore alone they have over 6 yards, with the Tuas yard specializing in ship to FPSO conversion. Keppel is no newcomer to security and safety and they hold themselves to the highest safety and security standards in the shipyard industry that I have ever seen.

With over 20,000 employees moving in and out of their yards on a daily basis, Keppel runs a tight ship. Everybody that comes into the shipyard is documented, and given a badge that records entry and exit times. After an individual has gained access into the yard there is also a security checkpoint before boarding the vessel with an armed guard outside the gangway to check identification along with facial recognition software for everyday workers on the vessels under construction.

*This article is an excerpt from the full report submitted by LT Entzel following his completion of the PSSIT Program in the Fall of 2013. LT Entzell is currently assigned to the Prevention Department at Sector New Orleans. For more information regarding the PSSIT Program, please contact LCDR Darwin Jensen (202) 372-1130 or Darwin..A.Jensen@uscg.mil.*

# Reserve Training & the Concept of Reserve Employment (CORE): Revisiting ALCOAST 582/11

By: LT Callan Fless

The Commandant's Direction and the Commandant's Reserve Policy Statement place high priority on sustained mission excellence and a continued focus on proficiency and readiness. Additionally, the Reserve Policy Statement identifies the Reserves as "a flexible, responsive operational force that exists to support the Coast Guard roles of maritime homeland security, national defense, and domestic disaster operations." The direction provided in ALCOAST 582/11 certainly supports these priorities and is worth reviewing to reiterate the goals and directions of this message.

The goal of the Concept of Reserve Employment (CORE) is to prepare reservists to respond to Coast Guard surge and contingency operations, but an underlying benefit to all units is the use of reservists as an augmentation force prior to activation. CORE is a bridging strategy between the Commandant's Reserve Policy Statement and identifying Reserve competencies required to provide seven Reserve mission capabilities: Boat Operations, Contingency Planning and Response, Expeditionary Warfare, Prevention, Port Security, Law Enforcement, and Mission Support. A significant challenge facing the Coast Guard is standardizing the ownership of many diverse duties into one easy to follow, mapped out, prescribed list to convey to each CG member. This answers the question to every enlisted member or officer, whether active or reserve, of how to achieve and maintain the highest levels of qualification and proficiency. The ALCOAST simply provides an attainable pathway for each member to follow, while still taking into account that each Sector's physical characteristics of their AOR depict the qualification needs of their personnel. For example, units that do not have LHG, LNG, Container Facilities, Passenger-Ferry or Cruise Terminals can defer certain qualifications or sections of the Performance Qualification Standard.

Specifically, the Prevention competencies are listed here (in no particular order) and are for E4-E9, but can be applied to junior officer development: Facility Inspector, Port State Control Examiner, Container Inspector, Explosive Handling Team Supervisor, Waterways Management Representative, and Uninspected Towing Vessel Examiner. In accordance with the ALCOAST, Reservists should first attain the Facility Inspector competency, followed by Container Inspector, and then Explosive Handling Team Supervisor.

Spanning 12 month to 30 month qualification periods, the Facility Inspector, Container Inspector (EC), and the Explosive Handling Supervisor (EB) courses are the precursors to the on-the-job training that Reserve MSTs can pursue, simultaneously staying in the realm of knowledge in preparation for rating advancement.

Currently, this is the Coast Guard's direction for Prevention Reservists. As stated in the ALCOAST, Contingency Preparedness Planning Manual Vol II (cppm Vol II) COMDTINST 3010.12 (series) when approved, will give standardized doctrine and requirements for Active Duty and Reserves, incorporating the above guidelines and recommendations. So, get your Reservists involved, they are a great force multiplier for day to day mission accomplishment and especially during surge and contingency operations.

ALCOAST 582/11, may be found on-line at [http://www.uscg.mil/announcements/alcoast/582-11\\_alcoast.txt](http://www.uscg.mil/announcements/alcoast/582-11_alcoast.txt)



# The Marine Transportation System Recovery Unit's (MTSRU) role in Marine Transportation System Post-Incident Stabilization and Recovery

By: Rogers Henderson

The U.S. Marine Transportation System (MTS) is an integral part of the global supply chain. It includes a network of navigable waters, publicly and privately owned vessels, port terminals, intermodal connections, shipyards, vessel repair facilities, and the personnel who operate and maintain the infrastructure that is vital to the sustained operation of the MTS. The MTS contributes nearly \$742 billion to the U.S. Gross Domestic Production, handles 95% of all overseas trade, and employs about 13 million people throughout the U.S. The smooth operation of the MTS makes the shipping and receiving of goods and services relatively seamless.

A physical or cyber attack on the MTS could result in significant catastrophic impacts to national or regional economies and may have major impacts on national security. The MTS is equally vulnerable to transportation incidents that may be caused by the ravages of natural disasters like Super Storm Sandy in 2012 or Hurricane Katrina in 2005. This is why the MTS must not only be safe and secure, but highly resilient. The resiliency of the Ports of New York and New Jersey was evident by the fact that despite the devastating impact and significant challenges posed by the storm, MTS operations were rapidly resumed once other critical infrastructure was restored.

To mitigate the risks of transportation safety and security incidents causing severe disruptions to the MTS, the U.S. Coast Guard along with other Federal agencies and non-Federal stakeholders inaugurated the Marine Transportation System (MTS) Initiative. The MTS Initiative facilitates the Coast Guard, port partners and agencies across all levels of government in ensuring the resiliency of the MTS following a significant disruption. Coast Guard unit Commanders authorities as the Captain of the Port (COTP), Federal Maritime Security Coordinator (FMSC) and Federal on Scene Coordinator (FOSC) are vital to leading short-term recovery activities. The exercise of these authorities is most recently noted in Coast Guard Sector New York's response to Super

Storm Sandy. For incidents like this, the COTP has an additional asset to assist in recovery, the MTS Recovery Unit (MTSRU). MTSRU is an element in the Incident Command System (ICS) structure that tracks and reports status of the MTS in an accurate and timely manner; develops a clear understanding of critical recovery pathways; develops courses of action to support MTS Recovery; provides an avenue of input to the response organization for MTS stakeholders; and identifies and documents long-term restoration issues for the Incident Command.

The responsibilities associated with the MTSRU require participation from a broad spectrum of agencies and entities. The success of the MTSRU depends on having an appropriate mix of industry, Federal, State, Local, Tribal and Territorial stakeholders. MTSRUs are manned by qualified Port Safety and Security personnel who provide timely recommendations to the Incident Commander. Effective and consistent communication up and down the chain of command is also vital to response and recovery operations. The flow of information is facilitated by the Common Assessment and Reporting Tool (CART), a database managed by the Office of Port and Facility and Compliance (CG-FAC). CART tracks MTS recovery operations in real time



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without burdening the field units with requests for information and is used by the Coast Guard and other government agencies. The work of the MTSRU teams does not end with safe and secure MTS recovery. The aftermath of many recovery activities result in lessons learned, which routinely lead to development or changes to policy and directives that improve MTS Recovery. For example, in 2009, all Area Maritime Security Plans were updated to include Salvage Response Plans. Also, in 2008, the U.S. Coast Guard and our partners at U.S. Customs and Border Protection promulgated the “USCG / CBP Joint Protocols for the Expeditious Recovery of Trade” which provides a communications framework between federal agencies and the private sector during incidents.

MTSRU is only part of the overall transportation system recovery strategy. It provides the backbone support for MTS recovery and contributes to overall intermodal transportation resilience to ensure the continued economic vitality and security of our nation. The Coast Guard recognizes the value of collaboration and continues to encourage cooperation with Other Government Agencies (OGAs), State, Local, Tribal and Territorial governments, and our industry port partners to support MTS safety, security and resilience.



# Forging Partnerships: Sector Baltimore hosts Maritime Security Inspector from the European Commission

By: LT Matthew Beck - Sector Baltimore

Facility Security plays a key role in securing the Maritime Transportation System. In the U.S., Maritime Transportation Security Act (MTSA) regulations detail security requirements at port facilities and are enforced by the U.S. Coast Guard. In the European Union, the International Ship and Port Facility Security (ISPS) Code, as promulgated by the International Maritime Organization, details security requirements and is enforced by inspectors from the European Commission (EC).

As part of continued cooperative efforts between the Coast Guard and the EC in areas of Maritime Safety and under the guidance of CG-FAC, Facility Inspectors from Coast Guard Sector Baltimore recently hosted two Maritime Security Inspectors from the EC's Directorate General for Mobility and Transport. The EC Maritime Security Inspectors in attendance included Lieutenant Commander V. Paolo Leone, Italian Navy – Coast Guard Corps, and Mr. Joao Paiva. As per the implementation of a recently signed Memorandum of Understanding (MOU) between the Coast Guard and the EC's Directorate General for Mobility and Transport, the EC inspectors and the U.S. Coast Guard are encouraged to exchange information on best practices and assessment results of security measures in ports and port facilities. Also, the MOU detailed the process for one body to notify the other when major non-conformities are discovered.



*From left to right: Mr. Dave Espie (Maryland Port Administration Facility Security Officer), CAPT Kevin Kiefer (CG SECBALT Commander), LCDR Leone, Mr. Paiva*

The EC Maritime Security Inspectors accompanied Sector Baltimore Facility Inspectors on an annual facility security inspection at the Dundalk Marine Terminal as a key step in verifying the functionality of the MOU.

LCDR Leone and Mr. Paiva observed Petty Officers Monica Vidal and Colleen Iaea of Sector Baltimore as they conducted the inspection and verified compliance with MTSA requirements. LCDR Leone and Mr. Paiva were particularly interested in the relationship between the Coast Guard and the Dundalk Facility Security personnel. The Coast Guard relationships with facility personnel are continual and include regular engagement with the Facility Security Officers during multiple port partner meetings such as the Area Maritime Security Committee meetings. As Sectors are located within the physical vicinity of the port, Coast Guard personnel attend port partner

*(continued on next page)*

meetings and generally stay engaged on a continual basis. For LCDR Leone and Mr. Paiva, inspections can



occur anywhere within the EU, and for the most part, relationships are established only for the duration of the inspection.



*Dundalk Marine Terminal - Baltimore, MD*

Additionally, LCDR Leone and Mr. Paiva met with Mr. David Espie, the Maryland Port Administration Facility Security Officer. Mr. Espie conducted an extensive question and answer session which provided worthwhile amplifying information on how State- and privately-run facilities comply with the requirements of MTSA. The group also discussed the relationship with the Coast Guard Facility Inspectors and facility security personnel as a partnership which ensures the safety and security of port facilities.

Overall, the visit was a great success. Sector Baltimore personnel were personally commended for their professionalism and pride they displayed in their work by the Director of the EC Directorate General for Mobility and Transport. Most importantly, this engagement will advance the mutual goals of the U.S. and EC for improved port security, and it proved the viability of the MOU's goals.

*Editor's Note: This article is another excellent example in a long list of ways the crew at Sector Baltimore continues to support CG-FAC and many other Offices at Coast Guard Headquarters. Due to their proximity to DC, they are frequently asked to provide port and facility tours for both US and foreign officials, provide training and assistance for members assigned to HQ working on various qualifications, conduct briefings on Coast Guard missions and operations, and many other tasks.*

*Likewise, the Port of Baltimore and the facility personnel are always gracious with their time and willingness to host visits.*

*Theirs and the Sector's support and service are greatly valued and appreciated by the those of us at HQ!*

*Thank you and BZ!*



# Spotlighting Alternative Security Program (ASP) Sponsoring Organizations

By Betty McMenemy

## National Grain & Feed Association (NGFA)

The National Grain and Feed Association, founded in 1986, is a broad-based, non-profit trade association that represents and provides services for grain, feed and related commercial businesses.



It's activities focus on enhancing the growth and economic performance of U.S. agriculture. NGFA member firms:

- Consist of more than 1,000 companies comprising about 6,000 facilities
- Handle more than 70 percent of all U.S. grains and oilseeds utilized in domestic and export encompass all sectors of the industry markets
- Represent a balance of small and large companies, including both privately owned and cooperative firms

Members of the NGFA & NAEGA utilize the same ASP.

Located in Washington, DC

## Passenger Vessel Association (PVA)

The Passenger Vessel Association was also an early ASP sponsor, having their initial program approved by the Commandant in 2003. PVA services more vessels and facilities than any other ASP sponsoring organization. They have close to 400 members. Since the PVA ASP is a joint vessel/facility security program, it has the largest population of users of any of our ASP sponsor; therefore "issues" arise from time to time. You

may be familiar with some of the issues mostly generated by tiny shacks manned by one person selling trinkets and tickets. Not exactly easy to perform a MTSA compliance exam on such a "facility"!



PVA also covers the widest range of passenger vessels possible: ferries, lunch/dinner cruises, gaming, sight-seeing tours, whale viewing, Mississippi paddle boats, etc. Folks in the Washington DC area have likely seen the dinner boat

*ODYSSEY* or the *SPIRIT OF MOUNT VERNON* touring the Potomac with large groups of customers enjoying the views along the Potomac River. Both of these vessels operate under the PVA ASP.

PVA feels that safety and risk management are key factors in passenger vessel operations. The Passenger Vessel Association has devoted significant resources and untold hours to developing programs and training tools that allow its members to consistently achieve excellence in this area. In addition, PVA and its Safety and Security Committee involve leading experts and professionals in the development of safety products designed PVA member companies.

Located in Alexandria, VA

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## Washington State Ferries (WSF)

Washington State Ferries is a unique ASP. This ASP covers both ferries and facilities—but ONLY WSF

ferries and facilities can implement this program. Their original PLAN was submitted in 2004. It was apparently the first vessel/facility plan that had been received by the CG. So, it was decided to call it an alternative security program. Although, ASPs and ASP amendments, by regulation, must be reviewed and approved by the Commandant; Sector Puget Sound oversees this operation. We work together when amendments are presented, but usually allow Seattle to make the decision to approve/disapprove. Sector personnel are intimately familiar with WSP—some even use these ferries to commute to and from work.



WSP is the most used ferry system in the world and the largest passenger and automobile ferry fleet in the United States and the third largest in the world by fleet size. Having carried 11 million vehicles annually, the service

is also the largest in the world based on the number of vehicles carried.

WSF recently submitted an amendment (approved) which allows the use of 3RAM for planning vehicle screenings. WSF expects significant new construction projects in the future. Under this amendment, WSF must update risk assessments and make appropriate changes to 3RAM before new vessels enter service. The 3RAM system enables risk to be estimated based on patterns of operation and usage; then models deployment of various security measures (e.g., use of canine teams, bomb sniffing equipment, and stand-off detection) to optimize risk reduction or probability of detection.

Located in Seattle, WA



***Copies of all of the ASPs are on the secure side of Homeport. If you are not a member of that community, please call Betty McMenemy at 202-373-1122.***

# Suspicious Activity Reporting Increases by 100%

MST3 Martin Jetchev, Sector Jacksonville

As listed in 33 Code of Federal Regulations 101.305 (a); *Notification of suspicious activities*: “An owner or operator required to have a security plan... shall, without delay, report activities that may result in a transportation security incident (TSI) to the National Response Center (NRC).”

These words compromise the current available public guidance in regards to suspicious activity (SA). Based on inconsistent reporting and a subsequent review of facility security plans, as well as the Area Maritime Security Plan, there is not a common understanding of what constitutes SA between the Coast Guard and port stakeholders. As a result, actions or observed events that could be classified as SA by security personnel are not reliably reported to the NRC.

In an effort to clarify the identification and reporting of SA, the COTP Sector Jacksonville, working with port partners, released a Public Security Information Bulletin regarding Suspicious Activity and reporting procedures. A Suspicious Activity is defined as any observable activity, behavior(s), or conditions that a reasonable prudent person would consider

out of the ordinary for the environment in which the activity occurs or that appears unusual based on immediate facts and circumstances or an activity occurs or that appears unusual based on immediate facts and circumstances or an activity that may result in a TSI. SA may include unfamiliar persons in areas that are restricted to regular employees and unusual behavioral patterns such as not responding to verbal commands.

Responding to reports of SA provides Sector Jacksonville the opportunity to identify and analyze suspicious trends that may provide an identification or warning prior to potentially subversive acts against the Marine Transportation System. For example, Sector Jacksonville, received intermittent reports of ammunition being found during luggage screening at cruise terminals in 2011. Since discussions with port partners with regard to including the discovery of ammunition in luggage as SA, there has been a consistent process and an increase of these reports.

The accurate documentation of SA reports contributes to the understanding of possible adversarial techniques, tactics, and procedures for circumventing security measures. Through the combined efforts to clarify

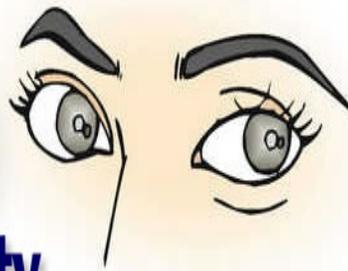
SA between the Coast Guard and local maritime exchange, Sector Jacksonville has seen a marked impact in reports to the NRC. In comparison to 2012, Sector Jacksonville has noted a 25% decrease in breaches of security for the year. Meanwhile, SA reports have increased by 100%, totaling 24 notifications to date. As we strive to maintain the safety and security within our ports, forming a synergistic bond with port stakeholders and their own initiatives will continue to prove to be the most effective measure.



**Report**

**SUSPICIOUS**

**Activity**



# Security Specialist Training Update

By: LCDR Dwayne Meekins

In the April issue of Waves on the Waterfront, we included a section on the array of responsibilities bestowed upon PSSs and the need to provide training for them. While often referred to as PSSs, the official title is Security Specialist – Port or Security Specialist – Port Recovery.

I sincerely appreciate the feedback & input we received as a result of that article. It is valuable and has helped us ensure the PSS program is on the right track. Since April, CG-FAC has established a workgroup to complete what FORCECOM refers to as the Performance Support System. The workgroup consists of Security Specialists – Port and Security Specialists – Port Recovery from both LANT & PAC Areas, Districts & Areas are also represented and the workgroup is rounded out by CG-PSA and FORCECOM. The Performance Support System attempts to address all aspects of work life from the space one physically works in to the training one receives and everything in between.

We are attempting to put the best possible program together so we went back to the basics. We started with 33CFR103 which details what skills are required of persons (PSSs) involved in AMS assessments. We captured those skills in what will be an updated position description (PD) and will link the training program to the PD. Considering PSSs do not rotate and we don't have a new crop coming in annually, FORCECOM is working with us to help determine and establish a training program for a workforce that has irregular (wrt frequency), but definite, training needs.

Next, is getting the Security Specialist – Port PD approved and then updating the PD for Security Specialist – Port Recovery to ensure it is also linked to the regulations. Providing more and better programmatic guidance for Security Specialists and their leadership should help alleviate some of the confusion and uncertainty related to job tasking.

Should you have Performance Support System concerns, please contact your Area rep (Joe Couch – LANT, Jeff Seifried – PAC) and please include your District rep on any communications. The Area reps will gladly share your feedback/ concerns with the Workgroup.

## Industry Training Opportunities

Interested in Industry Training? Coast Guard members can search “Industry Training” on CGPortal for all the necessary information. Industry partners interested in sponsoring a Coast Guard member for industry training, can explore future training possibilities with CG-7411 by calling (202) 372-2366.

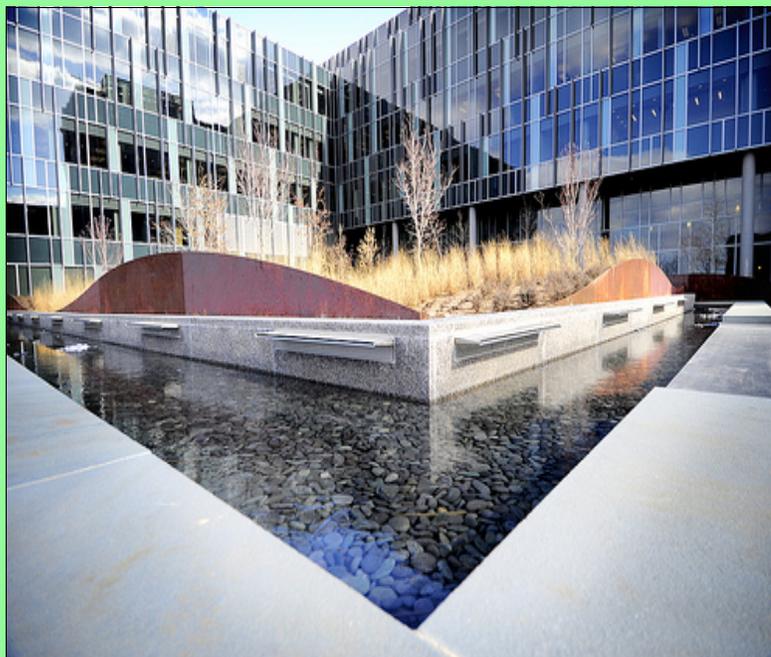
For information specifically related to the Port Safety and Security Industry Training program, please contact LCDR Kevin Floyd at (202) 372-1132 or at [Kevin.D.Floyd@uscg.mil](mailto:Kevin.D.Floyd@uscg.mil), or LCDR Darwin Jensen (202) 372-1130 or [Darwin.A.Jensen@uscg.mil](mailto:Darwin.A.Jensen@uscg.mil).



# As a reminder, we have moved...

CG-FAC relocated to the new Coast Guard Headquarters at the St. Elizabeth's campus in early September 2013.

Our address has changed, but our phone numbers remain the same.



## Our new mailing address:

**COMMANDANT (CG-FAC)  
ATTN: (Insert NAME/TITLE)  
US COAST GUARD STOP 7501  
2703 MARTIN LUTHER KING JR AVE SE  
WASHINGTON DC 20593-7501**

## SAFETY FIRST

When traveling to Coast Guard Headquarters, or any location, drive safely, and take extra precautions during the winter and holiday season.

Check out our new safety information [here](#).

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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>