



BRAVO ZULU!

MSU Savannah expertly documented a TWIC confiscation. While conducting a facility patrol at a local facility in Brunswick, GA, MSU personnel confiscated a TWIC from one of the facility employees due to it missing the security chip. See MISLE Activity #4689804 as an example of excellent casework! Additionally, the MSU confiscated several TWICs during a Multi Agency Strike Force Operation (MASFO) on 21 August 2013.

SPECIAL ANNOUNCEMENT

The Office of Port and Facility Compliance (CG-FAC) is continually seeking opportunities and means for enhancing Facility Inspectors' continued growth and proficiency. With that goal in mind, FAC is developing a list of non-Coast Guard training (resident & online) specifically pertaining to Facility Inspector skill sets. If you have any course suggestions, please email MSTC Kevin Collins at Kevin.W.Collins@uscg.mil with the name of the course, a short description of the course and website if applicable.

Waves on the Waterfront

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

Volume 2
Issue 1

October 2013

Last month CG-FAC moved from the old "Transpoint" building to our new Headquarters, the Douglas A. Munro building on the St. Elizabeth's campus. While I'm still having trouble finding my office each morning, the CG-FAC crew and friends never missed a beat, as you'll see by the articles in this exciting edition of *Waves on the Waterfront*.

While our building honors one Coast Guard hero, CG-FAC has developed an award program to honor another, Admiral Richard Bennis, who was Captain of the Port of New York during 9-11. The purpose of the Bennis award is to encourage and recognize organizations that develop a true culture of security. Read more on page 6. Because the success of any award program depends on the number of applicants, I ask you to advertise the Bennis Award aggressively with your AMSC members, facility operators, and other port partners.

Speaking of New York, we are now coming up on the 1 year anniversary of Super Storm Sandy, which caused such destruction in the Port of New York and New Jersey, and surrounding areas. Coast Guard facility inspectors were a big part of the response and recovery effort. Shortly after the storm CG-FAC sent out some lessons learned. This is a good opportunity to review those again, so click [here](#) to see that summary and look for ways to help your port prepare.

I also point out the great article on industry training by LT Eric Nielson. Officers and enlisted members are eligible for the program, and I encourage facility inspectors to apply. I encourage facility inspectors to set up local, short term programs where Coast Guard personnel can spend a few days to a week working at a facility. This can be as part of their qualification process, or as a way for newly assigned personnel to learn about the port. Most industry personnel that I speak with go out of their way to say that they would welcome such an opportunity, so don't be shy about asking. LCDR Kevin Floyd or LCDR Darwin Jensen here at CG-FAC can help you set up a program.

Thank you all for your hard work and dedication 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

Your Role in Securing our Nation's Chemicals

LCDR Connie Braesch, Coast Guard Detailee
Infrastructure Security Compliance Division NPPD
Office of Infrastructure Protection Department of Homeland Security

The American public is all too familiar with the importance of securing our nation's chemicals. Not only can certain chemicals be hazardous if handled improperly, they can also be attractive targets for those looking to cause harm. If stolen, diverted, released or targeted, some chemicals can cause significant loss of life and damage to our nation's infrastructure and economy.

The Coast Guard secures maritime chemical assets under the Maritime Transportation Security Act (MTSA) authority, requiring facilities and vessels to have security plans in place for protect against threats and risks. However, MTSA is focused on ports, waterways and coastal areas and does not cover the entire nation's chemical footprint. This is where Chemical Facility Anti-Terrorism Standards (CFATS), a program administered by another part of the Department of Homeland Security, enter the homeland security arena.

CFATS applies to any facility - anywhere in the United States - that manufactures, uses, stores or distributes certain chemicals at or above a specified quantity. Like MTSA facilities, CFATS facilities are required to develop Site Security Plans (SSPs) or Alternative Security Programs (ASPs) that meet certain government requirements.

Although MTSA-regulated facilities are exempt from CFATS, it is important to have an interagency understanding of shared interests, including where programs overlap, identification of possible gaps in security requirements, and how CFATS and MTSA inspectors can work together and share information.

At the headquarters level, a CFATS-MTSA Harmonization Working Group is working to minimize burdens on industry, analyze security requirements under both programs, facilitate information sharing between the agencies, and develop joint guidelines and directives where appropriate.

At the field level, here are some things you can do to make our nation more secure:

1. Raise awareness of the CFATS rule by sharing information with chemical facilities, state/local authorities, and first responders.
2. Get to know your local CFATS inspectors and work together to better understand the chemical holdings in your regions.
3. When onsite at MTSA regulated facilities, be vigilant for chemicals of interest that may not be secure or within the boundaries of the MTSA secure area. Bring these to the attention of the facility owner.

For additional information on the CFATS program, please visit www.dhs.gov/chemicalsecurity, or email CFATS@dhs.gov. To report a possible security concern involving compliance with the CFATS regulation, call the Tip Line at 877-394-4347 (877-FYI 4 DHS).

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Improving the Nation's Chemical Security Program Statistics as of September 1, 2013

More than 44,000
preliminary assessments
were reviewed by DHS
from facilities with
chemicals of interest

4,275 facilities are
currently covered by CFATS

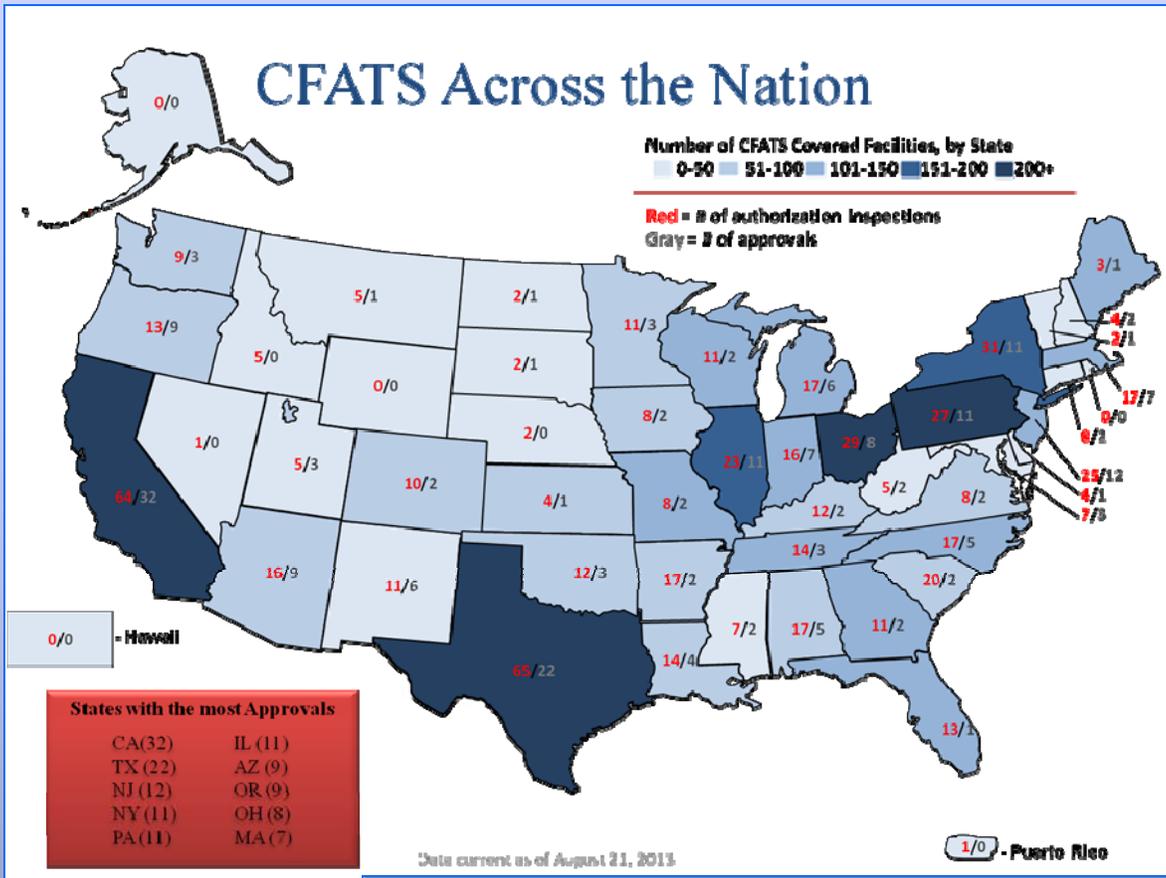
More than 3,000 facilities
voluntarily removed,
reduced, or modified their
holdings of chemicals of
interest

1320 visits to assist
facilities with compliance

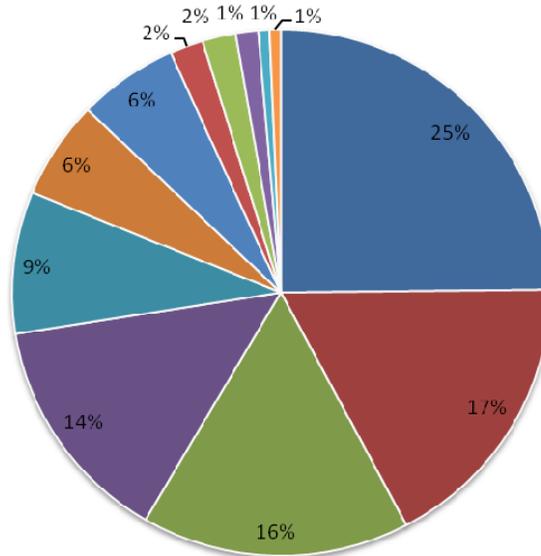
693 Security Plans
authorized

253 Security Plans
approved following an on-
site inspection

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Facilities with an Approved SSP or ASP



- Semi-conductor Manufacturing, 25%
- Chemical Manufacturing, 17%
- Non-chemical Manufacturing, 16%
- Chemical Distribution, 14%
- Research and Development, 9%
- Industrial Gas Plant, 6%
- Chemical Manufacturing and Distribution, 6%
- Pest Control, 2%
- Pharmaceutical Manufacturing, 2%
- Waste Management, 1%
- Food Processing, 1%
- University, 1%

Q&A from the Facility Inspectors Survey

MSTC Kevin Collins

Question: Is a facility that handles petroleum (pet) coke considered to be a designated waterfront facility per 33 CFR 126?

Answer: Yes, a facility that handles petroleum coke is considered to be a designated waterfront facility under 33 CFR 126 because of the cross-reference between §126.13 and §126.15.

Background & Analysis:

Part 126 sets forth regulations dealing with dangerous cargo at waterfront facilities. Specifically, § 126.13(a) states that, “[w]aterfront facilities which fulfill the conditions required in §126.15 . . . , and only such waterfront facilities are designated for the handling, storing, loading, discharging, or transporting of dangerous cargo. . . .”

The term “dangerous cargo” is defined in §126.3 as, “all hazardous materials . . . and all cargo listed in 46 CFR part 148.” Table 148.10 in 46 CFR 148 contains an entry for Petroleum Coke calcined or uncalcined at $> 55^{\circ}$.

Section 126.15(a), as referenced in §126.13 states that, “all designated waterfront facilities must meet the following” and then lays out applicable conditions. However, while the definition of *Dangerous Cargo* under 33 CFR 126.3 includes a citation to 46 CFR 148, the definition of *Designated waterfront facility* under §126.3 does not. Understandably, this creates confusion as to whether or not a facility handling petroleum coke is a designated waterfront facility.

Section §126.13 states that *only* those waterfront facilities that fulfill the conditions in §126.15 may handle dangerous cargo. The definition of dangerous cargo includes cargo listed in 46 CFR 148, which includes petroleum coke. Because §126.13 places a condition that those facilities handling dangerous cargo must fulfill §126.15, the regulations in that section apply to facilities handling petroleum coke.

Although the definition of designated waterfront facility does not include cargo listed in 46 CFR 148, it is clear that the drafters’ intent was to include facilities handling cargo listed in that part as designated waterfront facilities. This is evident because facilities handling dangerous cargo are required to meet the requirements of §126.15, which pertain to requirements placed on designated waterfront facilities. Designated waterfront facilities are the only facilities discussed in this section and there is no other category a facility handling petroleum coke could fit within.

Therefore, the direct relationship between the requirements of a designated waterfront facility and the handling of dangerous cargo gives the Coast Guard the ability to regulate facilities handling petroleum coke as designated waterfront facilities. Additionally, the relationship between §126.15 and §126.13 illustrates that it was intended that materials in 46 CFR 148 were to be regulated as designated waterfront facilities.



CITAT - National Defense Transportation Association (NDTA)

Award Winner

CDR Jeff Morgan

Congratulations to the Container Inspection Training and Assistance Team (CITAT) for receiving the National Defense Transportation Association (NDTA) Military Unit Award for outstanding accomplishments during 2012. RADM Rabago, the Assistant Commandant for Engineering and Logistics Assistance recently made the announcement in ALCOAST 394/13.



This prestigious award recognizes military units for excellence in movement of equipment and enhancing mission performance. The NDTA award selection highlights the excellent logistical support for maintaining readiness in a high intensity, joint service arena demonstrating exceptional operational accomplishments and dedication. During this period, CITAT provided outstanding service through container inspection training, multi agency strike force operation support, industry outreach and education seminars, distribution of inspection supplies and Department of Defense hazardous material transportation training and support. The members of CITAT consistently demonstrated a high degree of professionalism, expertise, and dedication to duty. CITAT was selected over several very competitive packages received from a variety of units highlighting many successes throughout the Coast Guard.

While 2012 was an outstanding and busy year for CITAT, they have provided exceptional service since their creation in 1994. That year, the Coast Guard initiated the Container Inspection Program to inspect and regulate maritime shipments of containerized hazardous materials. CITAT was formed to set a uniform standard of inspection practices and train new inspectors. The Coast Guard co-located this new training unit with the Department of Transportation's Safety Institute at the Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma. This provided a central location for experts and instructors in all modes of hazardous materials transportation to work together and share information. In 2001, the Coast Guard recognized the need to supplement the in-house Explosive Handling Supervisor (EHS) course taught at TRACEN Yorktown, and CITAT expanded their mission to provide an exportable EHS course for units that oversee explosive load outs.

Today, CITAT provides Coast Guard Sectors and port partners with a multitude of services including: Container Inspection training, Explosive Load Out training, MASFO (Multi-Agency Strike Force Operations) support, Industry Outreach and Education seminars, Inspection supplies (forms and seals), Hazmat transportation advice and assistance and DOD movement inspection support.

If you want to learn more about the services they offer or if you are interested in future assignments with CITAT, feel free to call them at (405) 954-8985 or send an email to CGI-PF-CITAT_MSG@uscg.mil.

Globally Waterfront/Port Facility Inspection Program
(Summary of USCG/EC MOU)
LT Callan Fless, CG-FAC-2

“The layered approach to security... begins in foreign ports where the Coast Guard conducts foreign port assessments, leveraging the International Port Security Program, to assess effectiveness of port security and antiterrorism measures.” Admiral Papp, United States Coast Guard (USCG) Commandant, June 2011.



These words are the guiding force to the creation of a Memorandum of Understanding (MOU) between the USCG and the European Commission – Directorate General for Mobility and Transport (DG MOVE), signed 27 September 2012 and currently being implemented. Included are initial reciprocal facility inspections in member countries to ensure a variety of factors are met and will continue to be met for the foreseeable future. These endeavors will allow facility inspections from US and Europe to turn focus to the other ports of interest that do not currently receive concentrated efforts of inspections and partnership building to ensure a safer global economy through seamless movement of goods.

"DG MOVE" is considered to be the Maritime Security Unit within the Directorate General for Transport of the European Commission in charge of developing port and port facilities security policy and of monitoring the implementation of the EU legislation on Maritime Security by the Member States through inspection activities.

Desiring, acknowledging, and sharing are just some of the verbs starting the paragraphs that explain the need that this MOU is filling between two large players in global commerce, US Coast Guard and DG MOVE. Written into the MOU, the desire to promote a strengthened and harmonized international maritime security system, acknowledge the Convention of Safety of Life at Sea, sharing the common goal to counter international unlawful acts, affirming the need to share security information while protecting it, recognize the differences between European Commission Regulation No 725/2004 and the Maritime Transportation Security Act of the US are the areas of needed focus to make certain that the US and European waterfront/ports are maintained to such a level as to satisfy both parties involved and warrant reduced oversight.

Along with the MOU, a Working Methodology was drafted for undertaking the biannual desktop examinations (an activity with the participation of duly appointed representatives of USCG and DG MOVE which validates that the compliance processes have been developed in the respective territories of the EU Member States and of the US to provide an adequate basis to determine the level of ISPS Code compliance of ports and port facilities) pursuant to the MOU. The document is broken down into 13 sections: Background, Purpose, Objectives, Definitions, Policy Guidance Information – Inspection Result Exchange, Inspection Process Awareness, Planning of Desktop Examinations, Preparation of Desktop Examinations, Desktop Examination Process, Sharing of Findings and Conclusions of Desktop Examinations, Major Non Conformities, Sensitive Information, and Review. The document further breaks down needed processes in sections 5 to 12 in regards to prior to desktop examinations, during the desktop examinations, post examinations, with added direction on the topics of major nonconformities, handling of sensitive information, and overall program review guide/time lines.

The general intent is to minimize the administration burden, increase exchange of information, maximize the efficient use of resources, while freeing up available resources to redirect enhancement of global maritime security in other places not currently being inspected.

REAR ADMIRAL RICHARD E. BENNIS AWARDS FOR EXCELLENCE IN MARITIME SECURITY

LCDR Kevin Floyd



The Coast Guard is proud to introduce the Rear Admiral Richard E. Bennis Awards for Excellence in Maritime Security. This bi-annual award serves to highlight and recognize outstanding achievements and contributions of the maritime community with regards to implementation of Maritime Transportation Security Act (MTSA) requirements and other maritime security best practices in safeguarding our nation's maritime transportation system. Our intent is to recognize and encourage organizations demonstrating a true comprehensive culture of security. In addition, the award serves as a tool to encourage organizations to assess their overall security program to identify strengths and weaknesses, seek creative solutions for addressing known risks, build a system of continuous improvement, and share best practices that would benefit similar organizations.

The Rear Admiral Richard E. Bennis award honors an outstanding Coast Guard leader who embodied our Core Values and demonstrated an exceptional commitment to the security of the United States and the marine transportation system. The late Rear Admiral Bennis began his career in 1972 as a graduate of the University of Rhode Island. He went on to serve as Captain of the Port Charleston, South Carolina, and Hampton Roads, Virginia. On September 11, 2001, while serving as Captain of the Port New York, Rear Admiral Bennis organized the extraordinary waterborne evacuation of nearly 500,000 people from lower Manhattan after the terrorist attacks on the World Trade Center. Rear Admiral Bennis served honorably in the Coast Guard for 30 years until his retirement in 2002.

AWARD ELIGIBILITY

Any marine transportation related organization owning, operating, or otherwise managing vessels, waterfront facilities, fleeting areas, or other entity engaged in maritime operations subject to Coast Guard maritime security regulations is eligible as an award applicant within one of the following categories:

- Port Authority of the Year: Geographically located within the United States and engaged in maritime operations.
- Company of the Year: Offices geographically located within the United States, at least 25% of fleet called a U.S. port at least once during the award period, and/or at least 25% of its MTSA regulated facilities geographically located within the United States.
- Facility of the Year: Geographically located within the United States and regulated under MTSA.

AWARD CATEGORIES

- Port Authority of the Year
- Company of the Year - Large Business: 50 or more employees
- Company of the Year - Small Business: 49 or fewer employees
- Facility of the Year - Large Business: 50 or more employees
- Facility of the Year - Small Business: 49 or fewer employees

CRITERIA

Applications will be evaluated on the following categories, in no particular order:

- Partnerships: How the organization leads, develops, promotes and/or engages in maritime leadership and partnership activities to enhance Maritime Domain Awareness and share information with local, state, and federal agencies and other commercial entities. Additionally, the organization's ability and efforts to promote supply chain security and contribute to an integrated security system with its customers, vendors, and suppliers may be considered. Examples of this include, but are not limited to, participation with the Area Maritime Security Committees, agreements with local response and law enforcement organizations, sharing of best practices with other port operators, and incorporating security into contracts with suppliers, service providers, and other business partners.

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- **People:** How the organization instills a “culture of security” with employees throughout all levels of the organization. In other words, how the organization ensures employees understand the security policies, appreciate their role in the overall security of the facility and incorporate that into their everyday responsibilities. Examples of this include, but are not limited to, training programs for security and non-security related personnel, participation in professional security certification programs, drill and exercise programs, and review of procedures and policies following any incidents.
- **Process:** How the organization develops, manages, implements the plans, policies and procedures related to security. This also includes an organization’s ability to respond to changing conditions and continuously evaluate and measure the effectiveness of their security program and respond appropriately. Examples of this include, but are not limited to, quality management programs, 3rd party audits, use of industry standards or guidelines and adapting to and incorporating new government regulations and policies.
- **Physical Security:** This category considers factors such as the organization’s innovation, initiative, and integration of physical security measures to meet specific security objectives and address identified vulnerabilities. Examples of this include, but are not limited to, effective use of fencing, cameras, alarms, TWIC, and other physical security measures designed to safeguard personnel, prevent unauthorized access to equipment, installations, material and documents and to safeguard them against terrorism, espionage, sabotage, damage and theft.
- **Other Security Activities:** This category takes into consideration the spectrum and scope of different security requirements appropriate for the various marine transportation related facilities regulated under MTSA that may not be captured within the other categories. These include but are not limited to such topics as: information and cyber security, promoting seafarers access, balancing security with employee/customer privacy, anti-piracy efforts, and port/facility resiliency and recovery capabilities.

APPLICATION PROCEDURES

- Applications are submitted via web-based format through Homeport.
- Applications are limited to 30 pages to include all enclosures/attachments.
- Applicants unable to submit via Homeport may request an application form and submit their application via mail to Commandant (CG-FAC).
- The bi-annual awards period will begin on January 1st of an even year and will end two years later on December 31st of the following odd year. For example January 1, 2014 – December 31, 2015.
- The Award Selection Panel will convene in February following the completion of the awards period.
- Application schedule will be promulgated and advertised via separate correspondence or via Homeport.

SELECTION PANEL

Panel members will consist of personnel from:

- U.S. Coast Guard
- Dept of Homeland Security
- Dept of Transportation
- And other security professionals

If you have any questions, or comments please contact the program coordinator, Mr. Ryan Owens at (202) 372-1108 or at Ryan.F.Owens@uscg.mil.

Alert and Warning System Enterprise (AWS-E)

The CG's New Internal Mass Notification System

Mr. Ryan Owens

The CG's new internal mass notification system is the Alert and Warning System Enterprise (AWS-E). While the AWS-E is the same software as the current AWS Port Partners (AWS-PP), the major difference is who the receives the alert notifications. AWS-PP is used to notify persons external to the Coast Guard, whereas AWS-E is used exclusively to alert Coast Guard members. AWS is a co-sponsored system by CG-FAC and CG-1B. Additionally, an AWS COMDTINST will be published soon and will encompass details for both AWS-PP and AWS-E. The recently released ALCOAST 418/13 provided the following information:

Background: The Alert Warning System (AWS) is a mass notification system currently used by multiple DOD and DHS agencies. The Coast Guard acquired AWS in 2009 to use in a limited capacity as a means to transmit maritime security (MARSEC) notifications and receive confirmations from maritime security partners, as required by the Maritime Transportation Security Act of 2002. The Coast Guard refers to this use of AWS as AWS-Port Partner (AWS-PP).

Future: ALCOAST 380/13 announced the deactivation of the Emergency Notification System (ENS). AWS is the planned replacement and enables authorized operators to rapidly disseminate targeted alerts to end users using various means (Email, Text Messaging, Phone, Text-To-Voice, Pager, and Fax). The Coast Guard refers to this use of AWS as AWS-Enterprise (AWS-E). AWS-E will provide commands the ability to notify their workforce of event-oriented information, such as unit closures, weather information, active threats, etc.

Funding: There is no cost imposed on the field for deployment or use of AWS-E.

System Guidance: Specific policy for the use of AWS will be provided via separate correspondence and will include both AWS-E and AWS-PP guidance. All AWS-PP users shall continue to adhere to the guidance outlined within COMDT (CG-544) Memo 16601 of 14 Feb 2012, Guidelines for use of Alert and Warning System (AWS)

System Training: Unit designated AWS Alert Officers will be trained during the AWS-E implementation. Training of civilians covered by a bargaining agreement is on hold until the completion of any labor obligations. The AWS-ENTERPRISE (AWS-E) TRAINING PLAN outlines the specific AWS-E training schedule and can be found on the AWS-Enterprise CGPORTAL site at <https://cgportal2.uscg.mil/communities/aws/AWSEnterprise>.

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Other Mass Notification Systems: AWS-E will serve as the official notification system of record and shall replace all other mass notification systems. The use of other mass notification systems may violate security protocol and fail to protect Personally Identifiable Information. Coast Guard units shall only use the accredited AWS-E application. The Coast Guard also employs AWS as the alert notification engine within the Coast Guard Personnel Accountability and Assessment System (CGPAAS). CGPAAS is the Coast Guard's primary tool for personnel accountability. Unlike CGPAAS, AWS-E will be used for internal mass notification of Coast Guard members and employees.

Alert and Warning System Enterprise (AWS-E) (Continued)

Questions: ENS disposal questions or comments should be directed to Ms. Maureen Scully, COMDT (CG-761), (202) 372-2649, or maureen.b.scully (at) uscg.mil.

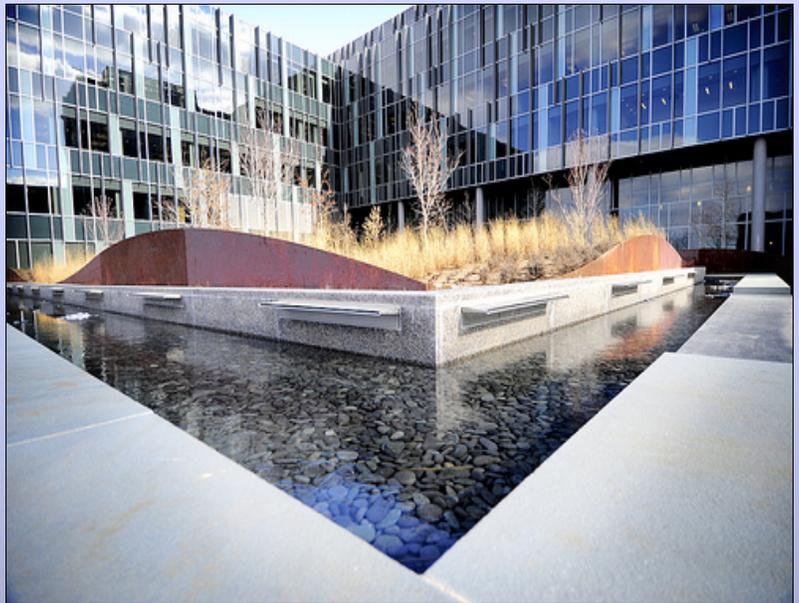
CGPAAS and AWS-E questions or comments should be directed to LCDR Zachary Ford, COMDT (CG-1B), (202) 475-5017, or zachary.r.ford (at) uscg.mil 9.

AWS-PP questions or comments should be directed to Mr. Ryan Owens, COMDT (CG-FAC), (202) 372-1108, or ryan.f.owens (at) uscg.mil

We've 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**

The Importance and Value of Marine Industry Training

LT Eric Nielsen

Port Safety and Security Industry Training Program – Summer 2013

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 1 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.

Industry Training History and Opportunities

There is a rich history of collaboration between the Coast Guard and the maritime industry. Following World War II, the Coast Guard permanently assumed the duties and responsibilities of the Bureau of Marine Inspection and Navigation, marking the first time that all functions of maritime safety fell under one federal agency. Subsequently, the Coast Guard established the Industry Training Program in 1948 to further enhance merchant marine safety efforts. Today, Title 14 U.S. Code § 59 mandates the Coast Guard Marine Industry Training Program, whereby employees may be assigned to a private entity to further the institutional interests of the Coast Guard with regard to marine safety.

Coast Guard Headquarters Office of Shore Forces (CG-741) administers the program through internships with maritime industries, organizations, and associations. The program is similar to participating in a fast-track junior executive training program, where trainees focus on Port Safety/Security Industry Training (PSSIT); Marine Environmental Protection (MEPIT); Investigations (IIT); and Merchant Marine (MMIT) issues. Industry training is conducted in conjunction with a Permanent Change of Station and is considered “Duty Under Instruction.” Twelve junior officers conduct industry training each year; each sub-program is normally allotted one 1-year training allowance billet and two 4-6 month training billets.

This past summer, I participated in PSSIT, in which I worked at the American Petroleum Institute (API) in Washington, DC and the Delaware Bay and River Cooperative (DBRC). In addition to building relationships with numerous industry partners, I polished my understanding of the collective efforts to strengthen marine contingency planning.

Industry Involvement in Strategic Planning

API is the largest oil and natural gas industry trade association, representing over 500 production, refining, distribution, and service companies. While at API, I learned the importance and value of industry trade associations. In the wake of Hurricane Sandy, API led the “whole community” effort to develop the National Response Framework (NRF) Emergency Support Function (ESF) #12 – Energy Annex information flow and process model. This model (Figure 1), and the supporting Oil and Natural Gas (ONG) Industry Emergency Preparedness and Response Handbook, educate and bolster efficient and effective communication and response amongst government regulators, public communities, and other stakeholders before, during and after any incident.

The National Preparedness System, National Response Framework, and the Incident Command System provide the frameworks and processes that should be utilized by all stakeholders in responding to any event. ESF’s are comprised of 15 essential services needed during incidents, and support the frameworks by providing the structure for coordinating resources and capabilities across public and private infrastructure. As evidenced by the response to Hurricane Sandy, the frameworks and processes are just that – processes. To be most effective, users must understand how the critical elements of each ESF interface. Effective response requires the most efficient delivery of resources and information to ensure populations are secured and that essential services are provided in a timely manner.

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The strategic focus of response and recovery efforts following Hurricane Sandy should have been the critical elements of the ONG supply chain, as opposed to the 3,500+ individual point-of-sale locations in the greater tri-state area.

API seized the opportunity to improve future ESF #12 response by increasing educational outreach efforts of the oil and natural gas supply chain (Figure 2). As part of the Marine Industry Training Program, one of my projects was to work with interagency partners to determine the essential infrastructure assessment considerations, government/industry response actions, government/industry critical information requirements, and potential government regulation waivers. This information was integrated into clear and succinct flow charts which will be utilized by key decision-makers during future responses.

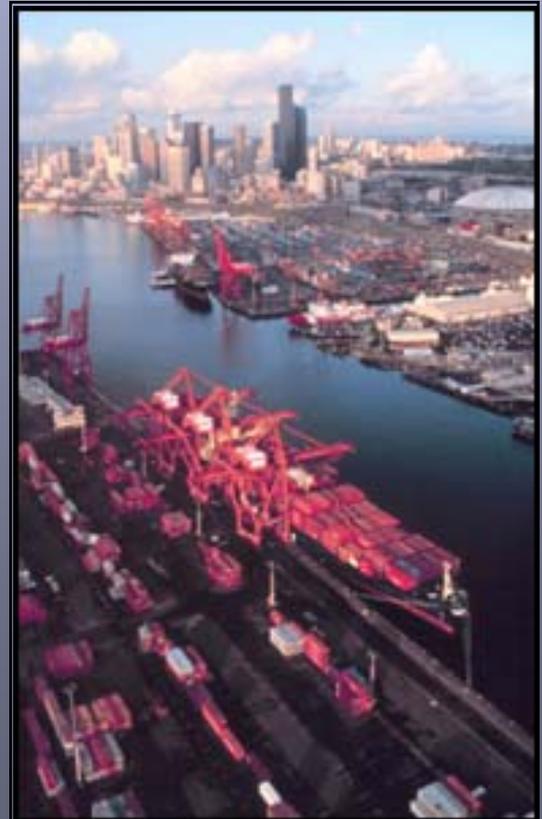
API did not create these tools in a vacuum; a collaborative and iterative development process was utilized, where government regulators and ONG industry partners developed and refined these products over several months. Government participants included: White House National Security Staff; Department of Energy and Energy Information Agency; Department of Homeland Security Office of Infrastructure Protection, Federal Emergency Management Agency and U.S. Coast Guard; Department of Interior and Bureau of Safety and Environmental Enforcement (BSEE); Department of Transportation; and Environmental Protection Agency. Oil and Natural Gas Industry participants included: International Liquid Terminals Association (ILTA); Petroleum Marketers Association of America (PMAA); Interstate Natural Gas Association of America (INGAA); American Fuel and Petrochemical Manufacturers (AFPM); Sigma; and others.

The efforts of the interagency and industry working group were presented to the President at the 2013 Hurricane Season Briefing. The White House subsequently recommended that the ESF #12 information flow model (Figure 1) be utilized as a foundation to design information flow models across all 15 ESFs. Further information on this effort and other API information can be found at www.api.org.

Industry Involvement in Operational Planning

Upon completion of my time at API in early July, I transitioned to DBRC. There, I further refined my understanding of the oil and natural gas industry and came to fully appreciate the efforts of oil spill response organizations. The DBRC is a not-for-profit corporation formed in 1977. As a prominent member of the Sector Delaware Bay Area Committee, DBRC plans for and responds to oil discharges and hazardous substance releases in the Delaware River, Delaware Bay and the surrounding Atlantic Ocean.

Area committees are comprised of federal, state, local, non-governmental organizations, private-sector industry and community members. U.S. Coast Guard and Environmental Protection Agency representatives serve as Federal On-Scene Coordinators (FOSC), managing all pollution and hazardous substance response activities throughout the United States. Following amendments to the Federal Water Pollution Control Act (FWPCA), area committees are charged with maintaining area contingency plans (ACP) that provide guidance to prevent, mitigate and remove worst case discharges from vessels, offshore, and onshore facilities. DBRC's intimate knowledge of environmentally sensitive areas and oil spill response planning laid the foundation for the Sector Delaware Bay ACP. This plan not only drives efficient and effective response to events such as the M/T ATHOS 1 oil spill, it also enables coordinated prevention,



response and recovery efforts for all contingencies. Incorporating the refined ESF coordination strategies into operational and tactical plans (such as the Sector Delaware Bay ACP) will prove to be invaluable during future multi-faceted incidents like Hurricane Sandy.

Historically, over 1 million barrels of crude oil have been imported via the Delaware Bay and River each day. Today, the port also serves as a key ONG export conduit because of its geographic location, existing ONG infrastructure, and access to shale oil and natural gas. As world ONG markets continue to shift, response plans must also adapt to changing economic and environmental conditions. My primary and ongoing project at DBRC has been to identify and transition the geographic response plans and booming strategies contained within the ACP to into an accessible computer-based platform. Identified options must be accessible to all port partners and remain usable during all contingency events, including mandatory evacuations, power, and internet outages. Utilizing an interactive geographic information system (GIS) that is functional on multiple platforms, such as Environmental Systems Research Institute's (Ersi) ArcGIS, Google Earth, or the National Oceanic and Atmospheric Administration's (NOAA) Environmental Response Management Application (ERMA), will ensure the ACP remains dynamic, relevant and useful during all types of events. The Sector Delaware Bay ACP and further information on DBRC can be found at www.dbrcinc.org.

The Value of Industry Training

As I gained detailed port and business knowledge by visiting and learning from numerous port partners, I connected the strategic, operational and tactical level interdependencies amongst communities, industry and government. The visited organizations include: Pilots Association and Mariners Advisory Committee for the Bay and River Delaware; Maritime Exchange for the Delaware River and Bay; Philadelphia Regional Port Authority; South Jersey Port Corporation; Gallagher Marine Systems; Atlantic Logistics; Kinder Morgan; Vane Brothers; NuStar Asphalt; PBF Energy; Monroe Energy; Sunoco Logistics; Overseas Shipholding Group; Philadelphia Energy Solutions; Tri-State Bird Rescue and Research; Marine Spill Response Corporation; Miller Environmental Group, among others. Only after detailed exposure to these organizations did I fully understand the importance of oil spill response strategies and contingency plans such as the ACP.

The Coast Guard Marine Industry Training Program is an invaluable opportunity for both CG and industry participants. As I settle into my new billet as Sector Delaware Bay's Marine Environmental Response Branch Chief, the relationships that I have built and the knowledge I have gained during industry training are already paying dividends. Sustained Coast Guard and maritime industry participation and collaboration through the industry training program will further enable sensible regulation and maritime safety for years to come.



Interested Coast Guard applicants can find detailed information by searching industry training on CGPortal. Interested industry sponsors 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.

Spotlighting Alternative Security Program (ASP) Sponsoring Organizations

By Betty McMenemy



North American Export Grain Association (NAEGA)

U.S. export grain marketing is essentially a private sector system; with the exception of humanitarian food aid, the U.S. Government does not directly engage in the day-to-day marketing of grain and oilseeds. Grain and oilseeds are sold by competing private-sector merchants using predominately private facilities.

As much as one third of all grain produced in the U.S. moves into export. In 2003 approximately \$20 billion worth of grains and oilseeds were exported from the United States via this system. It is expected that over 100 million metric tons, of primarily US corn, soybeans and wheat, were handled by the US grain export system in the calendar year 2003. Annual volumes and value vary widely based on pricing, currency values, US market access, and global supply and demand for the commodities produced in the United States.

Members of the National Grain and Feed Association (NGFA) also utilize the NAEGA ASP.

As of May 4, 2011, eight (8) NGFA member companies had implemented this ASP and fourteen (14) NAEGA member facilities were operating under this security program. Cargill, General Mills, and ADM are examples of companies who are ASP-using members.

Currently, NAEGA has been experiencing issues with exporting grain into Iran. Although sanctions are in place, food and medical supplies are not included. However, NAEGA indicated that they still face interesting challenges.

Located in Washington, DC

Offshore Marine Service Association (OMSA)



The Offshore Marine Service Association is the national trade association for vessels serving the offshore energy sector. OMSA represents more than 250 member companies, including over 100 firms that own and operate marine service vessels. These sophisticated vessels connect America with its offshore energy resources, providing every pipe, wrench, computer, barrel of fuel, and gallon of drinking water to rigs and platforms, as well as transporting tens of thousands of workers to

and from the facilities. This critical flow of personnel and supplies keeps the heart of America's energy industry pumping around the clock.

The OMSA alternative security program provides a security regimen for approximately 350 offshore service vessels. OMSA has been an industry partner with the Coast Guard since December of 2003 when their first ASP was approved by Commandant.

OMSA also has an international VSP available for use by members whose vessels go on international voyages. As with the AWO IVSP, it is pre-vetted by the Coast Guard assuring a quick turnaround time for approval.

OMSA now has two ASPs after submitting a barge security program which was approved in April of 2012.

Located in New Orleans, LA

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.

Office of Port and Facilities Compliance Contact List

Office Chief

Captain Andrew Tucci 202 372-1080

Domestic Ports (CG-FAC-1)

CDR Nicholas Wong 202-372-1107

Port Risk Analysis (EHC Security & PSS Training)

LCDR Dwayne Meekins 202-372-1109

Mr. Robert Reimann 202-372-1146

LTJG Charlie Sinks 202-372-1143

Area Maritime Security (AMSCs & NMSAC)

Mr. Ryan Owens 202-372-1108

LTJG Cale Cooper 202-372-1166

Critical Infrastructure (MTSR & Cyber Security)

LCDR Ulysses Mullins 202-372-1106

LT Vignette Kaltsas 202-372-1116

Mr. Rogers Henderson 202-372-1105

Cargo and Facilities (CG-FAC-2)

CDR Jeff Morgan 202-372-1171

Mr. Jim Bull 202-372-1144

Facility Safety (explosive handling, containers, COAs)

LCDR Darwin Jenson 202-372-1130

LT Mike St. Louis 202-372-1114

MSTC Kevin Collins 202-372-1127

Mr. David Condino 202-372-1145

Facility Security (MTSA)

LCDR Kevin Floyd 202-372-1132

LT Russell Amacher 202-372-1131

Mr. Casey Johnson 202-372-1171

Ms. Betty McMennemy 202-372-1122

TWIC Implementation

LT Matthew Layman 202-372-1160

LT Bill Gasperetti 202-372-1139

Security Standards (Regulation Development)

LCDR Gregory Callaghan 202-372-1168

LT Mason Wilcox 202-372-1123

USCG TWIC Help Desk

202-372-1139

TWIC.HQ@uscg.mil

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>