

U.S. Coast Guard International Port Security Program



May 2020

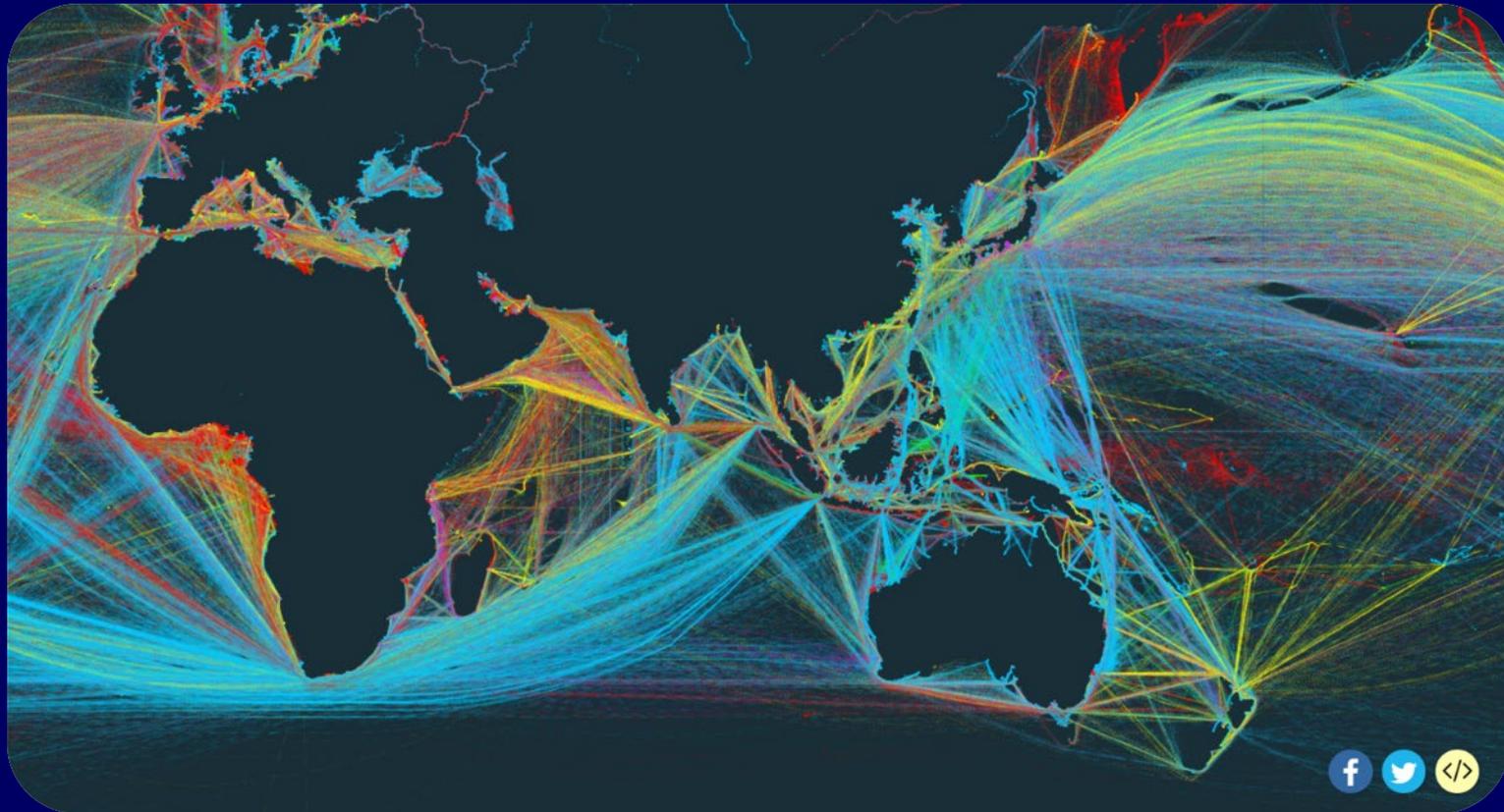


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The Maritime Domain



source: <https://www.shipmap.org>



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Maritime Governance



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USCG International Port Security (IPS) Program



The IPS Program's strategic goal is to enhance security in US ports by assessing and mitigating risk to the global maritime transportation system.



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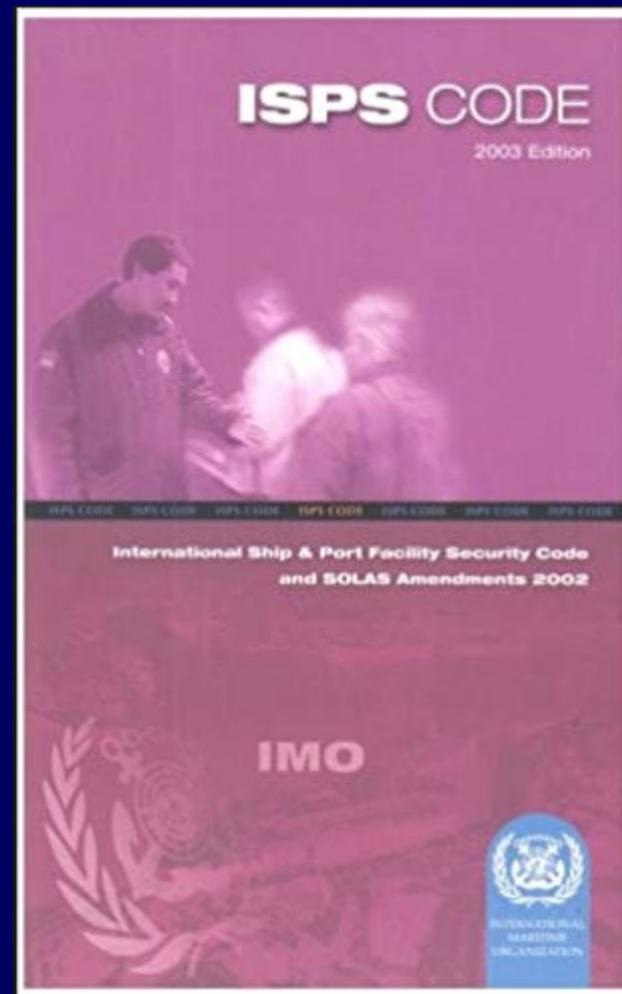
CG IPS Mission

- Prevent use of Maritime Transportation System as a vector for an 'incident' –not just at a specific port.
- Reduce the risk by:
 - Evaluating anti-terrorism measures in foreign ports
- Setting conditions of entry for vessels arriving in the US from non-compliant ports
- Improving port security capacity and maritime governance in other countries



ISPS Code

- The USCG IPS Program uses the ISPS Code as the basis to assess anti-terrorism measures
- An International Maritime Organization (IMO) standard
- An international treaty
- IMO does not enforce



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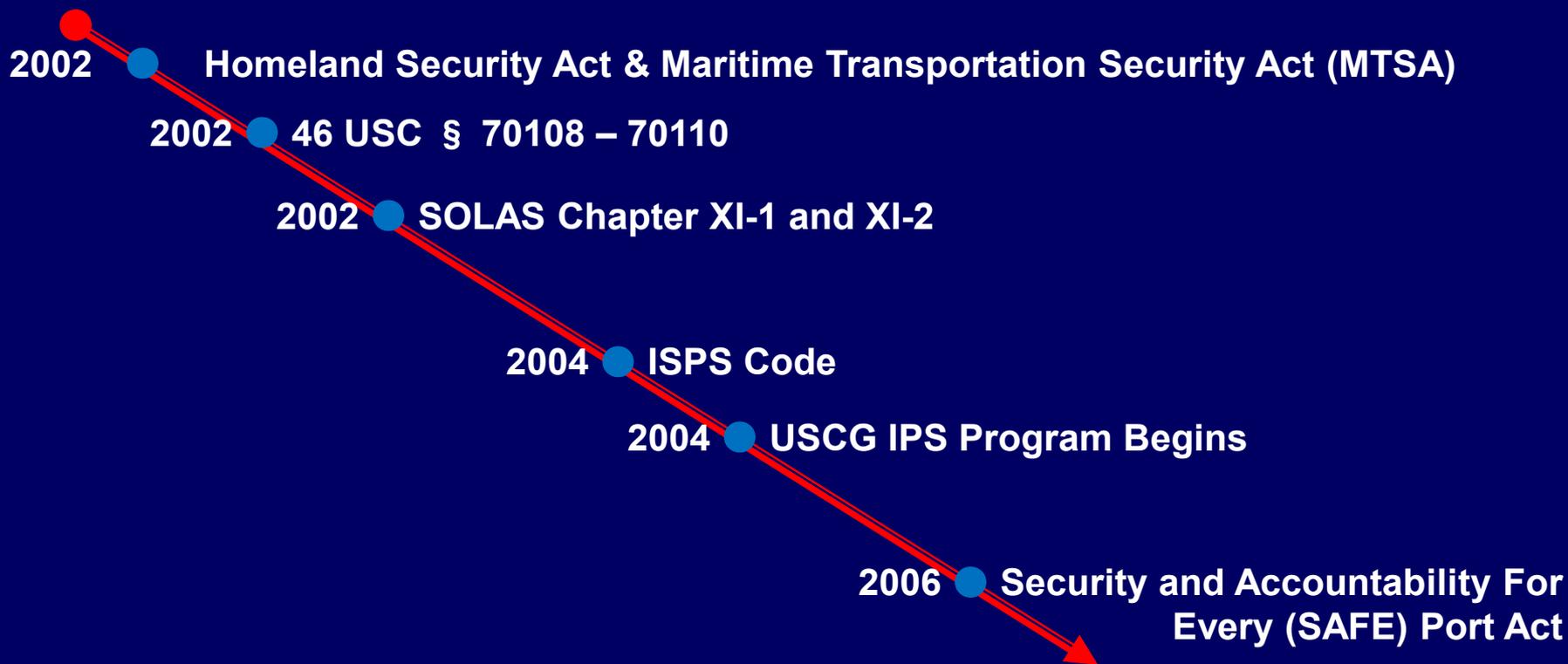
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ISPS Code Concept

- The main ideas
 - Identify the threats to ships and ports
 - Communicate among stakeholders
 - Develop a plan to address vulnerabilities
 - Prevent dangerous people and things from accessing ships and ports –protect the people and cargo
 - Have a plan to respond to threats/incidents
 - Test the effectiveness of plans with drills/exercises



IPS Program Regulatory History



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USCG IPS Program Overview

- 4 USCG IPS Program Locations
 - California
 - Virginia
 - The Netherlands
 - Japan
- ~60 USCG officers and civilians in the program
- ~145 maritime trading partner countries
- Conducted over 2000 port facility visits in 150 trading partner countries
- Completed over 250 reciprocal visits



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FEACT

- 1 Coordinator + 5 International Port Security Officers



- | | | |
|--------------------|--------------------|-------------------|
| ▪ Australia | ▪ Madagascar | ▪ Seychelles |
| ▪ Bangladesh | ▪ Malaysia | ▪ Singapore |
| ▪ Brunei | ▪ Maldives | ▪ Solomon Islands |
| ▪ Cambodia | ▪ Marshall Islands | ▪ South Korea |
| ▪ China | ▪ Mauritius | ▪ Sri Lanka |
| ▪ Comoros | ▪ Micronesia | ▪ Taiwan |
| ▪ Cook Islands | ▪ Myanmar | ▪ Thailand |
| ▪ East Russia | ▪ Nauru | ▪ Timor-Leste |
| ▪ Fiji | ▪ New Zealand | ▪ Tonga |
| ▪ French Polynesia | ▪ North Korea | ▪ Tuvalu |
| ▪ Hong Kong | ▪ Palau | ▪ Vanuatu |
| ▪ India | ▪ Papua New Guinea | ▪ Vietnam |
| ▪ Indonesia | ▪ Philippines | |
| ▪ Japan | ▪ Russia | |
| ▪ Kiribati | ▪ Samoa | |



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How it's done

- International Port Liaison Officers (IPSLOs) work with most maritime nations
- IPSLOs seek to visit each country at least annually, with more formal visits conducted every 3 years.
- Visits coordinated with US Embassy and contracting government
- Vessels from countries that have inadequate anti-terrorism measures may be subject to additional security measures when visiting the United States (or other nations that rely on our assessments).

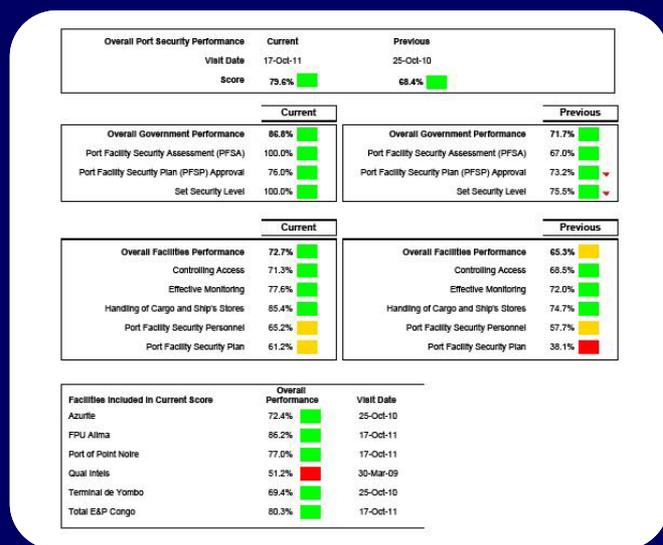


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Formal visits



- Carefully-developed tools used to consistently measure effectiveness of anti-terrorism measures.
- Uses ISPS Code as a minimum standard and common international standard to work from.
- Results in scores useful for benchmarking, analyzing trends, and data driven decisions.



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Results shape Risk Based Decisions

- CG IPS Program uses robust Return on Investment Model to allocate resources
 - **Anti-terrorism measures** – are there challenges that need to be fixed?
 - **Threat Potential** – how much risk is there?
 - Includes indicators of security environment, governance, social/economic stability, and trade
 - **Responsiveness** – will our efforts make a difference?
 - Includes socio-economic indicators (e.g., Gross National Income, literacy rate, infant mortality, unemployment)



Non-compliance

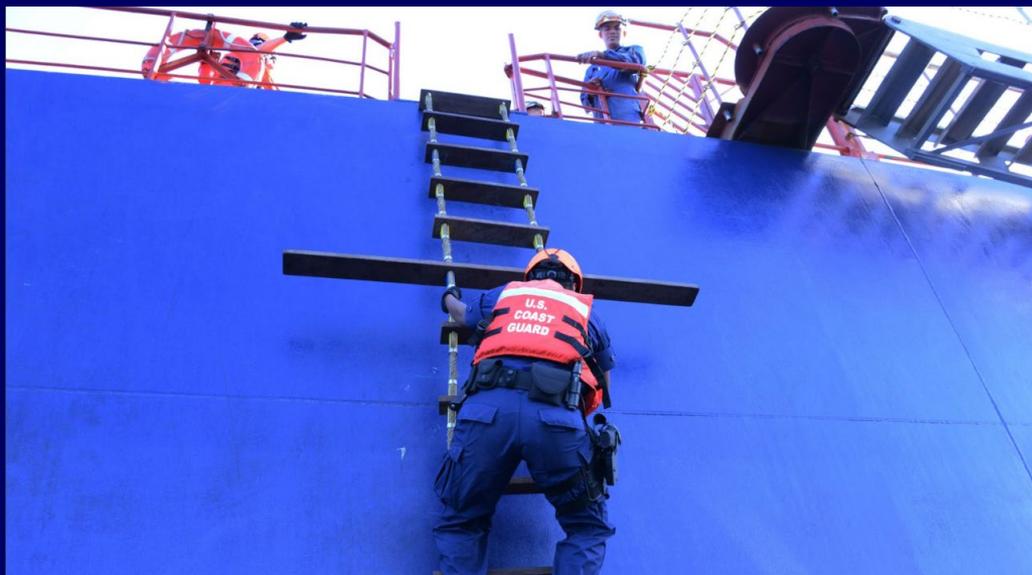
- Formal country visits can result in findings of non-compliance for ports and/or governments
- No IMO definition of non-compliance...subject to USCG evaluation via standardized surveys
- Demarche
 - Formal notification by U.S. Embassy to country of findings
 - 90 days to respond
- Port Security Advisory
 - Conditions of Entry
 - <https://homeport.uscg.mil>



Port Security Advisory

D. Actions Required by Vessels in U.S. Ports:

Based on the findings of the Coast Guard boarding or examination, the vessels that visited the countries listed in paragraph B (with exceptions noted) on or after the effective date in paragraph A **may** be required to ensure that each access point to the ship is guarded by armed security guards and that they have total visibility of the exterior (both landside and waterside) of the vessel while in U.S. ports. The number and location of the guards must be acceptable to the cognizant U.S. Coast Guard Captain of the Port. For those vessels that have demonstrated good security compliance and can document that they took the measures called for in C.1. through C.4. above, the armed security guard requirement will normally be waived.



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International Port Security Program
U.S. Coast Guard

Date: 16 May 2019
Contact: LCDR Zaki Lyons
(202) 372-1296

Port Security Advisory (2-19)

A. Background:

The Maritime Transportation Security Act of 2002 (MTSA) has mandated that the United States Coast Guard evaluate the effectiveness of anti-terrorism measures in foreign ports and provides for the imposition of conditions of entry on vessels arriving to the United States from countries that do not maintain effective anti-terrorism measures (MTSA, 46 U.S.C. §§ 70108 - 70110).

The Coast Guard has determined that Djibouti is not maintaining effective anti-terrorism measures in all of its ports with the exception of Doraleh Container Terminal and Doraleh Oil Terminal (Horizon). Actions required as listed in paragraphs C and D of this Port Security Advisory take effect for vessels that arrive in the United States upon or after May 30, 2019, after visiting ports in Djibouti, with the exception of Doraleh Container Terminal and Doraleh Oil Terminal (Horizon), as one of their last five ports of call.

B. Countries Affected:

The Coast Guard has determined that ports in the following countries are not maintaining effective anti-terrorism measures:

Cambodia

Cameroon

Exceptions	IMO Port Number
Elkone Marine Terminal	CM394-0001
Quai GETMA (LAMNALCO Base) Facility	CMDLA-0005
Société Nationale de Raffinage (SONARA) Terminal (also known as Cap Limboh Terminal)	CMILT-0001
Kome-Kribi I	CM234-0001
Douala International Terminal (also known as Douala Containers)	CMDLA-0002
Mouoh Terminal	CMMOL-0001

Comoros

Cote d' Ivoire

Exceptions	IMO Port Number
Terminal A Conteneurs	CIABJ-0015
Carene Shipyard	CIABJ-0004

-More-



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IPS Program Capacity Building

Capacity Building Seeks to improve port security capacity in other countries

Seminars

- ISPS Code Implementation Seminar
- Port Security Best Practices Seminar
- Port Security Audits Seminar
- Port Security Drills and Exercises



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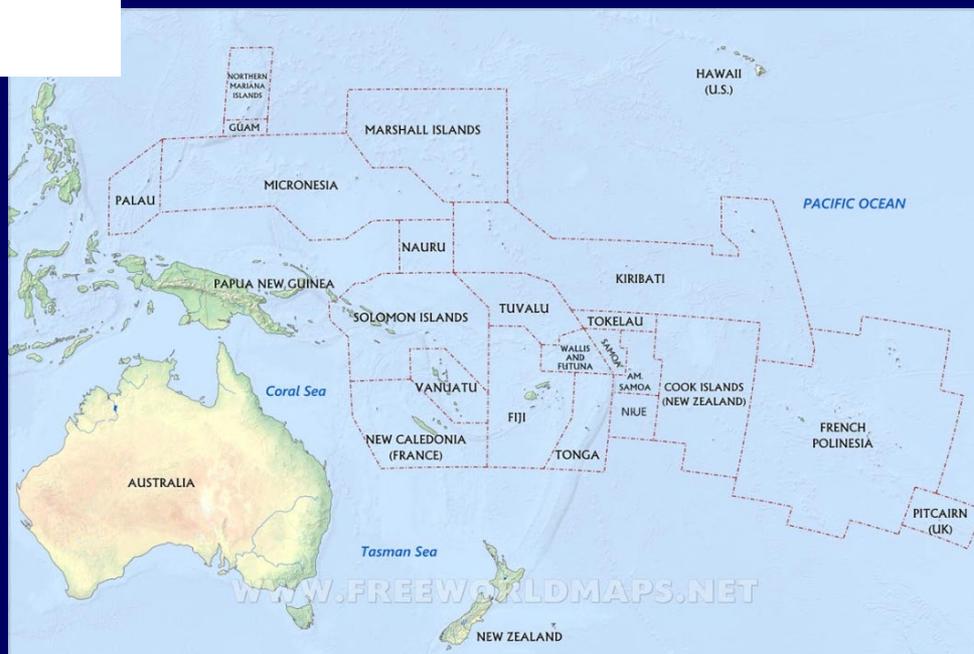
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Reciprocal Visits

- CG Headquarters
- Atlantic Area Command
- New York, NY
- Philadelphia, PA
- Baltimore, MD
- Norfolk, VA
- Charleston, SC
- Savannah, GA
- Jacksonville, FL
- Miami, FL
- Tampa, FL
- Mobile, AL
- New Orleans, LA
- Port Arthur, TX
- Corpus Christi, TX
- Houston, TX
- Galveston, TX
- Los Angeles, CA



IPS Program Partnership



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Beyond the Code

- Best practices
- Emerging threats
- Tangential benefits



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Beyond the Code – Anti-Corruption

- Some Best Practices Observed:
 - Anti-corruption laws that include encouraging anonymous reporting
 - Conducting searches going into and out of facilities
 - Randomizing security personnel's assigned stations
 - Remote monitoring (fixed cameras prevent manipulation)
 - Background checks when hiring/periodically
 - Corruption-themed drills and exercises
 - Internal investigations
 - Anti-corruption training
 - Robust container sealing processes.



Beyond the Code – Cyber Security

Key loggers installed to take control of computers



Computers hacked so containers with drugs could be monitored



1044 kilos cocaine & 1099 kilos heroin

False papers and hacked pin code allow drivers to pick up containers at a location and time of their choosing



Beyond the Code – Port Resilience

Resilience: *Ability to adapt to changing conditions and prepare for, withstand, and rapidly recover from disruption.*

- All hazards approach
- Requires robust stakeholder participation
- Maritime Domain Awareness to monitor status
- Understanding critical recovery pathways
- Recommending/prioritizing courses of action
- Providing avenues for stakeholder input



Economic Case for Effective Security

- Return on Investment
- + Industry confidence → + Market competitiveness
- Improved efficiency
- Less crime
- Decrease in crime (e.g., corruption, cargo theft)
- More confidence
- Increases the population's confidence
- Reduced insurance premiums



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ISPS Field Examples

Access control



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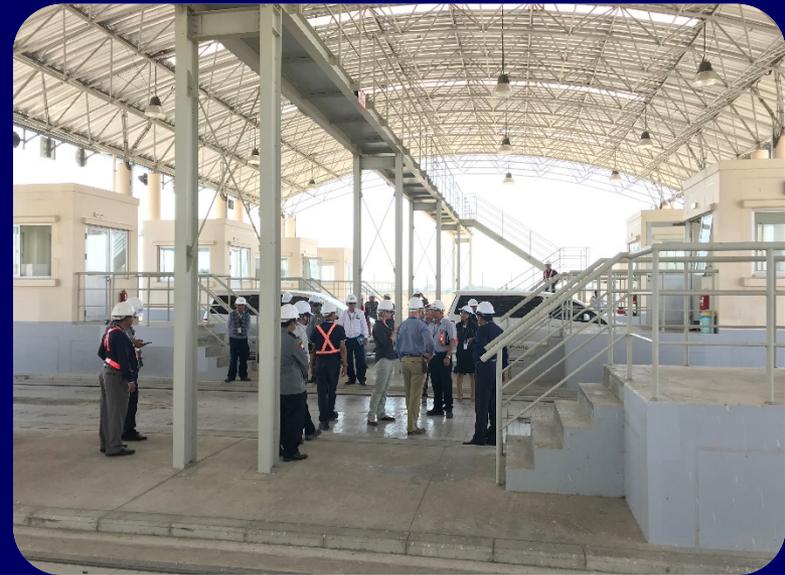
ISPS Field Examples

Access Control



ISPS Field Examples

Access Control



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ISPS Field Examples

Effective lighting, monitoring anchorages, and security communications



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ISPS Field Examples

Access control



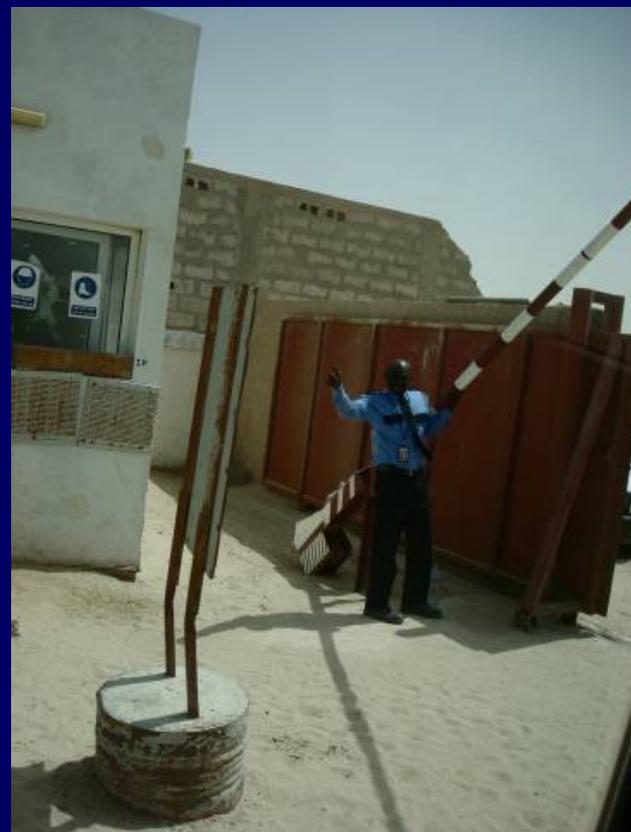
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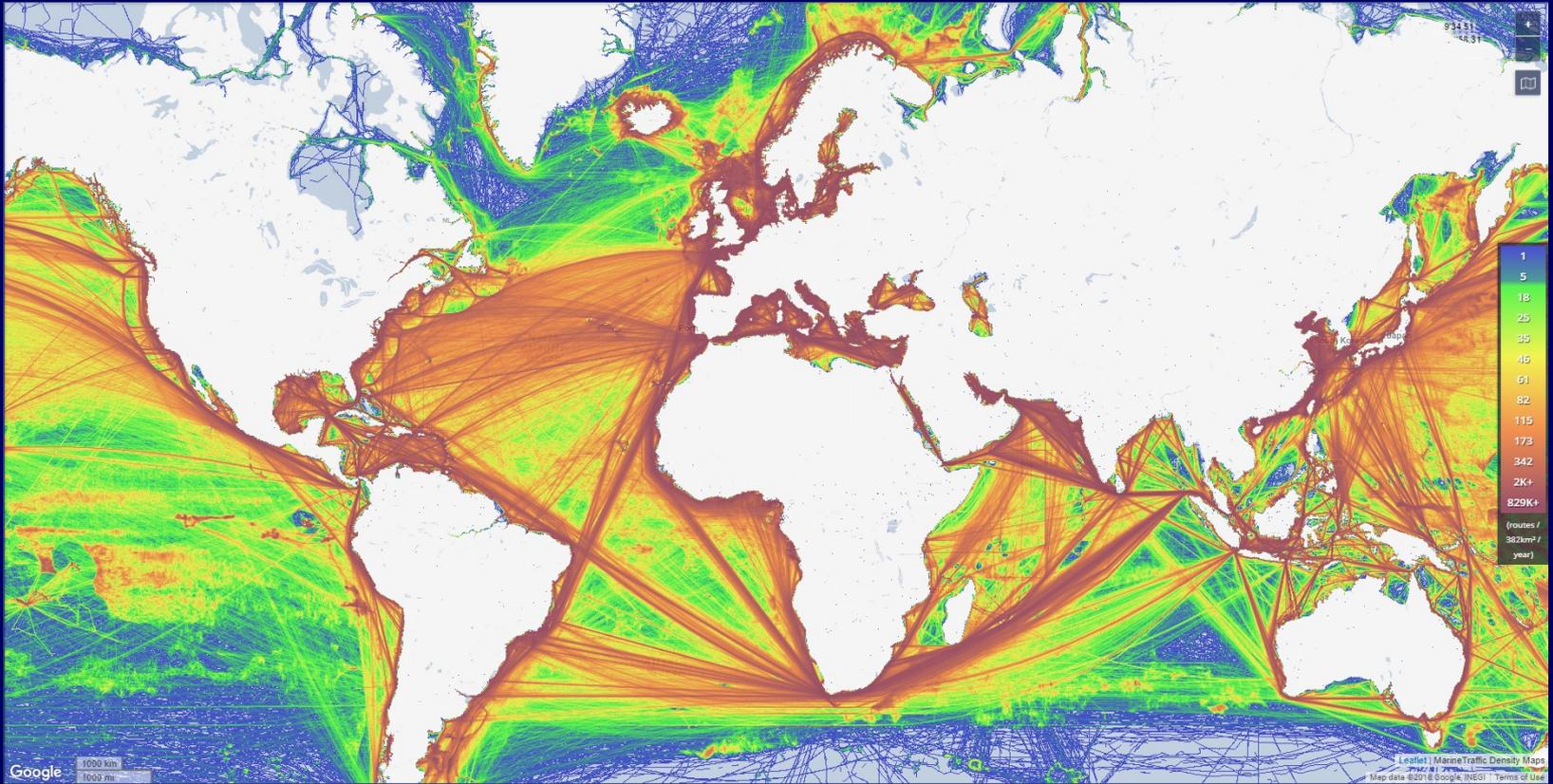
Effective segregation of hazardous cargo and monitoring cargo security



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Questions?



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