

# Port Security: Guarding America's Front Door



## Proceedings of the CITT State of the Trade and Transportation Industry Town Hall Meeting

Wednesday, February 7, 2007

By  
Mohcine Zaidi  
California State University, Long Beach



## Proceedings of the 9<sup>th</sup> Annual Town Hall Meeting

The 2007 Town Hall considered how port security has changed in the time since the terrorist attacks on 9/11. It assessed the progress of government agencies and industry in keeping the supply chain secure while continuing to move ever increasing volumes of cargo. The Town Hall format allows for both summary presentations and a question-and-answer period. The former provides valuable context for discussion. The latter provides a framework for the discussion itself.

<b>Ninth Annual CITT State of the Trade and Transportation Industry Town Hall Meeting</b>	
<b><i>Port Security: Guarding America's Front Door</i></b>	
<b>Wednesday, February 7, 2007, 6:00 - 8:30 PM Carpenter Performing Arts Center, CSULB</b>	
	<b>Agenda</b>
<b>Call to Order</b>	Marianne Venieris, CSULB
<b>Welcome Remarks</b> Alexander, CSULB	Dr. F. King
<b>Welcome Remarks</b>	Mike Mitre, ILWU
<b>Video Presentation</b> <i>A pictorial summary of cargo security measures and initiatives that have been implemented since 9-11</i>	
Keynote Introduction USC/METRANS	Dr. Genevieve Giuliano,
<b>Keynote Address</b> Department of Homeland Security	Hon. Michael P. Jackson,
<b>Stakeholder Panel Discussion</b>	
<u>Moderator/Facilitator</u>	Richard Hollingsworth, GCPI
U.S. Customs & Border Protection	Todd Hoffman
U.S. Coast Guard Wiedenhoeft	Capt. Paul
Transportation Security Administration Schwartz	John
FBI – Los Angeles McGuire	Ethel
Private Sector/Boeing Konigsmark	Kenneth
<b>Question &amp; Answer Session with the Audience</b>	
<b>Closing remarks</b> Domenick Miretti, ILWU	Dr.
<b>Adjourn</b> Venieris	Marianne
For more information, check our website at <a href="http://www.uces.csulb.edu/citt">www.uces.csulb.edu/citt</a> .	

### 1. The Town Hall Video

Marianne Venieris, CITT Executive Director, welcomed the 9<sup>th</sup> Annual Town Hall participants and invited them to take part in a discussion of the state of trade and goods movement in the spirit of education. She emphasized that CITT and California State University, Long Beach offer a neutral forum for discussion among the parties in the logistics industry and its community stakeholders in the pursuit of mutually beneficial solutions.

Ms. Venieris noted that the 9<sup>th</sup> Annual Town Hall Meeting will discuss port and cargo security after the terrorist attacks of 9/11. She added that the

discussion will be focused on the actions that have been taken by government agencies and industry to maintain the security of the port, and the safety of the supply chain in the context of ever increasing international trade.

CSULB President F. King Alexander welcomed the participants on behalf of 40,000 faculty, staff members and students at the university. He conveyed CSULB's commitment to address port security issues not only on the local and regional level, but also on the national level.

Mr. Mike Mitre, the Port Security Chairman of the International Longshore and Warehouse Union (ILWU) stressed the importance of town hall meetings in discussing the ramifications of port security on the community and on the region. He added that venues like this provide a platform to introduce new ideas and find solutions to port security.

Ms. Venieris thanked the Town Hall sponsors for their financial contributions to make this event possible. She then introduced the Town Hall video stating that, while trade is important to the LA/LB ports, securing the supply chain is also critical.

The 9<sup>th</sup> Town Hall Video prepared by CSULB UCES Advanced Media Production highlights some measures taken to secure both the ports and the supply chain since 9/11. Seaports have been identified as potential targets, including the port of Long Beach. The port lies within a large area where approximately 40% of the nation's imports arrive. The video stressed that local ports serve as America's front doors for goods entering the country. Several academics have written reports analyzing potential threats that include destroying key bridges, nuclear blasts, and radioactive dirty bombs exploding in containers.

Local, state, and federal authorities have adopted strategies and procedures to thwart any possible terrorist act in the port of Long Beach. The video points out that the global logistics industry has taken a leading role in securing freight. Industry experimentation is underway in the utilization of radio frequency identification devices attached to containers for tracking purposes. Shipping companies recognize that tracking and evaluating suspicious cargo at the point of origin before being loaded is crucial in defeating terrorism.

The video suggests that terrorists are seeking to disrupt the US economy by attacking ports where goods are highly concentrated. Various suggestions have been proposed to improve the LA/LB ports' security. Among those: better intelligence about suspected terrorists and their connections to goods movement, better coordination among government agencies, extensive disclosure of cargo related manifests, uniform procedures on how goods are packed and moved, and technological advancement in tracking and inspecting containers. All suggestions must be adopted internationally to be effective at the local level.

Soon after 9/11, a movement began to provide better security in trade logistics. In November 2001, the US Customs Commissioner announced the implementation of the Customs-Trade Partnership Against Terrorism (C-TPAT). C-TPAT offers importers expedited processing of cargo if they comply with its guidelines for securing their entire supply chain. To be a partner in C-TPAT, an importer must complete a detailed questionnaire on its security practices, list all the partners in its supply chain, and confirm that these other firms also have security programs in place. If certified by Customs and Border Protection (CBP), importers may benefit from a reduced number of cargo inspections.

In November 2002, the US congress approved the largest reorganization of government since WW II. It created a new Department of Homeland Security out of 22 different government agencies. In early 2003, the new department took responsibility for all border and security inspection functions. Today, Homeland Security oversees the large majority of security efforts related to rail, airports, and maritime ports through three of its agencies: the Coast Guard, Customs and Border Protection, and the Transportation Security Administration.

Another piece of legislation called the Maritime Transportation Security Act was introduced in 2002. This Act requires the Coast Guard to develop national and regional maritime transportation plans. It requires ports, terminals, and certain types of vessels to develop security and incident response plans with approval from the Coast Guard. The Act also allows CBP to require electronic transmission of cargo manifest information prior to the arrival or departure of the cargo. The Act also requires the issuance of biometric security cards and the completion of background checks for entry into secure areas of maritime facilities or vessels.

In 2003, the 24 hour manifest rule came into effect, CBP requires shippers to provide complete and thorough information about ships leaving their ports of origin. A later development involved a 96 hour notification to the Coast Guard prior to the arrival of ships in the US. Prior to 9/11, the lead time for advance notification was only 24 hours. Ships must provide additional information including complete names of crew members. The Coast Guard is responsible for evaluating, boarding, and inspecting commercial ships as they approach U.S waters, relying upon intelligence from a variety of sources to provide a more complete picture of potential maritime security threats. It also tracks vessels to monitor traffic in harbors using Automatic Identification Systems.

The Security and Accountability for Every Port (SAFE Port) Act was passed in 2006. The SAFE Port Act authorizes \$7 billion to implement security programs including \$400 million for port security grants. The legislation codifies and expands some key security measures previously launched.

The video highlights the partnership that has been established between the federal government and the private sector. The departments of Homeland Security and Energy have established the International Container Scanning Network (ICSN). ICSN has formed partnerships with foreign ports to install radiation detectors and imaging devices allowing equipment containers to undergo intensive inspection at the ports of origin. In conjunction with the federal efforts to secure maritime trade, Governor Arnold Schwarzenegger signed an executive order to create the California Maritime Security Council. The Council members are from different agencies such as DHS, US Navy, the Coast Guard, state agencies, and harbor businesses. The main role of this council is to identify threats, improve security measures, coordinate efforts, and to develop a state-wide maritime security strategy.

The video states that after 9/11, the FBI has expanded its efforts to prevent any type of terrorist attack on the ports of Los Angeles and Long Beach. The agency monitors and

helps coordinate efforts in the Joint Terrorism Task Force (JTTF), which has the responsibility to disrupt terrorism plots. In addition, the FBI has joined with the Coast Guard as coordinators of the Area Maritime Security Committee.

The video discusses some issues that may compromise port security including empty containers on the dockyards, the low rate of visual cargo inspection, concern about the security of rail transportation through the harbor, inadequacy of information coordination, and controlling access to the port. The video concludes that port security has to become everyone's responsibility, including workers who provide another layer of assessment in securing the port, thus combining the human awareness element with technological solutions. Preventing terrorism in seaports requires all of the resources the goods movement industry can muster in cooperation with the local, state, federal, and international authorities.

Following the video, Dr. Genevieve Giuliano spoke as Director of the METRANS Transportation Center at the University of Southern California and CSULB. She noted that METRANS' job is research, educating the next generation work force, and conducting outreach events such as CITT's Town Hall Meetings. She commented that the Town Hall is the place where METRANS and CITT provide information to all port interests including public officials, the community, workers, managers, and owners. She then introduced the keynote speaker, Michael P. Jackson, Deputy Secretary of the U.S. Department of Homeland Security.

Mr. Jackson stressed the importance of maritime security in general and in the ports of Los Angeles and Long Beach in particular because of the fundamental role the ports play in the U.S. economy. He stated that terrorists are working hard in order to disrupt the nation's economy, and the need to defeat those people is difficult and urgent. Mr. Jackson added that maritime security requires a partnership between the DHS and all other players involved in the port including workers, Border and Customs Officers and the Coast Guard. He noted that the country is trying to find equilibrium between the mobility of freight and the security of the ports. He commented that after 9/11, the United States has taken numerous measures to achieve that balance; some have worked effectively and others need to be improved upon. He added that the progress made by the country in maritime security is significant. It is difficult for the nation's enemies to penetrate the security systems. Mr. Jackson said that the U. S. has pushed its borders outwards through different agreements with international partners. Agreements like C-TPAT and the Screening Tools Container Security Initiative allow containers coming to the United States to be screened at the point of origin.

The Department of Homeland Security has been working on second generation tools, which according to Mr. Jackson are complex and require cooperation and coordination with other nations and networks. The U. S. has been working closely with the private sector and foreign governments to implement the Secure Freight Homeland Security Initiative. This Initiative will permit scanning of containers for radiation at the point of origin, and sending the pictures to the US where they will be assessed.

Mr. Jackson pointed out three priorities of DHS: 1) keeping terrorists out of the country, 2) keeping suspicious cargo out of the US, 3) protecting the US' critical infrastructure like the ports of Los Angeles and Long Beach, which he called the driving engines of the U.S. economy. One of the programs introduced to enhance the security of the port is the Transportation Worker Identification Credential program (TWIC). This program will positively identify authorized individuals who require unescorted access to secure areas of the maritime transportation system. Dr. Jackson said that the DHS will continue its cooperation with all parties to make this program successful.

## **2. Town Hall Panel Discussion**

Following Mr. Jackson's speech, moderator Richard Hollingsworth, President and CEO of the Gateway Cities Partnership, Inc. introduced the 9<sup>th</sup> Annual Town Hall Panel and asked an opening question to focus the discussion. The panel included Todd A. Hoffman, the Port Director of the Los Angeles/Long Beach seaport; Captain Paul Wiedenhoef, Commander, and Captain of the Port, and federal Maritime Security Coordinator for the US Coast Guard Sector Los Angeles-Long Beach; John Schwartz, Assistant Director of the Transportation Worker Identification Credential Program (TWIC); Ethel McGuire, Assistant Special Agent in Charge (ASAC), FBI, Los Angeles; and Kenneth Konigsmark, Senior Manager of Supply Chain Security at the Boeing Company.

Mr. Hollingsworth began by asking Todd Hoffman if the port is ready should there be a terrorist attack similar to 9/11. Mr. Hoffman responded that the port is ready; he said that there are continuous plans and operations in place to respond to any catastrophic attack. He added that they have participated in numerous table top exercises hosted by the Coast Guard and the Department of Defense. They have also participated in committees throughout the port, and have been discussing how to increase levels of preparedness, response, and recovery.

Mr. Hollingsworth posed his second question to Captain Wiedenhoef. He asked how Cpt. Wiedenhoef views the Coast Guard's role in securing the port. Captain Wiedenhoef responded that the Coast Guard is involved in the first and last lines of defense. The Coast Guard works to keep the suspicious containers out of the port. This requires partnering and coordinating with local and state authorities. He added that the Coast Guard has been training its members and putting plans in place to respond to any possible attack on the port.

John Schwartz was asked to explain the role of the Transportation Security Administration (TSA) in port and supply chain security. He responded that the TSA has many areas of concerns with regard to port security, and the TWIC program fills the need of the identity management portion. He commented that the program is unique because it is a joint partnership between the federal government, the facility and vessel operators and workers. He added that the federal government is providing the infrastructure for program and security threat assessment to assure the admittance of people who have

passed the background check. The facility and vessel operators provide the infrastructure and the process and procedures that support the program. He noted that the workers are also an integral part at the partnership; they provide information to the TSA, which allows the agency to assess the threat through the biometrics and credential. He concluded that the goal of this program is to have a uniform and secure card that can be trusted all across the country.

Mr. Hollingsworth asked Ethel McGuire how prepared the FBI is since 9/11, and how she can describe the changes made since then. She responded that the FBI has shifted its focus from crime related issues to national security. The FBI has increased its counter-terrorism resources in Los Angeles fivefold. In addition, the residential agencies also have counter-terrorism components. In Long Beach, the FBI has created a Critical Infrastructure Squad that is in charge of the Los Angeles and Long Beach ports and Airports. She concluded that the FBI has also improved its communication methods to intercept and disrupt any potential terrorist attack targeting critical infrastructure.

The final panelist was Kenneth Konigsmark, Senior Manager of Supply Chain Security for the Boeing Company. The moderator asked him what drives Boeing in securing the supply chain. Mr. Konigsmark responded that the Boeing Company is the number one exporter in the US and second largest defense contractor. By nature, the Company assumes they are a viable target. He added that Boeing did not have any security issues prior to 9/11, but every one recognized the vulnerability of the supply chain after 9/11. In an effort to secure its supply chain, Boeing has formed a company-wide office focused primarily on supply chain security. He noted that the Boeing Company has been working to assess, improve, and enhance supply chain security at every point along the way.

### **3. Questions from the floor**

Following the preliminary questions, Mr. Hollingsworth invited questions from the audience. Questions were taken from the floor and from cards submitted to the moderator.

How can large trucking companies with drivers scattered all over the State get TWIC cards? When will the program be implemented?

John Schwartz responded that TSA will reach areas where workers require the TWIC card. The agency will establish enrollment centers so workers can obtain their cards. The enrollment process will start in one area and later will gradually spread to others. He added that an advisory committee has been established so the industry can reach out to TSA and the Coast Guard for problems regarding the TWIC card.

What is the government doing to manage the likely panic that may occur in case of a terrorist attack?

Todd Hoffman responded that Customs and Border Protection and the Coast Guard have been participating in exercises to restore trade and business after a catastrophic event. He noted that not all cargo will be inspected because most inspections happen in the port of origin under the various initiatives and agreements the US has with foreign partners. Through these programs, the US will integrate radiation, portal monitoring, and other technologies to have the loads examined in foreign ports. He concluded that the US has partnered with 50 countries to implement those initiatives and agreements.

If a terrorist attack occurred, are the surrounding communities prepared today?

Captain Wiedenhoef responded that in addition to the readiness of local and federal agencies, a number of organizations in communities are involved in making sure that people are ready and prepared. However, the organizations need more involvement from the members of the communities, which will help them understand what can happen and what to expect in case of a terrorist act. He added that communities should organize and be involved in efforts to mitigate the problems that are going to arise from a terrorist attack.

Ethel McGuire added that the FBI has established lines of communication and shares information with the local communities. This cooperation according to Ms. McGuire teaches the agency where the vulnerable targets are, so it can take the necessary measures to protect them against terrorist acts. She concluded that the FBI and the communities have a uniform mission, which is identifying, preventing, and protecting the critical infrastructure of the Los Angeles area.

Is there any thought given to allowing American flag Merchant Mariners to use existing merchant marine documentation in lieu of the TWIC card?

John Schwartz responded that the Transportation Security Administration is working closely with the Coast Guard to allow the merchant mariners who are documented to use the background checks that pass through the Coast Guard and apply them toward the TWIC card background check. However, the merchant mariners need to go through the enrollment process to verify their identities and gather information to put the biometrics on the TWIC card. There will be a reduced fee if the merchant mariners want to use the background check. He concluded that the expiration of the TWIC card will be five years after the last background check, so the merchant mariners can consider whether to use the Coast Guard background check or request a new card for five years.

What role does Boeing want the federal government to play in securing the supply chain? And what do you (Boeing) expect from your vendors these days in light of the changed situation?

Mr. Konigsmark responded that Boeing would like to see more flexibility in the government's regulations. Also, they would like to see the government use its assets to provide Boeing with threat and risk information, so the Company can take the precautionary measures to protect the supply chain. Last, Boeing wants the federal government to employ its resources to resolve some of the cooperative supply chain security issues with other nations, and set uniform rules on imports and exports, especially with the European Union and Japan. On the other hand, Mr. Konigsmark stated that Boeing has formed a new relationship with its suppliers and logistics providers. The Company has been helping to educate the vendors and make them aware of potential threats and how to respond, and improve the security in their facilities and operations. He concluded that Boeing is adopting rules to make it mandatory for suppliers to build in security measures throughout their processes.

Homeland security said that the longshoremen are the first line of defense on the docks. Would it be a good idea to train and inform them so they can better be alert and prepared for an emergency?

Captain Wiedenhoef responded that it is a good idea to train the longshoremen. He said that there is a program in the Coast Guard called America's Waterway Watch that deals with reporting suspicious activities. He added that the workers know what types of activities are suspicious, and the Coast Guard will provide them with necessary tools to identify any terrorist-like activity. He noted that there is another program that deals with the response to a terrorist attack, and needs the assistance of the port workers.

Todd Hoffman encouraged the longshoremen to share and report information with Customs and Border Protection Officers and staff who are present throughout the port.

Why is there so little attention paid to security of export containers?

Todd Hoffman disagreed that there is little attention paid to the containers leaving the LA/LB ports. He said that the rate of imports to the ports of Los Angeles and Long Beach has increased drastically. This rise of imports requires more time to inspect. He added that the port authorities have always focused on export containers, but less so than on the imports. He stated that in term of export containers, they focus more on critical technology that can be exported and used against the U. S later by terrorist organizations or nation-states. They also focus on the technology that is exported that needs licensing from the Departments of State and Commerce.

What landside threats are there to the ports? And what has been done by the FBI to control the threats?

Ethel McGuire responded that there are different specialized teams to address threats as they come, depending on their nature. If there is a maritime threat, the FBI has liaisons working closely with the port authorities on a daily basis, and sharing information about any possible attack. In addition, the FBI has specialized and cross-designated squads who work with the Coast Guard. She concluded that wherever a threat is coming from, the agency has its communication lines open with other entities in the port or elsewhere.

Captain Wiedenhoefst praised the FBI for its partnership with the Coast Guard, and the changes the agency has made after 9/11, especially sharing information and intelligence on potential threats with the port authorities.

What are the biggest lessons TSA has learned since 9/11 in regard to preventing a terrorist incident? And how do these lessons apply to the ports where we cannot x-ray for every incoming container?

John Schwartz stated that TSA has learned many lessons through its actions on the credentialing elements tied to cargo, wheeled cargo, and of course port cargo. He added that they have learned through processes where they have established several committees, and talked with groups from different industries which voice their concerns to TSA. In the TWIC program, the agency and other industries have gone through a long process of conducting technology and pilot tests. TSA worked first with the Maritime Security Advisory committee to publish the rules, and later worked with industries to hear their concerns. Through these mechanisms, TSA helps the agency make better decisions in the future.

Do you (Todd Hoffman, CBP) think the inspection of empty containers entering any port or marine terminal should be a required part of the port program?

Todd Hoffman responded that empty containers have been inspected. He added that as part of the C-TPAT Minimum Security Criteria, all sea carriers must visually examine all empty containers at foreign ports before being loaded on the ship. He also stated that all empty containers that arrive at US ports go through radiation portal monitors.

From the Coast Guard's perspective, what changes could be made to the ways we identify and prioritize the port security needs of this country?

Mr. Wiedenhoefst responded that the Coast Guard has been assessing the vulnerabilities of all the port facilities and vessels, and continuing to improve those assessments. He added that they need to use and improve technology, and to improve communication with all partners involved in security. He concluded that there is a need to continue and improve programs like TWIC and others.

What would the responses and procedures be from the authorities in Long Beach in case of a dirty bomb attack?

Captain Wiedenhoef responded that the Area Maritime Security Committee examines the possibilities of such events and how to respond to them. In addition, there is an organization that allows multiple agencies to gather information on and resolve any possible incident like a dirty bomb attack. He added that the response to such events will be collaboration between all agencies.

Will the ports of Los Angeles and Long Beach be part of the response program?

Mr. Wiedenhoef responded that the two ports work closely together on security issues, and also work with other partners including the Coast Guard.

Is there more that the private sector could do to bolster security aspects across the board?

Mr. Konigsmark said that there is always more work to be done by the private sector, however their resources are limited. He said that the membership of the private industry in the C-TPAT program indicates the commitment of the industry to help secure this country.

Will federal funding be adequate to employ the number of security personnel needed to operate the various security measures that are going to be implemented like radiation portal monitoring?

Todd Hoffman responded that the funding has been employed already.

What rules need to be changed to get more information on shipments?

Mr. Hoffman responded that the DHS has been working on it with the Commercial Operations Advisory Committee (COAC). The ports receive advanced information about all containers arriving at the ports of Los Angeles and Long Beach, however, this information is limited. He added that 80% of import containers have the entry information attached to them, and have more details. The Homeland Security Department is working on a program called 10+2. The ports will receive ten additional data elements with the 24 hour manifest rule from the importers. He stated that the other two additional data elements will be provided by the sea carriers. He concluded that receiving this information in advance will allow the port authorities to align their resources, and restore the trade lanes quicker in case of a critical incident.

In an event of catastrophe, who coordinates the evacuation of tens of thousands of workers and people on the islet?

Captain Wiedenhoef responded the Area Maritime Security Committee has developed and will continue to identify the issues that may arise from a catastrophic event including the traffic flow dilemma. The Coast Guard had a table-top exercise that dealt with the

traffic issue, and where to direct and redirect people. He stated that the evacuation will be done under the command of the Area Maritime Security Committee and Captain of the port. For the evacuation to be successful according to Mr. Wiedenhoef, cooperation is needed from all agencies.

The TWIC program has shown that cooperation between different agencies, different levels of the government, and the private sector is still problematic. What actions have been taken by TSA to improve working relationships with other agencies, and what challenges remain?

John Schwartz stated that TSA has established communication lines with all agencies, especially the Coast Guard and CBP to resolve impending issues regarding the TWIC program. TSA has also participated in a number of inter-agency groups to discuss various technical issues on the cooperation end and make sure that the threat assessments are on target.

#### **4. The closing comments from the panelists**

Todd Hoffman said that the port authorities and the government have undertaken many security measures to secure America's front doors. Measures like the risk assessment, advanced information on imports, radiation screening on exports, and C-TPAT have helped enhance security in the ports of Los Angeles and Long Beach.

Captain Wiedenhoef commented that the country's agencies have been regularly communicating and sharing information and intelligence. He added that there is better coordination and plans in place to respond to any catastrophic incident. He called for everyone to be vigilant, including members of the community.

Mr. Schwarz wanted to clarify why TSA has made workers pay for the TWIC card rather than asking the facility and vessel operators to make a corresponding investment in card readers at this time. Mr. Schwartz said that the program is important, but it is costly. He said that the benefits of having the card and implementing it now are great. There will be a common credential that can be recognized nationwide. Also, the cardholders will pass a reasonable threat assessment, and the Coast Guard will be able to make spot checks to enhance the security of all workers in the ports. In parallel, the Agency will be working on the next phase of getting the contact reader to function in the maritime environment, institute the reader requirement, and fully complete the TWIC program.

Ms. McGuire said the events of 9/11 have changed the country. The FBI has shifted its priorities from crime cases to counter-terrorism and counter intelligence. The efforts of the agency in the last five years have been combating potential acts of terrorism nationwide. The agency has also increased its task force and has been closely working with ports and airport officials to prevent and foil terrorist attacks. She called on the communities for help in reporting any suspicious activities. She concluded that the FBI

has employed all of its resources where needed and has put plans in place to respond to any attack.

Mr. Konigsmark stated that all sectors have a responsibility to protect the country, not just the government.