International Supply Chain Security

U.S. Coast Guard

Washington DC

Principles of Supply Chain Security

- Maximize the Flow of Legitimate Trade

- Security and Efficiency must be compatible

- Culture of Mutual Interest and Shared Responsibility

- Prevent, Protect, Defend, Respond, Recover

Maritime Transportation Security Act (MTSA)

Standards for:

- Risk Assessments
- Access Control
- Restricted Areas
- Cargo Handling
- Vessels stores/bunkers
- Vessel/Facility/Company Security Officers
- Communications and Incident Management
- Exercises

MTSA

- Over 3,000 U.S. facilities
- Over 14,000 U.S. vessels

ISPS Code

In order to implement the ISPS Code in the U.S., Congress passed the Maritime Transportation and Security Act (MTSA)

In addition to domestic improvements, the MTSA also required DHS to learn more about the anti terrorism measures in foreign ports.

International Maritime Organization (IMO)

- Adoption of resolution addressing terrorism
- First Special Intersessional meeting February 2002
- Maritime Safety Committee (MSC 75)

  meeting in May 2002
- Second Special Intersessional meeting in Sept 2002
- International Maritime Security Conference in conjunction with December 2002 MSC meeting

Requirements for Governments

- Set security levels for Ports & Ships
- Review the threat info & adjust Security levels
- Detail measures required @ each level
- Approve Port Facility plans (Port State)
- Approve @ certificate Ship Security plans

Requirements for Port Facilities

- Minimum measures taken @ Security Level 1
- Enhanced/additional measures @ Level 2 & 3
- Port Facility Security Officer
- Port Facility Security Assessment
- Port Facility Security Plan
- Training and drills

Requirements for Ships

- Minimum measures taken @ Security Level 1
- Enhanced/additional measures @ Level 2 & 3
- Records relating to the ship security be kept
- An alerting alarm installed to warn authorities

Requirements for Ships (Cont)

- Company & Ship Security Officers
- Ship Security Assessment
- Ship Security Plan
- Training and drills

Piracy

USCG MARSEC Directive 104-6 (series)

- **Under the authority of the Maritime Transportation Security Act (MTSA) regulations, Coast Guard released MARSEC Directive 104-6 (series) to provides direction to U.S. flag vessels operating in high risk waters.**

- **Requirements – General**
  - ❑ Amend approved Vessel Security Plan w/ enhanced measures for piracy
  - ❑ Take measures to harden vessel
  - ❑ Supplement crew with <u>armed OR unarmed</u> security personnel

- **MARSEC Directive 104-6 (Rev 6)**
  - ❑ Published December 30, 2011
  - ❑ Expands West Africa high risk waters

Port Security Advisories

- **PSAs provide further guidance to industry and helps facilitate compliance w/ the Directive.**

  - ☐ **(3-09)** Guidance on self-defense or defense of others

  - ☐ **(4-09)** International Traffic in Arms Regulations (ITAR) Guidance

  - ☐ **(5-09)** Guidelines for contracted security services

  - ☐ **(6-09)** Procedures for screening of security personnel

  - ☐ **(8-09)** Info regarding carriage / transport of self-defense weapons

  - ☐ **(9-09)** Expected courses of action following attacks by pirates

# Vessel Security Plans –Piracy Annex

Piracy Annex sections:

- ❑ Surveillance and detection equipment

- ❑ Crew responsibilities

- ❑ Communication procedures (internal/external)

- ❑ Use of Ship Security Alert System (SSAS)

- ❑ Post-attacks reporting and coordination

- ❑ Hardening methods / techniques

Requirements

❑ Send position reports (6 hrs) to regional op centers

❑ Establish refuse areas for crewmembers

❑ Make the vessel difficult to scale

❑ Equip vessels w/ non-lethal means to deter boarders

❑ **Consider** supplementing crew with security personnel (armed OR unarmed)
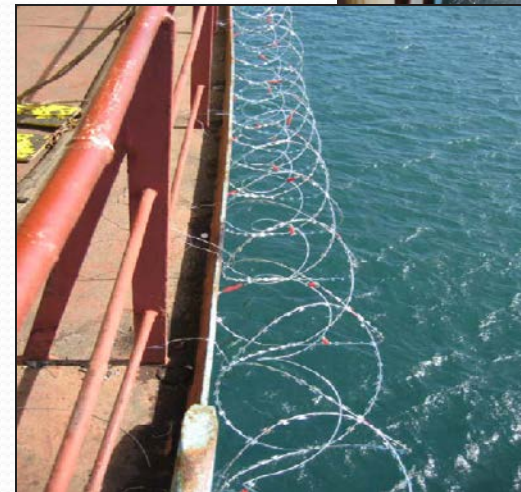
Security Team Guidelines

- **Requirements:**

  ❑ Security companies must be appropriately <u>certified and meet foreign country requirements</u>

  ❑ Security personnel must be licensed and <u>meet training requirements for State or foreign country and in MTSA)</u>

  ❑ <u>All armed security personnel must be trained on</u>:
    ➢ Weapon carried
    ➢ Weapon safety
    ➢ Use of Force

Resilience and Trade Recovery

CBP/USCG Joint Protocols for the Expeditious Recovery of Trade

Salvage Annex in Area Maritime Security Plans

Common Access Reporting Tool (CART) to track MTS impacts

Beyond the Border/Trade Recovery work with Canada

IMO: "Guidelines On Measures Toward Enhancing Maritime Trade Recovery Related To The Global Supply Chain System And Maritime Conveyances"

QUESTIONS?