

**Panel Discussion – Seaport Security and Law
Enforcement in the Puget Sound Region**

Tim M. Kimsey, Chief of Police, Port of Seattle

Good morning and thank you for inviting me to participate in this panel discussion. In consideration of the brief time that we have this morning, my comments will vary from my submitted text on future developments in Port Security and will focus on the exceptional working relationships that exist between all parties in regard to port security that we are very fortunate to have here in the Puget Sound region.

I have been involved in Port law enforcement and security here in Seattle, both airport and seaport for almost thirty-five years. Throughout that time, we have been very fortunate to have a strong history of partnership within all levels of law enforcement in Washington State. This has carried over in a very natural way in this Port and region in this post 9-11 world.

Our State association of sheriffs and police chiefs (WASPC) has always fostered a dialogue between not only our state members but also our federal partners. Not that we always agree on every issue, in most cases we do not, but we have always been able to open and maintain discussion on any subject, respect each others views and in most cases find compromises that meet each others needs while providing the best possible law enforcement services to the public.

This relationship has continued to be fostered since the advent of Homeland Security and the Transportation Security Administration. I know from talking to many of my counterparts within both the air and seaport communities, that those regions or areas that did not enjoy such relationships, have found the development of new programs and the implementation of federal mandates to be very difficult. In most cases, it is the fact that basic communications between the various agencies and our industry partners simply doesn't exist at a level to foster good security. Not that they have all been easy here, but the relationships needed to make things happen were well established in the Puget Sound region and we have been able to concentrate on actions and implementation rather than jurisdictional turf wars and political debate.

At the Port of Seattle, we have a long history of involvement the AAPA Security Committee and the Ad Hoc Security Advisory committee. And as the US Coast Guard began to expand its responsibilities under Homeland Security, our working relationship with Coast Guard has continued to grow. Since the inception of our Area Maritime Security Committee, the Port has played a key role, including

providing the Vice Chairman in support of the Captain of the Port. The AMSC has done a lot and continues to enhance and formalize relationships and partnerships between federal, state and local law enforcement and the industry.

Although we have always had a working relationship with the Washington State Patrol, who provides law enforcement services to the Washington State Ferry System, it was through the coordination and support of the AMSC that I was able to provide them with explosive detection K-9 support with our K-9s stationed at SeaTac airport while they were standing up and enhancing their own K-9 program. It was also through the support and teamwork of the AMSC that the Puget Sound Fire Fighting Association and the Port of Seattle were able to obtain grant funding for our Maritime Terrorism Response (MTR) program that not only brought us all closer together through development and exercising of the event but also resulted in development of some very significant guidelines and tools that are available nationally to assist in response to a variety of potential maritime terrorism scenarios.

As we enjoy this collaborative relationship within our region, as Dr. Flynn has noted, we do not have the national administrative and legislative will and support that we need to make significant progress as we should be. As examples, the various federal grant programs are great for obtaining fancy tools and toys, but there is no money for personnel to support maintenance to keep things operational. There have been many legislative band aids developed over the past several years to attempt to tighten up port security. In and of themselves most of these have been very good tools. Issues such as the Container Security Initiative, Customs Trade Partnership against Terrorism, the 24-hour rule, ISPS Code, Ship and Terminal Security Plans and our current hot topic, the Transportation Worker Identification Credential have benefit, but they become some so weighed down the regulation and implementation strategy that by the time they become operational they often have little resemblance to what was envisioned and no support for enhancement and refinement. At the same time, new initiatives such as the Safe Ports Act and the GreenLane Maritime Cargo Security Act languish because of that same lack of will and support from our national legislative and administrative bodies.

I see sizeable investment being made in guns, gates, guards and gadgets. This is understandable as immediate reaction to the 9-11 and the perceived threat, but we are five years down the road. We must be smarted that that. We must use existing data, demand all agencies share information. We must get away from the old tag line of "need to know", and recognize we all have a need to share information for the common good.

To close, I leave you with this thought, which I must preface with my feeling that the Department of Homeland Security is doing a lot of good and their certainly are good dedicated people working for and with us within DHS. DHS is a "Super Agency" that in many respects is still attempting to merge some 17 previous

independent agencies into one. I acknowledge that many challenges still exist in bringing this Department together. That being said, consider this.

We can determine exactly where one cow with mad-cow disease is located among the millions and millions of cows in America, but we haven't got a clue as to where thousands of illegal immigrants and terrorist may be located.

Maybe we should put the Department of Agriculture in charge of Homeland Security, immigration and locating terrorists, and put DHS in charge of agriculture.

Thank you.