Cruise Ship Security Measures

Vice Admiral Harvey E. Johnson, Jr.
U.S. Coast Guard
Commander, Coast Guard Pacific Area

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The cruise industry is high profile and presents unique security challenges.

Proactive security initiatives by the cruise industry and the AAPA / ICCL.

Longstanding AAPA / ICCL /Coast Guard partnership.

Ports and Terminals are significant partners in security.
2005 ISPS Deficiencies by Category

Access Control: 39
Restricted Areas: 24
Ship Security Plan: 14
Ship Security Officer: 12
Drills: 6
Logs/Records: 5
Training: 5
Other (ISPS/Security Related Deficiencies): 3
Ship Security Alert System: 2
Communications: 1
Shipboard Personnel: 1
Vessel Security Level: 1
Screening Process: 1

Total number of detainable security deficiencies in 2005 = 114
Security Issues

- Security Breaches
- Stowaways
- Waterside Security Responsibilities
- Risk Management (MMT Type Analysis)
- Piracy
Screening requirements under MTSA

- MTSA requires **all** persons, baggage, personal effects and areas around ships be screened.

- Ship stores are required to be screened as per MARSEC Directive 104-1.

- *dangerous substances and devices:* any material, substance, or item that has the potential to cause a Transportation Security Incident (TSI).
Current Passenger & Crew Screening Protocols

- Advance notice of Arrival and Departure
  - All passenger and crew names are vetted by CBP and the National Targeting Center
  - Passengers must have VISAs & are enrolled in US-VISIT
  - Crew without VISAs are detained onboard
  - CG checks qualifications of crew

- Embarking and disembarking passengers are physically screened

- Names cross-referenced for association with terrorist organizations and criminal activity
Responsibility for Security

Cruise ship security is a shared responsibility

- CRUISE SHIP
- CRUISE TERMINAL
- COAST GUARD

- Additional responsibilities for:
  - State/Local Gov’t
  - Port Authority/AAPA
  - ICCL
  - Security Contractors
  - Passengers
America’s Maritime Shield

Next wave of security measures

- **R&D new screening technology**
  - SAIL 1 – Backscatter X-ray, vehicles/persons
  - SAIL 2 – Trace Detection

- **Develop Mandatory Screening Training Program** relying on established Federal Aviation & Industry Standards (FY 06)

- **Update cruise ship security regulations** (FY06-FY07)

- **Explosive detection canine industry standards** (FY07)
Cruise Ship/Cruise Facility Regulatory Project (FY06-FY07)

Addresses:

- Consolidate conflicting regulations
- Screener qualifications and training
- Screening equipment standards
- Prohibited items list?
# Bottom Line

<table>
<thead>
<tr>
<th>Where we are!</th>
<th>Where we need to be!</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Company determined training</strong></td>
<td>Uniform standards of training</td>
</tr>
<tr>
<td></td>
<td>✓ SSO, PFSO, CSO</td>
</tr>
<tr>
<td></td>
<td>✓ screeners</td>
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<tr>
<td></td>
<td>✓ persons w/security responsibilities</td>
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<tr>
<td><strong>No technology standards</strong></td>
<td>Uniform technology standards</td>
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<tr>
<td></td>
<td>✓ EDS</td>
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<tr>
<td></td>
<td>✓ TDS</td>
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<td></td>
<td>✓ Rad/Nuc</td>
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<tr>
<td></td>
<td>✓ Chem/Bio</td>
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<tr>
<td><strong>Self-determined prohibited items</strong></td>
<td>Standards for prohibited items</td>
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<tr>
<td><strong>Varying National Standards</strong></td>
<td>Global Standards</td>
</tr>
</tbody>
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How Can AAPA/ICCL Members Help?

- Provide expertise and support with Cruise Ship regulation project.
- Assist with identifying the “best practices” currently in place in Cruise Ship security.
- Work to achieve Global Coordination to ensure consistent vessel and port facility security measures.
- Work with us from a systems perspective – safety and security together.
- Consistency across various regional, national and international boundaries.
Questions?
CG/CBP Partnership

- CG & CBP have initiated a port-level collaborative effort to reduce burden on industry, passengers, and other customers

- Joint Targeting
- Joint Boardings
- Joint Training
- Intel/Info Exchange
- Professional Exchange
MARPOL Annex I Enforcement

• Coast Guard enhancing U.S. Port State Control enforcement of MARPOL Annex I.

• DOJ criminal investigations into MARPOL Annex I violations in U.S. shows vessel and crew concealment of pollution discharge caused by poorly maintained or faulty equipment, or by vessels taking short cuts to save money.

• Coast Guard continues to partner with IMO and other Port State Control regimes to ensure consistent enforcement of MARPOL Annex I requirements. U.S. requires strict adherence to MARPOL Annex I.
### 2005 Safety Deficiencies Leading to Detention By Category

<table>
<thead>
<tr>
<th>Category</th>
<th>Detainable Deficiencies</th>
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<td>ISM Related</td>
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<td>Crew</td>
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<td>Lifesaving</td>
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<tr>
<td>Propulsion &amp; Aux Machinery</td>
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<td>Safety In General</td>
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<tr>
<td>SOLAS Related</td>
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<tr>
<td>Hull/Load Lines</td>
<td>17</td>
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<tr>
<td>Cargo</td>
<td>7</td>
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<tr>
<td>Radio/Navigation</td>
<td>5</td>
</tr>
<tr>
<td>Documentation</td>
<td>3</td>
</tr>
</tbody>
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Total number of detainable safety deficiencies in 2005 = 308