Canada’s Commitment to Marine Security

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Canada’s Commitment to Marine Security

Canada has committed $930M to strengthen marine security through increased:

- Threat identification and response capability;
- Visible on-water federal presence;
- Security of ports and marine facilities; and
- Level of information sharing with international and industry partners, multi-lateral organizations, provinces and municipalities.
Key Marine Security Initiatives

- Public-Private Partnerships
  - Marine Security Contribution Program - $115M

- Marine Transportation Security Clearance Program

- Collaboration
  - Interdepartmental Marine
  - Security Working Group
  - Marine Security Operations Centres
Public / Private Partnerships – Contribution Programs

• Transport Canada (TC), Canadian Port Authorities (CPA), and terminal operators work together

• Technology providers deal with CPA and terminal operators

• TC provides funding (75%) for projects approved in ISPS Code security plans
Marine Transportation Security Regulations (MTSR) Security Plans

- Security Assessment and Plans approved by Transport Canada

- Smart Regulations

- Access control may include:
  - Checking individuals for proper credentials
  - Identifying all access points to facility
  - Searching vehicles and possessions
Marine Transportation Security Clearance Program

- Background checks on key port workers
- Labour environment at Canadian ports
- Currently in consultation with industry and stakeholders
- Intended to reduce security risk at ports and facilities
Reasons for Security Clearances

• Transportation workers are key to the successful implementation of security measures

• To ensure that the transportation workforce has not been infiltrated by terrorist or criminal organizations
The Canadian Approach to Introducing Background Checks

• In place in airports since 1985

• Work in partnership with terminal operators, port authorities, labour representatives, and workers through extensive consultations

• Risk-based program focused in key areas (container and cruise ship terminals) then expand

• Joint implementation of background checks - government undertakes the actual background checks, port authorities issue the identity cards
Defining who needs a security clearance

- Prioritize which workers will require a TSC
- Accelerate implementation of program where it is most needed
- Security clearances will be required:
  - To work in R2 Areas (Level 2 restricted areas)
  - For jobs with certain designated duties
Transportation Security Clearance Application Flowchart

1. Complete TSC application
2. Submit application, fingerprints & photo at port/airport
3. Transport Canada receives application
4. Fingerprint to RCMP for criminal record check
5. Check of law enforcement records & CPIC
6. Transport Canada conducts checks
7. CSIS check & assessment
8. Immigration check, if required
9. Global review of all information & submissions by Transport Canada
10. Decision by Minister/delegate (Director General Security and Emergency Preparedness)
11. **If concerns from background checks, Applicant submits written submission for further assessment by Advisory Committee**
12. TSC granted
13. TSC denied, cancelled or suspended
The Office of Reconsideration (OOR)

- An applicant whose TSC has been refused or cancelled will be able to apply to the Office of Reconsideration

- The OOR will arrange for an independent assessment of the case and make a recommendation to the Deputy Minister to either grant or refuse the TSC

- This reconsideration process will be within Transport Canada, but independent from the Safety and Security Office that made the original recommendation
Next Steps


• Canada Gazette Part I

• 60 days for consultations

• Canada Gazette Part II

• Vancouver pilot projects

• Implementation schedule
Policy Coordination

- Transport Canada is the lead for Canadian marine security policy

- National Defence, Royal Canadian Mounted Police, and Coast Guard have the operational infrastructure

- All marine security initiatives are coordinated through the Interdepartmental Marine Security Working Group
Operations Coordination

• Marine Security Operations Centres (MSOCs) coordinate on-water activities and provide maritime domain awareness

• Currently, MSOCs are being established in Canada on the East and West coasts and Great Lakes

• Multi-agency centres:
  • Navy
  • Federal Police
  • Coast Guard
  • Border Services
  • Transport
  • U.S. Coast Guard

• MARSEC level changes/ vessel boardings
Conclusion

• Continued enhancements and continuous improvements of the ISPS Code is important and Canada is willing to assist in international capacity building.

• Partnerships with the private sector and other government departments are key to success.