

***U.S. VIRTUAL SEA BORDER
(USVSB)***

**U.S. SEAPORT ALL-HAZARDS
THREAT ASSESSMENT
INTERACTIVE APPLICATION**

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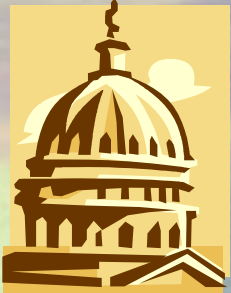
THREAT

Disrupting maritime commerce and freedom of navigation into the United States could create a global economic recession or depression.



Motivation (USVSB)

GAO Initiative



April 2005 GAO report on maritime security emphasizes a need for information sharing among port security stakeholders.

Maritime Infrastructure Recovery Plan 2006



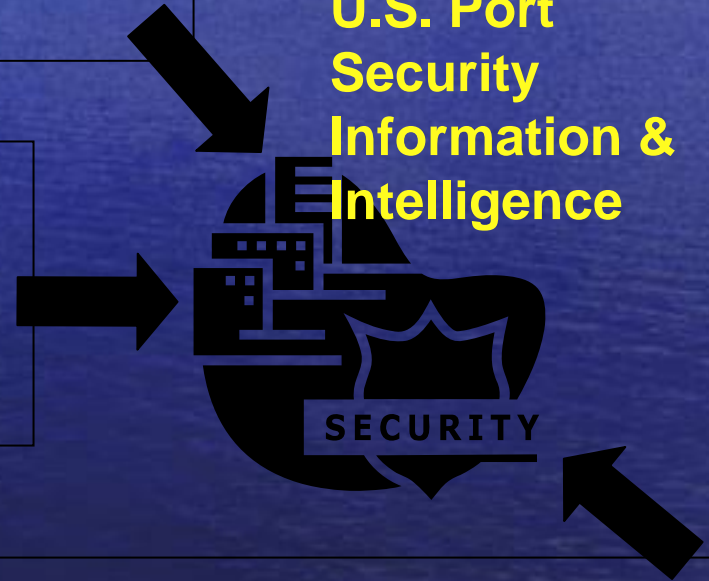
National Plan to Achieve Maritime Domain Awareness; Maritime Operational Threat Response Plan; International Outreach Strategy; etc.

Homeland Security Presidential Directive 13



Marine Domain Awareness: Enhancing international relationships and promoting the integration of U.S. allies and international and private sector partners into an improved global maritime security framework to advance common security interests within the Marine Domain.

U.S. Port Security Information & Intelligence



Motivation (USVSB)

Pre-Pandemic Planning

USVSB provides U.S. Port Security, Safety & Commerce Officials with an improved application to more effectively vet ships, terminals, ownership for non-compliance and security threats, and minimize personal exposure and spread of airborne viruses.

MOTIVATION (USVSB): INTERNET application to virtually vet threats presented by foreign interests involved with U.S. marine terminal operations & commercial shipping are available.

For instance (potential U.S. government uses):

- Current applications already applied for Cruise Ship Lines and their customers (24X7 Internet Accessibility while at sea).
- TEEKAY fleet expected to have INTERNET communications speeds of between 256 KB and 5MB per second in the northern Atlantic and Pacific basins.

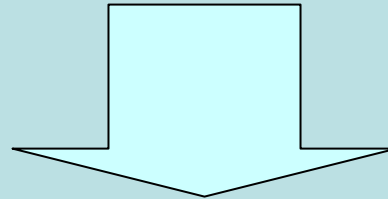
Is current U.S. Protocol risk-based?



96 hour pre-arrival notice information

- Ship's flag state administration
- Owner
- Operator
- Cargo type
- Classification society
- Last port of call
- Next port of call
- U.S. port state control boarding history, etc.

- Ship Arrival Notification System (SANS)
- e-NO/AD (electronic notice of arrival / departures)



No, Why? Because it is a STATIC THREAT ASSESSMENT and compliant companies are not recognized.

(USVSB) Vulnerabilities Are Minimized

No interactive real-time VETTING of seafarers, shipping company, chartering company, and terminal owner representatives



Lack of intelligence & information about the overall commercial maritime operation enterprise is resolved:

- establish relationships with ship & marine terminal management.
- establish virtual area maritime security committees which includes foreign interests.
- vet ship's crewing protocols.
- vet terminal's hiring protocols.
- vet marine companies' maintenance culture.
- vet marine companies' regulatory compliance culture.
- spot-check seafarers' & port workers' identification.
- vet ship's charterer.
- vet ship's & terminal's financial arrangements.

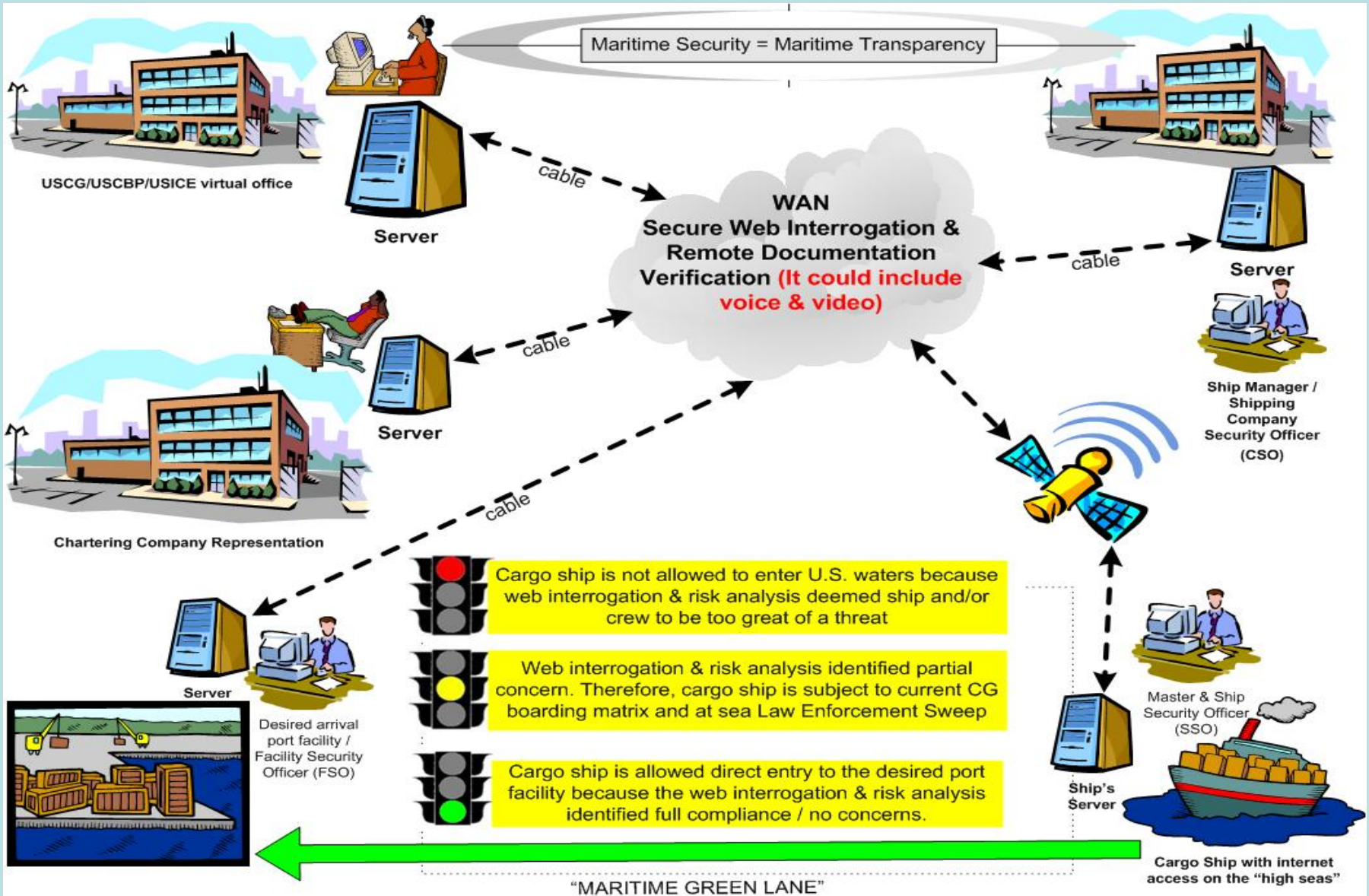
USVSB: Improves Seaport & Cargo Security & Creates Economic Incentives

- Minimal demurrage costs related to security.
- **“GreenLane” incentive - estimated savings to USGDP is \$10M / day.**
- Enables U.S. port security forces' improved focus at non-compliant marine companies.
- Rewards compliant & transparent marine companies (shipping / terminals).
- Improves information sharing between USCG, USCBP, USICE.
- Could include Transport Canada.

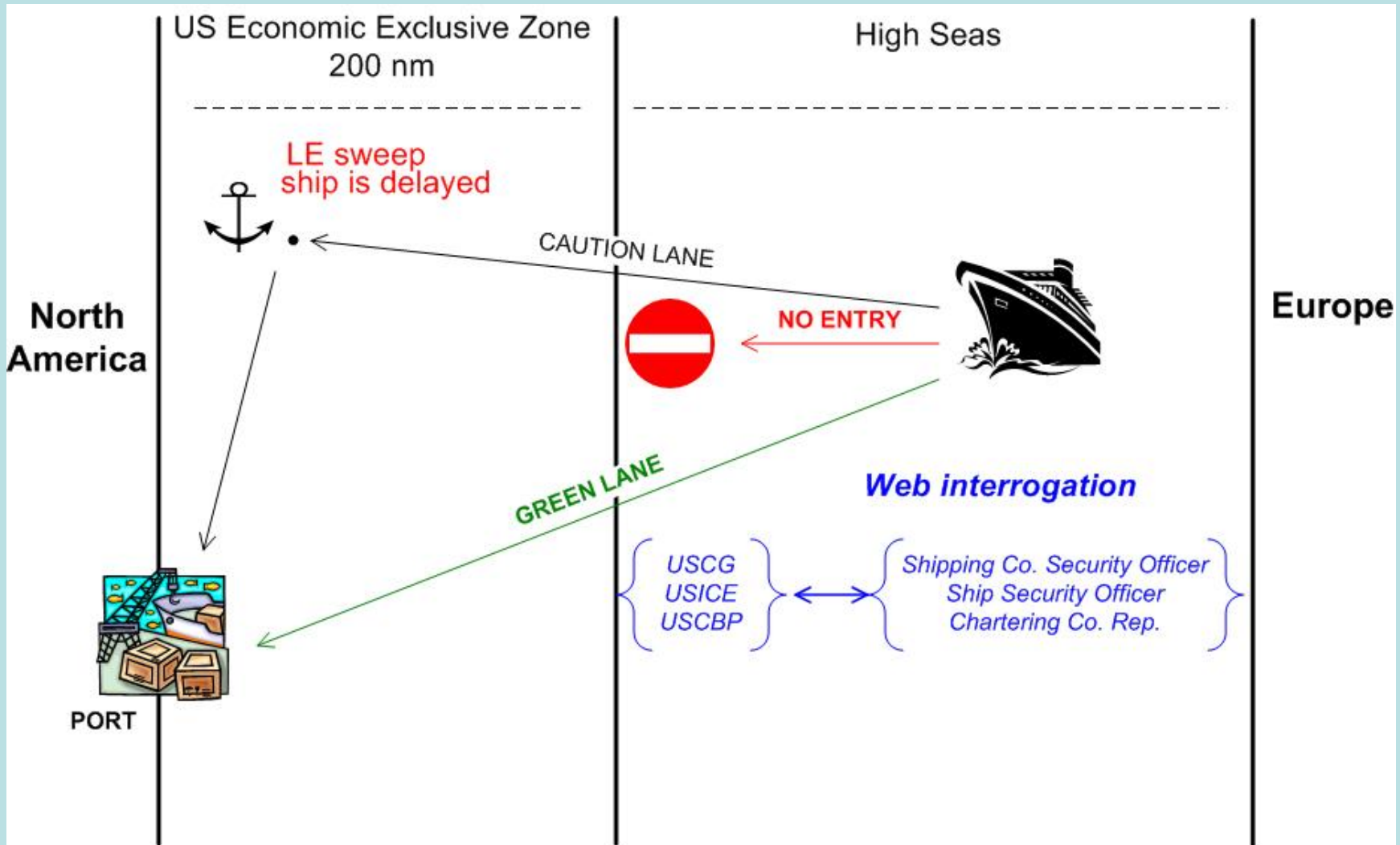
Threat Assessment of Foreign-Owned Marine Terminals (Port Facilities)

- **Current security protocols essentially exclude foreign owners, including ally nations.**
- **USVSB increases agency understanding about commerce.**
- **USVSB creates industry transparency.**
- **USVSB empowers regional approach to security.**

USVSB Model



Another tool for the port security threat assessment “tool box”



USVSB “Top Ten” BENEFITS

1. Creates a virtual U.S. sea border.
2. Provides interactive real-time threat-vetting process.
3. Distinguishes & rewards security-compliant shipping companies & marine terminal operators (i.e., "GreenLane").
4. Decreases in-port security-related delays for compliant shipping companies & terminal operations.
5. Makes ship ownership and ship management transparent.
6. Makes marine terminal ownership and management transparent.
7. Focuses limited at-sea Law Enforcement resources on greatest threats & risks.
8. Establishes a more comprehensive database about foreign-based shipping industry & terminal operations.
9. Incorporates video and biometric assessments.
10. Integrates USCG/USCBP/USICE at the port level.