

POSITION STATEMENT
PORT SECURITY AND TERMINAL OPERATIONS AT U.S. PORTS
THE AMERICAN ASSOCIATION OF PORT AUTHORITIES

AAPA and its members are fully committed to the security of America's seaports. Protecting America's ports is essential for the nation's economic growth, vitality and way of life.

Ensuring the safety and integrity of cargo entering the U.S. is critical to our nation's homeland security.

- AAPA supports enhanced cargo and supply chain security measures that provide the best information and provide security enhancements, such as seals, in order to improve the effectiveness of the U.S. government's cargo screening, targeting, scanning, and inspection activities.
- AAPA supports a risk-based scanning and inspection policy and calls for the scanning and inspections to take place overseas, before a container is loaded onto a vessel for final shipment to the U.S. AAPA supports scanning or inspecting all containers targeted by Customs and Border Protection (CBP) for further review. In addition, U.S. public ports are working with CBP on the implementation of the agency's goal of 100% radiation screening for all containers entering the U.S.

AAPA believes that a strong public-private partnership is essential to port security.

- The federal government must take the lead in protecting America's ports, inspecting vessels, cargo and facilities.
- AAPA supports the Maritime Transportation Security Act (MTSA) that requires all facility operators that manage a port facility in the U.S. to operate in compliance with its U.S. Coast Guard-approved facility security plan.
- AAPA supports the federal government's layered security approach and supports additional funds for federal agencies to continue to carry out and improve their programs such as C-TPAT, the Container Security Initiative, Radiation Portal Monitors, Operation Safe Commerce, and the improved effectiveness of other scanning and inspection technologies.

America's seaports are the critical nexus for our country's access to the world marketplace. This nation relies on a secure and efficient transportation system to allow U.S. workers and farmers to export products around the globe and to provide U.S. consumers with the choice and competitively priced goods they demand.

- AAPA supports a thorough, intelligence-based and more transparent federal government review of foreign companies that wish to acquire or merge with companies operating port terminals in the U.S. to ensure that there are no national security concerns. However, AAPA strongly opposes any blanket ban on the leasing of port facilities to any non-U.S. company — whether private or affiliated with a foreign government.

- By its very nature, trade and global movement is an international business. Non-U.S. entities are integrally involved throughout the transportation chain, including at the foreign ports of departure, ocean shipping of cargo, and here, working with U.S. public ports. These firms employ thousands of American workers and provide valuable investments in the facilities and equipment used to load and unload cargo.

Investing in the security of America's port facilities is essential for protecting our economy and our port community.

- AAPA recommends that the federal government commit \$400 million a year for a separate and dedicated Port Security Grant program to help port facilities enhance physical security. We support a risk-based evaluation process with an application system that is open to all ports. Multi-year funding should be allowed for a portion of each year's awards. Funding from the program should reflect the following prioritization:
 - 1) Investments in infrastructure and equipment, including funds to help install fencing, lighting, intrusion detection systems, security check points, and interoperable communications.
 - 2) Investments in operation and maintenance costs related to port security improvements, to ensure these systems are maintained efficiently.
 - 3) Reimbursement of overtime or additional salaries for security personnel when the risk level is increased by the U.S. Coast Guard for port facilities, as is the case with first responder grants, and
 - 4) Investments in staffing and training to make sure the security functions at our ports are well-manned.
- AAPA strongly supports the implementation of an effective Transportation Worker Identification Credential (TWIC), which was mandated by law in 2002. The TWIC should provide a terrorist-risk review of workers having unrestricted access to a secure part of the port facility. AAPA urges the Department of Homeland Security to quickly implement a TWIC system nationwide.



Alliance of the Ports of Canada, the Caribbean, Latin America and the United States

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