



Cruise Ship Security Measures

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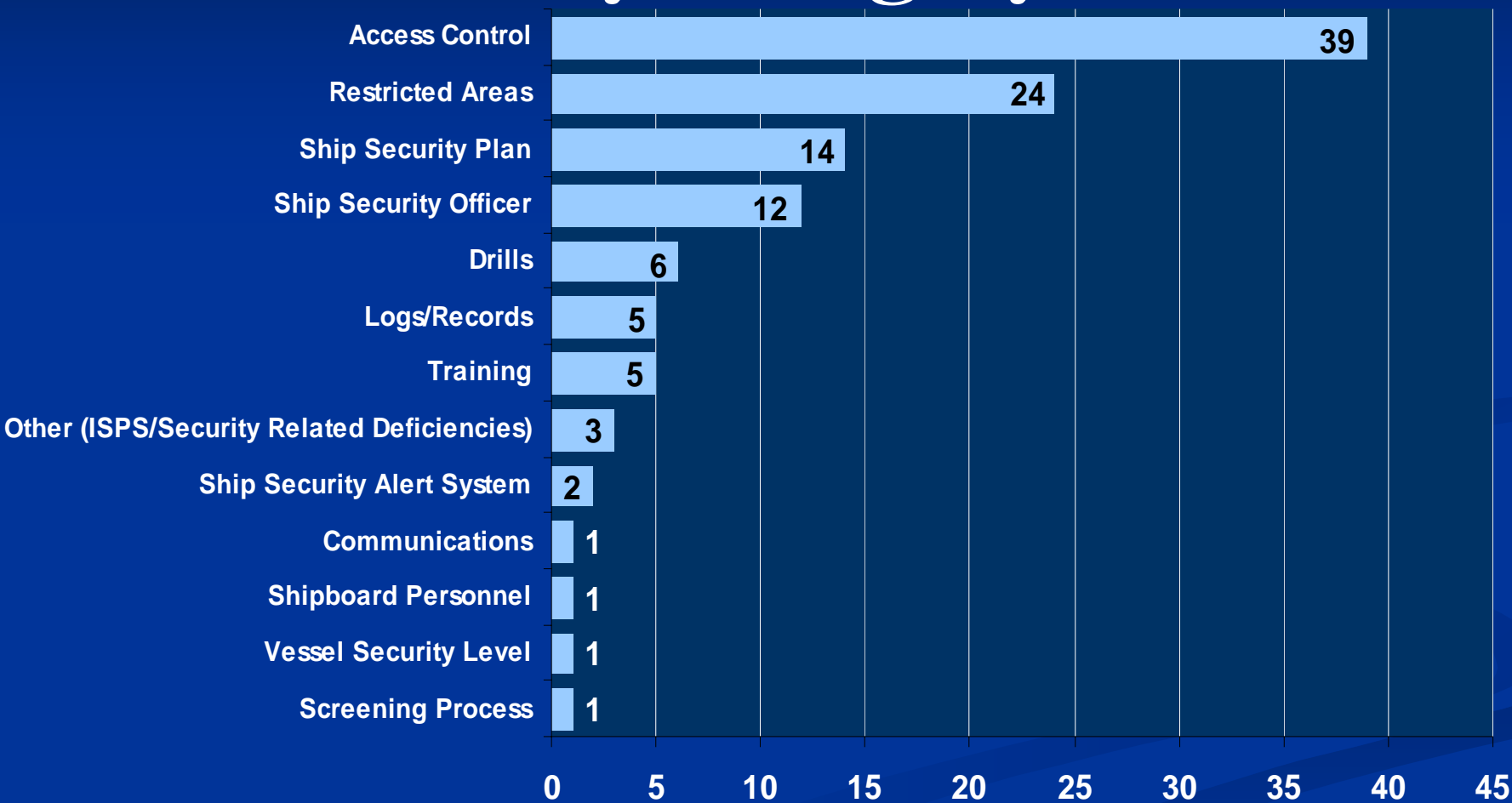
The Cruise Industry – High Value Needs Strong Security

- 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



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

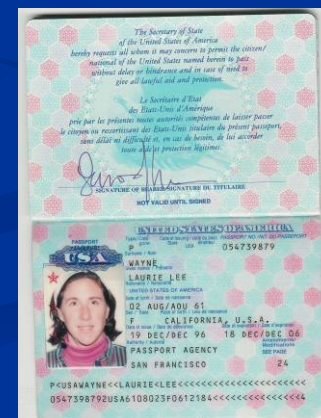
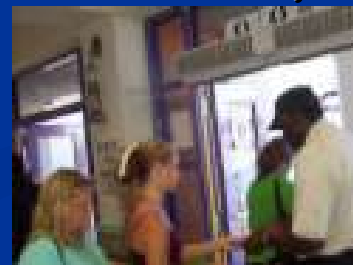
- MTSA requires all persons, baggage, personal effects and areas around ships be screened.
- Ship stores are required to be screened as per MARSEC Directive 104-1.
- *dangerous substances and devices:*
any material, substance, or item that has the potential to cause a Transportation Security Incident (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



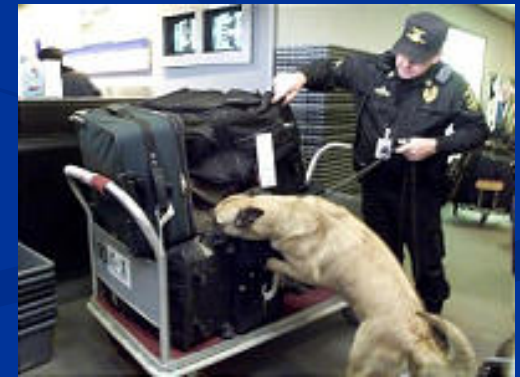
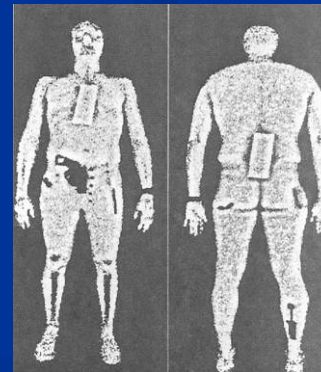


America's Maritime Shield



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



Where we are !	Where we need to be !
Company determined training	Uniform standards of training <ul style="list-style-type: none">■ SSO, PFSO, CSO■ screeners■ persons w/security responsibilities
No technology standards	Uniform technology standards <ul style="list-style-type: none">■ EDS■ TDS■ Rad/Nuc■ Chem/Bio
Self-determined prohibited items	Standards for prohibited items
Varying National Standards	Global Standards





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.

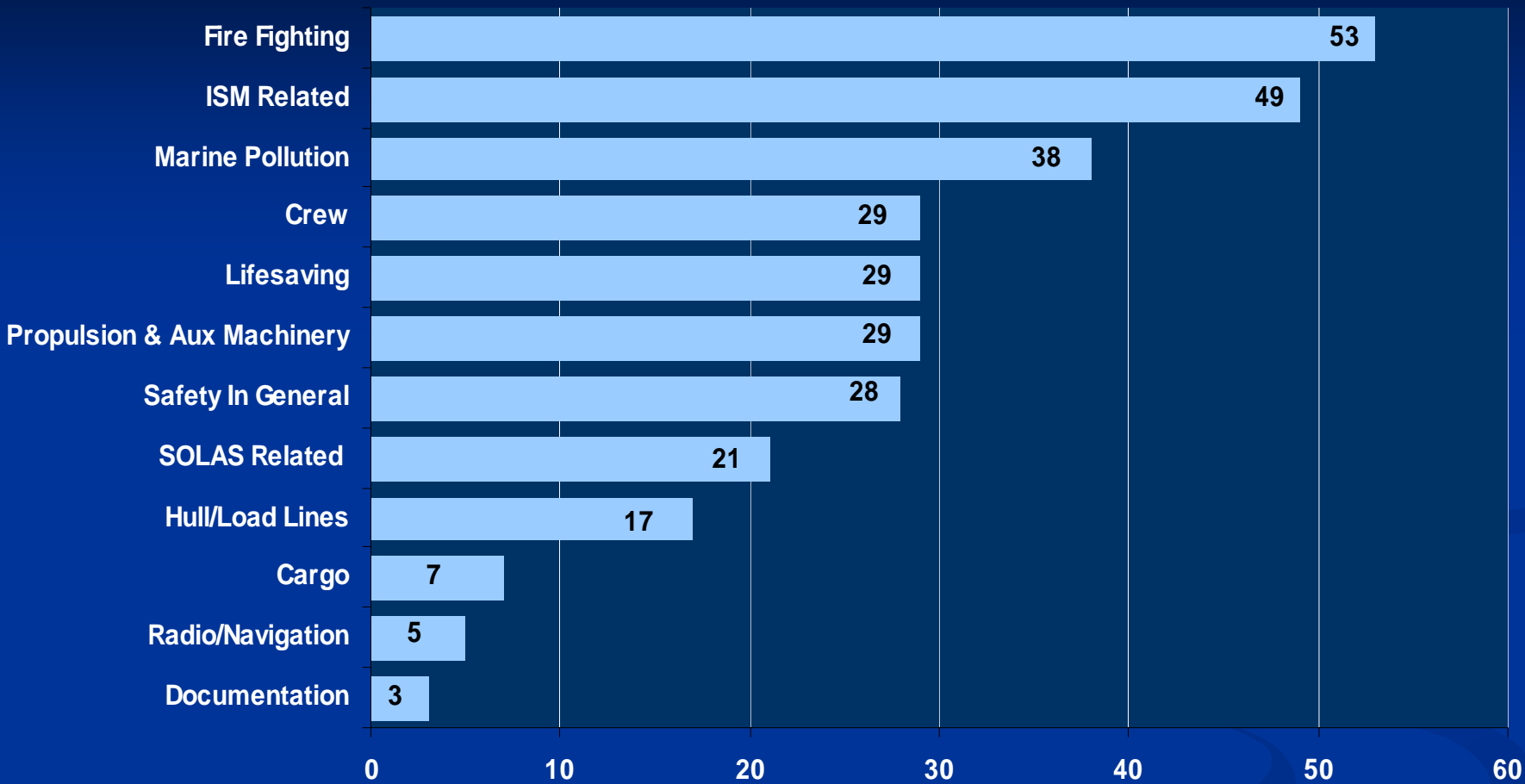


**Homeland
Security**

**United States
Coast Guard**



2005 Safety Deficiencies Leading to Detention By Category



Total number of detainable safety deficiencies in 2005 = 308



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