

Maritime Transportation Security Act **N O W I N E F F E C T**

Secretary of Homeland Security Tom Ridge Chooses Wilmington for the Announcement

One year after establishing the U.S. Department of Homeland Security (DHS), the Maritime Transportation Security Act of 2002 is now in effect. Tom Ridge, Secretary of Homeland Security, made the announcement during a press conference at the Port of Wilmington last October.

The Maritime Transportation Security Act (MTSA) outlines and defines regulations for securing maritime facilities and vessels. The detailed regulations, under 33 CFR Part 105, specifically relate to facility security and include measures for handling, storing and delivering cargo; monitoring and controlling security on the premises; communicating changes in security; and reporting security incidents.

DHS required all U.S. seaports to submit a facility security plan under the guidelines of the MTSA to the U.S. Coast Guard for review and approval by the end of 2003. Port tenants like Dole, Volkswagen of America, Chiquita and Citrusuco who have their own leased facilities inside the Port were also required to submit plans. The Port of Wilmington and its tenants met the December 31 deadline.

"Port customers will not see much of a difference in operations since many of the required security measures have already been put in place," explained Bill Boles, Security manager at the Port. "Our

biggest change is in the amount of documentation that we now must keep and in the increase of interaction with all ships entering and leaving our port," he added.

Port personnel will be involved in security awareness training, regular drills to test elements of the facility security plan, including response to threats and incidents, and exercises to test communications and notifications procedures, elements of coordination, resource availability, and response.

DHS has requested \$40.2 billion in federal resources for FY 2005 – a 10 percent increase over this year's budget. Nearly \$2 billion is planned to support the U.S. Coast Guard's implementation of the MTSA and for maintaining and enhancing other port security programs including the Container Security Initiative, radiation detection monitors, smart card identification technology, and the Customs Trade Partnership Against Terrorism. (C-TPAT)

The Container Security Initiative focuses on pre-screening shipping containers for potentially dangerous or illegal cargo prior to arriving at U.S. ports. Officials from the U.S. Customs and Border Protection (CBP) will also implement radiation monitors in outbound traffic lanes to detect radiological material in vehicles or cargo leaving the Port. The monitors are scheduled to be in place this fall.



Secretary Tom Ridge, U.S. Department of Homeland Security, is welcomed by Gene Bailey, DSPC Executive Director.

The Port of Wilmington is also a participant in a pilot program to test smart card technology using the Transportation Worker Identification Credential (TWIC) initiative. TWIC cards contain encoded personal identification information and are used to control access of transportation workers as they enter and leave transportation facilities, such as airports and seaports. The testing phase of the pilot program was initiated last year. According to the Transportation Security Administration, the prototype phase of the program will begin this summer.

The Port of Wilmington's comprehensive facility security plan is currently under review by the U.S. Coast Guard. More than 300 U.S. seaports must be in compliance with MTSA's Facility Security regulations, including implementation of security measures listed in an approved federal security plan, by July 1, 2004. For more information on TWIC and other security measures, visit the Port's Web site, www.PortofWilmingtonDE.com/HTML/OurPort/TWIC.htm.