Port Security – Then & Now

Changes to Security Approach Post-9/11

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The Port’s Role in our Economy

• Handle 99.4% of US overseas trade by volume (64.1% by value)\(^1\)

• Economic impact (direct and indirect) of public ports:
  – 13.3 million jobs\(^2\)
  – $3.95 trillion in international trade\(^1\)

1. US Census Bureau, 2007
The Impact of Disruption

• Cost of disruption to the largest port complex in the US (Los Angeles/Long Beach)\(^1\)
  – One week shutdown
    $65-$150 million loss to GDP per day
  – Three year shutdown
    $125-$200 million loss to GDP per day
    (about 0.5% of total US GDP)

1. US Congressional Budget Office, 2006
Port Security Emphasis

**Pre-9/11**

- Criminal exploitation
  - Pilferage
  - Smuggling (drugs, stowaways)
- Terrorist attack seen as high impact but low risk
- US Seaport security rated poor to fair, with no standardized means to measure (benchmark)\(^1\)

**Post-9/11**

- Counter-terrorism
  - WMDs
- Risk of terrorist attack increased, impact remains high
- Standards for port security established
  - International Ship and Port Facility Security Code (ISPS)
  - Maritime Transportation Security Act (MTSA)

In 2003, the US Coast Guard estimated that $5.4 billion would need to be spent over 10 years to address security requirements

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\(^1\) Presidential Interagency Commission on Crime and Security in US Seaports, 1999
Tools of the Trade

Pre-9/11

- CCTV
- Fencing/Gates
- Lighting
- Access Control
- Personnel

Post-9/11 Enhancements

- Video motion detection
- Intrusion detection
- CBRNE scanners
- Biometric ID cards
Security Solutions

Central Monitoring Station
Source: L-3 Communications

Harbor-wide Security System
Source: L-3 Klein Associates, Inc.

Handheld Trace Detection
Source: Smiths Detection

Thermal Imaging Camera
Source: PB
Post 9/11 Port Security Initiatives

- Maritime Transportation Security Act
- Port Security Grant Program
- Customs-Trade Partnership Against Terrorism (C-TPAT)
- Container Security Initiative (CSI)
- Transportation Workers Identification Credential (TWIC)
- Operation Safe Commerce
TWIC

- Biometric security credential
- Initiated in 2001 by TSA
- Initial implementation in 2007, with full roll-out in 2009
- Readers still in pilot phase

TWIC Reader
Source: L-1 Identity Solutions
Operation Safe Commerce

- Demonstration of container security technologies across supply chain
- Completed in 2004
- Lessons learned fueled on-going technology development

RFID Tag & Handheld Reader
Source: Savi Technology
Ongoing Challenges

• Improving port security without hampering port operations
  – 100% screening
  – Radiation portal monitors

• Enhancing utility of Port Security Grants
  – Addressing match requirements
  – Funding for personnel

• Completing TWIC implementation