Category	International Port Security				
Title	International Port Security Program Overview				
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Disclaimer:	This Work Instruction (WI) does not change applicable substantive legal requirements, nor is the WI itself a regulation. It is not intended to, nor does it, impose legally binding requirements on any party. Internet release is authorized.
References:	(a) COMDTINST M16000.12A, Chapter 9. International Port Security Program. (b) COMDTINST 16618.9. U.S. Coast Guard International Port Security Program. (c) 46 U.S.C. § 70108. Foreign port assessment. (d) 46 U.S.C. § 70109. Notifying foreign authorities. (e) 46 U.S.C. § 70110. Actions and assistance for foreign ports or facilities and United States territories. (f) 14 USC §710. Assistance to foreign governments and maritime authorities. (g) 46 U.S.C. §70303. Security standards at foreign ports. (h) Port Security Advisory (series). (i) PSA-PR-02. Conditions of Entry (COE) Verification on Vessels. (j) LANTINST M16601.2 (series). IPS Program Operational Manual (For Official Use Only). (k) COMDTINST M5710.5, Chapter 4. International Port Security Program. (l) PSA-1 Memo to U.S. Department of State, Bureau of Counterterrorism, dated 21 Dec 2023: Increased Collaboration on Port Security Capacity Building.

A. <u>Purpose</u>. This work instruction provides an overview of the U.S. Coast Guard's International Port Security (IPS) Program. It describes the IPS Program's background, strategic goals, primary activities, and roles. PSA-WI-01 supersedes reference (a) and cancels reference (b).

B. <u>Action</u>. IPS Program personnel shall be familiar with this guidance and reference it in IPS Program policies and procedures. Other U.S. Coast Guard program offices and commands should refer to this guidance when applicable to their policies and activities. Other organizations with a stake in port security, such as the U.S. Department of State, contracting governments, and port facility security officers may access this instruction for information about the U.S. Coast Guard's IPS Program.

C. <u>Updates</u>. This revision adds reference (l), and updates section G.3.

D. <u>Background</u>.

1. The U.S. Coast Guard established the IPS Program in 2003 in response to the terrorist attacks of September 11, 2001. The IPS Program fulfills provisions from the Maritime Transportation Security Act (MTSA) of 2002, 46 U.S.C. § 70108-70110, and passenger security requirements from 46 U.S.C. § 70303. References (c-g) are the statutory mandates and authorities for the IPS Program's activities.

2. In 2004, the International Maritime Organization (IMO) implemented the International Ship and Port Facility Security (ISPS) Code, expanding upon the regulations of Chapter XI-2 of the Safety of Life at Sea Convention (SOLAS). The ISPS Code prescribes security requirements for contracting governments, ships subject to SOLAS and port facilities that receive ships subject to SOLAS. The ISPS Code is referenced by IPS Program personnel when they assess anti-terrorism measures in foreign ports.

E. Strategic Goals.

   1. Protect the Marine Transportation System. The primary goal of the IPS Program is to reduce the probability of a transportation security incident in the marine transportation system (MTS). The IPS Program deters terrorist threats to the MTS by assessing and monitoring anti-terrorism measures in place at foreign ports, providing technical assistance and capacity building when warranted, and requiring conditions of entry for ships arriving in the U.S. from ports that lack effective anti-terrorism measures. IPS Program findings inform U.S. Coast Guard Captain of the Port (COTP) decisions to protect U.S. ports.

   2. Protect passengers. Safety of ship passengers and seafarers has been a core mission of the U.S. Coast Guard for more than 170 years. The IPS Program verifies the effective implementation of the ISPS Code at foreign port facilities. Combined with the U.S. Coast Guard's Port State Control (PSC) Program, which verifies ISPS compliance of foreign ships operating in U.S. ports, the IPS Program encourages adherence to the ISPS Code by foreign port facility operators. An ISPS compliant ship-shore interface reduces the security threat to passenger safety.

   3. Improve port security governance. The U.S. Coast Guard employs a multi-dimensional model of maritime governance, and regularly interacts with a range of maritime stakeholders. Outcomes of good maritime governance include the reliability, sustainability, and vitality of the MTS. The statutory mandate of the IPS Program is consistent with port security governance, an important component of maritime governance. While the U.S. Coast Guard does not have regulatory authority to enforce the ISPS Code or MTSA in foreign ports, it cooperates with contracting governments to improve port security governance. This is accomplished through voluntary port security assessments, technical assistance, and capacity building.

F. Organization. IPS Program offices are distributed regionally to ensure timely, responsive, and effective oversight. The IPS Program's organization and component roles are:

   1. Commandant (CG-PSA-1) is the IPS Program Manager. PSA-1 is responsible for IPS Program policy, security compliance determinations, and risk management actions when ports are not found to employ effective anti-terrorism measures.

   2. Atlantic Area Commander (LANT-51) is the IPS Program Operational Manager. LANT-51 is responsible for IPS Program procedures, security compliance recommendations, country and port assessments, capacity building, and managing the operations of international port security liaison officers (IPSLO)s.

   3. IPS Operational Nodes provide regional coverage for Europe, the Near East, Africa, Asia, and the Western Hemisphere. They include IPSLOs at the following locations:

      a. Activities Europe (ACTEUR), in Brunssum, Netherlands is responsible for IPSLO coverage of Europe, the Near East, and Africa.

      b. Far East Activities (FEACT), in Fussa, Japan is responsible for IPSLO coverage of the Indo-Pacific region.

      c. LANT-512, in Portsmouth, Virginia is responsible for IPSLO coverage of the Americas and Caribbean.

G. Program Activities. The IPS Program periodically conducts assessments and regularly monitors port security conditions throughout the world. It engages with contracting governments and governments not signatory to SOLAS through on-site engagements, and participation in international and regional forums.

   1. Country Assessments. In accordance with reference (c), the IPS Program conducts country assessments, at least once every three years, to determine if maritime trading nations and port

facilities have effective anti-terrorism measures in place. These assessments include, but are not limited to the following:

    a. Extent of the maritime trading nation's ISPS Code roles and oversight/governance of port facility security.[1]

    b. Access control measures and monitoring of cargo, ships, the ISPS zone, and restricted areas.

    c. Procedures for screening cargo and ship stores.

    d. Basic cybersecurity measures, such as cyber hygiene, monitoring and restriction of network access to authorized persons.

2. <u>Maintain Awareness and Relationships</u>. The IPS Program maintains awareness of port security conditions through official engagements, intelligence reporting, and reports from other organizations.

    a. IPSLOs engage with countries in the intervening years between country assessments to maintain contacts with cognizant agencies and monitor port security developments. Country engagements may include abbreviated assessments or enhanced assistance, which include spot checks that effective anti-terrorism measures are in place, identify port security deficiencies and encourage continued compliance.

    b. PSA-1 and LANT-51 review open-source reports and intelligence to maintain awareness of port, country, and regional security events and trends, and continuously assess the security environment.

    c. PSA-1 has relationships with other agencies and organizations, such as U.S. Customs and Border Protection, U.S. Department of State, the Organization of American States (OAS), the Asia Pacific Economic Cooperation (APEC) Forum, the Association of Southeast Asian Nations Regional Forum (ARF), and the European Commission (EC).

3. <u>Technical Assistance and Capacity Building</u>. In accordance with references (d-f), the IPS Program fosters improved security measures at foreign ports through technical assistance and capacity building activities. These forms of assistance meet the requirement in reference (e) to provide a port security training program for ports found to lack effective anti-terrorism measures.

    a. Per reference (f), technical assistance may be provided in conjunction with regular U.S. Coast Guard operations, such as a scheduled IPS assessment, and is coordinated with the U.S. Department of State.

    b. In accordance with references (d) and (e), the IPS Program conducts capacity building to the extent resources allow. Capacity building activities are directed towards the correction of deficiencies identified during country assessments and implementation of effective port anti-terrorism measures.

    c. Collaboration of technical assistance and capacity building activities will be communicated with the U.S. Department of State in accordance with reference (l).

4. <u>Reciprocal Engagements</u>. The IPS Program provides other countries the opportunity to observe the implementation of anti-terrorism measures in U.S. ports through reciprocal engagements.

    a. These engagements allow government officials responsible for ISPS Code implementation in their countries to receive informational briefs and discuss port security measures and best practices with U.S. Coast Guard program managers and subject matter experts.

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[1] The designated authority is the contracting government agency responsible for implementing the ISPS Code.

    b. Operations permitting, reciprocal engagements also allow visiting delegations to observe functional relationships between U.S. Coast Guard personnel and port facility stakeholders.

    c. The IPSLO for a respective country, in coordination with LANT-51, assists with scheduling a reciprocal engagement upon the request of the contracting government.

H. <u>Security Compliance Determinations and Risk Management</u>. Country assessments are the primary, but not the only consideration in security compliance determinations. Following the country assessment, the IPS Program provides the contracting government a letter of findings and recommendations via the cognizant U.S. embassy, pursuant to reference (d)

  1. <u>Compliant Countries</u>. Countries found to be substantially implementing effective anti-terrorism measures are advised in writing by the IPS Program. Countries found to be minimally implementing anti-terrorism measures are also notified in writing and are provided recommendations to correct deficiencies and gaps in their security processes.

  2. <u>Non-compliant Countries</u>. The written notification to countries not found to be effectively implementing anti-terrorism measures is normally followed by a public notification, made via the U.S. Federal Register. PSA may seek additional methods to communicate to the public substandard port security. Consequences of non-compliance may include, but are not limited to the following:

    a. Listing the country on the Port Security Advisory. Ships calling on ports in non-compliant countries are expected to implement additional security measures while in those ports, in accordance with reference (h).

    b. Conditions of Entry verification examinations are performed on ships subject to the Port Security Advisory, in accordance with reference (i).

    c. U.S. Coast Guard security boardings may be required at sea for ships that call on ports in non-compliant countries prior to operating in U.S. waters.

I. <u>IPS Program functional requirements</u>. The functional success of the IPS Program depends upon its personnel, support from the U.S. Department of State, and documentation.

  1. <u>Personnel</u>. Talent management is a priority for the IPS Program, including recruiting, training, and retention of IPSLOs, assessors, trainers, support personnel, and managers.

  2. <u>U.S. Department of State coordination</u>. The IPS Program coordinates country engagements with the U.S. Department of State. Usually, the country's IPSLO coordinates with the Economic Officer at the local U.S. embassy. When country assessments find non-compliance with the ISPS Code or determine the country lacks effective anti-terrorism measures, the observations are communicated through the U.S. Department of State. These examples underscore the importance of U.S. Department of State support in the IPS Program's mission.

  3. <u>Procedures and Documentation</u>. Consistent procedures, accurate recordkeeping, and timely correspondence are essential to the effectiveness of the program. IPS Program personnel shall consult reference (j) in the performance of their duties.

  4. <u>Additional Information</u>. This document, and other publicly releasable guidance related to the IPS Program are posted online at International & Domestic Port Assessment (uscg.mil).

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By direction