



DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



# OFFICE OF PORT AND FACILITY COMPLIANCE

2020 ANNUAL REPORT

# *Table of Contents*

Executive Summary	3
Highlights of 2020	4
FEMA National Response Coordination Center	4
COVID –19 Marine Transportation System Recovery Support Cell	5
Reporting of Inadequate Port Reception Facilities	6
Certificate of Adequacy Field Visits	6
Arctic Work on Prevention of Pollution of the Marine Environment	6
Alternative Security Program (ASP) Sponsoring Organizations Meet to Discuss Cyber Issues	7
Cyber Security	8
National Container Inspection Program Updates	9
2020 Facility Safety Statistics	10
2020 Facility Security Statistics	12
Official 2020 Calendar Year Data Numbers	13
Enhancing Program Oversight and Inspector Tools	14
Rulemakings	15
Training	16
Area Maritime Security Committees	17
AMSC of the Year Award	18
Rear Admiral Richard E. Bennis Award	19
Rear Admiral William M. Benkert Award	20
On the Horizon for 2021	21
Points of Contact	22

Throughout this document, various policies, instructions, and strategies are referenced. For a comprehensive list and electronic access to these documents, please see the CG-FAC links at the back. Please note: some of these items may require Coast Guard access to the CG-only web portal.

# EXECUTIVE SUMMARY

The mission of the Office of Port and Facility Compliance (CG-FAC) is to provide safety, security, and environmental stewardship for the nation's ports and facilities. CG-FAC strives to provide clear regulations, policy, and direction to Coast Guard (CG) operational commanders and other stakeholders to ensure our port communities are a safe and secure place to do business, live, and work.

Even during these challenging times, CG-FAC continues to lead on providing guidance for cyber systems and ensuring the safety and security of ever-evolving information and operational technology in the Marine Transportation System (MTS). CG-FAC published the Facility Cyber Navigation and Vessel Inspection Circular (NVIC) 01-20 in March 2020. CG-FAC remained actively engaged in key partnerships with Area Maritime Security Committees (AMSCs) and respective Cybersecurity Subcommittees in addressing emergent cyber guidance and tools, including development of the Maritime Cyber Risk Assessment Model (MCRAM) to enhance cyber risk management in the MTS. Furthermore, CG-FAC was heavily engaged with other CG entities, Transportation Security Administration (TSA), and DHS on the publication of the Transportation Worker Identification Credential (TWIC) Delay Final Rule, "*TWIC – Reader Requirements; Delay of Effective Date*" on March 2020.

The 2020 hurricane season was the most active and fifth costliest hurricane season on record. In total there were thirty named storms, with thirteen developing into hurricanes. Twelve storms made landfall in the contiguous U.S, breaking the previous record of nine set in 1916. September was the most active month of record with ten named storms. These 2020 storms resulted in over \$60 billion<sup>1</sup> in damages and impacted ports in Texas, Louisiana, Mississippi, Florida, Georgia, South Carolina, North Carolina, and Virginia. The COVID-19 pandemic provided additional complexities to already dynamic response efforts. Overcoming these challenges were the result outstanding work by local Marine Transportation System Recovery Units (MTRUs) and communication between all levels of command. Senior leaders in Federal Emergency Management Agency (FEMA), the Department of Transportation (DOT), DHS, and CG were well informed of the status of vital ports and directly attributed to the development of viable alternatives to enable the flow of relief efforts. The CG recognizes the value of collaboration and continues to encourage cooperation with federal, state, local, tribal, and territorial officials, and our industry port partners to support MTS safety, security and resilience.

Most importantly, CG-FAC is extremely proud to support the Coast Guard men and women who, in 2020, completed over 4,677 security compliance inspections<sup>2</sup> required by the SAFE Port Act of 2006 and FAA Reauthorization Act of 2018, over 38,485 visual and electronic inspections of TWICs<sup>3</sup>, and more than 22,000 container inspections<sup>4</sup>. Maintaining a strong operational presence on the waterfront is key to safe and secure ports. In addition, Port Security Specialists oversaw the coordination of 107 events that tested the effectiveness of their respective port-level Area Maritime Security (AMS) plans and supported maritime security preparedness and recovery regimes through the engagement of federal, state, local, tribal, and territorial government and private sector stakeholders. We are equally grateful to the many facility operators, port workers, mariners, and other agency personnel whose patriotism and hard work are equally vital to our success.

Captain Bradley Clare, USCG

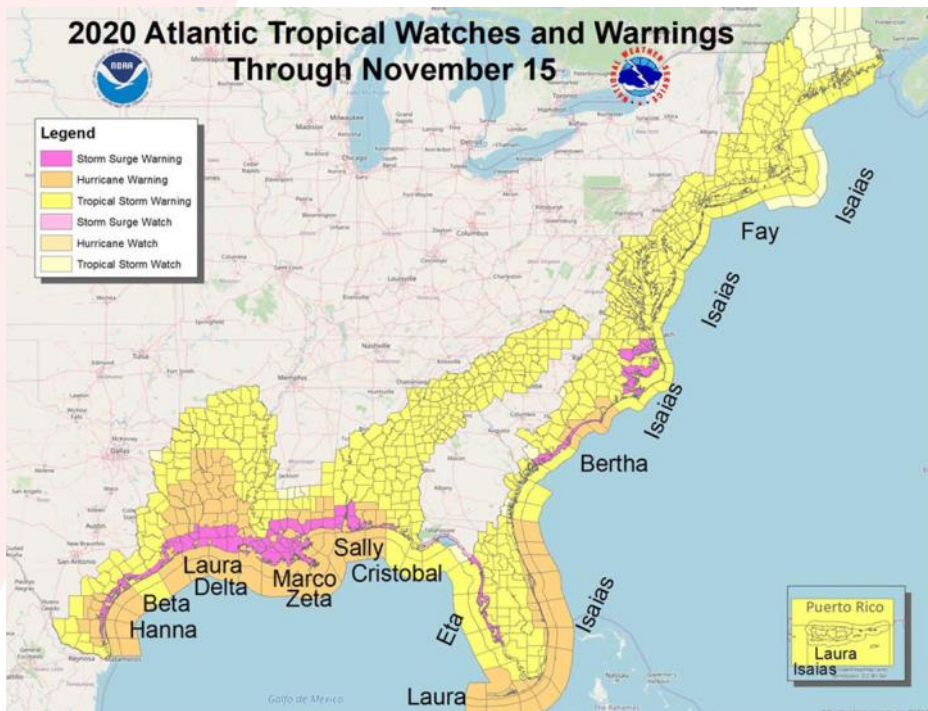
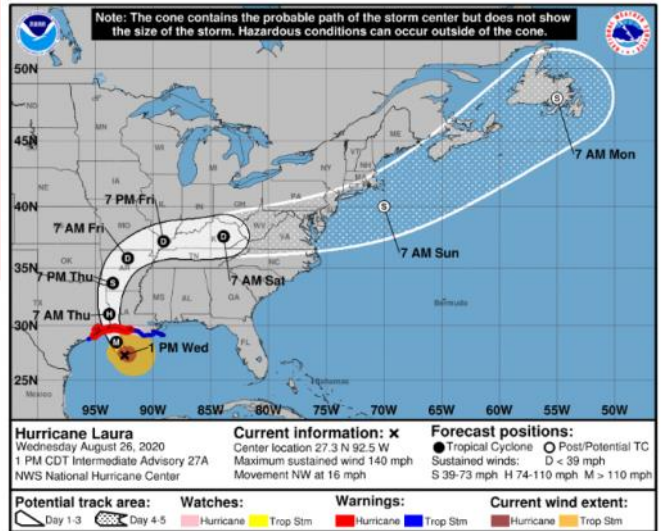
1 <https://www.accuweather.com/en/hurricane/record-breaking-2020>  
2 As per the MISLE Facility Activities Coast Guard Business Intelligence System.  
3 As per the MISLE TWIC Workers Coast Guard Business Intelligence System.  
4 As per the MISLE Container inspections Coast Guard Business Intelligence System.

# Highlights of 2020

## FEMA NRCC Support

2020 was an incredibly active hurricane season, the first time since 2005 that the Greek alphabet was used to name storms due to the number of cyclones. 12 of these storms made U.S. landfall. For these storms, FEMA's National Response Coordination Center (NRCC) Emergency Support Function One (ESF-1) was activated, staffed remotely by Coast Guard personnel at Base National Capital Region due to social distancing requirements for COVID-19.

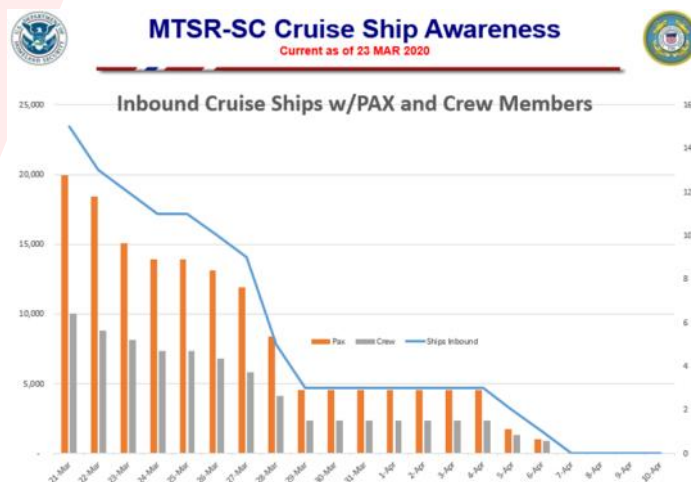
The impact of Category 4 hurricanes Laura and Delta, as well as Tropical Storm Beta in quick succession inflicted unrelenting damage on the Texas/Louisiana border, creating facility closures and delays in many deepwater ports that facilitate billions of dollars of economic activity within the U.S. Hurricane Eta, a Category 4 hurricane, caused widespread power outages in Florida and over 10 inches of rainfall in certain areas of North and South Carolina. ESF-1 watchstanders worked quickly to consolidate information and communicating to senior leadership, enabling them to take necessary action to mitigate impacts to the Maritime Transportation System.



# Highlights of 2020

## COVID-19 MARITIME TRANSPORTATION SYSTEM RECOVERY SUPPORT CELL (MTRSR-SC)

Soon after COVID-19 became a public health crisis within the United States, the Centers for Disease Control and Prevention (CDC) issued the initial 30-day No-Sail Order for cruise ships on March 14th, in conjunction with the Cruise Line Industry Association (CLIA) suspending its member companies operations for 30 days. The HQ MTRSRU Support Cell was activated in order to measure the impact of COVID-19 and policy measures on the maritime industry, with a focus on cruise ships and the impact of the No-Sail Order. In March, there were still over 60,000 crewmembers aboard cruise ships. Coast Guard and industry worked together to disembark passengers in the weeks following the No-Sail Order. The MTRSR-SC watch tracks various metrics, such as the locations of cruise ships, their anticipated restart date for sailing with passengers, their crew numbers, and their arrival into U.S. Ports. The watch also gathers news on how cruise lines, U.S. ports, and other countries are affected by COVID-19. This information is passed to multiple parties, such as the Assistant Commandant for Prevention Policy, as well as multiple stakeholders including the CDC, NOAA, the CMTS COVID-19 Working Group, DOT, and many more not listed. As of June 2021, the COVID-19 MTRSR-SC continues operating the watch at HQ with 1 Title 10 reservist supported by active-duty personnel, and can be contacted by email at [MTRSRU-SC@uscg.mil](mailto:MTRSRU-SC@uscg.mil), or Monday through Friday by phone at (202) 372-2418.



# Highlights of 2020

## REPORTING OF INADEQUATE PORT RECEPTION FACILITIES

As a party to MARPOL, the U.S. is obligated to ensure the provision of Port Reception Facilities (PRF) at ports and terminals servicing ships on international voyages. Additionally, the U.S. is obligated to report to the International Maritime Organization (IMO) where PRF are inadequate in meeting the needs of ships using U.S. ports and terminals. Ships may voluntarily report inadequacies through their own Flag State Authority to the IMO and should inform the respective Port State Authority. Voluntary reporting will assist Port States in addressing inadequacies and meeting their reporting obligation to IMO. In 2020, CG-FAC continued efforts to educate Coast Guard field units and work with other flag states on addressing issues related to reception facilities throughout the country.

## CERTIFICATE OF ADEQUACY WORKING GROUPS



An example of a Waste Oil PRF

Following on from 2019 field visits, CG-FAC-2 initiated a Certificate of Adequacy (COA) Working Group, comprised of approximately 40 volunteers from units across Atlantic and Pacific Areas. The WG met weekly (virtually) for about 2 months and collectively addressed areas of improvement within each step of a COA process and program. Two additional sub-WG were formed to address the lack of criteria of adequacy for reception facilities for scrubber residues in 33 CFR 158 and the complexities of issuing COAs to fishing ports that land over 500,000 pounds of fishing products per year. As a spinoff from the Fishing Port WG, Sector Long Island Sound launched their local

"Operation Spectacles for Receptacles", and built a team to examine and potentially bring into compliance 33 CFR 158 facilities. The Scrubber working group continues to meet weekly and is instrumental in assisting CG-FAC-2 staff gain the knowledge needed to develop relevant and useful COA guidance for scrubber residues. Thanks to the contributions from all the WGs, an updated and consolidated version of the 1989 COA manual is expected to be released in 2021.

**PAME**

Protection of the Arctic Marine Environment

## ARCTIC WORK ON PREVENTION OF POLLUTION OF THE MARINE ENVIRONMENT

As part of the NOAA led U.S. delegation to Protection of the Arctic Marine Environment (PAME), a working group of the Arctic Council continued collaborating with members of the other 7 Arctic States on several projects involving PRFs. The first of these projects involved drafting language to amend MARPOL to allow regional arrangement of reception facilities in ports in or near Arctic waters. These draft amendments will be submitted to the IMO in 2022 for adoption. The second project consisted of developing PRF action items which were incorporated in the Regional Action Plan on Marine Litter in the Arctic and the third proposed project is to add a PRF mapping layer within PAME's Arctic Shipping Traffic Database, providing users with a visual image of the available ports and reception facilities in Arctic and near Arctic waters.

# Highlights of 2020

## **ALTERNATIVE SECURITY PROGRAM (ASP) SPONSORING ORGANIZATIONS MEET TO DISCUSS CYBER ISSUES**

Five of the ten ASP sponsoring organizations met on November 10, 2020, to discuss cyber issues and how best to address security requirements of computers, telecommunications and network systems. The session, organized by Betty McMenemy of CG-FAC-2, was hosted by the National Grain and Feed Association (NGFA). The North American Export Grain Association (NAEGA), the American Chemistry Council (ACC), the American Waterways Operators (AWO), and the Passenger Vessel Association (PVA) attended either in person or virtually. These organizations represent a large and varied segment of Maritime Transportation Security Act (MTSA) regulated vessels and facilities, which utilize a variety of computer-controlled, automated systems as a part of their layered security measures. The Coast Guard was also represented by members of CG-FAC-1 and supported by the American Bureau of Shipping (ABS) Consulting Group.

LCDR Kelley Edwards (CG-FAC-1) gave a cybersecurity presentation. Her discussion on Maritime Cyber Security included threats such as Phishing/Spear Phishing, creating passwords, 3<sup>rd</sup> party vendors, malware/ransomware, social medial fraud and insider threats. The presentation also covered the port security grant request process. In addition, Lcdr Edwards announced that NVIC 01-20 – Guidelines for Addressing Cyber Risks at MTSA Regulated Facilities had been published and is now available for use by all owners or operators. After Lcdr Edwards' presentation, she and Lcdr Leslie Downing of CG-FAC-1, led a question and answer session covering computers, networks and server risks in the maritime industry.

Mr. Adam Cooley of the ABS Consulting Group discussed CG compliance exams that include cyber. He spoke about the Facility Inspector cyber-security Job Aid that had been created to assist CG inspectors in approaching this important task. Questions centered on what Inspectors would be looking for during facility examinations. Mr. Cooley responded that a thorough, risk-based Facility Security Assessment (FSA) was the most important activity on the part of the owner/operator or Facility Security Officer. Any vulnerabilities found during the FSA must be addressed in the ASP/FSP. Facilities that operate under a Coast Guard approved ASP may attach any necessary security measures, not included in the ASP, as essential site-specific information.

Bill Erny of the ACC gave a presentation on the effects of the cyber-attack on CMA-CGM Transport. Some ACC member companies were adversely impacted because of the delay in receiving cargo – products that are necessary for the operation of chemical facilities and/or are utilized in the creation of specific chemical substances.

The group plans to continue working together to explore additional challenges in the area of maritime cyber-security and to share best practices.

# Cyber Risk Management

## CYBER NVIC

CG-FAC published the Facility Cyber Navigation and Vessel Inspection Circular (NVIC) 01-20 in March 2020. The intent of the Facility Cyber NVIC is to call industry's attention to MTSA regulations that require "radio and telecommunication systems, including computer systems and networks" to be addressed in Facility Security Assessments (FSAs) and Facility Security Plans (FSPs). In order to assist facilities in incorporating cybersecurity into their FSAs and FSPs, an implementation period of 1.5 years was provided. This implementation period will end on September 30, 2021. Units are encouraged to review the Facility Cyber NVIC and implementation guidance and engage in conversations with facility owners, operators, and security officers about facilities' cybersecurity/cyber risk management programs and how to begin incorporating cyber into their FSAs and FSPs. The Facility Cyber NVIC itself is an awareness tool to inform industry of the requirement to include cyber and provides guidance of how cyber might relate to cites within 33 CFR 105 and 106. The Facility Cyber NVIC, Federal Register Notice of Availability (NOA), and Frequently Asked Questions (FAQs) can be found on our CG-FAC website. Additionally, cyber-focused Facility Inspector job aid was released to assist facility inspectors and is located on our [CG-FAC website](#).



## Maritime Cyber Risk Assessment Model (MCRAM)

A contract with MITRE, a Federally Funded Research & Development Center, allowed CG-FAC and MITRE to continue leveraging past efforts on Cybersecurity Framework Profiles to develop the MCRAM. Outreach engagement work continued in early 2020 where regional workshops were held in collaboration with Area Maritime Security Committees in New York/New Jersey, Houston-Galveston and Los Angeles/Long Beach. The workshops allowed various port stakeholders to identify from their perspective the most critical MTS aspects or components, for example, Facilities, Vessels, Waterway, Infrastructure, Business Operations, or Communications, etc.

The first proof-of-concept model developed from data gathered at the workshops, does not accept inputs nor does it produce any sensitive documentation, but is intended to allow the user to see where their peers have determined cyber risks and vulnerabilities would be most impactful, self-review and to prioritize based on their own determination of business need and available resources.

Evaluation of the first proof-of-concept began with a National Maritime Security Advisory Committee work group to provide CG-FAC feedback and recommendations to refine the MCRAM. A second contract is expected to be approved for work early summer 2021, with intended focus on outreach sessions with MTS stakeholders to inform refinement of the MCRAM so as to provide a tool for AMSCs to address cyber within Area Maritime Security Plans and MTSA regulated facilities to help identify cyber gaps.



# National Container Inspection Program Updates

COVID-19 impacted Coast Guard missions in different ways in 2020. Internationally and domestically, the movement of containers through port facilities diminished significantly. The National Container Inspection Program (NCIP) suffered from reduced personnel resources to conduct inspections and reduced capability to provide required training to inspectors. CG-FAC-2 continued to provide programmatic guidance and aggressively sought opportunities to work with partner agencies and industry to ensure the safety of our personnel, and the continued safe and secure facilitation of commerce through our vital Marine Transportation System.

CG FAC-2 provided input and guidance via Marine Safety Information Bulletins (MSIBs) to industry and detailed the regulatory expectations of virtual and “Administrative Inspections” to ensure compliance. FAC-2 remained adaptable in providing aligned programmatic messaging and provided input on ALCOASTs for risk-based decision making for CG personnel during container inspections.



Additionally, the Coast Guard Container Inspector Course, taught by the Container Inspection Training and Assistance Team (CITAT) and at Yorktown, VA was suspended. All training sessions in 2020 were cancelled. CG FAC-2 continued to coordinate with FORECOM & Yorktown training center to have all CG FAC related training courses reinstated in FY2021.

Finally, CG-FAC-2 pursued new initiatives with the National Cargo Bureau (NCB), Federal Maritime Commission (FMC), and Customs and Border Protection (CBP) to increase awareness of international container shipping trends, to help build knowledge and container inspection capacity worldwide to protect vessels and facilities, and to protect the MTS from adverse impacts due to container incidents. These organizations continue to serve as a force multiplier for the Coast Guard, and lead the way in preventing undeclared or mis-declared hazmat from being shipped in the future.

## 2020 Facility Safety Statistics

The Coast Guard conducts facility compliance inspections on regulated facilities. These facilities are regulated under Title 33 Code of Federal Regulations (CFR). These include: facilities handling packaged and bulk-solid dangerous cargo (33 CFR 126), liquefied natural gas (LNG) and liquefied hazardous gas (LHG) facilities (33 CFR 127), bulk liquid oil and hazardous material facilities (33 CFR 154) and reception facilities for oil, noxious liquid substances, and garbage (33 CFR 158). The following table indicates the number of active regulated facilities for each type of facility:

Inspection Part	Type of Facility	Number of Active Regulated Facilities
33 CFR 126	Packaged and Bulk Solid Dangerous Cargo	336
33 CFR 127	Liquefied Natural Gas & Liquefied Hazardous Gas	131
33 CFR 154	Bulk Liquid Oil & Hazardous Materials	2,469
33 CFR 158	Reception Facilities for Oil, Noxious Liquid Substances, and Garbage	1,201

Coast Guard facility inspectors conduct facility safety inspections and transfer monitor activities to help ensure the safety of facilities and the environment. When deficiencies are identified, in keeping with the Coast Guard's enforcement posture, the Captain of the Port employs the lowest level of action necessary to rectify the issue and compel compliance by the facility. In most instances this results in a written deficiency, education, and working with the facility to ensure the deficiency is rectified prior to taking enforcement action. However, in some instances, enforcement actions are necessary to compel compliance. In 2020, there were 100 determinations of enforcement actions. The following table provides the type of enforcement actions taken:

Enforcement Type	Number of Occurrences
Letter of Warning	45
Notice of Violation	45
Administrative Civil Penalty (Class 1)	10

\* Data source: CGBI CUBEs accessed on 09 March 2021.

\*\* Numbers are subject to change as field units complete additional casework for activities that occurred in CY20.

## 2020 Facility Safety Statistics

Most of the offenses were related to requirements for transfer operations. The following table indicates the most frequent regulatory cites used for enforcement actions:

Citation	Citation Title	Enforcement Offenses Executed
33 CFR 156.120	Requirements for transfer	12
33 CFR 154.1055	Facility Response Plan Exercises	7
33 CFR 156.150	Declaration of inspections	7
33 CFR 126.27	General permit for handling dangerous cargo	1
33 CFR 154.110	Letter of Intent	1
33 CFR 154.740	Records	2
33 CFR 154.750	Compliance with operations manual	3
33 CFR 154.1060	Submission and approval procedures	1
33 CFR 154.500	Hose assemblies	7
33 CFR 154.710	Persons in charge: Designation and qualification	2
33 CFR 154.735	Safety requirements	2

\* Data source: CGBI CUBEs accessed on 09 March 2021.

\*\* Numbers are subject to change as field units complete additional casework for activities that occurred in CY20.

## 2020 Facility Security Statistics

As of January 2021, there were 2,776 facilities subject to the MTSA, of which 2,386 require Facility Security Plans (FSP). Approximately 203 additional facilities have a valid approval letter for an Alternative Security Program (ASP). In 2020, the Coast Guard completed 4,677 security-related MTSA annual and spot check examinations and recorded 95 enforcement offenses against MTSA-regulated facility owners or operators for non-compliance with MTSA regulations. In some cases, examinations were not conducted due to the facility closing or changing their operations, thus removing them from Coast Guard jurisdictional oversight. The 95 enforcement actions in 2020 took place at “MTSA-regulated facilities” to include Notices of Violation, Letters of Warning, or Administrative Civil Penalties.

U.S. Inspected Facility Enforcement Activities for 33 C.F.R. Part 105 Violations		
Citation	Citation Title	Enforcement Offenses Executed
33 C.F.R. § 105.125	Noncompliance	1
33 C.F.R. § 105.140	Alternative Security Program	2
33 C.F.R. § 105.200	Owner or Operator Requirements	15
33 C.F.R. § 105.205	Facility Security Officer Requirements	7
33 C.F.R. § 105.210	Facility Personnel with Security Duties	7
33 C.F.R. § 105.220	Drill and Exercise Requirements	5
33 C.F.R. § 105.225	Facility Recordkeeping Requirements	4
33 C.F.R. § 105.255	Security Measures for Access Control	31
33 C.F.R. § 105.260	Security Measures for Restricted Areas	6
33 C.F.R. § 105.305	Facility Security Assessment (FSA) requirements	6
33 C.F.R. § 105.400	Facility Security Plans- General	1
33 C.F.R. § 105.410	Facility Security Plans – Submission and Approval	5
33 C.F.R. § 105.415	Facility Security Plans – Amendment and Audit	5
<b>Total:</b>		<b>95</b>

\* Data source: CGBI CUBEs accessed on January 2021.

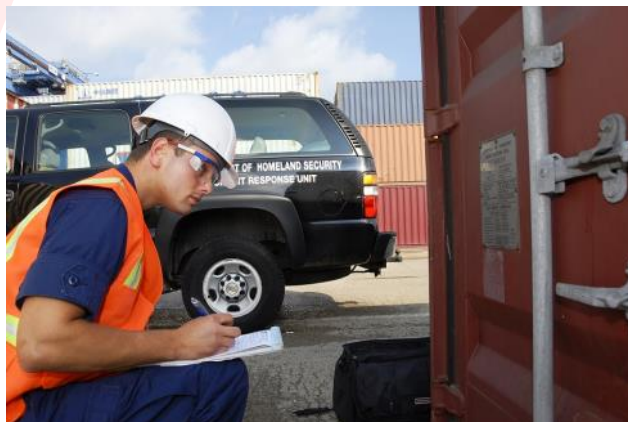
\*\* Numbers are subject to change as field units complete additional casework for activities that occurred in CY20.

\*\*\* As per 18 U.S. Code § 3156, the term “offense” means any criminal offense. Documented “offenses” in this case are violations of the below Code of Regulations (CFRs).

## Official 2020 CY Data Numbers

Description	2019 Data (# Reported)	2020 Data (# Reported)
All types of facilities documented in MISLE	45,972	<b>46,376</b>
All inspections completed at USCG regulated facilities	17,783	<b>16,501</b>
Total waterfront facilities documented in MISLE	8,743	<b>8,790</b>
Total MTSA regulated facilities (all types)	3,081	<b>2,776</b>
Total MTSA regulated facilities that require an active FSP	2,574	<b>2,386</b>
Enforcement Actions that took place at MTSA Regulated Facilities	126	<b>95</b>
Total security related inspections as per the SAFE Port enforcement requirements conducted during a facility inspection	5,657	<b>4,677</b>
Total transfer monitors activities conducted	991	<b>835</b>
Total number of container inspections conducted	29,098	<b>22,952</b>
Facilities that have a valid approval letter to belong to an ASP	203	<b>204</b>
Total number of visual and electronic inspections of TWICs	53,482	<b>38,485</b>
Total operational controls (COTP Order)	31	<b>25</b>

Op Control Type	No.	Top Category
Safety	11	Identified hazardous/ Unsafe condition
Security	6	FSP/ASP not approved or in compliance
Environmental Protection	8	Environmental Protection and identified hazardous/Unsafe Condition



\* Data source: CGBI CUBEs accessed on January 2021.

\*\* Numbers are subject to change as field units complete additional casework for activities that occurred in CY20.

## Enhancing Program Oversight and Inspector Tools

The global COVID-19 pandemic has brought myriad unique operating conditions that warrant special conditions. Throughout 2020, CG-5P released various Marine Safety Information Bulletins (MSIBs) to provide guidance and clarification to industry and Coast Guard personnel to help ensure the safety and security of workers, ports and facilities.

- MSIB 05-20 *TWIC - Reader Requirements; Delay of Effective Date* - released March 10, 2020.
- MSIB 07-20 Change 2 - *COVID 19 - Port and Facility Operations - Change 2* - released on May 7, 2020.
- MSIB 13-20, Changes 1, 2, and 3 – *COVID 19 TWIC Operations* – last released in April, 2021.

In 2020, CG-FAC-2 prioritized an initiative to audit unit MISLE activities to ensure compliance with available guidance. Nonconformities identified were communicated to appropriate units. In 2021, CG-FAC-2 will formalize the non-conformity process in order to integrate it into CG-FAC's Mission Management Program and will issue Corrective Action Requests (CAR) to the field via CG Force Readiness Command's (FORCECOM) Mission Management System.

CG-FAC-2 promulgated a Notice of Proposed Rule Making (NPRM) to allow for the Electronic Submission of Facility Operations and Emergency Manuals. This regulation received four (4) public comments. The Final Rule is expected to be published in 2021.



# Rulemakings

## TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

### TWIC-Reader Requirements; Delay of Effective Date

The Coast Guard announced in the Federal Register that it has issued its final rule, “*TWIC – Reader Requirements; Delay of Effective Date.*” This final rule delays implementation of TWIC readers for three years at facilities that handle certain dangerous cargoes (CDC) while allowing reader requirements for large passenger vessel facilities and one specific large passenger vessel to move forward. The final rule is effective May 8, 2020. The Coast Guard delayed the effective date for three categories of CDC facilities affected by the Aug. 23, 2016 final rule, “*Transportation Worker Identification Credential (TWIC) – Reader Requirements.*” The three categories are: Facilities that handle certain dangerous cargoes in bulk, but do not transfer these cargoes to or from a vessel; facilities that handle certain dangerous cargoes in bulk, and do transfer these cargoes to or from a vessel; and facilities that receive vessels carrying certain dangerous cargoes in bulk, but do not, during that vessel-to-facility interface, transfer these bulk cargoes to or from those vessels. Facilities that receive passenger vessels certificated to carry 1,000 passengers or more and one large passenger vessel (PRIDE OF AMERICA) will have to meet the regulations of the 2016 Reader Requirements. Currently enforcement of this requirement has been delayed until January 1, 2022.



The Coast Guard and TSA worked together to develop a Corrective Action Plan to address findings from the DHS TWIC Assessment. One of the primary corrective actions is to implement the TWIC Delay Final Rule to allow for more time for the Coast Guard to evaluate the risk associated with certain dangerous cargoes and wholly identify those facilities that handle CDC. The report examined TWIC’s risk mitigation value in the maritime environment and analyzed the costs and benefits of regulation that requires high-risk facilities to use TWIC in conjunction with a biometric electronic card reader.



### SEAFARER’S ACCESS

This rule sets clear regulatory requirements for each facility owner or operator to provide seafarers associated with a vessel moored at the facility access between the vessel and the facility gate without unreasonable delay, and at no cost to the seafarer or other individuals (pilot, other representatives of seaman’s welfare, and labor organizations). The rule was published April 1, 2019 and became effective on June 1, 2020.

# Training



Year 2020 was a tough year for training due to the pandemic and imposed travel restrictions. After coordinating with Training Center (TRACEN) Yorktown and Force Readiness Command (FORCECOM) safety precautions were developed to reinstate training starting with the Container Inspection course. These courses are started at the beginning of FY-2021.

Before courses were cancelled due to the pandemic TRACEN graduated 19 students from the **Facility Inspection course** and 40 students from the **Explosive Handling Supervisor (EHS) course**. Additionally, the Container Inspection Training and Assistance Team (CITAT) graduated 106 from the **Container Inspection course**.

While CITAT is not a CG-FAC entity, they do serve as an exceptional force multiplier for CG-FAC in advancing the National Container Inspection Program. In this capacity, they assisted with one (1) Multi Agency Strike Force Operation (MASFO) where they conducted 65 container inspections. They also assisted with six (6) DOD deployments, advising on proper shipment of 86 pieces of rolling stock, and inspecting 629 shipping containers. Without this assistance, vital DOD supplies could have been detained in ports around the world and DOD mission execution could have been negatively impacted.

Due to the pandemic CITAT could not attend the World Maritime University in Malmo, Sweden where they teach Coast Guard best practices and augmentation of cargo safety to students from around the world. CITAT will resume these efforts in 2021 via a virtual medium until travel restrictions ease.

## **MTS Cyber Training for Marine Safety Personnel**

CG-FAC led the Cyber Training workgroup in developing MTS Cyber Training for Marine Safety personnel and Basic Cybersecurity Training, along with FORCECOM, which will be housed for use on the LMS. Official launch and availability to CG personnel will be forthcoming in Spring 2021. Additionally, CG-FAC supported a Cybersecurity Pilot training program developed by the Steven's Institute of Technology, which was provided to both LANTAREA and PACAREA Prevention personnel. Efforts are underway to incorporate this as a more permanent option for augmenting training for field inspectors.

## **ICS-344 Marine Transportation System Recovery Unit Leader (MTSL)**

This course has been created through the collaboration of CG-WWM, CG-FAC, CG-OEM, and FORCECOM. The course will be administered as Facilitated Online Training through TRACEN Yorktown. Additional information regarding the course can be found on CG-OEM's Portal Page. Coordinate with your units ICS Coordinator for course enrollment. Course Code: 100337.



# Area Maritime Security Committees (AMSCs)

## AMSC SUPPORT



AMSCs have a role in assisting and advising the Federal Maritime Security Coordinator (FMSC) on current and emerging challenges in the Marine Transportation System (MTS) that could adversely impact the Maritime Domain within their COTP Zone. Through fostering collaboration, the sharing of ideas and information, and the regular engagement with the FMSC and staff, the AMSCs have proved themselves as valuable assets within the maritime security regime. During 2020 each AMSC, using updated guidance, conducted annual reviews of their Area Maritime Security Plans (AMSPs) and their Area Maritime Security Assessments (AMSAs). The purpose of these validations was to

ensure that the AMSCs incorporated relevant and appropriate changes and updates from the results of their annual AMSAs, lessons learned from exercises and real world operations, and legislative, executive, or policy directives. Additionally in 2020, the AMSCs engaged in 107 events, including ten seminars, 17 workshops, 29 table top exercises, 15 functional exercises, four full-scale exercises, 20 AMS drills, and 12 maritime security/safety operations during real events receiving exercise credit. Each event generated remedial actions for improving maritime security and security plans.

## ANNUAL AMSC CONSOLIDATED REPORT

The AMSC annual reports are an important tool used to compile and share information pertaining to AMSC issues such as committee organization, training events, challenges, accomplishments, best practices, and recommendations. The report assists CG-FAC in devising national strategies to address common problems, emerging threats, validate port specific data, track AMSC activities nationwide, and measure AMSCs alignment with national preparedness goals. The report provides the opportunity to review and discuss the implications of the consolidated report with other program offices. Suggestions on improving policies and training are on the agenda for an upcoming virtual workshop.

## AMSC CYBER SECURITY

Cyber security continued to be a key area of focus for AMSCs in 2020. AMSC cyber security and intelligence subcommittees sponsored an increasing number of cyber training seminars and workshops, and promoted exchange of government and industry best practices focused on identification of vulnerabilities and risk reduction within the MTS.

# Area Maritime Security Committees (AMSCs)

## AMSC OF THE YEAR

*In November of 2020 the Puget Sound AMSC was named the recipient of the AMSC of the Year Award. The award was presented virtually on December 3, 2020 by Captain Bradley Clare, Chief of the Office of Port and Facility Compliance.*

The Puget Sound AMSC exemplified the strategic importance of a regional forum for the effective collaboration of stakeholders in providing layered security for the Marine Transportation System. The committee advanced mutual public safety and security goals, expanded partnerships, and increased operational efficiency through intelligence and information sharing across the Captain of the Port and Federal Maritime Security Coordinator zone. The following are examples of their exceptional efforts to safeguard the Maritime Domain:

- Sector Puget Sound personnel collaborated with AMSC members from the Washington State Ferries and the Washington State Patrol in creating the Risk Reduction, and Resource Assessment Model (3RAM). The model is a flexible, quantitative risk assessment tool that improves and refines the vehicle borne improvised explosive devices screening requirements outlined in two MARSEC Directives (104-5 and 105-2). The collective efforts led to revising the deployment of resources to deter and react to active threats involving ferries. The AMSC continues to collect data on the pilot program to refine the process.
- The AMSC collaborated on the planning and facilitation to implement new policy through an exercise series that increased regional active threat preparedness. AMSC members executed a comprehensive Active Shooter/Active Threat exercise series through regional tabletop exercises to review the developing protocols. The new protocols were tested through a three day Full Scale Exercise (FSE). The AMSC introduced Rescue Task Force protocols during the FSE. The exercises increased maritime law enforcement competencies and the lessons learned provided feedback to the program office at CG Headquarters for consideration to implement in the national response posture.

Puget Sound AMSC's collective planning, highly effective communication, working relationships and unity of effort is noteworthy and an example other AMSCs can follow.

*Captain Patrick Hilbert, Sector Commander of Coast Guard Sector Puget Sound, accepts the AMSC of the Year Award on behalf of the Puget Sound AMSC. He is joined by the AMSC Executive Secretary, Mr. Paul M. "Bo" Stocklin.*



# Excellence in Maritime Security

## 2020 Rear Admiral Richard E. Bennis Award for Excellence in Maritime Security

The Rear Admiral Richard E. Bennis award honors an outstanding Coast Guard leader who embodied our Core Values and demonstrated an exceptional commitment to the security of the United States and the marine transportation system. The late Rear Admiral Bennis began his career in 1972 as a graduate of the University of Rhode Island. He went on to serve as Captain of the Port Charleston, South Carolina, and Hampton Roads, Virginia. On September 11, 2001, while serving as Captain of the Port New York, Rear Admiral Bennis organized the extraordinary waterborne evacuation of nearly 500,000 people from lower Manhattan after the terrorist attacks on the World Trade Center. Rear Admiral Bennis served honorably in the Coast Guard for 30 years until his retirement in 2002.

This biennial Rear Admiral Richard E. Bennis award serves to highlight and recognize outstanding achievements and contributions of the maritime community with regards to implementation of Maritime Transportation Security Act, or MTSA, requirements and other maritime security best practices in safeguarding our nation's Marine Transportation System.

The award distinguishes organizations demonstrating an exceptional comprehensive culture of security and encourages all regulated organizations to assess their overall security program to identify strengths and weaknesses, seek creative solutions for addressing known risks, build a system of continuous improvement, and share best practices that would benefit similar organizations.

This year's pool of applicants was highly competitive, demonstrating industry's overall commitment to maritime security. The Winners were:

- A. Port Authority: Port Canaveral
- B. Facility, Large: Tradepoint Atlantic
- C. Company, Large: Maher Terminals, LLC



# Excellence in Environmental Stewardship

## 2020 Rear Admiral William M. Benkert Award for Environmental Excellence

The late Rear Admiral William Benkert is widely considered a founding father of the Coast Guard's Marine Safety and Environmental Protection missions. A strong supporter of safety and environmental preservation, Rear Admiral Benkert was a key contributor to several international conventions including the 1974 updates to the International Maritime Organization's Safety of Life at Sea Convention, the 1978 Convention on Standards of Training, Certification and Watchkeeping and the 1973 protocol for the prevention of pollution from ships, or MARPOL.

These protocols and conventions serve as the building blocks for an international transportation system that is safe, secure, and environmentally sustainable. In 1995, the Coast Guard established the William M. Benkert Award for Environmental Excellence to recognize outstanding achievement, well past mere regulatory compliance. Since that time, this biennial award has served to encourage greater levels of environmental protection through innovation, the collaborative exchange of ideas, and self-assessments of strengths and weaknesses. The Coast Guard partnered with NAMEPA to further its collaboration and grow the influence of the Benkert Award even more.

The criteria by which submissions are considered include several critical success factors such as environmental policies, objectives and targets, pollution prevention activity, outreach, partnership, and performance metrics.

This year's pool of applicants was high competitive, demonstrating industry's overall commitment to the environment. We congratulate this year's winners:

- Osprey: Alaska Maritime Network Prevention and Response Network
- Gold: SERVS and Valdez Marine Terminal, Alyeska Pipeline Service Company
- Silver: Marathon Petroleum Company;
- Bronze: Maersk Line, Limited;
- Honorable Mention: Seaspan Corporation and Marathon Petroleum Company, Marine Transportation.



## On the Horizon for 2021

CG-FAC is looking at alternative avenues to interact with the field since our normally-scheduled workshops were postponed or cancelled in 2020 and 2021. Additional details will be posted later this year to CG-FAC's Portal Pages.

CG-FAC-1 (Cyber) continues to address Coast Guard-specific tasking from the FAA Reauthorization Act, which directs the Coast Guard, in coordination with other stakeholders, to establish a cyber risk assessment model for the marine transportation system. This cyber risk assessment tool will follow the National Institute of Standards and Technology's Cybersecurity Framework, similar to CG-FAC's work on Cybersecurity Framework Profiles (CFP).

CG-FAC-1 (MTR) is continuing its efforts to finalize the development of the Tactics, Techniques, and Procedures for the Security Specialist (Port/Recovery) Program.

CG-FAC-1 (AMSC) is updating its policy letter for AMSC Annual Reports to address duplication of data collected.

CG-FAC-2 (Safety and Security) is working on numerous projects to update existing and create new policies and procedures. Keep an eye on the message board, FAC Notes, and your email for ways you can help shape these policies, and release of information when updates are completed.



# Office of Port and Facility Compliance

## Contact List

### Office Chief

CAPT Bradley Clare (CAPT Andy Meyers—July 2021) 202 372-1080

### Domestic Ports (CG-FAC-1)

CDR Brandon Link 202-372-1107

Ms. Marilyn Small 202-372-1092

### Area Maritime Security (AMSC & NMSAC)

Mr. Ryan Owens 202-372-1108

Dr. Robyn Kapperman 202-372-1110

### Port Risk Analysis (Recovery & MTSRU)

LCDR Brett Belanger 202-372-1109

LT Michelle Washington 202-372-1166

Mr. Rogers Henderson 202-372-1105

Mr. Chris Dougherty 202-372-1157

### Critical Infrastructure (Cyber, & Port Security Specialists)

LCDR Leslie Downing 202-372-1160

LCDR Kelley Edwards 202-372-1147

LTJG Brandon Dean 202-372-1106

Mr. Robert Reimann 202-372-1146

### Cargo and Facilities (CG-FAC-2)

CDR Nicolette Vaughan 202-372-1171

Mr. Jim Bull 202-372-1144

### Facility Safety (Explosive Handling, Containers, COAs)

LCDR Benjamin Mazyck 202-372-1130

LTJG Adam Denmark 202-372-1116

MSTC Furman Douglas 202-372-1127

Ms. Galia Kaplan 202-372-1145

### Facility Security (MTSA)

LCDR Yamaris Barril (LCDR Javier Lopez—July 2021) 202-372-1151

Mr. Casey Johnson 202-372-1134

Ms. Betty McMenemy 202-372-1122

### TWIC Implementation / Security Standards

LCDR Kevin McDonald 202-372-1120

LT Bill Gasperetti 202-372-1139

### USCG TWIC Help Desk

[TWIC.HQ@uscg.mil](mailto:TWIC.HQ@uscg.mil)

### CG-FAC Links

Website: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/cgfac/>

Portal: <https://cgportal2.uscg.mil/units/cgfac/Documents/Forms/AllItems.aspx>

Homeport: [Homeport](#)> [Mission](#)> [Maritime Security](#) or [Ports and Waterways](#)

TWIC (Portal): <https://cgportal2.uscg.mil/communities/twic-discussion/SitePages/Home.aspx>