



## SPECIAL ANNOUNCEMENTS

### Next Public Meeting of The National Maritime Security Advisory Committee (NMSAC)

The Next public meeting of the NMSAC will be held October 18-19 at the National Conference Center in Leesburg, VA. The meeting will also be broadcast via the web at <https://share.dhs.gov/nmsac/>

### Submit Your Articles

Do you have something you'd like to have published in the next edition of the Waves on the Water? Please send your articles and pictures (if any) to:

[ryan.f.owens@uscg.mil](mailto:ryan.f.owens@uscg.mil)

### Feedback

We welcome any suggestions! Please submit comments to Mr. Ryan Owens at: [ryan.f.owens@uscg.mil](mailto:ryan.f.owens@uscg.mil).

# *Waves on the Waterfront*

CG-FAC, Office of Port and Facility Compliance  
Safety, Security, and Stewardship

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## CG-FAC's New Office Chief, CAPT Ryan Manning, Reports On-Board



As the newly reported Office Chief of Port and Facility Compliance, I am pleased to present you with this edition of Waves on the Waterfront, continuing on a fantastic program that my predecessor, Captain Andrew Tucci started back in the Fall of 2012. While I have been a reader of this bulletin out in the field, I can honestly say that I had no idea of the breadth of activities that CG-FAC managed in our Prevention program. Captain Tucci did a fantastic job at managing all of those activities over the past four years in addition to taking the lead on executing the Coast Guard Cyber Strategy for Protecting Infrastructure, and I thank him for bringing me up to speed (or at least attempting to!) on CG-FAC business and introducing me to the many key players that assist in the execution of our programs.

I've had the fortunate experience of serving at a host of operational units since MTSA was implemented, including a Sector, Marine Safety Unit, Marine Safety Detachment, and even a Marine Safety Office/Group for those folks that remember what those were. During my time in the field, the professionalism our Marine Science Technician workforce provided for our Facility and Container Inspection programs never ceased to amaze me, the Port Security Specialists were truly the center of gravity that determined the success of our Area Maritime Security Committees, and the Security Specialists Port/Recovery were key to developing those partnerships necessary for the Sector Commander to feel comfortable knowing that in the wake of disaster or security incident, the Coast Guard would be looked to as a leader within the Port community.

I feel privileged that I am now the advocate of this extremely dedicated and talented workforce at Coast Guard Headquarters, and can assure you that that CG-FAC team of professionals that I work alongside every day, welcome your input and feedback on how we can best execute our mission of Safety, Security, and Stewardship of our Nation's Ports and Facilities.

~ CAPT Ryan Manning  
Office Chief, CG-FAC

**Port of New York/New Jersey and Port of Albany  
Area Maritime Security Committee (AMSC)  
Cyber Security Tabletop Exercise  
LCDR Yancee McLemore**

Cyber Security is one of the most serious modern day challenges that we face as a nation. Rapid expansion in Cyber technology has led to significant enhancements within the Maritime Transportation System (MTS). However, it has revealed critical vulnerabilities within our nations' ports and exposed our critical infrastructure to serious risks. As the MTS's reliance on cyber infrastructure has increased, so has the risk of a cyber-based attack that could have detrimental impacts on our Nation's economy.

In order to develop a more comprehensive understanding of the associated risk, the Port of New York/New Jersey and Port of Albany Area Maritime Security Committee (AMSC) hosted a Cyber Security Tabletop exercise August 9-11, 2016. The three day exercise was intended to provide participants with the unique opportunity to discuss their respective plans and capabilities, as well as encourage inter-agency interaction and cooperation. Additionally, participants from various sectors, including the oil & gas industries, Container cargo industry, and passenger ferry industries, were asked to focus on identifying opportunities for improvement, as well as identifying risk management strategies related to key cyber security vulnerabilities.

Overall, the exercise was a rousing success. The key participants in the exercise were able to identify critical issues surrounding coordinated response efforts to a cyber security incident. The atmosphere of the exercise fostered an environment of open communication and dialogue, and resulted in several recommended actions which will ultimately enhance preparedness and response efforts in the event of a cyber-based attack affecting the MTS.

**Port Security Specialist (PSS) and Security Specialist Port/Recovery  
(SS (P/R)) Front End Analysis and New Performance Planning (NPP) Effort  
Mr. Robert Reiman**

At the request of CG-FAC and Force Readiness Command, the Performance Technology Center (PTC) in Yorktown, VA conducted a Front End Analysis (FEA) for both the PSS and SS (P/R) communities. It was completed on 28 Sept 2015. The FEA developed a job requirement task list and will also help to identify the performance support (training e.g., TTP, e-training, job aid) needed for PSS and SS (P/R) personnel to perform at an optimal level within the duties and responsibilities as outlined by their position descriptions.

We are currently entering the next phase, known as the pre-design/scoping phase, of the NPP cycle. CG-FAC and PTC Yorktown are currently examining each task to (1) determine if a solution already exists and (2) if not, identify the appropriate solution(s). We are currently only discussing the tasks associated with the PSS community and will soon start examining the SS (P/R) tasks. Addressing the training and performance issues has always been one of CG-FAC's top priorities. The NPP effort will enhance the workforce's credibility within their public and private constituency.

For more information you can contact Mr. Robert Reimann at [robert.t.reimann@uscg.mil](mailto:robert.t.reimann@uscg.mil) or 202-372-1146.

# Relationships with State and Local Governments During Container Operations

LT Mike Clausen  
MSD Panama City

Establishing and maintaining robust relationships with state and local agencies are critical to achieving and maintaining optimum maritime domain awareness. Open lines of communication and the timely sharing of appropriate information can be the difference between success and failure.

In July of 2014, U.S. Coast Guard (USCG) MSD Panama City created a Container Task Force with Customs and Border Protection (CBP), the National Oceanic and Atmospheric Administration (NOAA), Panama City Beach Police Department, Bay County Sheriff's Office, Sector Mobile INTEL, Sector Mobile Response, U.S. Coast Guard Criminal Investigative Service, and the U.S. Coast Guard Auxiliary. The Task Force takes advantage of each Agency's equipment, authorities, and jurisdictions, resulting in some impressive results. In one recent operation a team boarded a container vessel carrying 518 cargo containers. All containers were inspected for structural fitness and compliance with appropriate regulations via an administrative check of relevant documents including Dangerous Cargo Manifest, Stow Plan, Cargo Securing Manual, and cargo securing computer check.



CBP & USCG vessels are staged awaiting the foreign flag container ship to arrive so CBP divers can sweep the vessel. In the background, on the dock, is the CBP x-ray truck to x-ray containers coming off the ship and dog teams to screen the vessel.

Additionally, NOAA Fisheries Agents inspected containers carrying fish. During that inspection, it was discovered that all of the reefer containers carrying fish were carrying undersized fish. The undersized fish were seized by the NOAA Fisheries enforcement officer and civil penalties will be awarded to the company. Also as a result of the inspection, five containers were put on hold due to structural deficiencies and two were investigated by drug dogs for being suspicious. Although no drugs were located, this was a success for interagency coordination, interoperability, and training; resulting in MSD Panama City meeting its container inspection numbers as well as a significant fisheries violation.



# Sector Los Angeles-Long Beach's Government Initiated Unannounced Exercise (GIUE) Program: From Planning to Execution

CDR Lushan Hannah & LT Dan Ippolito,  
Sector Los Angeles/Long Beach

It usually starts with a “red flag”, a sign or warning of a possible oil spill on the horizon. This warning could come in the form of an actual spill or violation of the regulations spelled out in 33 CFR 154. With over 80 regulated facilities in the Sector Los Angeles-Long Beach (LA-LB) Captain of the Port (COTP) zone, there are usually several different red flags to choose from.

Since July 2015, five GIUEs have been conducted in the LA-LB zone, with all facilities successfully completing the exercise in accordance with their facility response plan (FRP). Sector LA-LB has also participated in Joint GIUEs on federally regulated oil platforms with the Bureau of Safety and Environmental Enforcement (BSEE). Facilities with recent oil spills or whose 5-year FRP update was coming due have been the candidates most likely to receive a GIUE.

Input on Coast Guard-led GIUEs is also solicited from BSEE, the Environmental Protection Agency (EPA) and the California Department of Fish and Wildlife's Office of Spill Prevention and Response (OSPR). All three agencies have their own unannounced exercise programs and usually send representatives to Sector LA-LB GIUEs. Their attendance at one of our GIUEs can often give the facilities concurrent-credit for the exercise as well as situational awareness of the facility's capability to conduct an effective response. This concurrent-credit helps reduce the burden on the facilities from having to conduct multiple exercises from different agencies on separate dates. The policies that govern the unannounced exercise programs of other agencies are often very similar to the Coast Guard's GIUE policies. For example, the objective of OSPR's program is to: “demonstrate the ability of plan holders to make timely notifications to all appropriate parties, ensure the deployment of resources in accordance with their response planning volume listed in their approved plans and insure proper advance notice has been given to OSRO's for shoreline protection requirements.”<sup>1</sup>



<sup>1</sup>California Department of Fish and Wildlife Office of Spill Prevention and Response (OSPR). *Objectives and Guidelines for Unannounced Drills with California Oil Spill Contingency Plan Holders*. April 8, 2011. Retrieved on 7 September 2016 from: <https://www.wildlife.ca.gov/OSPR/Drills-Exercises/Unannounced-Drill-Program>

The fiscal year 2017 Sector LA-LB GIUE planning has already started and involves personnel from the Incident Management Division (IMD), Contingency Planning and Force Readiness (CPFR) staff, Facilities Inspection Branch and Inspections Division. This collaboration is in accordance with the guidelines spelled out in the Coast Guard Office of Incident Management and Preparedness (CG-MER) Policy Letter 01-15, maximizes team safety, leverages diverse skill sets and strengthens the unit's risk-based process for identifying future candidates. The involvement of the Inspections Division will also assist the unit in expanding GIUEs to tank vessel response plan (VRP) holders.

In August 2016, the unit's most recent GIUE was conducted on a marine terminal with a GIUE team that included Sector LA-LB Incident Management Division (IMD) staff, District 11, OSPR personnel, and one EPA representative. The scenario consisted of an average most probable discharge of 714 gallons (17 barrels) of Jet-A fuel, which occurred due to a rupture in a pipeline at their offshore fuel transfer station. The GIUE team arrived at the facility at 1:30 pm and presented the pre-loaded ICS-201 Incident Brief to the facility's Oil Spill Response Coordinator. When presented the scenario, the Coordinator promptly contacted the Qualified Individual (QI), opened the Facility Response Plan (FRP), and directed a facility Emergency Responder to start emergency notifications in accordance with their FRP. The Coordinator contacted the Oil Spill Removal Organization (OSRO) identified in their FRP to initiate deployment of hard boom around the affected area. Internal notifications via loudspeaker directed the spill management team (SMT) of 83 people to assemble in the cafeteria near the center of the facility and start organizing the command post.

All SMT members were on hand and reported immediately to the cafeteria as witnessed by the GIUE team. The SMT and command post personnel used the ICS organization/process. Two members of the GIUE team visited the facility's boat ramp to witness the equipment deployment around the affected area noted in the scenario. The OSRO deployed response vessels in order to boom deployed within one hour of notification. Oil recovery devices were immediately on scene via facility response vessels and were inspected at the dock by the GIUE team. Back at the Incident Command Post, the facility's Incident Commander presented an ICS-201 Incident Brief to the Unified Command role-players (played by the GIUE team) at 2:50 pm; approximately one hour after the exercise started. The facility satisfactorily met all Coast Guard and OSPR exercise objectives in accordance with their FRP. Once it was established between GIUE team members that all of the objectives were met, a hot-wash was held with the facility's SMT leadership to discuss aspects of the exercise that went well and areas that needed improvement. It was discovered that one of the emergency response numbers for a helicopter service listed in the FRP was not valid because the helicopter company was out of business. The discrepancy was noted by the facility and will be corrected. The GIUE team shared their observation that the SMT was exceptionally well trained and knew exactly what to do when the scenario was presented to them.

## **MISLE 5.0 Enhancements**

Do you have recommendations for changes or enhancements to MISLE 5.0 that pertain to Facility/Container Inspection activities, Explosive Handling Supervisor and Transfer Monitor Activities or population of the Facility database? CG-FAC would like to hear from you! While units and personnel can submit enhancement requests on their own, these requests are eventually vetted through the program office and Change Management Board before being implemented. Requests submitted to CG-FAC can be put together as a package of enhancements to be made at the same time to strengthen the program as a whole and possibly save the Coast Guard money in computer programming costs. Enhancement recommendations should enhance the Coast Guard's ability to document activities and populate portfolios on regulated facilities, as well as extrapolate critical metrics from the database. For any questions or to send recommended MISLE enhancements, contact LT Laura Gould at CG-FAC-2 at [Laura.E.Gould@uscg.mil](mailto:Laura.E.Gould@uscg.mil). \*Technical problems with the existing system should be submitted via a CGFixIT ticket.

# The Use of PSGP funds to Support Local Initiatives of AMSC Members

LT Ryan Milligan, Sector NY

On 13 September 2016, the Port of New York/New Jersey and Port of Albany Area Maritime Security Committee presented CG Meritorious Team Commendations to several port partner groups for their successful implementation of key initiatives within the Area Maritime Security Plan. These groups aggressively sought and were granted Port Security Grant Program funds to support these initiatives, which have enhanced the security posture and safety within the Port of New York/New Jersey and Port of Albany. In attendance were RDML Melissa Bert - US NORTHCOM J3, Mr. Charley Davis – Military Support Specialist for NORTHCOM, and Mr. Omid Amiri – from the FEMA Grants Program Directorate. The notable achievements of these groups include:

**USCG Sector New York's Cyber Security Subcommittee** has championed itself as the standard for U.S Coast Guard and industry cyber security collaboration, creating a blueprint for units nationwide. Their efforts culminated in a three-day cyber intrusion table top exercise which was attended by over 180 personnel from the oil and gas, container, and passenger ferry industries.

The **New Jersey Regional Fireboat Task Force** successfully implemented and coordinated a unique regionalized approach to marine response and dispatch across 12 distinct municipal entities. Covering 50 miles of shoreline, the visionary zone-tiered response plan greatly enhances port-wide resiliency.

Equipped with high resolution, forward-looking infrared cameras, the **Nassau County Police Department's (NCPD) Aviation Bureau** provided valuable imagery, previously unattainable in the offshore anchorages of USCG Sector New York's Area of Responsibility. After the cruise ship Anthem of the Seas sustained damage while transiting through a heavy storm in the Atlantic Ocean, the NCPD Aviation Bureau captured detailed footage of the vessel on its return transit to New York. Sector New York marine inspectors reviewed the imagery, developed a response strategy, and ensured the ship was prepared to sail for its next scheduled cruise.

The **New York City Police Department's (NYPD)** steadfast commitment to strengthening maritime transportation and infrastructure protection has directly resulted in the administration of 25 classes across 3 distinct area agencies, which has lead to the successful training of over 70 students. With 60 precincts bordering navigable waters which contain vessel terminals and other maritime critical infrastructure, including LaGuardia and Kennedy International Airports, the NYPD's extraordinary effort continues to mitigate and neutralize threats.

The **Underwater Mining and Improvised Explosive Device Regional Task Force** is charged with preventing the closure of the Port of New York following the threat or actual placement of mines or waterborne improvised explosive devices in a major waterway. Collectively, the team compiled local bottom survey data, infrastructure lay down, surveillance capabilities, and tidal and current models in order to facilitate and enhance the U.S. Navy's understanding of the local environment. The team submitted their gathered data to the U.S. Naval Research Laboratory at Stennis Space Center, Mississippi, where it is being analyzed, and will form the foundation in establishing a port assessment. This will form the basis for a comprehensive response strategy which significantly increases response efficiency ensuring rapid recovery of the Maritime Transportation System.



As a sanctioned USCG Approved Training Facility, the **Fire Department of New York (FDNY) Shipboard Simulator Training Team** diligently trained more than 4,723 New York City firefighters and EMS members, along with an additional 2,141 students from the New Jersey Regional Fireboat Task Force, the Federal Bureau of Investigation and the Secret Service, amongst others, in the two years since inception. The Team's substantial contributions have been critical in safeguarding over \$200 billion in annual trade in the Port of New York and New Jersey.





# The Word In The Yard...

## CASE STUDY: CAROLINE MAERSK CONTAINER FIRE



### Verified Gross Mass (VGM) Update

On 1 July, nothing changed for CG container inspections ashore in regards to VGM.

We continue to inspect to CFR/IMDG for HAZMAT & CSC compliance, not to SOLAS for VGM. There is no need to include VGM as part of shore side container inspections or MASFOs. Should a facility incident occur (damaged container), then, as part of our fact-finding investigation, we should ascertain cargo information.

SOLAS is a vessel issue. Port State Control Officers may from time to time verify that the Master has VGM for his/her cargo.

On a 2015 voyage off of Vietnam, the contents of a China packed-container had a fire starting from cargo ID'd as water pipe-charcoal. The crew extinguished the fire before it spread. A 3rd party investigation showed that self-heating of the charcoal tablets was the fire's cause. Charcoal, susceptible to exothermic oxidation, reacts with oxygen in the air producing heat. Where there is sufficient oxygen to sustain a reaction, and the area undergoing heating is sufficiently insulated, heat may be retained, resulting in the temperature of the charcoal increasing until it becomes hot enough to ignite. According to the cargo manifest, the contents were described as Tablet for Water Pipe, while other documents said Wood Charcoal. IMDG states charcoal is a **Class 4.2** cargo, covering substances liable to spontaneous combustion. The container should have been declared as dangerous cargo by the shipper, but was not, thus the vessel stowed the container in a higher risk location. This is common due to either ignorance of the hazmat or out of direct reason to avoid higher costs or skirt cargo rules. This is why the National Container Inspection Program calls for 50% of our inspections to target containers manifested as general cargo, to verify undeclared HAZMAT is not being shipped through our ports.

### CITAT Course — March 2016



**2017 Training:** The Next Resident Oklahoma course is Oct 24-28. Unit visit/courses include:

- Sector San Juan: 14-18 Nov
- Sector LA/LB: 05-09 Dec
- Sector N. Carolina: 09-13 Jan
- Sector Baltimore: 06-10 Feb
- MSU Savannah: 27 Feb—03 Mar
- Sector Puget Sound: 27-31 Mar
- Sector New York: 17-21 Apr
- Sector Miami: 15-19 May

### NCIP Notes: CG-5577—Update

The Container Inspection Report (CG-5577) has been revised. It has much of the same info with a few differences, such as a cleaner look when printed as a PDF while still allowing for electronic filling on iPads and an ability to print them on mobile printers. Previous forms & booklets editions are obsolete. New booklets were printed and will be mailed in September. The new online form has drop downs for selecting inspection type (DECLARED (HAZMAT), UNDECLARED (non-HAZMAT found), RANDOM (general freight), OTHER (structural issue, leak, etc.) country of origin, & COTP zone. These categories match up with MISLE deficiency fields. Entering deficiencies are similar to the old form. Other revisions/updates include the Instructions job aid on page 1 and Inspection Guidance (CFR & IMDG cites) on page 2. The CG-5577 is available through CG Portal under "Find a Form".

Have a topic you would like to see covered? Got a question? Got a comment? Email us at CITAT!

[CGI-PF-CITAT\\_MSG@uscg.mil](mailto:CGI-PF-CITAT_MSG@uscg.mil) or call us at (405) 954-8985.





# Word In The Yard, Pg 2...

## Did You Know?

According to IMDG & 49 CFR, does the marking of the Proper Shipping Name (PSN) on a portable tank also require the technical name of the tank's contents?



## The answer is no.

Both USCG & PHMSA agree that the marking of the technical name on a portable tank is not required, as per a 2007 Interpretation Letter & subsequent regulation change; A technical name is only required to supplement a PSN for documentation purposes & package markings. Though a portable tank appears to meet the general definition of a package, a portable tank is considered a Cargo Transport Unit (CTU), not a package. As such the package marking requirements of Ch. 5.2 of IMDG do not apply; but, the marking requirements applicable to portable tanks in 5.3 do apply.

## MISLE From The Field

The following is shared to highlight field container inspections work. **March 2016:** American Samoa Customs contacted MSD American Samoa about a container loaded with undeclared HAZMAT. CG Inspectors reviewed the Transport Docs which showed the containers should have 162 boxes of UN1075, petroleum gases, liquefied. Customs opened the container and CG inspectors witnessed 162 boxes of UN1075, petroleum gases, liquefied inside. The Container was missing the required placards for the primary hazard Class 2.1. CG inspectors also discovered 6 vehicle batteries, UN2794. The batteries were found improperly packaged and were not declared as HAZMAT on the Shipping Papers. Again, the container was missing placards for a Class 8. Packaging for all 6 batteries were missing the required marking & labeling. The cargo was put on a CG COTP hold until the shipper properly declared the HAZMAT. CG inspectors identified the shipper of the container & the consignee, who did the pre-transportation functions in California prior to the shipment.. By performing the above-mentioned pre-transportation function, the consignee acted as an offeror for HAZMAT in commerce and failed to perform required pre-transportation functions. **In summary:** The shipper wrongfully offered undeclared HAZMAT for transport in commerce by vessel. They failed to ensure a visible means to indicate HAZMAT in shipment noted in the shipping document and that the freight container/package were properly placarded, marked & labeled. Four deficiencies were ID'd. Shipper was contacted, educated & provided documentation to release the cargo from detention.

## MISLE 5.0

In a recent review of MISLE cases, common issues were: narratives not detailed or updated, nor info matching the "Quantities & Origins" tab; seal & container information not included; and not uploading CG-5577; open cases not closed (173 cases for 3,342 containers in 2015). Without the pertinent information in MISLE, Headquarters is unable to conduct accurate trend analysis used for regulation & staffing changes, and reports to Congress & the IMO, for example.

## NOTE: Civil Penalty Changes—2016

**July 1, 2016:** Federal Register (Vol. 81, # 127) listed the new & adjusted DHS civil monetary penalties. This affects our PWSA, ISCA & FHMTL violations. Expect annual inflation changes moving forward. Until new COTP detention stickers are printed, **it is ok to use your current stock.** ISCA violations go from \$8K to \$5,893; PWSA goes from \$40K to \$88,613K & FHMTL varies upon the cite. MISLE is being updated to reflect the changes. Questions? Contact CITAT.

BY ORDER OF THE U.S. COAST GUARD  
CAPTAIN OF THE PORT (COTP)  
ZONE Baltimore PHONE (405 ) 954-8983

**DO NOT SHIP, MOVE, OR  
RELOAD THIS CONTAINER**

EXCEPT AS INSTRUCTED BY A  
USCG COTP REPRESENTATIVE

INSTRUCTIONS FOR CONTAINER # MSRU 123456-7  
LOCATED AT TRANS PAC Terminal  
Compliance order. Container is detained. Repair required prior to further  
movement of container - damage to front left corner post exceeds  
permissible standards. Cargo is not detained. Contact COTP at  
405.954.8983 for arranging movement of container for repair.

THIS DETENTION ORDER IS ISSUED UNDER 49 CFR 453.1 & 33 CFR 160.109

PENALTIES FOR VIOLATION OF THIS DETENTION ORDER  
46 App. U.S.C. 1505 - A civil penalty of not more than \$5,000 per container per day,  
33 U.S.C. 1232 (a) - A civil penalty of up to \$ 40,000 per violation, per day, or  
33 U.S.C. 1232 (b) - A criminal penalty, class C or class D felony

# Office of Port and Facilities Compliance

## Contact List

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

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### **Facility Safety (explosive handling, containers, COAs)**

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 LT Laura Gould 202-372-1114  
 MSTC Gregory Becker 202-372-1127  
 Captain David Condino 202-372-1145

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 LT Bill Gasperetti 202-372-1139

### **Security Standards (Regulation Development)**

LCDR Kevin McDonald 202-372-1168

### **USCG TWIC Help Desk**

1-877-687-2243; **option #1**  
[TWIC.HQ@uscg.mil](mailto:TWIC.HQ@uscg.mil)

### **CG-FAC Links**

www: <http://www.uscg.mil/hq/cg5/cg544/default.asp>  
 Portal: <https://cgportal2.uscg.mil/units/cgfac2/SitePages/Home.aspx>  
 Homeport: [Homeport](#) > [Mission](#) > [Maritime Security](#) or [Ports and Waterways](#)  
 TWIC (Portal): <https://cgportal2.uscg.mil/communities/twic-discussion/SitePages/Home.aspx>