Texas Transportation Forum

U.S. Coast Guard

Port Security

Captain Marcus Woodring
Sector Houston-Galveston
A Day in the Life of Sector H-G...

- 20 Vessel Inspections
- 3 Lives Saved/Assisted
- 4 Facility Inspections
- 2 Law Enforcement Violations
- 502 Total Tow Movements
- 2 Security Boardings
- 96 Vessel Arrivals
- 3 Marine Investigations
- 22 Merchant Mariner Credentials Issued
- 3 Pollution Responses
- 35 Aids to Navigation Discrepancies
Critical Infrastructure
Houston and Galveston Bay

70 ship and 350 tug/barge movements a day

Exxon-Mobil’s largest refinery in the world

Dow’s largest petrochemical plant in the West Hemisphere

Shell’s largest refinery in US

Strategic Petroleum Reserve

**MSU Port Arthur**

4 Refineries – 11% of nation’s gasoline production

3 LNG terminals, 3 new LNG coming

Strategic Petroleum Reserve

Military Outload Port
Lake Charles and Cameron

60-80 LNG tankers per year, numbers to triple upon opening of new terminals

Trunkline LNG: Largest Reception terminal in the United States

3 Gaming Vessels

Citgo Refinery (4th largest refinery in the United States)

Strategic Petroleum Reserve
## Our Ports - A National Comparison

(Millions of Short Tons and % of change from 2005 – 2006 ACOE data)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Port Name</th>
<th>Tons</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Port of S Louisiana, LA</td>
<td>225.5</td>
<td>+ 5.6%</td>
</tr>
<tr>
<td>2</td>
<td>Houston, TX</td>
<td>222.1</td>
<td>+ 5.0%</td>
</tr>
<tr>
<td>3</td>
<td>New York, NY and NJ</td>
<td>157.6</td>
<td>+ 3.6%</td>
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<td>4</td>
<td>Long Beach, CA</td>
<td>84.4</td>
<td>+ 5.7%</td>
</tr>
<tr>
<td>5</td>
<td>Beaumont, TX</td>
<td>79.5</td>
<td>+ 0.8%</td>
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<tr>
<td>6</td>
<td>Corpus Christi, TX</td>
<td>77.6</td>
<td>- 0.1%</td>
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<tr>
<td>7</td>
<td>Huntington-Tri-state</td>
<td>77.2</td>
<td>- 8.0%</td>
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<tr>
<td>8</td>
<td>New Orleans, LA</td>
<td>76.9</td>
<td>+ 16.7%</td>
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<tr>
<td>9</td>
<td>Los Angeles, CA</td>
<td>66.0</td>
<td>+ 20.2%</td>
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<td>10</td>
<td>Mobile, AL</td>
<td>59.8</td>
<td>+ 3.8%</td>
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<td>11</td>
<td>Lake Charles, LA</td>
<td>58.4</td>
<td>+ 10.8%</td>
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<td>12</td>
<td>Baton Rouge, LA</td>
<td>56.3</td>
<td>- 5.0%</td>
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<td>13</td>
<td>Plaquemines, LA</td>
<td>55.9</td>
<td>+ 16.7%</td>
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<tr>
<td>14</td>
<td>Texas City, TX</td>
<td>48.9</td>
<td>- 15.5%</td>
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<tr>
<td>15</td>
<td>Duluth-Superior, MN/WI</td>
<td>47.0</td>
<td>+ 5.0%</td>
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<tr>
<td>16</td>
<td>Tampa, FL</td>
<td>46.2</td>
<td>- 6.0%</td>
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<tr>
<td>17</td>
<td>Baltimore, MD</td>
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<td>18</td>
<td>Pittsburg, PA</td>
<td>42.0</td>
<td>- 3.8%</td>
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<tr>
<td>19</td>
<td>Paulsboro, NJ</td>
<td>39.2</td>
<td>+ 22.4%</td>
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<tr>
<td>20</td>
<td>Philadelphia, PA</td>
<td>38.6</td>
<td>- 1.9%</td>
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<td>21</td>
<td>Pascagoula, MS</td>
<td>37.7</td>
<td>+ 28.4%</td>
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<td>- 18.7%</td>
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<td>Norfolk, VA</td>
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<td>- 2.9%</td>
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<td>24</td>
<td>Savannah, GA</td>
<td>34.0</td>
<td>+ 12.8%</td>
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<tr>
<td>25</td>
<td>Freeport, TX</td>
<td>32.1</td>
<td>- 4.3%</td>
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<tr>
<td>26</td>
<td>Port Arthur, TX</td>
<td>28.4</td>
<td>+ 7.6%</td>
</tr>
<tr>
<td>55</td>
<td>Galveston, TX</td>
<td>9.4</td>
<td>+ 16.8%</td>
</tr>
</tbody>
</table>

*Taken from ACOE U.S. Port Rankings 2006*
Port Economics

**Houston**
- $117 billion dollars a year in economic impact ($322 million dollars a day)
- 2\textsuperscript{nd} largest petrochemical complex in world and largest in U.S.
- 10\textsuperscript{th} largest port in the world
- 785,000 jobs flow from port activity
- 49\% of the refined products produced in this country come from Houston Ship Channel industries

**Texas City/Freeport/Galveston**
- $50 million dollars a day combined economic impact
Missions (top)

Safety
- Houston-Galveston Navigational Safety Advisory Committee (HOGANSAC)
- Ship channel management

Security
- Area Maritime Security Committee (AMSC)
- Issues such as TWIC, PSGs, and Security Plans

Stewardship
- Central Texas Coastal Area Committee (CTCAC)
- Spill response and environmental issues
Response (front)

Regimes
• Laws and Regulations

Awareness
• Vessel Traffic Service – AIS, cameras, tracking
• Advanced Notice of Arrival and screening
• Transportation Workers Identification Card (TWIC)

Capability/Operations
• Mounted Automatic Weapons
• Armed helicopters
• MSST in Galveston
Partnerships (side)

Government
- USCG, TSA, CBP, DHS, FEMA, States, local Counties, local Cities

Private/Industry
- Port Authorities, Shipping Companies, Shipping Agents, Facilities, Refineries, Labor groups, Offshore industry, Vessels

International
- Overseas screening of cargo, International Safety and Security Regulations, Foreign laws
Security
1 - Port Coordination Team (PCT)

Port Coordination Team

Port of Texas City

Offshore Port

Port of Houston

Port of Galveston

American Waterways Operators

Port of Freeport

Oil Refineries

Chemical Carriers

Non-VTS Users

Galveston-TX City Pilots

West Gulf Maritime

Harbor Tugs

Oil Terminals

Houston Pilots
Port Coordination Team (PCT)

Goals

1) Communicate, communicate, communicate

2) Coordinates port wide security posture changes in response to threats

3) Ensures Port reopening and prioritization of maritime traffic optimizes timely supply of critical commodities to facilities
Security and Accountability for Every Port Act (2006)

- TWIC card required in our ports nationwide by 25Sep08
- "Interagency Operational Centers for Port Security" at all high priority ports within 3 years
- Port Security Grants shift from "fair and equitable" to "based on risk" and more regionally focused
- Develop protocols for the resumption of trade in the event of transportation disruption or incident
Transportation Workers Identification Card (TWIC)

- **TSA** is responsible for enrollment, security threat assessment, adjudication, card production, card issuance, appeal/waiver process, technology and system management.

- **Coast Guard** is responsible for enforcing proper usage of TWIC IAW new regulations, existing access control plans, and approved security plans.
Build it, they will come -
*If it is useful to all...*

- **Interagency Maritime Operations Center**
- **Build it, they will come - If it is useful to all...**
- **Maritime Communications Suite**
  - Sensors
  - Intelligent Video
  - Automatic Identification System
  - Maritime Communications Suite
  - Public Safety Communications-800 and 900 mhz
- **Chemical**, **Sea Port**, **Air Port**, **Medical**, **Aerospace**, **Rail**
- **Port Security Strategic Council**
- **Rail Security Strategic Council**

**Organizations**:
- Houston Emergency Center
- Houston TranStar
- Multi-Modal Transportation
- Harris County OEM ITS-Hub
- Houston Pilots
- Coast Guard
  - Operations Command Center
- Coast Guard
  - Vessel Traffic Service
Maritime Transportation System Recovery Unit

- “The MTS is an integral part of our nation’s economy... temporary incapacitation at the local level can have a dramatic impact throughout the region and nation.” - DOT 1999

- Very complex system of vessels, system users, vehicles, railways, facilities, waterways, intermodal port connections, and economic impact
DHS money allocated for Port Security

- Houston area received over $8 million dollars in Round 7A and $31 million in Round 8
- Changes to process
  - Fiduciary Agent in each port to handle grant money
  - Sub-committee of AMSC established to review grant applications on a regional basis
  - Amount allocated based on “risk” vice “simple port size”
The Houston Ship Channel Security Council (HSCSC) is a public-private partnership formed to address a system-wide approach to security on the upper Houston Ship Channel.

A State of Texas Bill (HB 3011/SB 1474) passed in May 2006, and was signed by Governor Perry on 15 June 2006, which creates the HSCSD as a base for the future/continuing funding of security along the Houston Ship Channel.

This model is being closely watched by DHS as a potential national model in other ports for the longevity of funding O&M for PSG purchases.
Questions??

ALL THREATS - ALL HAZARDS

ALWAYS READY