



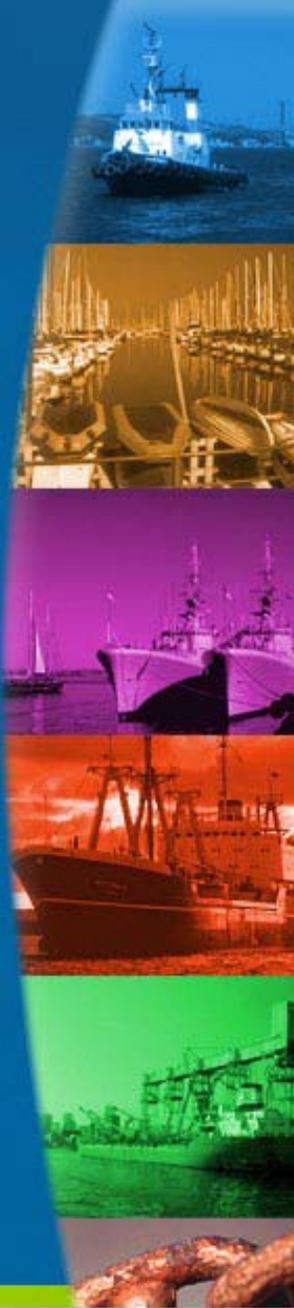
Inter-American Port Security Cooperation Plan

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SecurePort

Inter-American Port Security Cooperation Plan

Port security is a crucial component in the economic viability of the Latin America/Caribbean region's Marine Transportation System and international competitiveness. Port security must contribute to comprehensive anti-crime efforts to counter terrorism, the smuggling of drugs, weapons, and illegal migrants, and other forms of organized crime that threaten to exploit seaports.



Inter-American Port Security Cooperation Plan

Effective Hemispheric port security is an interdependent network relationship among trade partner ports and countries, and requires adherence to a common international standard of security to protect the flow of export/import and transshipment cargoes. Those ports with substandard protective security measures are "weak links" in their trade network and represent a vulnerability to the international Marine Transportation System.



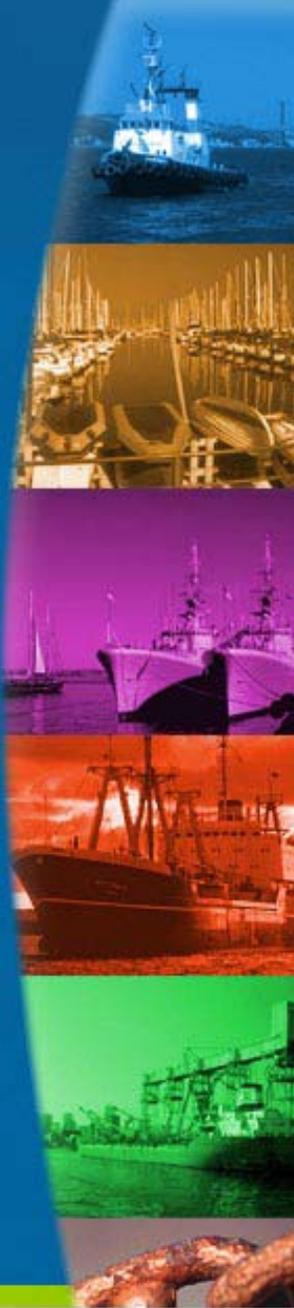
Inter-American Port Security Cooperation Plan

Consequently, a Hemispheric Plan is needed to guide OAS governments in developing the institutional readiness and technical capacity for implementation of necessary port security improvements.



Inter-American Port Security Cooperation Plan (cont.)

Adoption of this document recognizes the intent that the Inter-American Port Security Cooperation Plan be elevated to the political level for adoption, in order to ensure its evolution into the most effective form of instrumentation.



Implementation

Implementation of a Hemispheric Plan requires the coordination of a wide variety of governmental agencies and private sector organizations, in order to be effective in securing ports against terrorism and transnational crime. The resources and cooperative mechanisms for managing these efforts must be developed and supported by government and private industry at national, regional, and global levels.



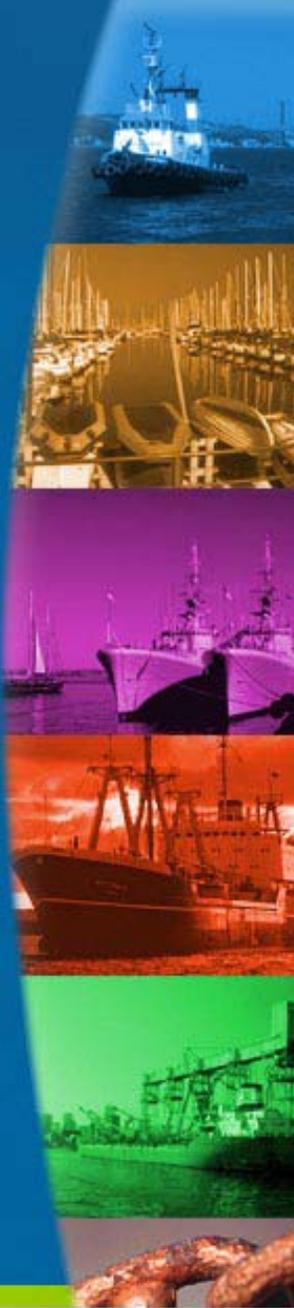
Implementation has two basic approaches

1. Government (regulatory/law enforcement) — Dependent upon governmental enforcement capabilities and mechanisms implemented through various national, bilateral, and multilateral instrumentation



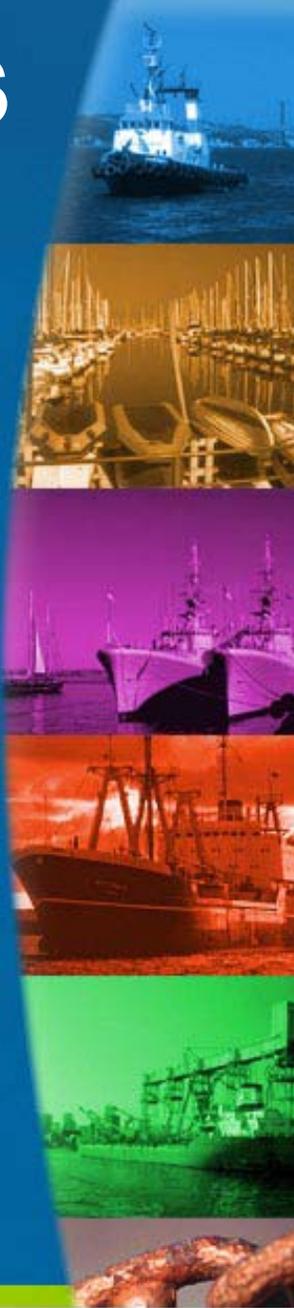
Implementation has two basic approaches (cont.)

2. Government - Private Sector Cooperation (non-regulatory) — Emphasizes facilitation of the normal flow of trade, in harmony with efforts to deter the opportunities for terrorist and criminal exploitation of the ports and the international maritime transportation system they serve.



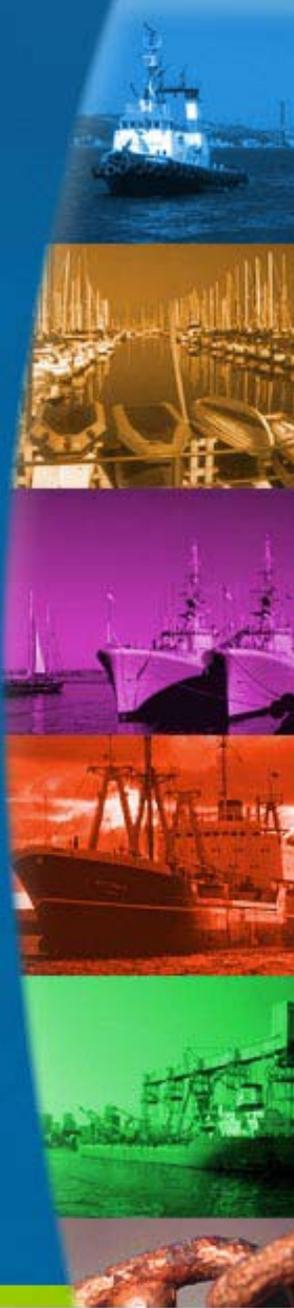
Implementation Through OAS Components

- Technical Advisory Group on Port Security of the Inter-American Committee on Ports (CIP/TAG-PS);
- Inter-American Committee Against Terrorism (CICTE); and
- Inter-American Drug Abuse Control Commission (CICAD)



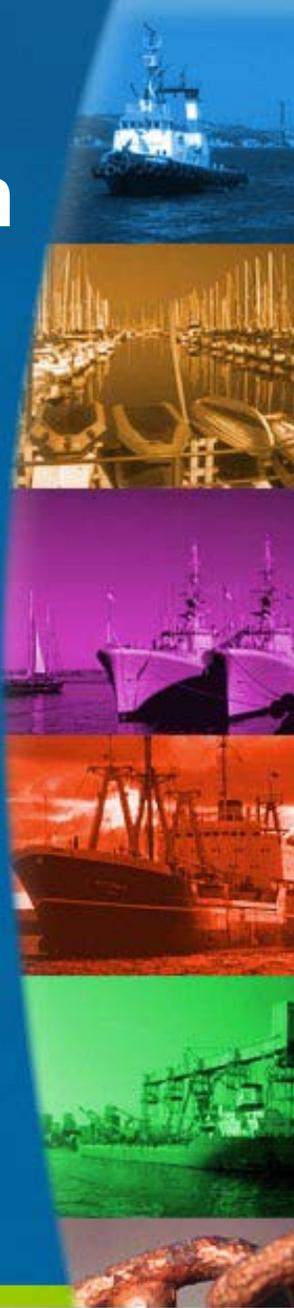
Implementation

Implementation of projects to accomplish objectives will be executed through the resources of these OAS components, including commissioners, executive secretaries and staff, chairs and member country delegations of subcommittees, technical advisory groups, working groups, experts groups, and the like. Implementation is anticipated to entail the substantial resources and sustained participation contributed by individual OAS member countries.



Strategic Elements of a Hemispheric Port Security Plan

A strategic and systemic approach is essential to the planning and policy making process of mobilizing, coordinating, and calibrating means and resources.



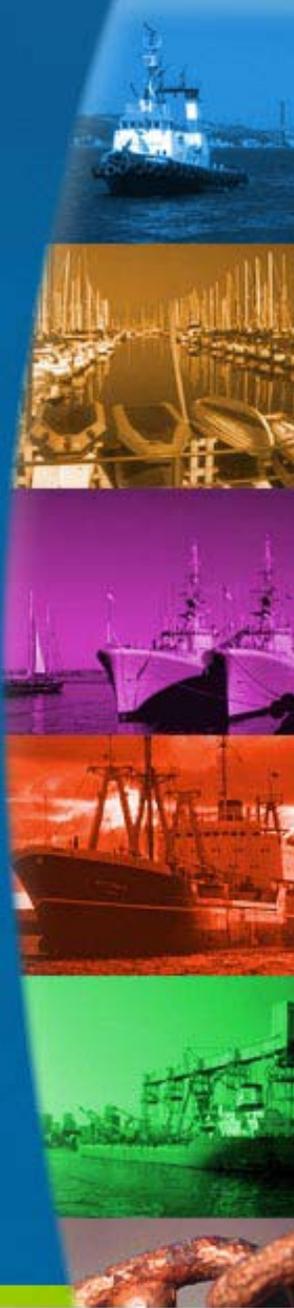
Strategic Elements of the Hemispheric Plan: Intentions

- Increase the priority and resources devoted to enhancing and maintaining port security in the hemisphere and trade partner seaports
- Achieve greater effectiveness and synergy by improving internal and external coordination of national and regional agencies in dealing with seaport security



Strategic Elements of the Hemispheric Plan: Intentions

- Improve and expand the multilateral mechanisms and work with other governments in order to implement a Hemispheric port security plan; and
- Employ affirmatively and creatively all legal means available to combat the full range of criminal and corruptive activities affecting the seaports and maritime commerce of the Hemisphere.



Hemispheric Plan: Goals, Objectives, and Basic Principles

The Hemispheric port security plan should include an achievable and measurable goal. objectives that contribute to its goals, while adhering to basic principles consistent with the intent of the Plan.



Goals

- **Goal 1:** Substantially improve hemispheric seaport security and its related components in order to implement and sustain compliance with the IMO/ISPS Code.
- **Goal 2:** Develop port security capacity sufficient to impede terrorism, and local and transnational criminal activities, thereby, protecting the operations of Hemispheric maritime commerce from foreseeable security threats.



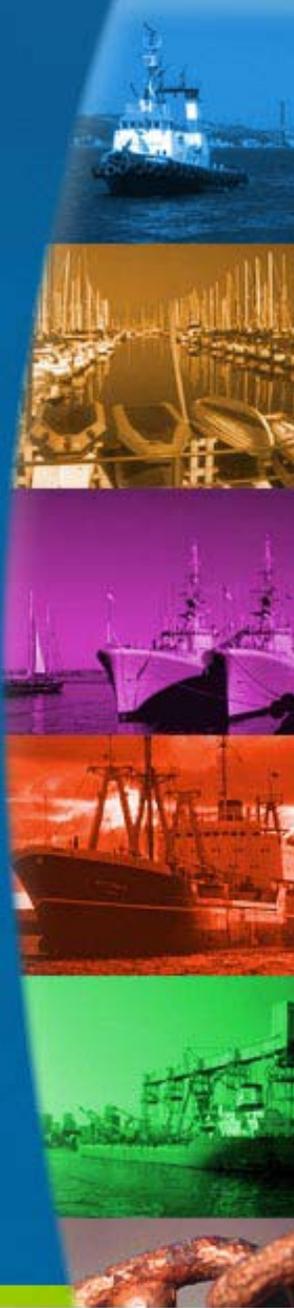
Objective 1

- Facilitate the flow of hemispheric maritime commerce unimpeded by the direct or indirect consequences of terrorism and transnational criminal activity in any of its variations.



Basic Principles

1. Integrated and comprehensive security plans, procedures and operations (e.g., IMO/ISPS which ensure the integrity of legitimate movements and transactions in the commercial shipping cycle while denying access to the system by individuals or organizations that would exploit and corrupt this process for illegal purposes
2. Standards and practices adaptable by OAS States compatible with the Hemispheric trade community



Basic Principles (cont.)

3. Risk management processes including identification and analysis of threats and vulnerabilities
4. Improved transparency through use of modernized and automated freight transport systems, processes, and trade data information flows
5. Standardized customs regimes assisted by the trade community's informed compliance



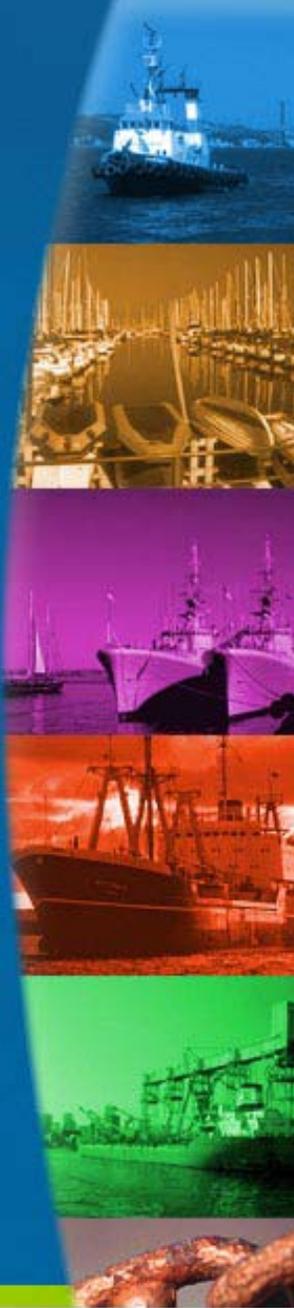
Basic Principles (cont.)

6. Trade community's cooperation in government enforcement efforts and the concentration of enforcement efforts on intentional violators
7. Securely protected and expeditious port facility operations in all its elements for improved system efficiency



Objective 2

- Maximize the engagement of the commercial maritime industry in a hemispheric cooperative effort with government



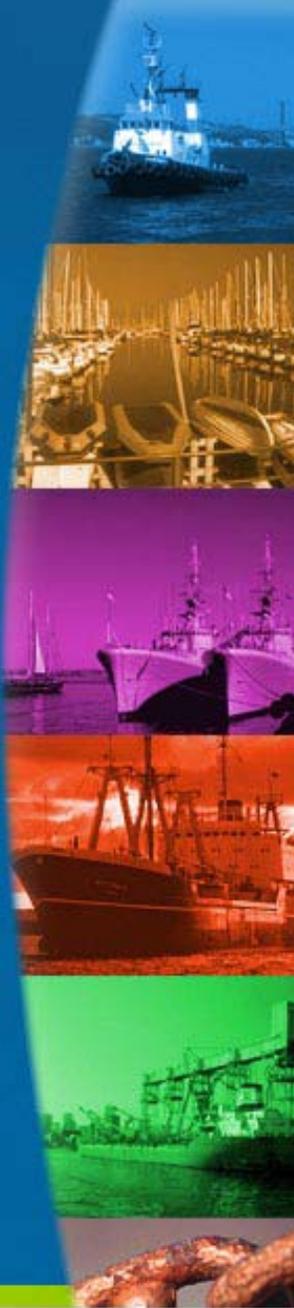
Basic Principles

1. Planning, developing, and implementing operational strategic and tactical solutions to maritime security operations to counter port security threats
2. Producing and exchanging information and intelligence of actionable and predictive quality



Basic Principles (cont.)

3. Conduct national and regional maritime security training programs to improve the coordinated effectiveness of port and ship security programs;
4. Develop alternatives in order to increase private industry stakeholder participation in the funding of and involvement in port security programs.



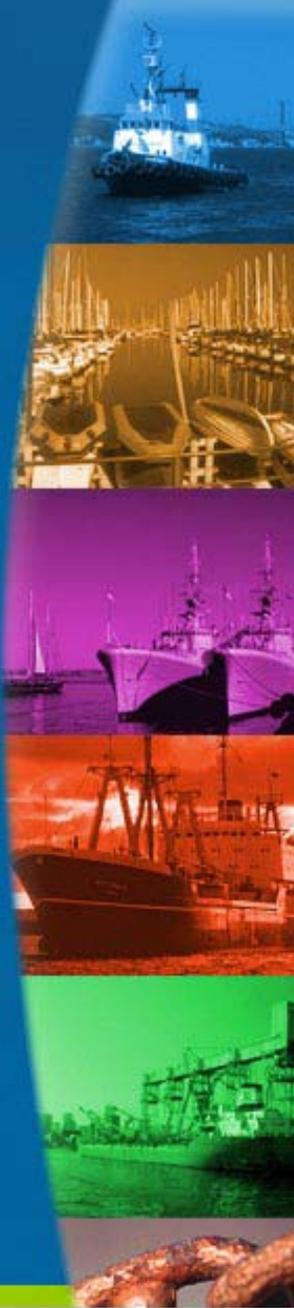
Objective 3

- Protect hemispheric borders by addressing vulnerabilities susceptible to exploitation by transnational crime and terrorism



Basic Principles

1. Enhance the effectiveness of maritime and seaport security controls and at related land borders, pertaining to inspection, detection, and monitoring capabilities through a greater resource commitment, further coordination of national and private sector efforts, and increased cooperation among OAS member States and appropriate international organizations



Basic Principles (cont.)

2. Seek new or strengthened regulatory authority and penalties for private sector negligence which facilitates transnational criminal activity and corruption in ports and maritime commerce
3. Target regulatory, enforcement, and prosecutorial resources more effectively against individuals, groups and organizations that penetrate commercial maritime activities for illegal purposes



Objective 4

Prevent Criminal Exploitation of seaports and hemispheric maritime trade for purpose of money laundering



Objective 5

- Respond to current threats to hemispheric port security with existing resources, but also assess and identify resource requirements including financial that are needed to counter emerging threats



Basic Principles

1. Disrupt new activities or developing trends by transnational criminals that exploit seaports and maritime commerce
2. Enhance intelligence efforts to protect seaports and maritime commerce, and to provide timely warning of emerging threats and criminal methods



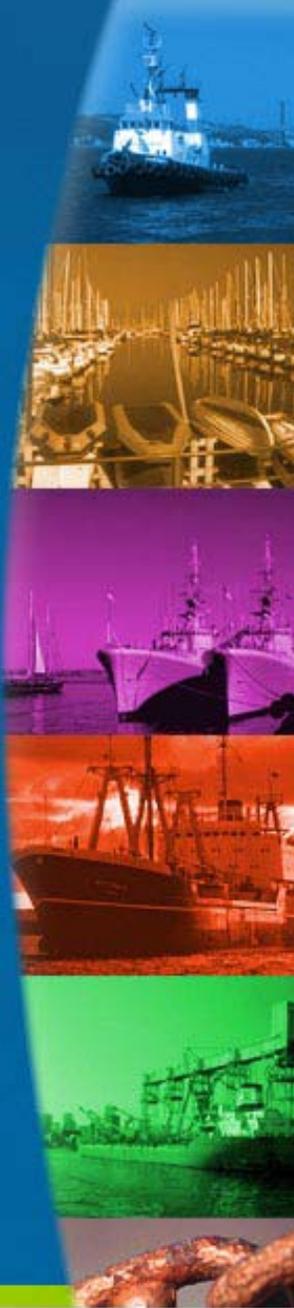
Basic Principles (cont.)

3. Assess the condition of protective security at ports of OAS member states to identify effective conditions, to identify the deficiencies in specific elements of port security, to determine the specific solutions to all port security deficiencies, and specify exactly what policy, planning, and operational requirements must be satisfied to improve upon or eliminate the deficiencies



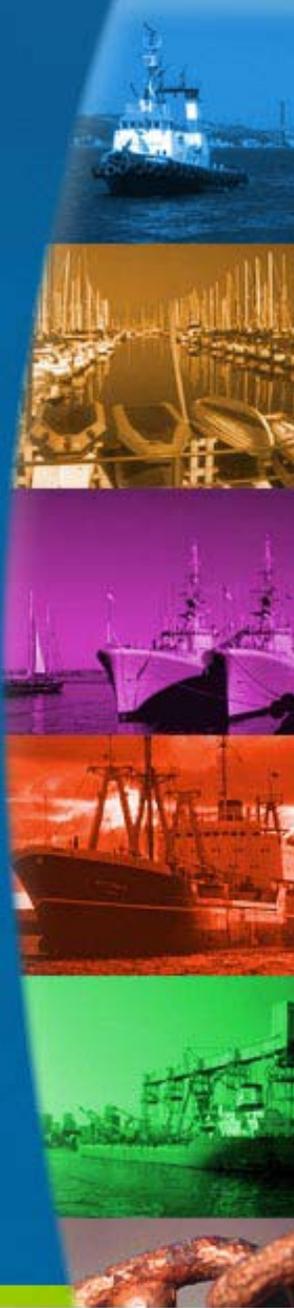
Basic Principles (cont.)

4. Assess port security manpower competencies and proficiencies to identify needed training activities and capacity building initiatives as prerequisite to effecting solutions pertaining to, for example, improvements in port security processes, procedures, communications, coordination, systems, planning, technology, and physical infrastructure;



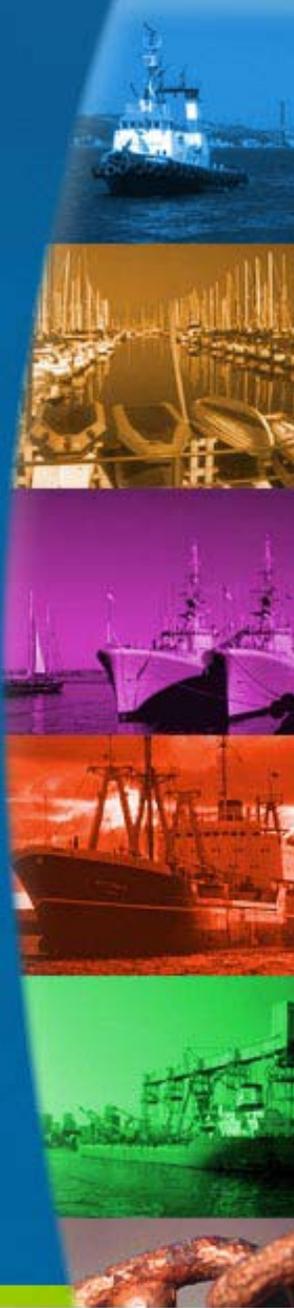
Basic Principles (cont.)

5. Assess financial resources needed for improving port security, identify specific operational requirements and related funding figures
6. Investigate and identify how requisite port security solutions may be funded, firstly, through existing financial resources and mechanisms (e.g., local, partners, regional, national, international funding sources), as well as through alternative funding sources



Basic Principles (cont.)

7. Develop alternatives in order to increase private industry stakeholder participation in the funding of port security programs.



Objective 6

- Enhance hemispheric cooperation and the rule of law



Basic Principles

1. Combat the criminal exploitation of seaports and maritime commerce through bilateral, multilateral, and regional mechanisms and actively encourage implementation and compliance



Basic Principles (cont.)

2. Improve bilateral cooperation among governments and law enforcement authorities through increased collaboration, training, and technical assistance to strengthen security and combat crimes related to the exploitation of seaports and maritime commerce



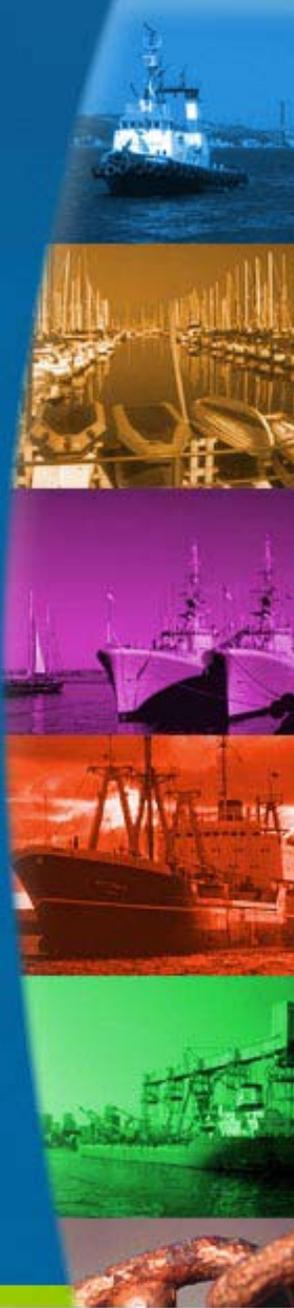
Basic Principles (cont.)

3. Strengthen the rule of law as the foundation for democratic government and free market economies, thereby facilitating efforts to reduce the vulnerability of maritime commerce and seaports to corruptive influence and criminal exploitation



Basic Principles (cont.)

4. Negotiate Hemispheric agreements that create a seamless and efficient system for securely protected and competitive operations of seaports and the Hemisphere's maritime trade corridors



Basic Principles (cont.)

5. Promote increased cooperation with regional and international law enforcement authorities to provide rapid, mutual access to witnesses, records, and other evidence pertinent to the full range of maritime and seaport related crimes.



Biography: Thomas Morelli

Thomas Morelli is Program Manager for Port and Cargo Security, Maritime Administration, U.S. Department of Transportation. Previously, he worked as a Latin America/Caribbean analyst with U.S. Department of Defense. He is a retired U.S. Navy officer. Prior to working for the U.S. Government, he was a south Florida police officer and narcotics investigator, and was decorated for successes against smuggling organizations. Mr. Morelli is a graduate of Florida Atlantic University, where he earned masters and bachelors degrees in geography.

