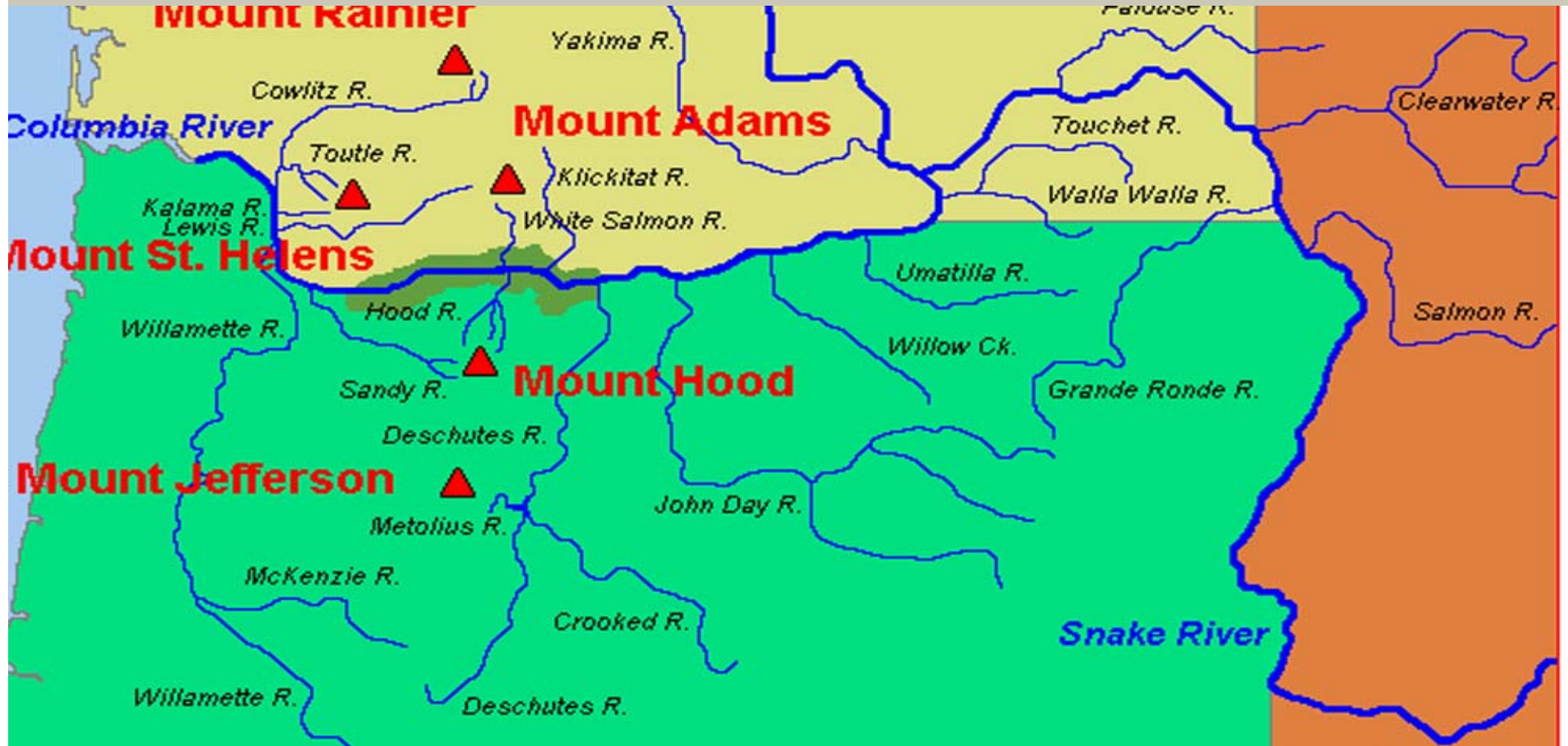# Regional Security Initiatives in the Columbia River

One Port's Prospective

Agenda

- Port Overview
- Area Maritime Security Committee
- Regional Maritime Security Coalition
- Urban Area Security Initiative
- Columbia River Maritime Organizations
- Future Plans
- Conclusion

Port of Vancouver, USA

Columbia / Snake River System

Columbia River

- A 465 mile river of commerce

- Includes the Snake River

- Designed channel depth is 14 feet above Vancouver

- Deep draft channel to river mile 105 deepening from 40 to 43 feet by 2010.

Strategic Trade Corridor

- $13 billion in waterborne cargo
  - 1st in the nation
    43% U.S. Wheat exports
  - 2nd in the world
    25% U.S. grain exports

"Total waterborne trade on the Lower Columbia River will grow by 38% over the next twenty years."
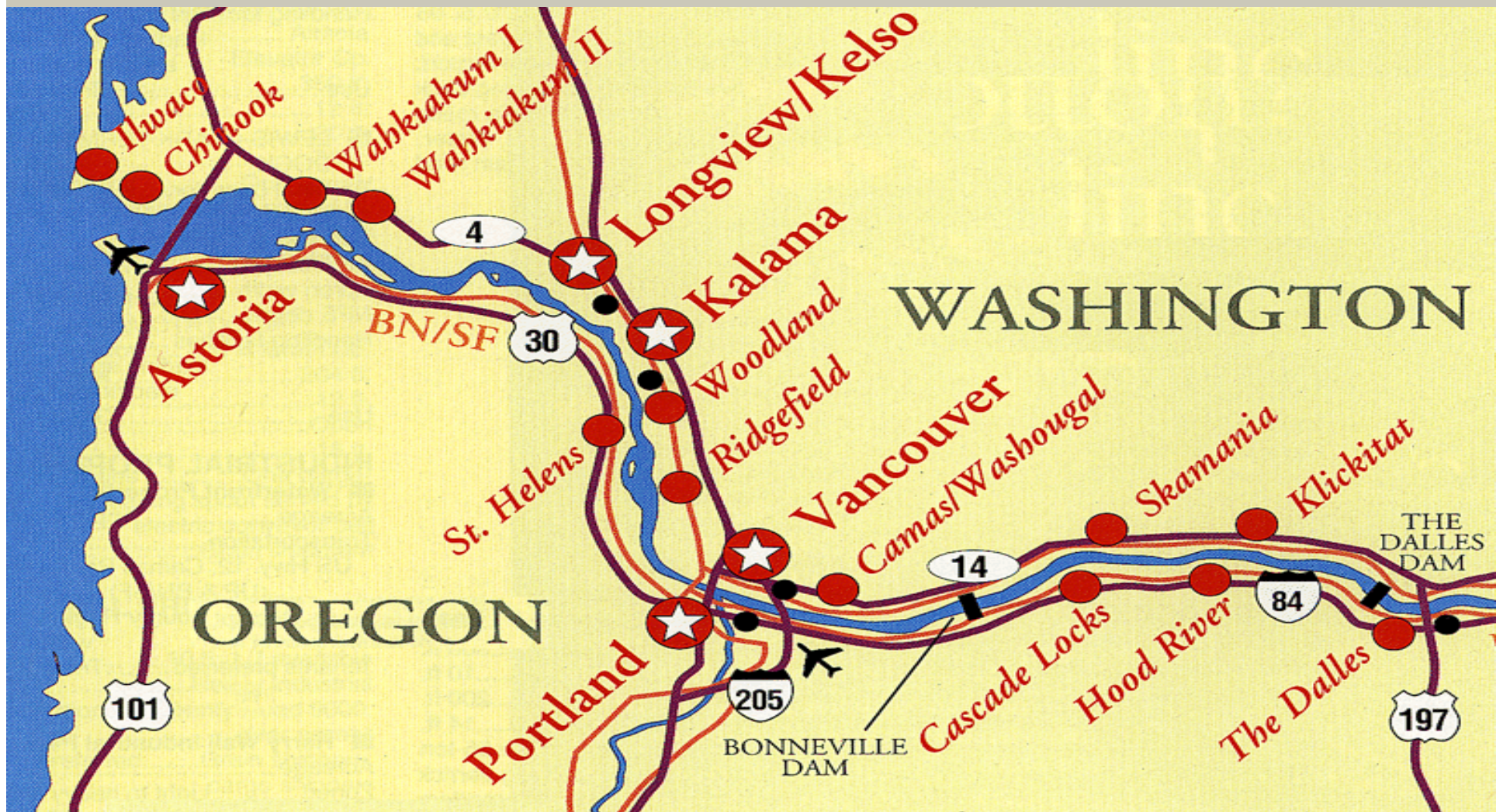
Port of Vancouver, USA

Port of Vancouver, USA

- Created in 1912 by the people of Vancouver

- To keep the critical waterfront transportation facilities for public use

- One of 76 port districts in Washington

Columbia River Ports

Port of Vancouver, USA

Port of Vancouver, USA

Terminal 3   Terminal 2   Grain Elevator

Port Marine Facilities

- Four marine terminals with 13 berths
- Over 9,000 feet of dock
- Over a million sq. ft. of dockside warehousing
- 250 acres of open storage
- Handles about 5 million tons of cargo
  - 70% in wheat exports
  - 30% in break-bulk, autos and other bulk cargo
  - Japan, Australia, Korea, SE Asia, China, South America, Europe

Port of Vancouver, USA
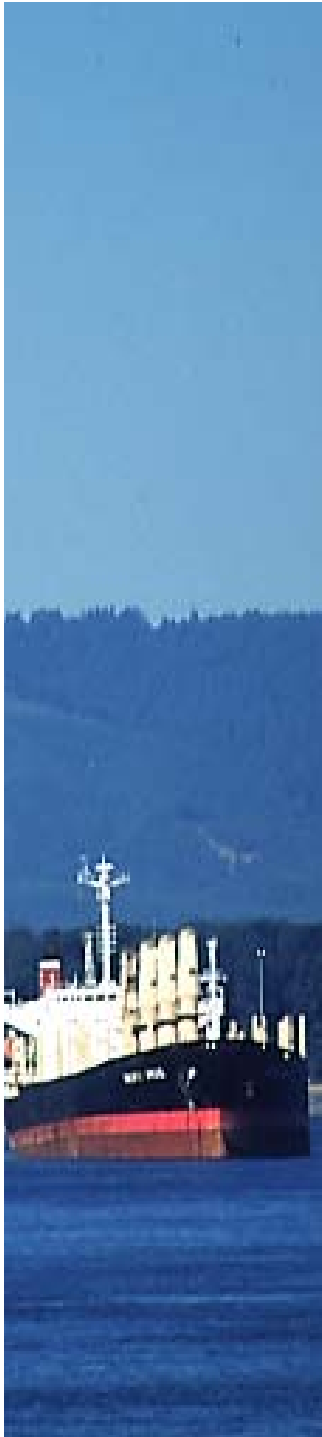
Area Maritime Security Committee

- Works for the COTP
- Develops and trains to the AMS Plan
- Reps from:
  - Feds
  - States
  - Local Public Safety
  - Law Enforcement
  - Maritime Labor
  - Other Port Stakeholders

COTP Zone Portland
AMSC Membership

COTP = Chairman

USCG	Port of Portland	PMA	MARAD
TSA	Vancouver	RMSC	DHS
FBI	Coos Bay	ILWU	Pilots
MEX	St Helens	Chevron	
WA EMD	Longview	CBP	Col Grain
Vancouver FD	Pasco	CG Group Astoria	

AMSC Focus

- Identify Critical Infrastructure
- Discuss Port Security Risks and Vulnerabilities
- Determine Mitigation Strategies (AMSP)
- Advise and Assist COTP (Port Security)
- MARSEC or Threat change "comms link" to Port Stakeholders

AMSC Training / Exercises

- MARSEC Elevation
- "Columbia Challenge – 06"
- PortSTEP (April '07)
- ICS Training
- Top Officials – 4 (Oct '07)

AMSC Meetings

- Quarterly; as required

- Recent Agenda Focus:
  - Recent Security Incidents
  - LNG Site(s) Update
  - MDA Overview
  - TOPOFF-4 Planning
  - Critical Infrastructure Review
  - Port Security Grant Program

Port of Vancouver, USA

AMSC
"Bottom Lines"

- Federally mandated

- Diverse, professional cross-section of Zone

- COTP Port Security "sounding board"

- Key link between

    COTP <> Maritime Stakeholders

Regional Maritime Security Coalition

- Focus is on protecting regional cargo supply chains

- Organized supply chain experts to advise local, state and federal officials during events.

- In support of maritime domain awareness, working to establish secure web-based communications platform on river system.

Regional Maritime Security Coalition

- Many organizations in the region are involved in the RMSC

- Sponsors exercises to practice procedures

- Focus is on MDA, training, planning, communications

Urban Area Security Initiative

- DHS Program for urban areas threatened by terrorism.

  – Communicate, Prevent attacks, Reduce vulnerabilities, Training

- The Port participates in both Portland, OR and SW Washington groups

- Composed Urban Area Working Group and committees

Port of Vancouver, USA

Urban Area Security Initiative (con't)

- Port Working Groups
- Focus is on
  - Interoperable Communications
    - Plans and equipment
  - Planning
    - Disaster / recovery planning
  - Critical Infrastructure Protection
    - Leveraging regional security assets

Port of Vancouver, USA

Columbia River Maritime Organizations

- Merchants Exchange
- Steamship Operators and Agents
- Longshore
- Tug Operators
- Pilots
- Tenants

Future Plans

- Focus on Regional and Port beneficial solutions

- Continue to coordinate regional security with ports and other maritime organizations

- Remain engaged IAW capabilities

Port of Vancouver, USA

Conclusion

- Communication and planning significantly improved

- We know the faces before events happen

- Potential for another source of revenue to supplement port security grants

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