



Canada's Commitment to Marine Security

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Canada's Commitment to Marine Security

- Canada has committed \$930M to strengthen marine security through increased:
 - Threat identification and response capability;
 - Visible on-water federal presence;
 - Security of ports and marine facilities; and
 - Level of information sharing with international and industry partners, multi-lateral organizations, provinces and municipalities.

Key Marine Security Initiatives

- Public-Private Partnerships
 - Marine Security Contribution Program - \$115M
- Marine Transportation Security Clearance Program
- Collaboration
 - IMSWG
 - Marine Security Operations Centres
 - ISPS Code Implementation



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Public-Private Partnerships – Contribution Programs

- Transport Canada (TC), Canadian Port Authorities (CPA), and terminal operators work together
- Technology providers deal with CPA and terminal operators
- TC provides funding (75%) for projects approved in ISPS Code security plans



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Marine Transportation Security Clearance Program

- Background checks on key port workers
- Labour environment at Canadian ports
- Currently in consultation with industry and stakeholders
- Intended to reduce security risk at ports and facilities



Transport
Canada

Transports
Canada

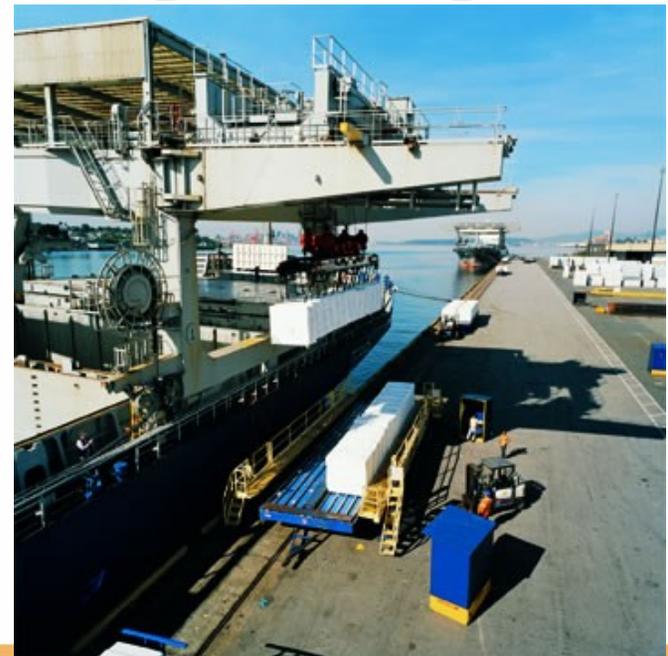
Reasons for Security Clearances

- Transportation workers are key to successful implementation of security measures and can provide valuable information
- To ensure workers have not been infiltrated by terrorist or criminal organizations



Canadian Approach to Introducing Background Checks

- In place in airports since 1986
- Work in partnership with terminal operators, port authorities, labour, and workers
- Risk-based decision to start with pilot projects
- Joint implementation of background checks



Defining who needs a security clearance

- Not all port workers will need to obtain a security clearance
- Initially, security clearances will be needed:
 - a) To work in R2 Areas (Level 2 restricted areas)
 - b) For jobs with certain designated duties

Policy Coordination

- Transport Canada is the lead for Canadian marine security policy
- National Defence, Royal Canadian Mounted Police, and Coast Guard are the operational arms to marine security
- All marine security initiatives are coordinated through the Interdepartmental Marine Security Working Group



Operations Coordination

- Marine Security Operations Centres (MSOCs) coordinate on-water activities and provide maritime domain awareness
- Currently, MSOCs are being established in Canada on the East and West coasts and Great Lakes
- Multi-agency centres:
 - Navy
 - Federal Police
 - Coast Guard
 - Border Services
 - Transport
- MARSEC level changes/
vessel boardings



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ISPS Code Implementation

- Canada introduced the *Marine Transportation Security Regulations*, which implement the ISPS Code
- Certificates issued to:
 - 66 SOLAS vessels
 - 151 other vessels
 - 426 marine facilities



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Conclusion

- Continued implementation of the ISPS Code is important and Canada is willing to assist in international capacity building
- Partnerships with the private sector and other government departments are key to success



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SAFE

WCO SAFE Framework of Standards Security and Facilitation in a Global Environment

Outline Remarks by
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IV APEC STAR CONFERENCE

Hanoi, Viet Nam
24 February 2006

BACKGROUND :

After 9/11, the stark recognition of the terrorist threat to the security of the international trade supply chain lead the United States to seek the assistance of the World Customs Organization (WCO) in securing the global supply chain.

The WCO responded immediately and in June 2002, a WCO Council Resolution established a Joint Customs/Industry Task Force on Security and Facilitation of the Global Supply Chain.

The WCO Joint Custom/Industry Task Force on Security and Facilitation met six times over the next two years. The output of the Joint Custom/Industry Task Force included recommendations and guidelines on :

- Integrated Supply Chain Management
- A revised Data Model containing 27 essential data elements
- The development of a Unique Consignment Reference (UCR) policy

The WCO Council endorsed the work of the Joint Customs/Industry Task Force in June 2004.

The WCO Council by a Resolution in June 2004 formed the WCO High Level Strategic Group (HLSG) to take forward the work of the WCO Joint Custom/Industry Task Force on Security and Facilitation.

The HLSG was directed to establish “standards” based on the work of the WCO Joint Customs/Industry Task Force, the Revised Kyoto Convention and other instruments and initiatives of the WCO.

Membership of the HLSG was limited to two Director Generals from each of the six WCO Regions, consultation with Members of the global supply chain was agreed and the HLSG met three times between June 2004 and June 2005.

The HLSG produced what is now called the SAFE Framework of Standards for Security and Facilitation in a Global Environment. The SAFE Framework of Standards was adopted by the WCO Council in June 2005.

The SAFE Framework of Standards has four core elements :

- Advance electronic manifest information
- Consistent risk management approach
- Inspection of high risk cargo using non-intrusive detection equipment at port of origin or departure
- Enhanced trade facilitation for legitimate trade

The SAFE Framework of Standards has two pillars :

- Customs-to-Customs network arrangements
- Customs-to-Business partnerships

The SAFE Framework of Standards :

- Gives equal importance to revenue collection, trade facilitation and security
- Incorporates modern Customs principles like the Revised Kyoto Convention and the Recommendations and Guidelines produced by the Joint Customs/Industry Task Force on Security and Facilitation

The SAFE Framework of Standards is a comprehensive instrument that covers all areas of Customs control and provides a new and consolidated platform that will enhance world trade, ensure better security against terrorism and increase the contribution of Customs and its trade partners to the economic and social well-being of nations.

The objectives of the SAFE Framework of Standards are :

- Certainty and predictability of Customs procedures at a global level
- Integrated supply chain management for all transport modes
- To position Customs to meet the challenges and opportunities of the 21st Century
- Closer co-operation among Customs administrations
- Stronger Customs-to-Business co-operation
- Seamless movement of goods in international trade
- Benefits to Nations, Customs and Business

Benefits

- **Nations :**
 - Security and Facilitation of trade
 - Economic growth and development
 - Improved revenue collect and proper application of national laws and regulations
 - Economic and social protection
 - Support of foreign investment

- **Customs :**
 - Exchange of accurate information in a timely manner
 - Improved control of imports and exports
 - Better allocation of resources
 - Customs reform and integrity improvement

- **Business :**
 - Secure, facilitate and promote international trade
 - Standardized Customs procedures
 - Authorized Economic Operators with defined benefits :
 - Reduced examination
 - Faster processing of legitimate cargo
 - Lower administrative costs
 - Lower insurance rates for cargo

The implementation of the SAFE Framework of Standards will involve building sustainable capacity in Customs administrations :

- For SAFE Framework of Standards to make an impact, Customs administrations in developing nations will need diagnostic services, training and technical assistance, acquisition of technology and equipment
- No one source can provide all of this modernization assistance
- There is a need for a coherent strategy for implementation assistance
- The strategy must allocate resources efficiently to avoid duplication
- The capacity building must be applied where there is strong political will or the effort will be unsuccessful
- Modernization projects must be sustainable
- Must be co-operation among international capacity building partners and institutions

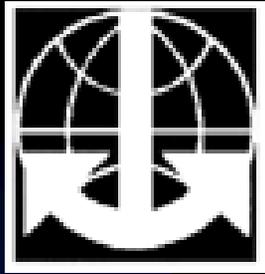
Joint IAMU Maritime Triad Project on Development of Training Courses, Qualifications, and Standards for Security Trainers and Instructors

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**Presented at APEC STAR IV
Conference Feb 24, 2006**



Admiral Makarov



Project Mission

- A joint Russian-American project undertaken by three maritime academies, members of the International Association of Maritime Academies (IAMU) for the purpose of creating international standards of security training; drills and exercises that will serve as models for use globally.



What Many People Think...

- ...meet formal requirements without addressing the substantive needs for real security



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Real Security...

- ...requires investment!
- E.g. comprehensive security training, exercise and drills for ship crews, port facility staff
- Also for other responsible personnel of the various entities, such as stevedoring companies and shipping agents, all inseparably interrelated with the general safety and anti-crisis management of the global supply chains involving international trade and transportation.



Models & Best Practices

The intent of the project organizers is to globally expand a successful project into a continuing series of exercise, forums for the identification of best practices, performance evaluation, and certification



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"IAMU Seminars"

- conduct of joint exercises and drills for security plans for the port facilities and vessels using academy training ships and private sector vessels
- Institutions in all APEC economies will be invited to send observers and participants to project activities in Russia and the United States



Lessons Learned...

- ... through the conduct of joint exercises and drills for security plans for the port facilities and vessels
- Each new set of partners widens the potential for drawing generalized lessons

Convenient & Reliable

- Joint drills and exercises will ultimately be expanded to as many participants as practical and held on a continuing basis, according to the schedule mandated by ISPS; participants will thus have a convenient, reliable means of regularly meeting their ISPS requirements.

Global Calendar

- In the wake of a successful first run of the “IAMU seminars,” a development of a global calendar of future IAMU seminars will be developed in designated security areas in conjunction with appropriate co-hosts and sponsors.

Mutual RSO Approval

- As conceived, the projected development of courses and best training practices necessitates the mutual approval of them by the Recognized Security Organizations (RSOs) of the host economies involved.

An Important Deliverable: Training Technology

- Training technology, including distance learning and testing programs software, videos and DVDs, and drill and exercise templates based on navigation bridge simulators, and crisis management simulators.

Unacceptable Danger

- Terrorism is the deliberate attacking of civilians and commercial economies to pursue an ideological, political, or religious agenda
- Dealing with terrorism must involve a deliberate response on the part of maritime and transportation professionals to ward off the unacceptable dangers of it to our lives, livelihoods, and global supply chains