

U.S. Customs and Border Protection



Port of New York/Newark



U.S. Customs and
Border Protection

New York / Newark Seaport



CBP Cargo Security Strategy

- Prevent the entry of terrorists & terrorist weapons into the United States by any transportation mode or conveyance.
- Focus on stopping suspect shipments before they reach the US, or as a last resort interdict them upon arrival at a U.S. port of entry.
- Improve the overall efficiency, predictability, and speed of the movement of legitimate trade.
- Use a multi-layered enforcement approach



CBP Cargo Security Strategy

Layered Enforcement Strategy Components

- Secure the supply chain – C-TPAT= over 9,000 C-TPAT members
- Push our ‘zone of security outward’ – CSI = 58 foreign ports
- Advanced electronic information and improved targeting
- Security Filing (10 + 2 initiative/ 24 Hour Rule for Importers)
- Automated Targeting System – ATS
- Risk assessment performed on 100% of cargo
- Exam 100% of high risk cargo Screen all inbound cargo with Radiation Portal Monitors



Targeting Components

- Anti-Terrorist Targeting: Target all Foreign and Coastwise Vessels arriving into the New York/Newark Seaport
- Vessel/Commercial Enforcement
- Analyze and evaluate intelligence from various sources
- Utilize threat assessment matrix to designate numeric value for risk level
- Disseminate intelligence to appropriate CBP branches



Partnerships to Mitigate Risk

- CBP conducts Joint Operations with Federal, State and Local LEOs
- CBP screens goods on behalf of many other agencies; i.e. DEA, CPSC, USDA, EPA, FDA, ATF
- Exchanges info to and from other LEOs
- Conducts physical examinations at secure Centralized Examination Stations (CES)
- Participates in ICE led Border Enforcement Security Taskforce
- Participates in FBI led Joint Terrorism Task Force





U.S. Customs and Border Protection



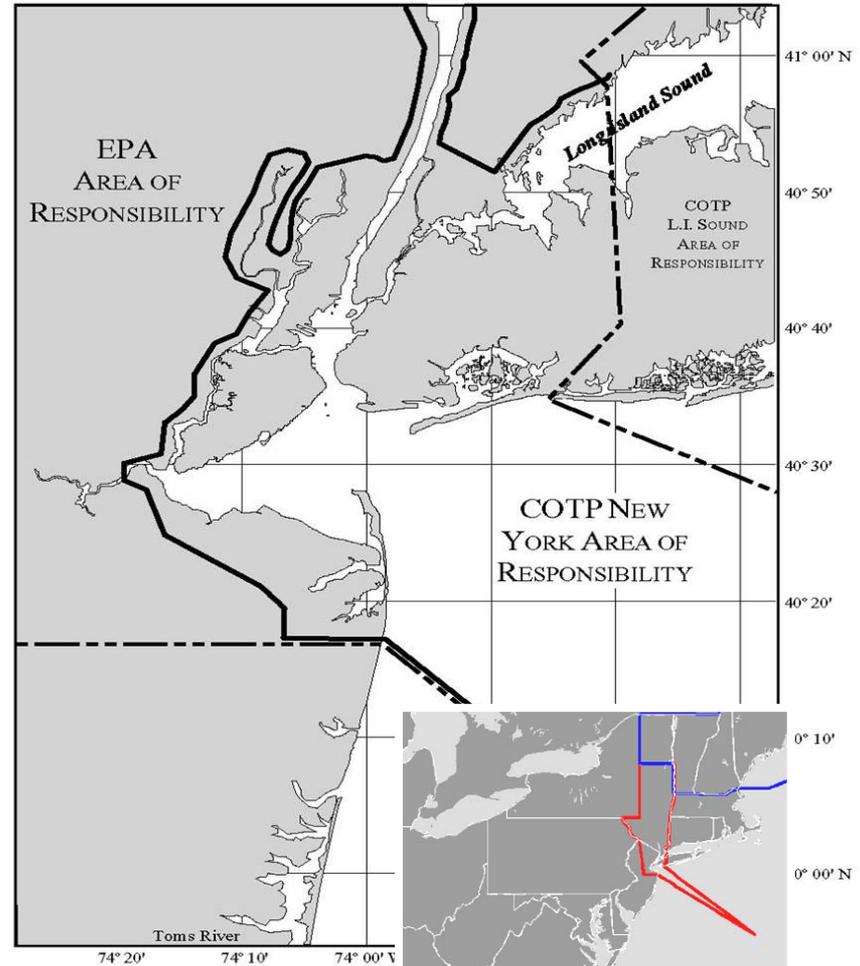
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Sector New York – Risk Insight



- ✓ Define maritime risks
- ✓ Identify and prioritize risk sources
- ✓ Manage risk





Port of New York/New Jersey Risk Evaluation



- Second in overall risk
- 144 assets of national significance
- 187 MTSA regulated maritime facilities
- 360,000 vessel movements a year
- 146 square miles of waterways

Risk Prioritization

An aerial photograph of New York City, showing the dense urban landscape of Manhattan and the surrounding harbor area. The image captures the city's proximity to the water, with numerous buildings, bridges, and waterfront facilities visible. The harbor is filled with various vessels, including ships and boats, and the surrounding areas are densely packed with infrastructure and greenery.

- JFK Int'l Airport
- LaGuardia Airport
- Passenger Ship Terminal
- Liberty / Ellis Islands
- United Nations
- Port Newark / Port Elizabeth
- Naval Weapons Station Earle
- Indian Point Nuclear Power Plant
- Rodman's Neck NYPD Ammunition Depot
- All Commercial Waterfront Facilities
- Bridge piers and abutments
- Tunnel Vents and Power Cables
- Naval Vessels
- USCG Cutters
- LPG Carriers/Petroleum vessels



Risk Management USCG Assets



➤ Personnel

- 700 Active Duty
- 72 Civilians
- 340 Reserves
- 35 Auxiliary flotillas

➤ Shore Assets

- STA New York
- STA Sandy Hook
- STA Kings Point
- ANT New York
- ANT Saugerties

➤ Cutter Assets

- CGC Bainbridge Island
- CGC Penobscot Bay
- CGC Sturgeon Bay
- CGC Sailfish
- CGC Hawser
- CGC Line
- CGC Wire

➤ Tenant Units

- MSST NY
- ESD NY
- CGC Katherine Walker
- Regional Exam Center



Risk Management --Partnerships



- Federal
- State
- City
- Local
- Private
- Industry





Risk Monitoring Arrivals Screening



96 Notice of
Arrival

Security Review

Authorization to Enter
Port

Security Actions

- Security Boarding
- Safety Boarding
- Escort
- Positive Control
- Pier Side boarding/crew control



Risk Buy-down Positive Control Measures



- Escorts
 - Ferries
 - Cruise Ships
 - Hazardous Material Carriers
- Security Boardings

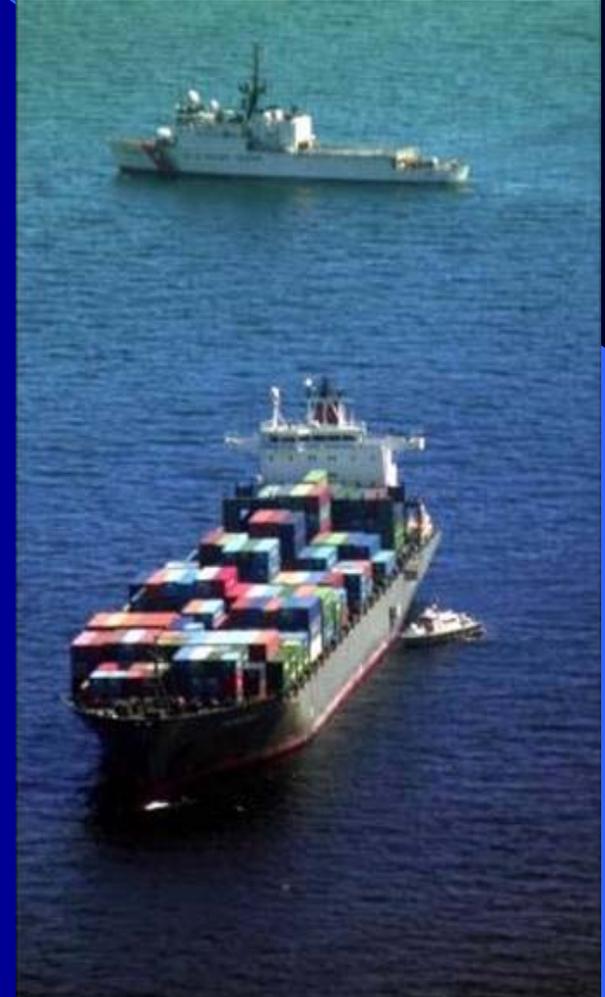




Risk Buy-Down Security Boardings



- Ideally well before entrance to Port
- Verify voyage purpose
- Verify crew identity
- NOT a complete inspection of vessel





Developing and Employing Risk Insight for Balanced Oversight: Government Perspectives

Supporting Investment in the Offshore Wind Industry in New Jersey

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Assistant Commissioner
Economic Growth and Green Energy
New Jersey Department of Environmental Protection



November 8, 2011



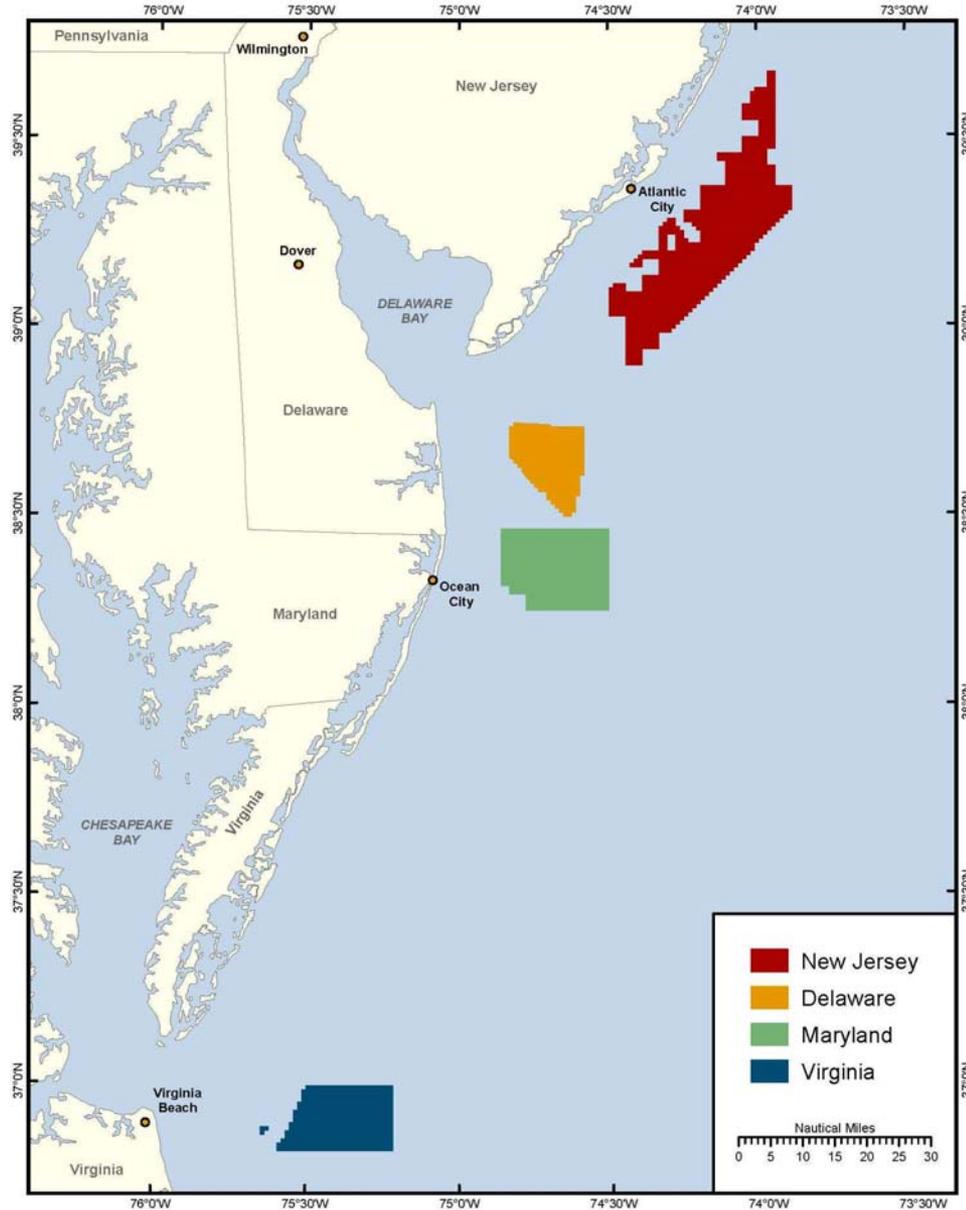
Latest Advancements in NJ OSW

- NJ hosts three of the first five “interim policy leases” approved by the federal government to explore offshore wind projects (expected to yield 1100MW)
 - NRG Bluewater Wind Energy New Jersey – 350 MW
 - Fisherman’s Energy of New Jersey – Two farms totaling 370 MW
 - Garden State Offshore Energy – 350 MW
- Response to June “Call for Nominations”
 - Almost 12,000 MW
 - 11 developers
 - Competitive bid process going forward
- Atlantic Wind Connection: backbone transmission line
- Port of Paulsboro redevelopment
- Near Shore: Fishermen’s Energy 25MW project: possibly on line in 2012
- “Smart from the Start”- NJ is a recognized “wind energy area”
- The Offshore Wind Economic Development Act

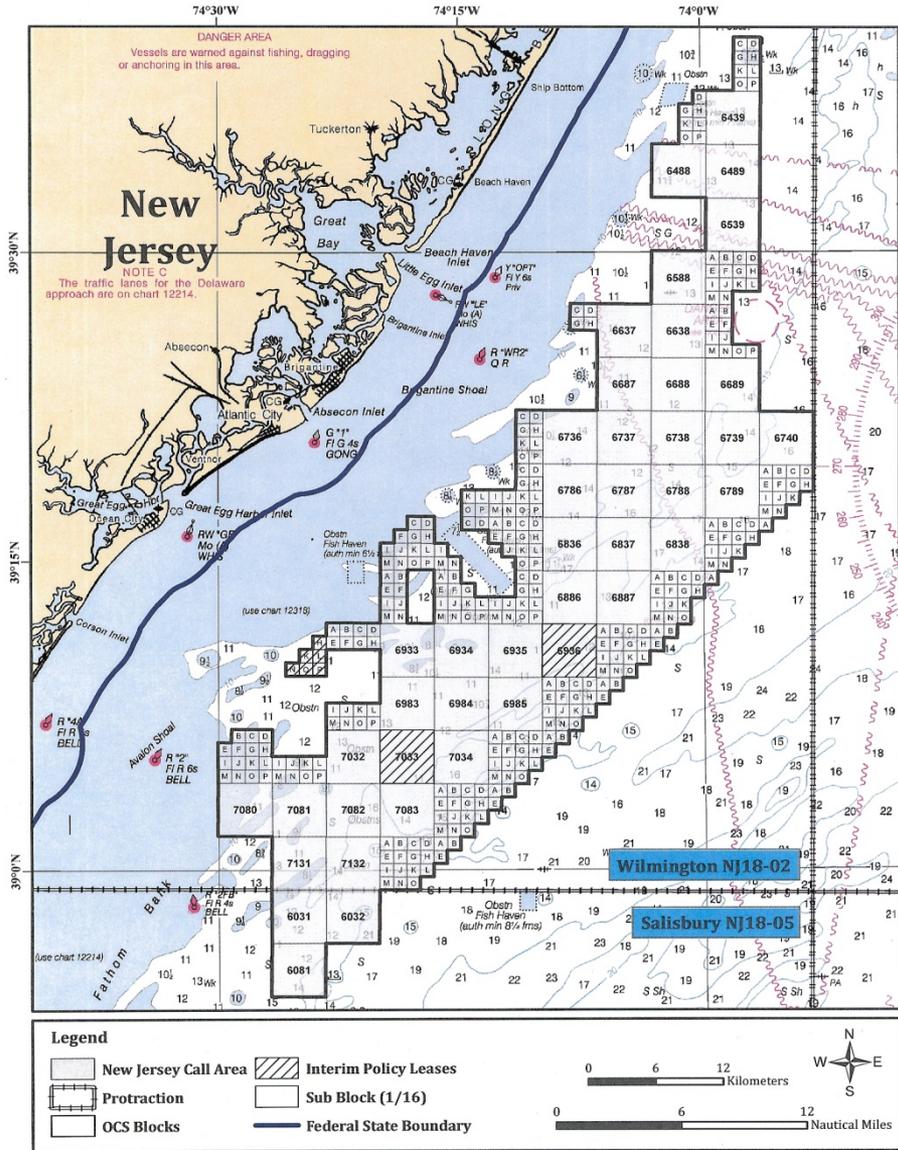


Risk Avoidance in OSW

- State of New Jersey Blue Ribbon Panel on Development of Wind Turbine Facilities in Coastal Waters.
- NJ DEP Ocean/Wind Power Ecological Study
- NJ OSW Taskforce
- DEP Stakeholder Meetings
- Interplay with CMSP
- Federal/State Consistency Rules
- Communication and Dialogue



Areas Under Consideration for Wind Energy Areas



New Jersey Call Area Map



New Jersey Department of Environmental Protection Economic Growth and Green Energy

(609) 292-8601

www.nj.gov/dep

www.nj.gov/dep/egge

Michele.Siekerka@dep.state.nj.us

Government Perspectives II Panel

**Developing and employing risk insight for
balanced oversight**

Panel Members:

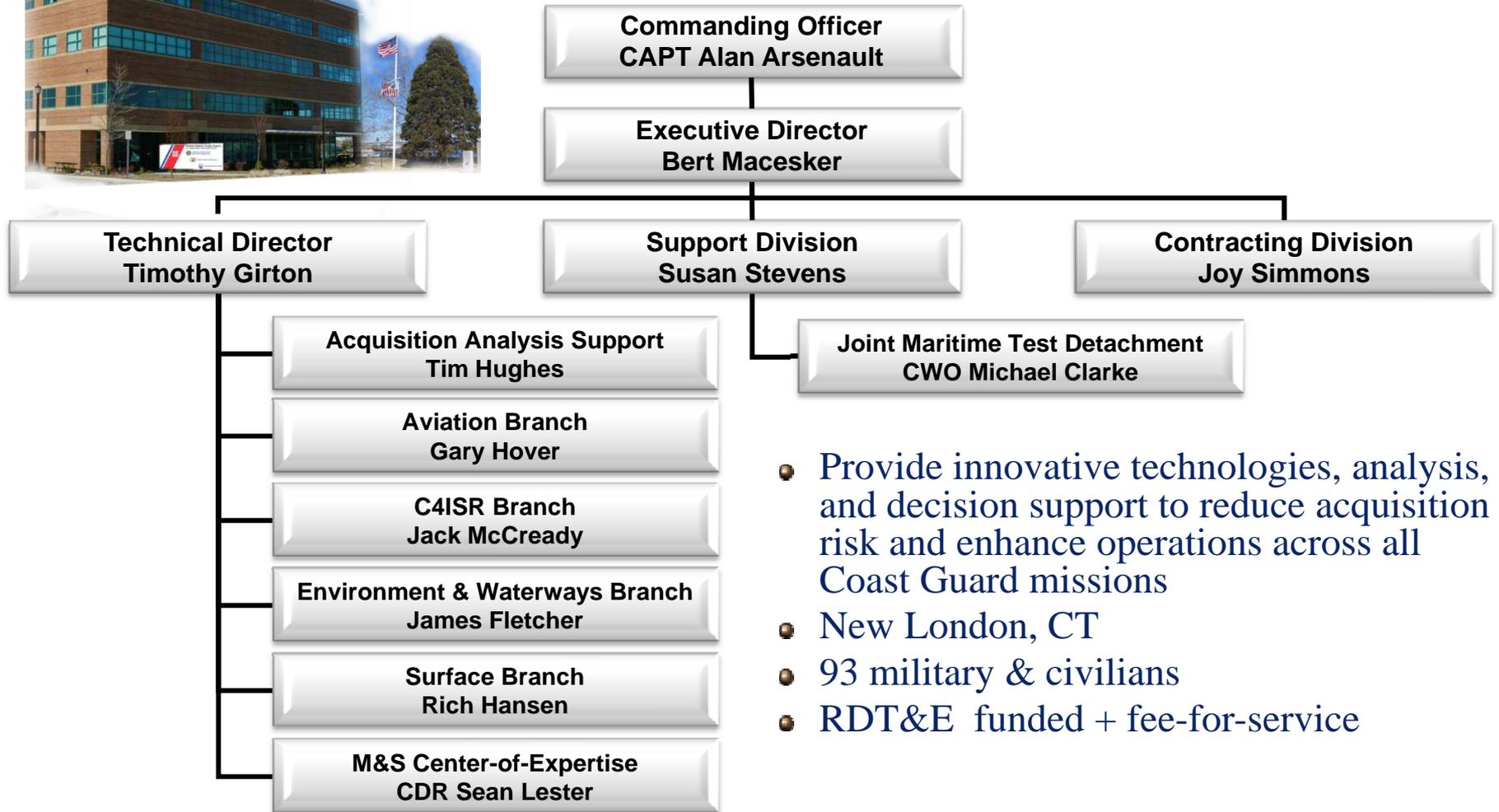
Michele Siekerka, Assistant Commissioner NJ DEP

Adele Fasano, CBP Director for NY/ Newark

Capt Linda Fagan, Sector NY COTP

Bert Macesker, USCG R&D Center Technical Director

Who we are – R&D Center organization



- Provide innovative technologies, analysis, and decision support to reduce acquisition risk and enhance operations across all Coast Guard missions
- New London, CT
- 93 military & civilians
- RDT&E funded + fee-for-service



Can e-Nav technology help reduce O&M costs of fixed ATON without unacceptably increasing safety risks?



ATON = 51,000 visual aids



e-Navigation = AIS, ECDIS, VTS, etc.

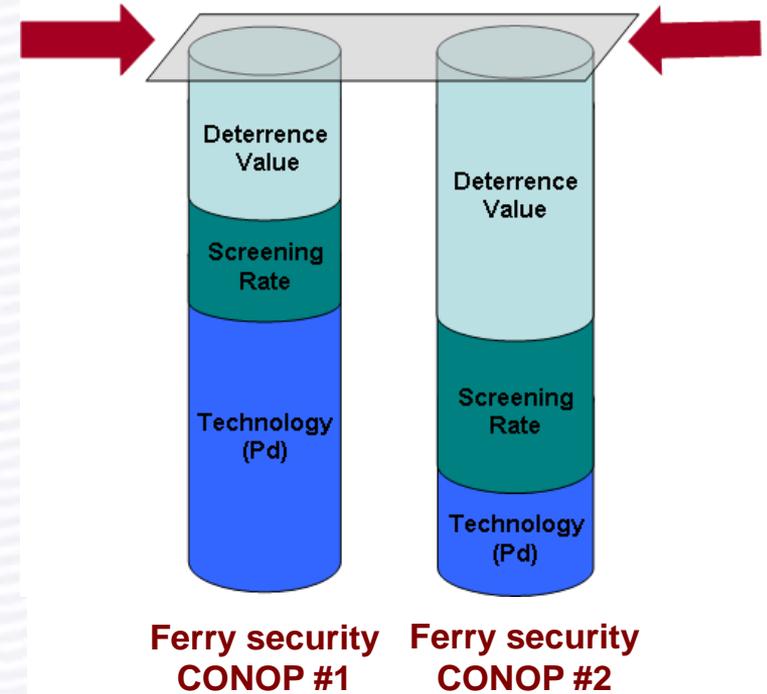


What can be done to reduce the risk of a Ferry TSI?

National Ferry Security Study



Tolerable Performance Level



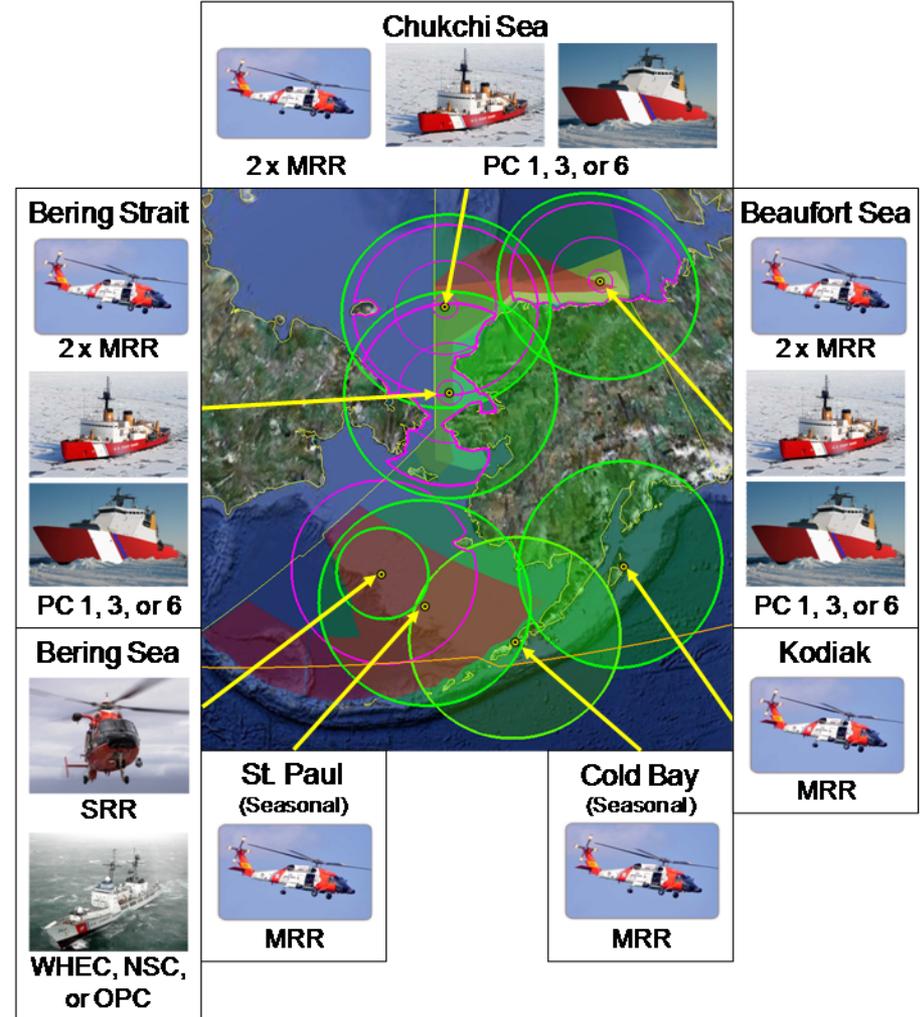
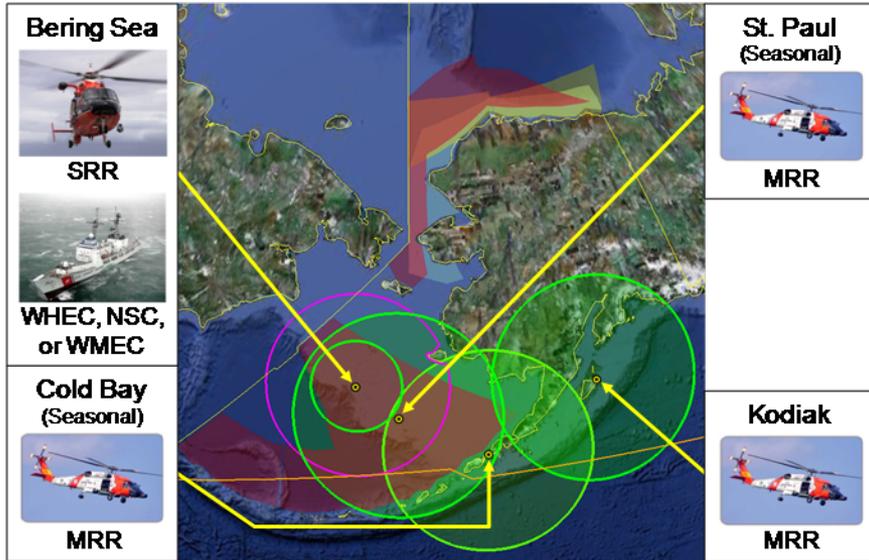
What are the risks to vessels operating in the CSSC electric barrier and are mitigation measures adequate?



**CSSC = Chicago
Sanitary Ship Canal**



What are the CG's ability to manage Arctic risks?



- Helicopter Radius of Action (SRR: 1 hr at 130 kts, MRR: 2 hrs at 150 kts)
- Cutter Radius of Action – 12 hrs
 - Outer Circle: summer, 22 kts (264 nm)
 - Middle Circle: shoulder, 12 kts (144 nm)
 - Inner Circle: winter, 3 kts (36 nm)
- Fishing Vessel Risk Area
- Oil & Gas Risk Area
- Cruise Vessel Risk Area
- U.S. EEZ
- Great Circle Route Pac NW to Japan

How can the CG ensure future compliance to ballast water discharge standards?



BWT = Ballast Water Treatment



Government Perspectives II Panel

Questions?