

107TH CONGRESS
1ST SESSION

S. 1214

To amend the Merchant Marine Act, 1936, to establish a program to ensure greater security for United States seaports, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JULY 20, 2001

Mr. HOLLINGS (for himself and Mr. GRAHAM) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To amend the Merchant Marine Act, 1936, to establish a program to ensure greater security for United States seaports, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Port and Maritime
5 Security Act of 2001”.

6 **SEC. 2. FINDINGS.**

7 The Congress makes the following findings:

8 (1) There are 361 public seaports in the United
9 States which have a broad range of characteristics,

1 and all of which are an integral part of our Nation's
2 commerce.

3 (2) United States seaports conduct over 95 per-
4 cent of United States overseas trade. Over the next
5 20 years, the total volume of imported and exported
6 goods at seaports is expected to more than double.

7 (3) The variety of trade and commerce that are
8 carried out at seaports has greatly expanded. Bulk
9 cargo, containerized cargo, passenger cargo and
10 tourism, intermodal transportation systems, and
11 complex domestic and international trade relation-
12 ships have significantly changed the nature, conduct,
13 and complexity of seaport commerce.

14 (4) The top 50 seaports in the United States
15 account for about 90 percent of all the cargo ton-
16 nage. Twenty-five United States seaports account
17 for 98 percent of all container shipments. Cruise
18 ships visiting foreign destinations embark from 16
19 seaports.

20 (5) In the larger seaports, the activities can
21 stretch along a coast for many miles, including pub-
22 lic roads within their geographic boundaries. The fa-
23 cilities used to support arriving and departing cargo
24 are sometimes miles from the coast.

1 (6) Seaports often are a major locus of Federal
2 crime, including drug trafficking, cargo theft, and
3 smuggling of contraband and aliens. The criminal
4 conspiracies often associated with these crimes can
5 pose threats to the people and critical infrastruc-
6 tures of seaport cities. Seaports that accept inter-
7 national cargo have a higher risk of international
8 crimes like drug and alien smuggling and trade
9 fraud.

10 (7) Seaports are often very open and exposed
11 and, by the very nature of their role in promoting
12 the free flow of commerce, are susceptible to large
13 scale terrorism that could pose a threat to coastal,
14 Great Lake, or riverain populations. Seaport ter-
15 rorism could pose a significant threat to the ability
16 of the United States to pursue its national security
17 objectives.

18 (8) United States seaports are international
19 boundaries, however, unlike United States airports
20 and land borders, United States seaports receive no
21 Federal funds for security infrastructure.

22 (9) Current inspection levels of containerized
23 cargo are insufficient to counter potential security
24 risks. Technology is currently not adequately de-
25 ployed to allow for the non-intrusive inspection of

1 containerized cargo. Additional promising technology
2 is in the process of being developed that could in-
3 spect cargo in a non-intrusive and timely fashion.

4 (10) The burgeoning cruise ship industry poses
5 a special risk from a security perspective. The large
6 number of United States citizens sailing on inter-
7 national cruises provides an attractive target to ter-
8 rorists seeking to cause mass casualties. Approxi-
9 mately 80 percent of cruise line passengers are
10 United States citizens and 20 percent are aliens. Ap-
11 proximately 92 percent of crewmembers are aliens.

12 (11) Effective physical security and access con-
13 trol in seaports is fundamental to deterring and pre-
14 venting potential threats to seaport operations, cargo
15 shipments for smuggling or theft or other cargo
16 crimes.

17 (12) Securing entry points, open storage areas,
18 and warehouses throughout the seaport, controlling
19 the movements of trucks transporting cargo through
20 the seaport, and examining or inspecting containers,
21 warehouses, and ships at berth or in the harbor are
22 all important requirements that should be imple-
23 mented.

1 (13) Identification procedures for arriving
2 workers and deterring and preventing internal con-
3 spiracies are increasingly important.

4 (14) On April 27, 1999, the President estab-
5 lished the Interagency Commission on Crime and
6 Security in United States Seaports to undertake a
7 comprehensive study of the nature and extent of the
8 problem of crime in our seaports, as well as the ways
9 in which governments at all levels are responding.

10 (15) The Commission has issued findings that
11 indicate the following:

12 (A) Frequent crimes in seaports include
13 drug smuggling, illegal car exports, fraud (in-
14 cluding Intellectual Property Rights and other
15 trade violations), and cargo theft.

16 (B) Data about crime in seaports have
17 been very difficult to collect.

18 (C) Internal conspiracies are an issue at
19 many seaports, and contribute to Federal
20 crime.

21 (D) Intelligence and information sharing
22 among law enforcement agencies needs to be
23 improved and coordinated at many seaports.

24 (E) Many seaports do not have any idea
25 about the threats they face from crime, ter-

1 rorism, and other security-related activities be-
2 cause of a lack of credible threat information.

3 (F) A lack of minimum physical, proce-
4 dural, and personnel security standards at sea-
5 ports and at terminals, warehouses, trucking
6 firms, and related facilities leaves many sea-
7 ports and seaport users vulnerable to theft, pil-
8 ferage, and unauthorized access by criminals.

9 (G) Access to seaports and operations
10 within seaports is often uncontrolled.

11 (H) Coordination and cooperation between
12 law enforcement agencies in the field is often
13 fragmented.

14 (I) Meetings between law enforcement per-
15 sonnel, carriers, and seaport authorities regard-
16 ing security are not being held routinely in the
17 seaports. These meetings could increase coordi-
18 nation and cooperation at the local level.

19 (J) Security-related equipment such as
20 small boats, cameras, and vessel tracking de-
21 vices is lacking at many seaports.

22 (K) Detection equipment such as large-
23 scale x-ray machines is lacking at many high-
24 risk seaports.

1 (L) A lack of timely, accurate, and com-
2 plete manifest (including in-bond) and trade
3 (entry, importer, etc.) data negatively impacts
4 law enforcement's ability to function effectively.

5 (M) Criminal organizations are exploiting
6 weak security in seaports and related inter-
7 modal connections to commit a wide range of
8 cargo crimes. Levels of containerized cargo vol-
9 umes are forecasted to increase significantly,
10 which will create more opportunities for crime
11 while lowering the statistical risk of detection
12 and interdiction.

13 (16) United States seaports are international
14 boundaries that—

15 (A) are particularly vulnerable to threats
16 of drug smuggling, illegal alien smuggling,
17 cargo theft, illegal entry of cargo and contra-
18 band;

19 (B) may present weaknesses in the ability
20 of the United States to realize its national secu-
21 rity objectives; and

22 (C) may serve as a vector for terrorist at-
23 tacks aimed at the population of the United
24 States.

1 (17) It is in the best interests of the United
2 States—

3 (A) to be mindful that United States sea-
4 ports are international ports of entry and that
5 the primary obligation for the security of inter-
6 national ports of entry lies with the Federal
7 government;

8 (B) to be mindful of the need for the free
9 flow of interstate and foreign commerce and the
10 need to ensure the efficient movement of cargo
11 in interstate and foreign commerce;

12 (C) to increase United States seaport secu-
13 rity by establishing a better method of commu-
14 nication amongst law enforcement officials re-
15 sponsible for seaport boundary, security, and
16 trade issues;

17 (D) to formulate guidance for the review of
18 physical seaport security, recognizing the dif-
19 ferent character and nature of United States
20 seaports;

21 (E) to provide financial incentives to help
22 the States and private sector to increase phys-
23 ical security of United States seaports;

24 (F) to invest in long-term technology to fa-
25 cilitate the private sector development of tech-

1 nology that will assist in the non-intrusive time-
2 ly detection of crime or potential crime;

3 (G) to harmonize data collection on sea-
4 port-related and other cargo theft, in order to
5 address areas of potential threat to safety and
6 security;

7 (H) to create shared inspection facilities to
8 help facilitate the timely and efficient inspection
9 of people and cargo in United States seaports;
10 and

11 (I) to improve Customs reporting proce-
12 dures to enhance the potential detection of
13 crime in advance of arrival or departure of car-
14 goes.

15 **SEC. 3. PORT SECURITY TASK FORCE.**

16 (a) ESTABLISHMENT.—The Secretary shall establish
17 a Port Security Task Force—

18 (1) to help implement the provisions of this Act;

19 (2) to help coordinate programs to enhance the
20 security and safety of United States seaports;

21 (3) to help provide long-term solutions for sea-
22 port security issues;

23 (4) to help coordinate the security operations of
24 local seaport security committees;

1 (5) to help ensure that the public and local sea-
2 port security committees are kept informed about
3 seaport security enhancement developments;

4 (6) to help provide guidance for the conditions
5 under which loan guarantees and grants are made;
6 and

7 (7) to consult with the Coast Guard and the
8 Maritime Administration in establishing port secu-
9 rity program guidance.

10 (b) MEMBERSHIP.—

11 (1) IN GENERAL.—The Task Force shall in-
12 clude representatives of the Coast Guard and the
13 Maritime Administration.

14 (2) OTHER AGENCIES.—The Secretary shall
15 consult with the Secretary of the Treasury to invite
16 the participation of the United States Customs Serv-
17 ice, and may invite the participation of other depart-
18 ments and agencies of the United States with an in-
19 terest in port security, port security-related matters,
20 and border protection issues.

21 (3) REQUIRED PRIVATE SECTOR REPRESENTA-
22 TIVES.—The Task Force shall include representa-
23 tives, appointed by the Secretary of—

24 (A) port authorities;

25 (B) coastwise management units;

- 1 (C) longshore labor organizations;
2 (D) ocean shipping companies;
3 (E) trucking companies;
4 (F) railroad companies;
5 (G) transportation workers;
6 (H) ocean shippers;
7 (I) freight forwarding companies; and
8 (J) other representatives whose participa-
9 tion the Secretary deems beneficial.

10 (c) SUBCOMMITTEES.—The Task Force may estab-
11 lish subcommittees to facilitate consideration of specific
12 issues, including port security border protection and mari-
13 time domain awareness issues.

14 (d) LAW ENFORCEMENT SUBCOMMITTEE.—The
15 Task Force shall establish a subcommittee comprised of
16 Federal, State, and local government law enforcement
17 agencies to address port security issues, including resource
18 commitments and law enforcement sensitive matters.

19 (e) EXEMPTION FROM FACA.—The Federal Advi-
20 sory Committee Act (5 U.S.C. App.) does not apply to the
21 Task Force.

22 (f) ACCEPTANCE OF CONTRIBUTIONS; JOINT VEN-
23 TURE ARRANGEMENTS.—In carrying out its responsibil-
24 ities under this Act, the Task Force, or a member organi-
25 zation or representative acting with the Task Force's con-

1 sent, may accept contributions of funds, material, services,
2 and the use of personnel and facilities from public and
3 private entities by contract or other arrangement if the
4 confidentiality of security-sensitive information is main-
5 tained and access to such information is limited appro-
6 priately.

7 (g) FUNDING.—Of the amounts made available under
8 section 17(b) there shall be made available to the Sec-
9 retary of Transportation for activities of the Task Force
10 \$1,000,000 for each of fiscal years 2003 through 2006
11 without further appropriation.

12 **SEC. 4. ESTABLISHMENT OF LOCAL PORT SECURITY COM-**
13 **MITTEES.**

14 (a) IN GENERAL.—The United States Coast Guard
15 shall establish seaport security committees—

16 (1) to utilize the information made available
17 under this Act;

18 (2) to define the physical boundaries within
19 which to conduct vulnerability assessments in rec-
20 ognition of the unique characteristics of each port;

21 (3) to review port security vulnerability assess-
22 ments promulgated under section 5;

23 (4) to implement the guidance promulgated
24 under section 7;

1 (5) to help coordinate planning and other nec-
2 essary security activities by conducting meetings no
3 less frequently than 4 times each year, to dissemi-
4 nate information that will facilitate law enforcement
5 activities; and

6 (6) to conduct an exercise at least once every
7 3 years to verify the effectiveness of each port au-
8 thority and marine terminal security plan.

9 (b) MEMBERSHIP.—In establishing those committees,
10 the United States Coast Guard may utilize or augment
11 any existing harbor safety committee or seaport readiness
12 committee, but the membership of the seaport security
13 committee shall include representatives of—

14 (1) the port authority;

15 (2) Federal, State and local government;

16 (3) Federal, State, and local government law
17 enforcement agencies;

18 (4) labor organizations and transportation
19 workers;

20 (5) local management organizations; and

21 (6) private sector representatives whose inclu-
22 sion is deemed beneficial by the Captain-of-the-Port.

23 (c) CHAIRMAN.—The local seaport security com-
24 mittee shall be chaired by the Captain-of-the-Port.

1 (d) EXEMPTION FROM FACA.—The Federal Advi-
2 sory Committee Act (5 U.S.C. App.) does not apply to a
3 local seaport security committee.

4 (e) ACCEPTANCE OF CONTRIBUTIONS; JOINT VEN-
5 TURE ARRANGEMENTS.—In carrying out its responsibil-
6 ities under this Act, a local seaport security committee,
7 or a member organization or representative acting with
8 the committee's consent, may accept contributions of
9 funds, material, services, and the use of personnel and fa-
10 cilities from public and private entities by contract or
11 other arrangement if the confidentiality of security-sen-
12 sitive information is maintained and access to such infor-
13 mation is limited appropriately.

14 (f) FUNDING.—Of the amounts made available under
15 section 17(b) there shall be made available to the Com-
16 mandant \$3,000,000 for each of fiscal years 2003 through
17 2006 without further appropriation to carry out this sec-
18 tion, such sums to remain available until expended.

19 **SEC. 5. COAST GUARD PORT SECURITY VULNERABILITY AS-**
20 **SESSMENTS.**

21 (a) IN GENERAL.—The Commandant of the Coast
22 Guard, in consultation with the Defense Threat Reduction
23 Agency, the Center for Civil Force Protection, and other
24 appropriate public and private sector organizations, shall

1 develop standards and procedures for conducting seaport
2 security vulnerability assessments.

3 (b) INITIAL SCHEDULE.—The Coast Guard, in co-
4 operation with local port authority committee officials with
5 proper security clearances, shall complete no fewer than
6 10 seaport security vulnerability assessments annually,
7 until it has completed such assessments for the 50 ports
8 determined by the Commandant to be the most strategic
9 or economically strategic ports in the United States. If a
10 seaport security vulnerability assessment has been con-
11 ducted within 5 years by or on behalf of a port authority
12 or marine terminal authority, and the Commandant deter-
13 mines that it was conducted in a manner that is generally
14 consistent with the standards and procedures developed
15 under subsection (a), the Commandant may accept that
16 assessment rather than conducting another seaport secu-
17 rity vulnerability assessment for that port.

18 (c) REVIEW BY PORT AUTHORITY.—The Com-
19 mandant shall make the seaport security vulnerability as-
20 sessment for a seaport available for review and comment
21 by officials of the port authority with proper security
22 clearances or marine terminal operator representatives
23 with proper security clearances.

24 (d) MAPS AND CHARTS.—

1 (1) COLLECTION AND DISTRIBUTION.—The
2 Commandant and the Administrator shall, working
3 through local seaport security committees where
4 appropriate—

5 (A) collect, store securely, and maintain
6 maps and charts of all United States seaports
7 that clearly indicate the location of infrastruc-
8 ture and overt-security equipment;

9 (B) make those maps and charts available
10 upon request, on a secure and confidential
11 basis, to—

12 (i) the Maritime Administration;

13 (ii) the United States Coast Guard;

14 (iii) the United States Customs Serv-
15 ice;

16 (iv) the Department of Defense;

17 (v) the Federal Bureau of Investiga-
18 tion; and

19 (vi) the Immigration and Naturaliza-
20 tion Service.

21 (2) OTHER AGENCIES.—The Coast Guard and
22 the Maritime Administration shall establish a proc-
23 ess for providing relevant maps and charts collected
24 under paragraph (1), and other relevant material,
25 available, on a secure and confidential basis, to ap-

1 appropriate Federal, State, and local government agen-
2 cies, and seaport authorities, for the purpose of ob-
3 taining the comments of those agencies before com-
4 pleting a seaport vulnerability assessment for each
5 such seaport.

6 (3) SECURE STORAGE AND LIMITED ACCESS.—
7 The Coast Guard and the Maritime Administration
8 shall establish procedures that ensure that maps,
9 charts, and other material made available to Fed-
10 eral, State, and local government agencies, seaport
11 authorities, and local seaport security committees
12 are maintained in a secure and confidential manner
13 and that access thereto is limited appropriately.

14 (e) ANNUAL STATUS REPORT TO CONGRESS.—Not-
15 withstanding section 7(c) of the Ports and Waterways
16 Safety Act (33 U.S.C. 1226(c)), the Coast Guard and the
17 Maritime Administration shall report annually to the Sen-
18 ate Committee on Commerce, Science, and Transportation
19 and the House of Representatives Committee on Trans-
20 portation and Infrastructure on the status of seaport secu-
21 rity in a form that does not compromise, or present a
22 threat to the disclosure of security-sensitive information
23 about, the seaport security vulnerability assessments con-
24 ducted under this Act. The report may include rec-
25 ommendations for further improvements in seaport secu-

1 rity measures and for any additional enforcement meas-
2 ures necessary to ensure compliance with the seaport secu-
3 rity plan requirements of this Act.

4 (f) FUNDING.—Of the amounts made available under
5 section 17(b) there shall be made available to the Com-
6 mandant \$10,000,000 for each of fiscal years 2003
7 through 2006 without further appropriation to carry out
8 this section, such sums to remain available until expended.

9 **SEC. 6. MARITIME TRANSPORTATION SECURITY PRO-**
10 **GRAMS.**

11 (a) IN GENERAL.—The Commandant and the Ad-
12 ministrator shall jointly initiate a rulemaking proceeding
13 to prescribe regulations to protect the public from threats
14 originating from vessels in maritime transportation origi-
15 nating or terminating in a United States seaport against
16 an act of crime or terrorism. In prescribing a regulation
17 under this subsection, the Commandant and the Adminis-
18 trator shall—

19 (1) consult with the Secretary of the Treasury,
20 the Attorney General, the heads of other depart-
21 ments, agencies, and instrumentalities of the United
22 States Government, State and local authorities, and
23 the Task Force; and

24 (2) consider whether a proposed regulation is
25 consistent with—

1 (A) protecting the public; and

2 (B) the public interest in promoting mari-
3 time transportation and commerce.

4 (b) SECURITY PROGRAMS.—

5 (1) PROGRAM TO BE ESTABLISHED.—Each port
6 authority and marine terminal authority for an area
7 designated under section 4(a)(2) at which a port se-
8 curity vulnerability assessment has been conducted
9 under this Act shall establish a maritime transpor-
10 tation security program within 1 year after the as-
11 sessment is completed.

12 (2) GENERAL REQUIREMENTS.—A security pro-
13 gram established under paragraph (1) shall provide
14 a law enforcement program and capability at that
15 seaport that is adequate to ensure the safety of the
16 public from threats of crime and terrorism.

17 (3) SPECIFIC REQUIREMENTS.—A security pro-
18 gram established under paragraph (1) shall be
19 linked to the Captain-of-the-Port authorities for
20 maritime trade and shall include—

21 (A) provisions for establishing and main-
22 taining physical security for seaport areas and
23 approaches;

24 (B) provisions for establishing and main-
25 taining procedural security for processing pas-

1 sengers, cargo, and crewmembers, and per-
2 sonnel security for the employment of individ-
3 uals and service providers;

4 (C) a credentialing process to limit access
5 to sensitive areas;

6 (D) a process to restrict vehicular access
7 to seaport areas and facilities;

8 (E) restrictions on carrying firearms and
9 other prohibited weapons; and

10 (F) a private security officer certification
11 program, or provisions for using the services of
12 qualified State, local, and private law enforce-
13 ment personnel.

14 (c) INCORPORATION OF MARINE TERMINAL OP-
15 ERATOR'S PROGRAM.—Notwithstanding the require-
16 ments of subsection (b)(3), the Captain-of-the-Port
17 may approve a security program of a port authority,
18 or an amendment to an existing program, that incor-
19 porates a security program of a marine terminal op-
20 erator tenant with access to a secured area of the
21 seaport, if the program or amendment
22 incorporates—

23 (1) the measures the tenant will use, within the
24 tenant's leased areas or areas designated for the ten-
25 ant's exclusive use under an agreement with the port

1 authority, to carry out the security requirements im-
2 posed by the Commandant and the Administration
3 on the port authority; and

4 (2) the methods the port authority will use to
5 monitor and audit the tenant's compliance with the
6 security requirements.

7 (d) INCORPORATION OF OTHER SECURITY PRO-
8 GRAMS AND LAWS.—Notwithstanding the requirements of
9 subsection (b)(3), the Captain-of-the-Port may approve a
10 security program of a port authority, or an existing pro-
11 gram, that incorporates a State or local security program,
12 policy, or law. In reviewing any such program, the Cap-
13 tain-of-the-Port shall—

14 (1) endeavor to avoid duplication and to recog-
15 nize the State or local security program or policy;
16 and

17 (2) ensure that no security program established
18 under subsection (b)(3) conflicts with any applicable
19 provision of State or local law.

20 (e) REVIEW AND APPROVAL OF SECURITY PRO-
21 GRAMS.—

22 (1) IN GENERAL.—The Captain-of-the-Port
23 shall review and approve or disapprove each security
24 program established under subsection (b). If the

1 Captain-of-the-Port disapproves a security program,
2 then—

3 (A) the Captain-of-the-Port shall notify the
4 port authority or marine terminal authority in
5 writing of the reasons for the disapproval; and

6 (B) the port authority or marine terminal
7 authority shall submit a revised security plan
8 within 6 months after receiving the notification
9 of disapproval.

10 (f) 5-YEAR REVIEWS.—Whenever appropriate, but in
11 no event less frequently than once every 5 years, each port
12 authority or marine terminal operator required to develop
13 a security program under this section shall review its pro-
14 gram, make such revisions to the program as are nec-
15 essary or appropriate, and submit the results of its review
16 and the revised program to the Captain-of-the-Port.

17 (g) NO EROSION OF OTHER AUTHORITY.—Nothing
18 in this section precludes any agency, instrumentality, or
19 department of the United States from exercising, or limits
20 its authority to exercise, any other statutory or regulatory
21 authority to initiate or enforce seaport security standards.

22 **SEC. 7. SECURITY PROGRAM GUIDANCE.**

23 (a) IN GENERAL.—The Commandant and the Ad-
24 ministrator, in consultation with the Task Force, shall de-

1 velop voluntary security guidance that will serve as a
2 benchmark for the review of security plans that—

3 (1) are linked to the Captain-of-the-Port au-
4 thorities for maritime trade;

5 (2) include a set of recommended “best prac-
6 tices” guidelines for the use of maritime terminal
7 operators; and

8 (3) take into account the different nature and
9 characteristics of United States seaports and the
10 need to promote commerce.

11 (b) REVISION.—The Commandant and the Maritime
12 Administrator shall review the guidelines developed under
13 subsection (a) not less frequently than every 5 years and
14 revise them as necessary.

15 (c) AREAS COVERED.—The guidance developed under
16 subsection (a) shall include the following areas:

17 (1) GENERAL SECURITY.—The establishment of
18 practices for physical security of seaport areas and
19 approaches, procedural security for processing pas-
20 sengers, cargo, and crewmembers, and personnel se-
21 curity for employment of individuals and service pro-
22 viders.

23 (2) ACCESS TO SENSITIVE AREAS.—The use of
24 a credentials process, administered by public or pri-

1 vate sector security services, to limit access to sen-
2 sitive areas.

3 (3) VEHICULAR ACCESS.—The use of restric-
4 tions on vehicular access to seaport areas and facili-
5 ties, including requirements that seaport authorities
6 and primary users of seaports implement procedures
7 that achieve appropriate levels of control of vehicular
8 access and accountability for enforcement of con-
9 trolled access by vehicles.

10 (4) FIREARMS.—Restrictions on carrying fire-
11 arms.

12 (5) CERTIFICATION OF PRIVATE SECURITY OF-
13 FICERS.—A private security officer certification pro-
14 gram to improve the professionalism of seaport secu-
15 rity officers.

16 **SEC. 8. INTERNATIONAL SEAPORT SECURITY.**

17 (a) COAST GUARD; INTERNATIONAL APPLICATION.—
18 The Commandant shall make every effort to have the
19 guidance developed under section 7(a) adopted by appro-
20 priate international organizations as an international
21 standard and shall, acting through appropriate officers of
22 the United States Government, seek to encourage the de-
23 velopment and adoption of seaport security standards
24 under international agreements in other countries where

1 adoption of the same or similar standards might be appro-
2 priate.

3 (b) MARITIME ADMINISTRATION; PORT ACCREDITA-
4 TION PROGRAM.—The Administrator shall make every ef-
5 fort to have the guidance developed under section 7(a)
6 adopted by appropriate organizations as security stand-
7 ards and shall encourage the establishment of a program
8 for the private sector accreditation of seaports that imple-
9 ment security standards that are consistent with the guid-
10 ance.

11 (c) INTERNATIONAL PORT SECURITY IMPROVEMENT
12 ACTIVITIES.—

13 (1) IN GENERAL.—The Administrator shall es-
14 tablish a program to assist foreign seaport operators
15 in identifying port security risks, conducting port se-
16 curity vulnerability assessments, and implementing
17 port security standards.

18 (2) IDENTIFICATION OF STRATEGIC FOREIGN
19 PORTS.—The Administrator shall work with the Sec-
20 retary of Defense and the Attorney General to iden-
21 tify those foreign seaports where inadequate security
22 or a high level of port security vulnerability poses a
23 strategic threat to United States defense interests or
24 may be implicated in criminal activity in the United
25 States.

1 (3) DISSEMINATION OF INFORMATION
2 ABROAD.—The Administrator shall work with the
3 Secretary of State to facilitate the dissemination of
4 seaport security program information to port au-
5 thorities and marine terminal operators in other
6 countries.

7 (d) FUNDING.—Of the amounts made available under
8 section 17(b) there shall be made available to the Adminis-
9 trator \$500,000 for each of fiscal years 2003 through
10 2006 without further appropriation to carry out this sec-
11 tion, such sums to remain available until expended.

12 **SEC. 9. MARITIME SECURITY PROFESSIONAL TRAINING.**

13 (a) IN GENERAL.—The Secretary shall establish a
14 program, in consultation with the Federal Law Enforce-
15 ment Center, the United States Merchant Marine Acad-
16 emy’s Global Maritime and Transportation School, and
17 the Maritime Security Council, and the International As-
18 sociation of Airport and Seaport Police, to develop stand-
19 ards and procedures for training and certification of mari-
20 time security professionals.

21 (b) ESTABLISHMENT OF SECURITY INSTITUTE.—The
22 Secretary shall establish the Maritime Security Institute
23 at the United States Merchant Marine Academy’s Global
24 Maritime and Transportation School to train and certify
25 maritime security professionals in accordance with inter-

1 nationally recognized law enforcement standards. Institute
2 instructors shall be knowledgeable about Federal and
3 international law enforcement, maritime security, and port
4 and maritime operations.

5 (c) TRAINING AND CERTIFICATION.—The following
6 individuals shall be eligible for training at the Institute:

7 (1) Individuals who are employed, whether in
8 the public or private sector, in maritime law enforce-
9 ment or security activities.

10 (2) Individuals who are employed, whether in
11 the public or private sector, in planning, executing,
12 or managing security operations—

13 (A) at United States ports;

14 (B) on passenger or cargo vessels with
15 United States citizens as passengers or crew-
16 members;

17 (C) in foreign ports used by United States-
18 flagged vessels or by foreign-flagged vessels
19 with United States citizens as passengers or
20 crewmembers.

21 (d) PROGRAM ELEMENTS.—The program established
22 by the Secretary under subsection (a) shall include the fol-
23 lowing elements:

24 (1) The development of standards and proce-
25 dures for certifying maritime security professionals.

1 (2) The training and certification of maritime
2 security professionals in accordance with inter-
3 nationally accepted law enforcement and security
4 guidelines, policies, and procedures.

5 (3) The training of students and instructors in
6 all aspects of prevention, detection, investigation,
7 and reporting of criminal activities in the inter-
8 national maritime environment.

9 (4) The provision of offsite training and certifi-
10 cation courses and certified personnel at United
11 States and foreign ports used by United States-
12 flagged vessels, or by foreign-flagged vessels with
13 United States citizens as passengers or crew-
14 members, to develop and enhance security awareness
15 and practices.

16 (e) ANNUAL REPORT.—The Institute shall transmit
17 an annual report to the Senate Committee on Commerce,
18 Science, and Transportation and the House of Represent-
19 atives Committee on Transportation and Infrastructure on
20 the expenditure of appropriated funds and the training
21 and other activities of the Institute.

22 (f) FUNDING.—Of the amounts made available under
23 section 17(b), there shall be made available to the Sec-
24 retary, without further appropriation, to carry out this
25 section—

1 (1) \$2,500,000 for each of fiscal years 2003
2 and 2004, and

3 (2) \$1,000,000 for each of fiscal years 2005
4 and 2006,

5 such amounts to remain available until expended.

6 **SEC. 10. PORT SECURITY INFRASTRUCTURE IMPROVE-**
7 **MENT.**

8 (a) IN GENERAL.—Title XI of the Merchant Marine
9 Act, 1936 (46 U.S.C. App. 1271 et seq.) is amended by
10 adding at the end thereof the following:

11 **“SEC. 1113. LOAN GUARANTEES FOR PORT SECURITY IN-**
12 **FRASTRUCTURE IMPROVEMENTS.**

13 “(a) IN GENERAL.—The Secretary, under section
14 1103(a) and subject to the terms the Secretary shall pre-
15 scribe and after consultation with the United States Coast
16 Guard, the United States Customs Service, and the Port
17 Security Task Force established under section 3 of the
18 Port and Maritime Security Act of 2001, may guarantee
19 or make a commitment to guarantee the payment of the
20 principal of, and the interest on, an obligation for seaport
21 security infrastructure improvements for an eligible
22 project at any United States seaport involved in inter-
23 national trade.

24 “(b) LIMITATIONS.—Guarantees or commitments to
25 guarantee under this section are subject to the extent ap-

1 plicable to all the laws, requirements, regulations, and pro-
2 cedures that apply to guarantees or commitments to guar-
3 antee made under this title.

4 “(c) TRANSFER OF FUNDS.—The Secretary may ac-
5 cept the transfer of funds from any other department,
6 agency, or instrumentality of the United States Govern-
7 ment and may use those funds to cover the cost (as de-
8 fined in section 502 of the Federal Credit Reform Act of
9 1990 (2 U.S.C. 61a)) of making guarantees or commit-
10 ments to guarantee loans entered into under this section.

11 “(d) ELIGIBLE PROJECTS.—A project is eligible for
12 a loan guarantee or commitment under subsection (a) if
13 it is for the construction or acquisition of—

14 “(1) equipment or facilities to be used for sea-
15 port security monitoring and recording;

16 “(2) security gates and fencing;

17 “(3) security-related lighting systems;

18 “(4) remote surveillance systems;

19 “(5) concealed video systems; or

20 “(6) other security infrastructure or equipment

21 that contributes to the overall security of passengers,

22 cargo, or crewmembers.

1 **“SEC. 1114. GRANTS.**

2 “(a) FINANCIAL ASSISTANCE.—The Secretary may
3 provide financial assistance for eligible projects (within the
4 meaning of section 1113(d).

5 “(b) MATCHING REQUIREMENTS.—

6 “(1) 75-PERCENT FEDERAL FUNDING.—Except
7 as provided in paragraph (2), Federal funds for any
8 eligible project under this section shall not exceed 75
9 percent of the total cost of such project. In calcu-
10 lating that percentage, the non-Federal share of
11 project costs may be provided by in-kind contribu-
12 tions and other noncash support.

13 “(2) EXCEPTIONS.—

14 “(A) SMALL PROJECTS.—There are no
15 matching requirements for grants under sub-
16 section (a) for projects costing not more than
17 \$25,000.

18 “(B) HIGHER LEVEL OF SUPPORT RE-
19 QUIRED.—If the Secretary determines that a
20 proposed project merits support and cannot be
21 undertaken without a higher rate of Federal
22 support, then the Secretary may approve grants
23 under this section with a matching requirement
24 other than that specified in paragraph (1).

25 “(c) ALLOCATION.—The Secretary shall ensure that
26 financial assistance provided under subsection (a) during

1 a fiscal year is distributed so that funds are awarded for
2 eligible projects that address emerging priorities or threats
3 identified by the Task Force under section 5 of the Port
4 and Maritime Security Act of 2001.

5 “(d) PROJECT PROPOSALS.—Each proposal for a
6 grant under this section shall include the following:

7 “(1) The name of the individual or entity re-
8 sponsible for conducting the project.

9 “(2) A succinct statement of the purposes of
10 the project.

11 “(3) A description of the qualifications of the
12 individuals who will conduct the project.

13 “(4) An estimate of the funds and time re-
14 quired to complete the project.

15 “(5) Evidence of support of the project by ap-
16 propriate representatives of States or territories of
17 the United States or other government jurisdictions
18 in which the project will be conducted.

19 “(6) Information regarding the source and
20 amount of matching funding available to the appli-
21 cant, as appropriate.

22 “(7) Any other information the Secretary con-
23 siders to be necessary for evaluating the eligibility of
24 the project for funding under this title.”

1 (b) ANNUAL ACCOUNTING.—The Secretary of Trans-
2 portation shall submit an annual summary of loan guaran-
3 tees and commitments to make loan guarantees under sec-
4 tion 1113 of the Merchant Marine Act, 1936, and grants
5 made under section 1114 of that Act, to the Task Force.
6 The Task Force shall make that information available to
7 the public and to local seaport security committees
8 through appropriate media of communication, including
9 the Internet.

10 (c) FUNDING.—Of amounts made available under
11 section 17(b), there shall be made available to the Sec-
12 retary of Transportation without further appropriation—

13 (1) \$8,000,000 for each of the fiscal years
14 2003, 2004, 2005, and 2006 as guaranteed loan
15 costs (as defined in section 502(5) of the Federal
16 Credit Reform Act of 1990; 2 U.S.C. 661a(5)),

17 (2) \$10,000,000 for each of such fiscal years
18 for grants under section 1114 of the Merchant Ma-
19 rine Act, 1936, and

20 (3) \$2,000,000 for each such fiscal year to
21 cover administrative expenses related to loan guar-
22 antees and grants,

23 such amounts to remain available until expended.

24 (d) AUTHORIZATION OF APPROPRIATIONS.—In addi-
25 tion to the amounts made available under subsection

1 (c)(2), there are authorized to be appropriated to the Sec-
2 retary of Transportation for grants under section 1114
3 of the Merchant Marine Act, 1936, \$10,000,000 for each
4 of the fiscal years 2003, 2004, 2005, and 2006.

5 **SEC. 11. SCREENING AND DETECTION EQUIPMENT.**

6 (a) FUNDING.—Of amounts made available under
7 section 17(b), there shall be made available to the Com-
8 missioner of Customs without further appropriation for
9 the purchase of non-intrusive screening and detection
10 equipment for use at United States seaports—

11 (1) \$15,000,000 for fiscal year 2003,

12 (2) \$16,000,000 for fiscal year 2004,

13 (3) \$18,000,000 for fiscal year 2005, and

14 (4) \$19,000,000 for fiscal year 2006,

15 such sums to remain available until expended.

16 (b) ACCOUNTING.—The Commissioner shall submit a
17 report for each such fiscal year to the Senate Committee
18 on Commerce, Science, and Transportation and the House
19 of Representatives Committee on Transportation and In-
20 frastructure on the expenditure of funds appropriated pur-
21 suant to this section.

22 **SEC. 12. ANNUAL REPORT ON MARITIME SECURITY AND**
23 **TERRORISM.**

24 Section 905 of the International Maritime and Port
25 Security Act (46 U.S.C. App. 1802) is amended by adding

1 at the end thereof the following: “Beginning with the first
2 report submitted under this section after the date of en-
3 actment of the Port and Maritime Security Act of 2001,
4 the Secretary shall include a description of activities un-
5 dertaken under that Act and an analysis of the effect of
6 those activities on seaport security against acts of ter-
7 rorism.”.

8 **SEC. 13. REVISION OF PORT SECURITY PLANNING GUIDE.**

9 The Secretary of Transportation, acting through the
10 Maritime Administration and after consultation with the
11 Task Force and the United States Coast Guard, shall pub-
12 lish a revised version of the document entitled “Port Secu-
13 rity: A National Planning Guide”, incorporating the guid-
14 ance promulgated under section 7, within 3 years after
15 the date of enactment of this Act, and make that docu-
16 ment available on the Internet.

17 **SEC. 14. SECRETARY OF TRANSPORTATION TO COORDI-**
18 **NATE PORT-RELATED CRIME DATA COLLEC-**
19 **TION.**

20 (a) IN GENERAL.—The Secretary of Transportation
21 shall—

22 (1) require, to the extent feasible, United States
23 government agencies with significant regulatory or
24 law enforcement responsibilities at United States
25 seaports to modify their information databases to

1 ensure the collection and retrievability of data relat-
2 ing to crime at or affecting such seaports;

3 (2) evaluate the feasibility of capturing data on
4 cargo theft offenses (including such offenses occur-
5 ring outside such seaports) that would indicate the
6 port of entry, the port where the shipment origi-
7 nated, where the theft occurred, and maintaining the
8 confidentiality of shipper and carrier unless volun-
9 tarily disclosed, and, if feasible, implement its cap-
10 ture;

11 (3) if feasible, and in conjunction with the Task
12 Force, establish an outreach program to work with
13 State law enforcement officials to harmonize the re-
14 porting of data on cargo theft among the States and
15 with the United States government's reports;

16 (4) if the harmonization of the reporting of
17 such data among the States is not feasible, evaluate
18 the feasibility of using private data bases on cargo
19 theft and disseminating confidential cargo theft in-
20 formation to local port security committees for fur-
21 ther dissemination to appropriate law enforcement
22 officials; and

23 (5) in conjunction with the Task Force, estab-
24 lish an outreach program to work with local port se-

1 security committees to disseminate cargo theft infor-
2 mation to appropriate law enforcement officials.

3 (b) REPORT ON FEASIBILITY.—The Secretary of
4 Transportation shall report to the Senate Committee on
5 Commerce, Science, and Transportation and the House of
6 Representatives Committee on Transportation and Infra-
7 structure within 1 year after the date of enactment of this
8 Act on the feasibility of each activity authorized by sub-
9 section (a).

10 (c) INTERSTATE OR FOREIGN SHIPMENTS BY CAR-
11 RIER.—

12 (1) IN GENERAL.—Section 659 of title 18,
13 United States Code, is amended—

14 (A) by striking “with intent to convert to
15 his own use” each place it appears;

16 (B) by inserting “trailer,” after
17 “motortruck,” in the first undesignated para-
18 graph;

19 (C) by inserting “air cargo container,”
20 after “aircraft,” in the first undesignated para-
21 graph;

22 (D) by inserting a comma and “or from
23 any intermodal container, trailer, container
24 freight station, warehouse, or freight consolida-

1 tion facility,” after “air navigation facility” in
2 the first undesignated paragraph;

3 (E) by striking “one year” and inserting
4 “3 years” in the fifth undesignated paragraph;

5 (F) by adding at the end of the fifth un-
6 designated paragraph the following: “Notwith-
7 standing the preceding sentence, the court may,
8 upon motion of the Attorney General, reduce
9 any penalty imposed under this paragraph with
10 respect to any defendant who provides informa-
11 tion leading to the arrest and conviction of any
12 dealer or wholesaler of stolen goods or chattels
13 moving as or which are a part of or which con-
14 stitute an interstate or foreign shipment.”;

15 (G) by inserting after the first sentence in
16 the penultimate undesignated paragraph the
17 following: “For purposes of this section, goods
18 and chattel shall be construed to be moving as
19 an interstate or foreign shipment at all points
20 between the point of origin and the final des-
21 tination (as evidenced by the waybill or other
22 shipping document of the shipment), regardless
23 of any temporary stop while awaiting trans-
24 shipment or otherwise.”; and

25 (H) by adding at the end the following:

1 “It shall be an affirmative defense (on which the de-
2 fendant bears the burden of persuasion by a preponder-
3 ance of the evidence) to an offense under this section that
4 the defendant bought, received, or possessed the goods,
5 chattels, money, or baggage at issue with the sole intent
6 to report the matter to an appropriate law enforcement
7 officer or to the owner of the goods, chattels, money, or
8 baggage.”.

9 (2) FEDERAL SENTENCING GUIDELINES.—Pur-
10 suant to section 994 of title 28, United States Code,
11 the United States Sentencing Commission shall
12 amend the Federal sentencing guidelines to provide
13 a sentencing enhancement of not less than 2 levels
14 for any offense under section 659 of title 18, United
15 States Code, as amended by this section.

16 (3) REPORT TO CONGRESS.—The Attorney
17 General shall annually submit to Congress a report,
18 which shall include an evaluation of law enforcement
19 activities relating to the investigation and prosecu-
20 tion of offenses under section 659 of title 18, United
21 States Code.

22 (d) FUNDING.—Out of amounts made available under
23 section 17(b), there shall be made available to the Sec-
24 retary of Transportation, without further appropriation,
25 \$1,000,000 for each of fiscal years 2003, 2004, 2005, and

1 2006, to modify existing data bases to capture data on
2 cargo theft offenses and to make grants to States to har-
3 monize data on cargo theft, such sums to remain available
4 until expended.

5 **SEC. 15. SHARED DOCKSIDE INSPECTION FACILITIES.**

6 (a) IN GENERAL.—The Secretary of the Treasury,
7 the Secretary of Agriculture, the Secretary of Transpor-
8 tation, and the Attorney General shall work with each
9 other, the Task Force, and the States to establish shared
10 dockside inspection facilities at United States seaports for
11 Federal and State agencies.

12 (b) FUNDING.—Of the amounts made available under
13 section 17(b), there shall be made available to the Sec-
14 retary of the Transportation, without further appropria-
15 tion, \$1,000,000 for each of fiscal years 2003, 2004,
16 2005, and 2006, such sums to remain available until ex-
17 pended, to establish shared dockside inspection facilities
18 at United States seaports in consultation with the Sec-
19 retary of the Treasury, the Secretary of Agriculture, and
20 the Attorney General.

21 **SEC. 16. IMPROVED CUSTOMS REPORTING PROCEDURES.**

22 In an manner that is consistent with the promulga-
23 tion of the manifesting and in-bond regulations and with
24 the phased-in implementation of those regulations in the
25 development of the Automated Commercial Environment

1 Project, the United States Customs Service shall improve
2 reporting of imports at United States seaports—

3 (1) by promulgating regulations to require, not-
4 withstanding the second sentence of section 411(b)
5 of the Tariff Act of 1930 (19 U.S.C. 1411(b)), all
6 ocean manifests to be transmitted in electronic form
7 to the Service in sufficient time for the information
8 to be used effectively by the Service;

9 (2) by promulgating regulations to require, not-
10 withstanding sections 552, 553, and 1641 of such
11 Act (19 U.S.C. 1552, 1553, and 1641), all entries
12 of goods, including in-bond entries, to provide the
13 same information required for entries of goods re-
14 leased into the commerce of the United States to the
15 Service before the goods are released for shipment
16 from the seaport of first arrival; and

17 (3) by distributing the information described in
18 paragraphs (1) and (2) on a real-time basis to any
19 Federal, State, or local government agency that has
20 a regulatory or law-enforcement interest in the
21 goods.

22 **SEC. 17. 4-YEAR REAUTHORIZATION OF TONNAGE DUTIES.**

23 (a) IN GENERAL.—

24 (1) EXTENSION OF DUTIES.—Section 36 of the
25 Act of August 5, 1909 (36 Stat. 111; 46 U.S.C.

1 App. 121) is amended by striking “through 2002,”
2 each place it appears and inserting “through 2006,”.

3 (2) CONFORMING AMENDMENT.—The Act enti-
4 tled “An Act concerning tonnage duties on vessels
5 entering otherwise than by sea”, approved March 8,
6 1910 (36 Stat 234; 46 U.S.C. App. 132) is amended
7 by striking “through 2002,” and inserting “through
8 2006,”.

9 (b) AVAILABILITY OF FUNDS.—Amounts deposited in
10 the general fund of the Treasury as receipts of tonnage
11 charges collected as a result of the amendments made by
12 subsection (a) shall be made available in each of fiscal
13 years 2003 through 2006 to carry out this Act, as pro-
14 vided in sections 3(g), 4(f), 5(f), 8(d), 9(f), 10(c), 11(a),
15 14(d), and 15(b).

16 **SEC. 18. DEFINITIONS.**

17 In this Act:

18 (1) ADMINISTRATOR.—The term “Adminis-
19 trator” means the Administrator of the Maritime
20 Administration.

21 (2) CAPTAIN-OF-THE-PORT.—The term “Cap-
22 tain-of-the-Port” means the United States Coast
23 Guard’s Captain-of-the-Port.

1 (3) COMMANDANT.—The term “Commandant”
2 means the Commandant of the United States Coast
3 Guard.

4 (4) SECRETARY.—Except as otherwise provided,
5 the term “Secretary” means the Secretary of Trans-
6 portation.

7 (5) TASK FORCE.—The term “Task Force”
8 means the Port Security Task Force established
9 under section 3.

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