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Marine Security in Canada

Submitted by: Canada



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Marine Security in Canada

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to the
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Canadian Marine Transportation System

- The Canadian marine transportation system includes:
 - The world's longest coastline, stretching more than 200,000 kilometres
 - The Great Lakes-St. Lawrence Seaway system, which extends 3,700 kilometres into the continent
 - A complicated Canada-U.S. border, including 4567 kilometres of Great Lakes shoreline (on the Canadian side)
 - Vast territorial sea extending 12nm beyond the coastline
 - Exclusive Economic Zone (EEZ) that extends 200 nm
 - 250 ports and over 400 marine facilities
- Marine sector accounts for 32,500 direct full-time jobs
- Over 1.2 million cruise ship passengers in 2003



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Marine Security in Canada: Progress to Date

- A total of \$629.5 million has been invested in marine security since 2001
- Coming into force of Canada's Marine Transportation Security Regulations (MTSR) on July 1, 2004
- National Security Policy's six-point plan to enhance marine security
- Launch of \$115 million Marine Security Contribution Program
- Further improvements to close working relationship with counterparts in the U.S.



Implementing the International Ship and Port Facility Security Code in Canada

- Canada's Marine Transportation Security Regulations (MTSRs) were developed in order to put the ISPS Code into effect in Canada
- Developed in consultation with the Canadian marine sector and according to the Smart Regulations concept
- The Canadian regulations apply to:
 - vessels and facilities covered by the International Ship and Port Facility Security (ISPS) Code,
 - certain domestic (non-SOLAS) vessels of 100-499 gross tons that engage in international voyages or trade in the Great Lakes/St. Lawrence Seaway system
- To date, certificates of compliance have been issued for more than 200 Canadian vessels and for more than 400 Canadian marine facilities

Transport Canada

Oversight and Enforcement

- As part of our ongoing oversight of marine security, Transport Canada will maintain strong relationships with stakeholders and international partners
- Enforcement activities related to the Marine Transportation Security Regulations will be coordinated with other government departments and agencies
- Transport Canada will use an incremental approach, including staged levels of awareness, education and enforcement
- Working to establish a system for applying administrative monetary penalties (AMPs) in support of regulatory enforcement
- The goal is to create a fair and equitable compliance and enforcement environment




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National Security Policy





*Securing an Open Society:
Canada's National Security Policy*


April 2004

Includes \$308 million six-point plan to enhance marine security by:

- clarifying and strengthening accountability
- establishing Marine Security Operations Centres
- increasing the on-water presence and aerial surveillance activities
- securing fleet communications
- pursuing closer cooperation with the United States
- strengthening security at ports and other marine facilities

 Transport Canada 

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Working in the APEC Region

- Canada participates in the APEC Counter-Terrorism Task Force (CTTF).
- Canada is also part of the Transportation Working Group (TPTWG)
 - Maritime Security Experts Group
 - International Ship and Port Facility Security (ISPS) Code implementation capacity building program
- In the Asia Pacific Region, Transport Canada is a contributor to the Maritime Security Trust Fund of the International Maritime Organization.



Working with the United States

- Canadian regulations were developed in parallel with those of the U.S., and involved conducting a detailed comparison of both regimes, and engaging in an extensive dialogue in order to identify and address differences
- Establishment of a bilateral security arrangement re: reciprocal recognition and acceptance of each other's approved vessel security plans; clarification of regulations & ferry and passenger vessel alternative security arrangement
- Memorandum of Understanding for the pilot program to conduct joint initial verification of security requirements on foreign flagged ships before entering into the St. Lawrence Seaway locks



Marine Security Operations Centres

- Establishing Marine Security Operations Centres (MSOCs) is a key priority of the National Security Policy
- The purpose of the centres is:
 - Enhancing domain awareness
 - Coordinating on-water activities
- Currently, MSOCs are operation in Canada on both the east and west coasts
- In addition, Canada will co-ordinate our MSOCs' activities with the U.S. Coast Guard Operations Centres to provide enhanced North American domain awareness



Canada-United States Cargo Security Project (CUSCSP)

- Previously known as Operation Safe Commerce-Northeast
- Comprised of law enforcement, customs, and transportation officials at provincial, federal, state, and local levels
- Will involve three demonstrations of real-time container tracking from foreign origin (Germany) to U.S. destination via the ports of Halifax and Montreal
- Deliverables:
 - Integrate multi-jurisdictional first responder exercises with the aim to develop operational emergency response procedures and protocol
 - Share lessons learned and determined gaps



Tracking vessels

- In Canada, identifying and tracking vessels is being enhanced through Automatic Identification Systems (AIS) which will become mandatory
- AIS is a ship tracking and information system that employs broadcast technology
- Ship can then be identified and tracked at shore stations
- Installation of shore stations is being undertaken by the Canadian Coast Guard (CCG)
- Vessel reporting 96-hours before entering Canadian waters
- Other initiatives that will improve vessel surveillance include:
 - Long Range Identification and Tracking systems
 - High Frequency Surface Wave Radar (HFSWR)
 - Marine Security Operations Centers (MSOC)



Transport Canada: Major Programs

Marine Facilities Restricted Area Access Clearance Program (MFRAACP)

- Under the program, those port workers in positions with certain designated duties requiring access to R-2 areas would be required to have a Transportation Security Clearance (TSC).
- In particular, R-2 areas will be put in place around cruise ships and container terminals
- Security clearances will be granted based on a review of an individual's criminal record, national security indices, and a credit check
- Once a TSC has been approved, an ID card will be issued by the port or marine facility operator
- TSC's will help to ensure the trustworthiness of those employed at Canada's ports, are improve the overall security of the marine transportation system



Transport Canada: Major Programs

Marine Security Contribution Program

- Three-year, \$115 million commitment to assist ports and port facilities with new security equipment and programs called for under their TC approved security plans
- Program is application-based and provides funding on a cost-shared basis (75%/ 25%) for certain eligible projects
- Eligible projects may include:
 - surveillance equipment
 - perimeter security and access control measures
 - infrastructure security protective measures
 - command, control and communications equipment
- Proposals from the first funding round are currently being evaluated, and the second round will begin April 1, 2005.



Transport Canada: Major Programs

Canada/U.S. Initiatives

- Joint Initial Verification Project
 - Objective is to promote the exchange of professional operational knowledge and improve interoperability of marine security between both nations
 - Applied to all non-U.S./Canadian ships transiting the St-Lawrence Seaway
- Other joint operations include:
 - Enhancing North American domain awareness
 - Enforcement activities
 - Response and recovery



Future Challenges

- Continued emphasis on integrated interdepartmental approaches, communication and IT coordination
- Further work to address issues such as:
 - Building trust for the International Ship and Port Facility Security (ISPS) Code
 - Waterside security
 - Domestic ferry security
 - Development of a “Security Management System” with increased participation from stakeholders
 - Fully harmonizing Canada’s system with our international partners and strengthening our security relations with the U.S.
 - Further enhancing security of the supply chain
- Enhanced links to the public and stakeholders to build understanding, confidence and support for marine security and its relationship to Canada’s economy



Expected Outcomes

- Effective threat identification and response capability
- Visible on-water federal presence
- Secure ports and marine facilities
- Effective information-sharing with international and industry partners, multi-lateral organizations, and provinces and municipalities, and
- A marine transportation system that is both secure and efficient



Conclusion

- Significant enhancements to the security of the marine transportation system are in progress
- Transport Canada believes strongly in the value of working together with its stakeholders, and the success of our ISPS Code implementation is proof of the effectiveness of this approach
- The department will continue to strengthen our transportation system to ensure that it is recognized worldwide as safe, secure, efficient and environmentally responsible