



Asia-Pacific  
Economic Cooperation

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Maritime Security Round Table 1

**Canada's Commitment to Marine Security,  
Specifically Canada's Inter-Departmental Marine  
Security Working Group**

Submitted by: ABAC of Canada



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## Canada's Commitment to Marine Security

Marc Grégoire, Assistant Deputy Minister  
Secure Trade in the APEC Region (STAR) Conference  
February 22-23, 2006



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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.



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## 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



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## 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



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## 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



## 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



## 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

