

**“Public Ports and Cargo Security”**

Written Testimony before

a hearing of the

U.S. Senate Committee on Homeland Security and Government Affairs

On

“The Future of Port Security: The Greenlane Maritime Cargo Security Act”

by

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Chairman Collins, Ranking Member Lieberman and distinguished members of the Senate Committee on Homeland Security and Government Affairs. My name is Captain Jeffrey Monroe, Director of the Department of Ports and Transportation for the City of Portland, Maine. I am also currently serving as Chairman of the U.S. Coast Guard Navigation and Safety Committee, a member of the Maritime Security Advisory Council and as President of the North American Ports Association, which has 135 members located from Port Canaveral, Florida to Sydney, Canada.

Thank you for inviting me this morning to discuss the Greenlane Maritime Cargo Security Act. I believe that this bill comes at a critical time in port security and transportation logistics planning. My testimony highlights areas of the bill that are of particular importance to us.

We support Senate Bill 2459, The Greenlane Maritime Cargo Security Act and its companion legislation H.R. 4954, the SAFE Port Act. We believe that these bills will greatly improve the security of passengers and cargo and are essential as a framework for the future of port security.

We support the concept of joint operations centers, but note that as often as possible, these centers should be part of existing emergency operations centers and not created from scratch. In Portland for example, we have already established a center that could easily be expanded. Separating facilities results in greater costs and communications difficulties as witnessed during Hurricane Katrina. Duplication of efforts is a waste of resources.

We support the expansion of the Port Security Grants program and commend Senators Collins and Murray on expansion of the program to the \$400 million per year level. We would like to see funding for operations and training included. This is of particular importance to municipally or state-owned ports with minimal revenues. In a regional center, such as Portland, Maine, we would be unable to comply with the Maritime Transportation Security Act (MTSA) without grant support. We have been very fortunate that, to date, the risks to our port and region have been recognized and we have received grant awards totaling \$3.5 million.

Our port security grants have provided us with surveillance and screening equipment, interoperable communications, back-up power, and systems integration capabilities that allow us

to share resources and provide for a layered security plan incorporating stakeholders and federal, state and local agencies. None of those things could have been funded locally.

In concept, we believe that an Office of Cargo Security Policy will be of value, as it lays the groundwork for the merging of separate cargo security responsibilities that have evolved since 9/11.

We continue to believe that our best chance of finding problem cargo is, as it is loaded and will continue to support efforts for screening at foreign ports. We support the third tier of the Customs Trade Partnership Against Terrorism (C-TPAT) (Greenlane) that offers additional benefits to validated C-TPAT participants.

We fully support the Container Security Initiative. We consider this a vital part of protecting our ports, however, We believe that we should not be concentrating all of our effort on containers. WMD's do not require the so called "steel boxes" to move. We believe that in today's climate, items will be brought into the U.S. in component form. Detection of suspect components requires a greater level of sophistication and training. We do not believe that we have concentrated enough research on this effort. We are pleased that the Greenland bill addresses research.

We believe that the almost four year delay in providing Transportation Worker Identification Card standard is unnecessary and puts this nation's security at risk. To continue to operate without TWIC standards in an area of America's greatest vulnerability should no longer be tolerated. I cannot understand why we were able to do this in aviation but not in other areas of transportation.

We believe that dynamic leadership by the Coast Guard is required in each Area Maritime Security Committee that brings stakeholders together in frequent and robust discussion and exercises. Although the Coast Guard exercises its force frequently, our local teams simply do not practice enough.

We continue to see the development of Advisory Committees on any number of transportation and security issues. The reality is that most of these committees meet too seldom to be effective and are often ignored by the agencies they are to advise.

Homeland Security is not about collecting all agencies under one roof, it's about creating a system. Ports are just one link in our nation's transportation system. No part of that system can be neglected or over emphasized. The tide must raise all boats and modes equally. Moving cargo or people by air, water, rail or road must be looked at collectively. Every part of our total border system, including our land and sea ports of entry must be monitored and managed cohesively, through a comprehensive partnership. The partnership must involve everyone who gets a federal or any other type of paycheck and the standard for that partnership locally must begin here in Washington. We believe that S. 2459 is an excellent start in addressing these issues.

I am often asked if we are better off than we were on 9/11? Yes, we are more aware and better prepared than we were, and no, because much of what we have created to address our security needs has become overly bureaucratic and non-responsive.

If we really want to make homeland security effective, its time to trim our agencies to their fighting weights, and set for them clear goals and priorities that we can meet quickly. For the guy on the dock, or the bus or train platform, or at the airport, we need a level of support that I had hoped would have come a lot further than it has today. Nearly all of the legislation you have proposed has our full support, but legislation without effective implementation is ineffective. If the lessons of the last five years have taught us anything, it's that we must be far more efficient in the protection of our nation.

Thank you for your attention.