

re:port

 THE PORT OF
LONG BEACH

Spring 2006



The U.S. Coast Guard, here conducting a boarding drill, heads the harbor security team.

Spotlight on Port Security

Seaport Safety Takes National Stage

In recent months the question has been widely debated: Just how secure are U.S. seaports? The answer, according to Port of Long Beach officials, is that while ports are more secure than they have ever been, more needs to be done.

Since September 11, 2001, the Port and other government security agencies have increased security substantially in and around Long Beach Harbor, as well as throughout the supply chain that imports and exports goods. While additional programs and funding will further increase security (such as a universal ID system for transportation workers), extensive efforts have been made in the past five years to strengthen and improve safety measures.

"Are there still areas that we'd like to see improved? Certainly," said Port Executive Director Richard D. Steinke. "But at the same time, there has been a lot of progress since 9/11. There is an effective, multi-layered framework in place now. The next stages will involve building on that and making it even stronger."

Foreign Ports

The effort to secure U.S. ports begins overseas. All foreign shippers are required to deliver manifest information on their cargo containers at least 24 hours before a ship's departure to U.S. Customs authorities, who use intelligence and computer databases to assess a risk level for every container bound for the United States. An increasing number of foreign seaports (about 45 so far) are staffed with U.S. Customs agents who analyze and inspect cargo before it is placed aboard a U.S.-bound

(Continued on page 2)

"There is still a lot of work to do, but it's important to keep in mind how far we've come since 9/11."

Richard Steinke
Port Executive Director

IN THIS ISSUE

From the Bridge	page 2
Summer Port Tours	page 3
A Royal Meeting	page 4
Raising the Green Flag	page 6
Beyond the Waterfront	page 7
Fireworks Return	page 8



From the Bridge
Richard D. Steinke
Port of Long Beach
Executive Director

Seaports are rarely given the kind of attention they've received in the past few months. Talk of ports and port security was everywhere after Dubai Ports World reached an agreement to buy the P&O company that operates terminals at six U.S. ports. Even though the Port of Long Beach would not have been affected by the proposed sale, many people have asked me about the controversy.

On one hand, I was very pleased that so many people value the work we do here at the Port, our role in the economy and the importance of keeping U.S. ports safe and secure. Unfortunately, much of the controversy was based on misinformation about port operations (foreign entities, for example, could never assume primary responsibility for port security).

I strongly believe the Dubai controversy will have a positive outcome, because improving and upgrading port security has now become a top priority in Washington. And I believe the public has emerged with a better understanding of how we operate.

New federal laws, increased funding, new technologies and enhanced safety measures at every step of the supply chain have increased seaport security dramatically since September 11, 2001. Still, much more needs to be done. The U.S. port industry has urged the federal government to increase security funding, and bills now pending in Congress would give ports the opportunity to expand cargo inspections, the use of screening technologies and other steps to make our seaports as secure as possible.

In this issue of Re:Port, we address some of the questions we're often asked about port security. For additional information, please visit the "About the Port" section of our Web site, www.polb.com, where you will find pages explaining port security and other Port of Long Beach operations in greater detail.

While security remains a top priority, we're also moving full steam ahead with many environmental improvement efforts, including the Green Flag Incentive Program featured on Page 6. We've expanded our partnerships with the Long Beach community, most recently as the main sponsor of the Long Beach Reads One Book Program (Page 7) and the upcoming Long Beach Sea Festival (Page 8). And we've increased our free public harbor cruises, so you can see for yourself what it is we do. Please come visit us soon – bring your family and friends along, too.



Port of Long Beach Harbor Patrol officers team with federal and local law enforcement agencies to keep watch over the Port complex.

Port Security

(Continued from page 1)

vessel. All containers flagged as high risk are individually scanned with high-tech security devices, or opened and visually inspected. Unless a container is hand-inspected by U.S. Customs agents, it will stay locked and sealed from the overseas manufacturer until it reaches its final destination. No worker at any step of the supply chain, from longshore worker to truckers to the vessel crew, can access sealed containers.

Once at sea, vessel captains send detailed information on the ship's cargo, voyage history and a list of all crew members to the U.S. Coast Guard, which checks the list against government terrorism databases. The Coast Guard may board a ship while it is still at sea to investigate individual crew members or to inspect the vessel. Captains must alert port security authorities no less than 96 hours before arrival.

U.S. Shores

When ships arrive at U.S. ports, Customs agents again review risk assessments and determine which containers, if any, warrant further inspection. U.S. Customs uses large-scale X-ray, gamma ray and several types of radiation detection devices to inspect incoming cargo and may also deploy trained canine detection teams to identify narcotics, bulk currency, human stowaways, explosives, agricultural pests or chemical weapons.

The U.S. Coast Guard patrols the Long Beach Harbor waters to guard against unauthorized vessels and leads the local Area Maritime Security Committee, which coordinates activities and resources of all Port stakeholders. Port of Long Beach Harbor Patrol and Long Beach Police Department officers work in collaboration to secure Port land.

In the past five years, the Port of Long Beach has expanded its video surveillance systems, increased the number of marine and helicopter patrols, and improved its diving inspection capabilities.

In addition, all terminal operators must comply with the Federal Maritime Transportation Security Act of 2002, which requires terminals to develop and implement detailed security plans.

Programs such as Operation Safe Commerce, which is analyzing and testing the latest in cargo-security technologies, and the Customs-Trade Partnership Against Terrorism (C-TPAT) program, a voluntary alliance of shippers, are improving security standards throughout the cargo supply chain. The majority of international trading is now conducted between the many thousands of companies participating in the C-TPAT.

What's Next

The Port of Long Beach is actively pursuing federal grants and other funding sources to enhance security efforts. Top priorities, according to Port security officials, include:

- development of a universal worker credentialing system,
- expansion of radiation detection systems,
- electronic "tamper evident" container locks,
- increased funding to improve existing programs and expand security staffing,
- emergency preparedness and business continuity plans to prepare for a variety of disaster scenarios.

"Although all port security operations must be continually improved and expanded, much has been done in the past five years to make goods movement operations safer," Steinke said. "There is still a lot of work to do, but it's also important to keep in mind how far we've come since 9/11."

Tour the Port



A port tour group cruises alongside a giant container ship.

Free Port Tours Offered Throughout the Summer

The Port of Long Beach is increasing the number of free Port tours offered to the public. The Port is now hosting narrated water-side tours twice a month, from May through October. The 90-minute boat tours are free with advance registration.

"The best way to see the Port of Long Beach is from a boat on the water," said Harbor Commission President Doris Topsy-Elvord. "With that in mind, we've expanded our public tour program to run throughout the summer."

The summer Port tours are scheduled on the first Saturday and third Tuesday of each month, beginning in May and continuing through October. Saturday tours are from 10 a.m. to 11:30 a.m.; Tuesday tours are from 2 p.m. to 3:30 p.m.

The boat tours will depart from Rainbow Harbor, near Parker's Lighthouse at Shoreline Village in downtown Long Beach, near the Aquarium of the Pacific.

"I especially encourage people who have never been to the Port to join us for one of our tours and learn more about us," Topsy-Elvord said.

To make reservations, go to the Port's web site at www.polb.com/about/ticketreservation.com or call (562) 590-4121. Reservations will be accepted on a first-come basis.