

# Role of the Industrial Hygienist in Maritime Transportation Security Act (MTSA)

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Security

# Acronyms

- **CBP** – Customs & Border Patrol
- **ICE** – Immigration & Customs Enforcement
- **VTS** – Vessel Traffic System
- **AIS** – Automated Information Sys
- **SEHO** – Safety & Env. Health Officer
- **ISPS** – International Ship and Port Security
- **SOLAS** – International Convention on the Safety of Life at Sea
- **COTP** – Captain of the Port
- **OCS** – Outer-continental Shelf

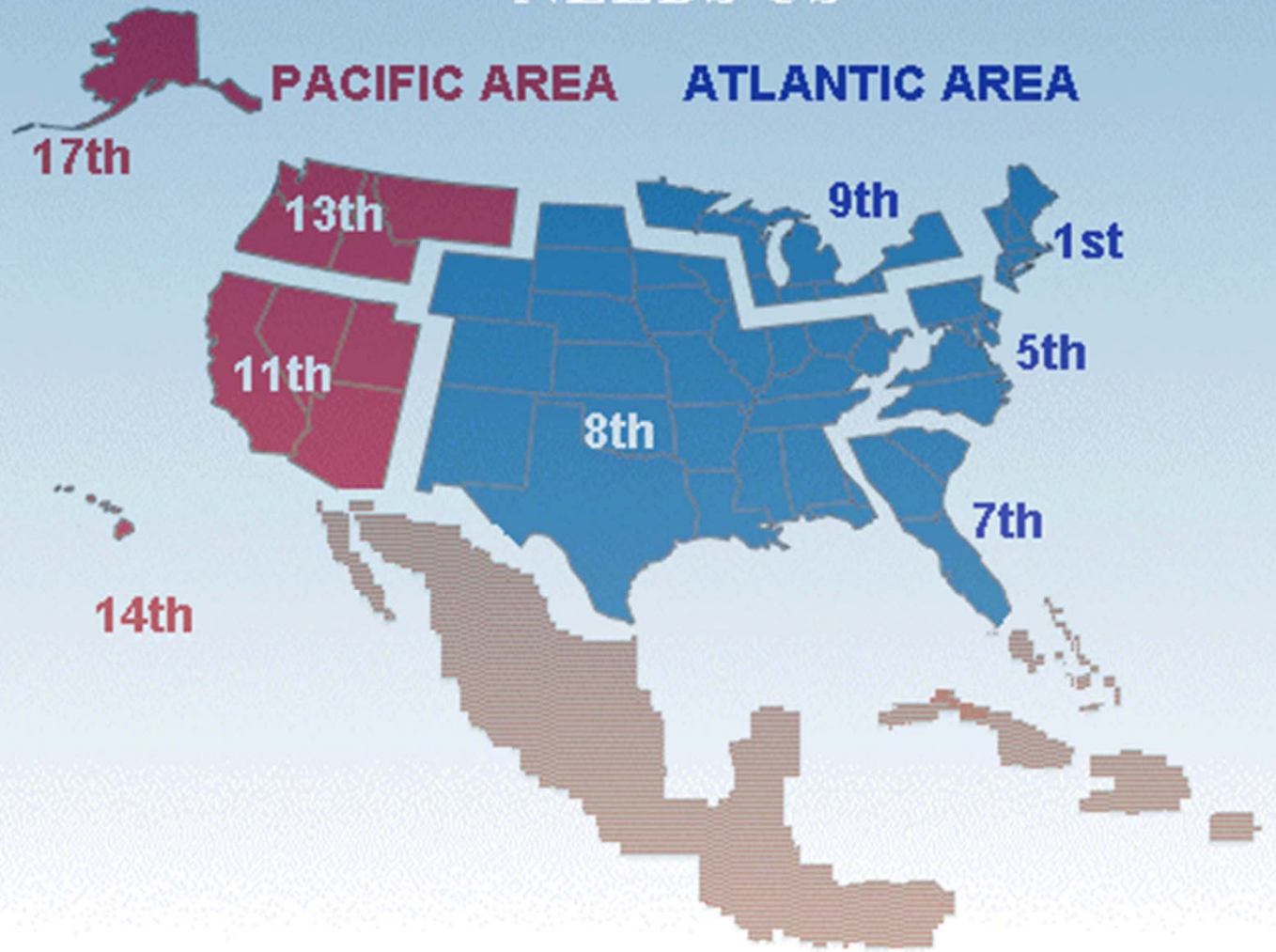


# Organization

- DHS
  - Integrated and unified response authority and response efforts
- USCG
  - Sectors
  - Districts
    - Safety and Environmental Health Officers (SEHO)



# WHEREVER AMERICA NEEDS US



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# History of MTSA

- September 11, 2001
- Homeland Security Act of November 2002
- MTSA signed November 22, 2003
  - Regulations published October 24, 2003
  - Aligned with SOLAS and ISPS



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# Summary of MTSA

- The Maritime Transportation Security Act of 2002 (MTSA) strengthens and adds additional protective layers of defense to our Nation's port security.
- It is designed to protect the nation's ports and waterways from terrorist attack by requiring sectors of the maritime industry to implement measures designed to protect America's port and waterways from a terrorist attack



# Requirements of MTSA

- Security Assessments
- Security Plans
- Developed based on a risk-based methodology
- Foreign port security



# Security Plans - Summary

- Contain 3 scalable levels
- Required by December 31, 2003
- July 1, 2004 boardings will verify plans
- Alternate Security Plans
  - 9 currently approved
  - Must be implemented in its entirety





# Development of MTSA

- Targets higher risk portions of the maritime industry
  - Tank Vessels, Barges, Large Passenger Vessels, Cargo vessels, Towing vessels, Offshore platforms, and port facilities
  - Estimated 10,000 vessels, 5000 Facilities, and 40 OCS facilities
- Designed through interagency teamwork
  - CBP, ICE, TSA, and DOT's Maritime Admin.





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# Progress Made

- 97% of vessel and port facilities have submitted plans
  - 9,200 vessels, 3200 port facilities
- \$1.66 million in fines in first 2 months
  - 156 fines



# Certain Dangerous Cargoes

- 33 CFR 1650.204
- Division 1.1 or 1.2 explosives
- Division 1.5D blasting agents which require permit
- Division 2.3 “Poisonous gas”
  - Qty 1 metric ton per vessel
- Division 5.1 oxidizing materials which require permit



# Certain Dangerous Cargoes

- A liquid material that has a primary or subsidiary classification of Division 6.1 “poisonous material”
  - Qty 20 metric ton per vessel when not in bulk packaging
- Class 7 Highway route controlled quantity radioactive material or fissile material control shipment
- Bulk liquefied chlorine gas and bulk liquefied gas cargo that is flammable and/or toxic.



# Certain Dangerous Cargoes

- The following bulk liquids
  - Acetone cyanohydrin
  - Allyl alcohol
  - Chlorosulfonic acid
  - Crotonaldehyde
  - Ethylene chlorohydrin
  - Ethylene dibromide
  - Methacrylonitrile
  - Oleum



# Potential Roles of the IH

- Technical Experts
- Planning and Preparedness
- Training
- Response



# Potential Roles of the IH

- Certain Dangerous Cargoes “*Technical Experts*”
- **Planning and Preparedness**
  - Consult on port response plans
  - Provide Hazard Recognition training to ports
    - Emphasis on CDC’s and TIMs
    - HAZWOPER
  - Drill during SONS exercises





# Potential Roles of the IH

- **Training**

- HAZWOPER
- Occupational Medical Monitoring
- WMD Awareness
- Hazard Communication

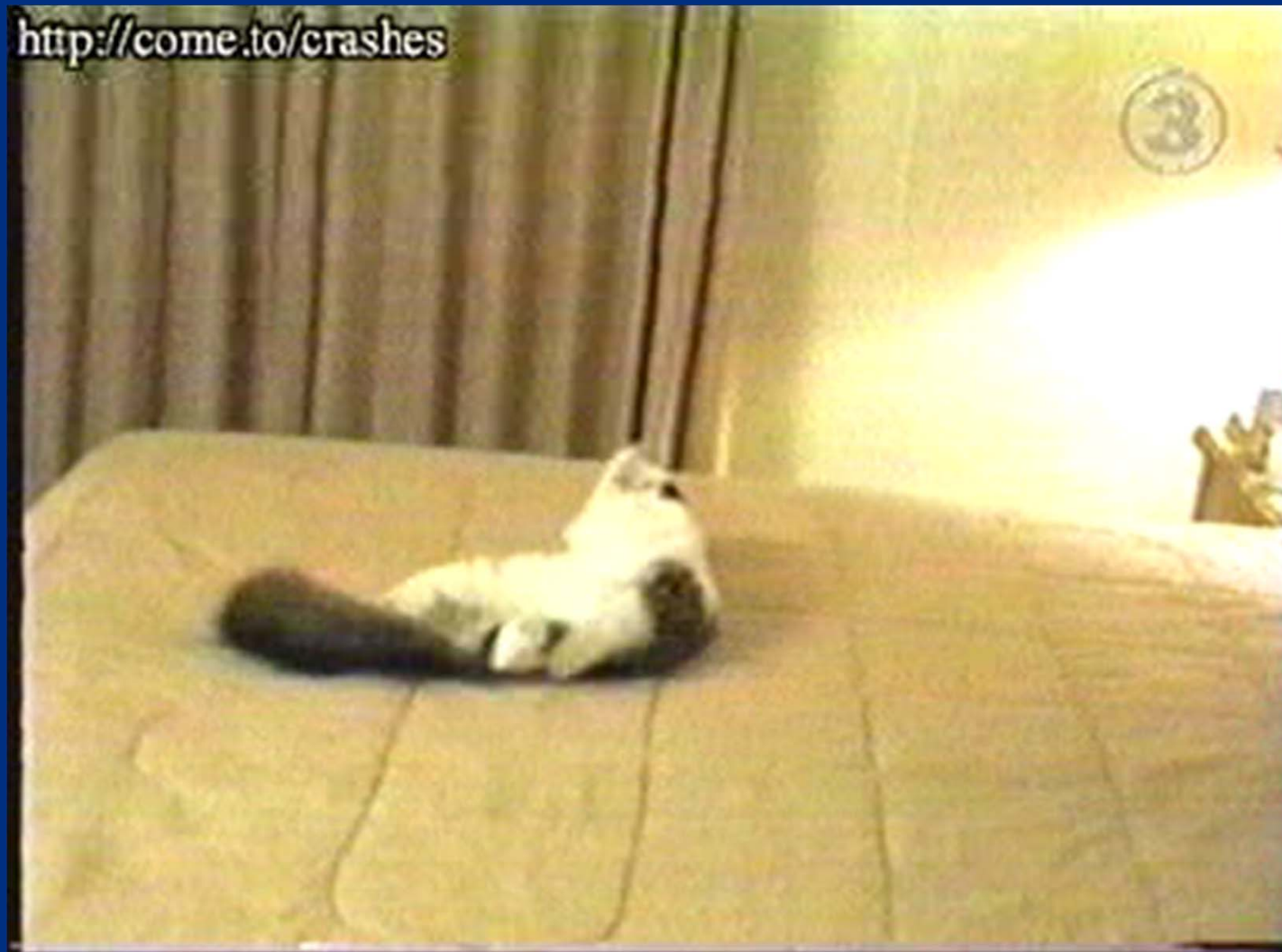


# Potential Roles of the IH

- **Response Actions**
  - Safety Officer
  - Safety and Health Monitoring
  - Exposure assessments



# Potential Roles of the IH



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# MTSA

- Web helpdesk
  - 1-877-687-2243
  - (202) 366-9991
  - <http://www.uscg.mil/hq/g-m/mp/mtsa.shtml>



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