

Ose-Tierney Port Security Bill (HR 2193)

- Sec. 1 – Short Title – “Port Security Improvements Act of 2003”
 - bill reflects recommendations of witnesses at Subcommittee’s 4/24/03 hearing
- Sec. 2 – Findings, including estimates for:
 - Federal agency expenditures for maritime transportation
 - Customs duties collected through maritime transportation
 - needed maritime transportation security improvements
- Sec. 3 – Financing Port Security Enhancements
 - currently, 70% of Custom duties are deposited in the Treasury general fund (the other 30% are devoted to certain agricultural purposes)
 - 5 years of dedicated “entitlement” funding for ports which collect duties
 - this funding is 30% of the difference between income (duties collected at the port) minus Federal expenses at the port (by 13 Federal agencies, including principally the Corps of Engineers, Coast Guard, and Customs Service)
 - this funding totals \$3.3 billion over 5 years, which equals the Coast Guard’s 12/30/02 estimate for needed port security improvements of \$1.3 billion in year 1 and \$0.5 billion per year in years 2-5
 - this funding to duty-collecting ports and their facilities and vessels will flow through the Department of Homeland Security (DHS), which by law must review and approve each Area Maritime Transportation Security Plan, Facility Security Plan, and Vessel Security Plan
 - the distribution within a port would be based on the approved Area Maritime Transportation Security Plan
 - hearing witnesses stressed the need for supplemental funding besides competitive grants and opposed additional container fees
- Sec. 4 – Deadline for Transportation Security Card Regulations, governing a Transportation Worker Identification Credential (TWIC)
 - interim final rule within 6 months
 - final rule within 12 months
 - hearing witnesses stressed the urgency for a national TWIC
- Sec. 5 – Standardization of Security Requirements for Ports, Vessels and Facilities
 - national minimum standard requirements for:
 - each port in the US
 - each facility in a US port
 - each vessel entering a US port
 - hearing witnesses supported national minimum standards
- 33 co-sponsors (8 Republicans, 25 Democrats)