



THE COST OF SECURITY CHECKS FOR CREWS OF DOCKED SHIPS SHOULD BE PAID BY THE SHIOWNERS

Section 306 of HR 2830, The Coast Guard Reauthorization Act of 2007, states that each facility security plan shall provide a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual.

1. The Independent Liquid Terminals Association (ILTA) and its members fully support the basic purpose of Section 306, which is to ensure that security services are provided at no cost to individual seamen when they depart from or return to a vessel docked at a terminal or other facility in a U.S. port. However, the cost of these services should be borne by the ship's owner or operator since it is ship crewmembers who are leaving and returning to the vessel. The screening and escorting of seamen, as well as representatives of labor organizations, mariners' welfare agencies, pilots and providers of additional services to the ship or its crew, are personnel expenses and should be paid for by the ship owner or agent.
2. It would be sound public policy to amend Section 306 to resolve an ambiguity that could cause serious disagreements between terminals and shipowners, resulting in possible delays of product shipments.

ILTA and its members oppose the language as written.

- Section 306 does not specifically state that any fees associated with providing a security system should be the financial responsibility of the party that oversees the care of the vessel personnel.
- Since Section 306 requires terminals to provide a security system, it strongly implies that terminals should pay for the additional screening, escorting and access controls used when crews depart from and return to ships docked at the terminal. These activities are not directly related to the daily business operations of the terminal.
- Many independent terminal facilities do not have the financial resources to hire a private security company, nor do they have the capabilities to provide these services themselves. When a security escort service is used, the company works directly with the ship's agent and is paid by the agent directly.
- The terminal facility should not bear the costs associated with the transportation of ship crewmembers across private property.

The language in Section 306 should be amended to state that the party that oversees the care of seamen assigned to the vessel is the entity financially responsible for the screening of vessel personnel and escorting them through the facility in order to board and depart that vessel.

ILTA is a Washington, DC-based trade association representing 76 companies and partnerships that operate about 600 bulk liquid storage terminals in 41 states and 42 countries. These terminal facilities are located in ports and along rivers, canals and pipelines. Many are subject to Coast Guard regulations and operate in compliance with the facility security requirements of 33 *CFR* 105.