

## BUSINESS BC

# Security to be tightened at B.C. ports

Cargo must be routinely screened for 'weapons, explosives and incendiaries'

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VANCOUVER SUN

**REGULATIONS** | B.C. port officials are poring over more than 600 proposed new security guidelines aimed at thwarting potential terrorist attacks as a July 1, 2004, deadline approaches for meeting stronger international security standards.

The draft regulations, released last week by Transport Canada, call for extensive measures to boost security at the country's ports.

The guidelines also stress that regular security assessments for vessels and port facilities must become part of the new post-9/11 reality.

Vessel security assessments, for example, must include the likelihood of any possible threats to key vessel operations and a list of weaknesses in the infrastructure, policies and procedures vessels.

Marine facility assessments must address the potential for damage to the facility by "explosive devices, arson, sabotage or vandalism."

The assessments should also deal with "the smuggling of weapons or equipment, including weapons of mass destruction" and "use of the marine facility itself as a weapon or as a means to cause damage or destruction."

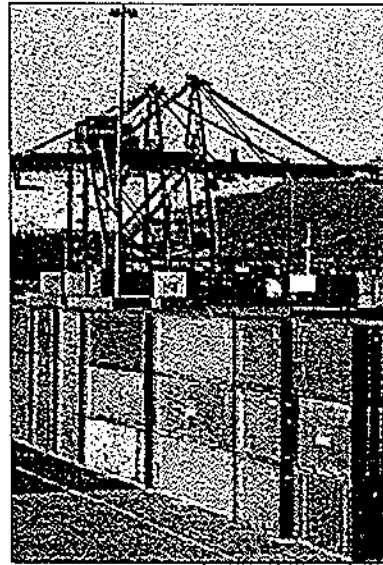
The new guidelines say port cargo must be routinely screened for "weapons, explosives and incendiaries," while screening areas for persons, goods and vehicles wanting access to

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## Port in a storm of security concerns

The draft regulations for increased port security, released last week by Transport Canada, include:

- Hiring more security personnel
- Installation of perimeter fencing
- Gate controls
- Surveillance cameras
- Identification card systems
- Scanners



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## Tighter security will cost B.C. ports about \$50 million

From F9

restricted areas should be covered so they can operate in all weather conditions.

B.C. Maritime Employers Association chairman Tim Chapman said he has no problems with the new guidelines, but estimates they will cost the B.C. industry about \$50 million. To date, the federal government has not offered any financial support.

He said that without Ottawa's assistance, B.C. port operators will have to pass the costs on to their customers and become less competitive with federally subsidized U.S. ports, which have already received about \$513 million US for improved security measures.

"The U.S. sees port security as being in the national interest, but at this point in time, the federal

government in Canada is not prepared to fund this," Chapman said. "It would be inappropriate for us to be expected to fund the entire cost."

Vancouver Port Authority vice-president Chris Badger said there were no huge surprises in the draft Marine Transportation Security Regulations, but he noted the port authority and port operators will still consult with Transport Canada to better understand the details and intent of the proposed new rules.

He said the Vancouver Port Authority has budgeted about \$12.5 million for improved security over the next three years, as it is responsible for the over-all security of the port and the port perimeter. The funds will be spent on items like fencing, gating and surveillance equipment.