

My name is Dave Schneider and I have the pleasure of serving as Chair of the Puget Sound Harbor Safety and Security Committee. This group was created in 1997 by stakeholders with an interest in promoting safety and the protection of Puget Sound. Our sole mission is to provide a "...proactive forum for identifying, assessing, planning, communicating and implementing those operational and environmental measures that promote safe, secure and efficient use of Puget Sound and adjacent waters." The committee is made up of delegates appointed by broadly based organizations representing a span of interests focused on Puget Sound. Additionally, various governmental agencies formally support the work of Puget Sound Harbor Safety & Security Committee in *advisory* roles.

I thought it might be useful for you to have an overview of the organizational structure and work of the Harbor Safety and Security Committee. The stakeholder members and advisors represent:

Aquaculture	WA State Ferry System
Commercial Fishing (non tribal)	Steamship Lines
Environmental Groups (vacant)	Tug & Barge
Labor	Local Government (vacant)
Native American (treaty)	Organizations serving in an <b>advisory</b> role
Passenger Vessel Operators	NOAA
Petroleum Shippers	US Army Corps of Engineers
Pilots	US Coast Guard
Public at large	MARAD
Public Ports	US Navy
Recreational Boaters	WA State Dept. of Ecology

The business of The Puget Sound Harbor Safety & Security Committee is built from common interests. Each member has one vote and we have agreed not to take an action unless there is unanimous consensus. In this way, each of our stakeholder groups has equal influence. Our work is accomplished by sub committees. These sub committees reach beyond the Puget Sound Harbor Safety & Security Committee delegates for their membership in order to insure a complete and representative perspective appropriate to the issues at hand.

Since our inception, and one of our very first actions implemented in early 1998, we sent an advisory to vessel owners and operators calling in Puget Sound to conduct an open ocean exchange of ballast water. This local and voluntary initiative predates the 1999 National Invasive Species Act and ballast water management legislation in CA, OR and WA. From the beginning we have received excellent cooperation in ballast water exchange. This cooperative spirit continues to be reflected in recent Washington State and USCG ballast water reporting in which Puget Sound shipping is approaching 100% reporting. In addition, of vessels arriving from outside the US Exclusive Economic Zone and discharging ballast water in Puget Sound over 90% have completed open ocean exchange.

Another significant accomplishment of the Puget Sound Harbor Safety & Security Committee is development and promulgation of a Puget Sound Harbor Safety Plan. This plan focuses on insuring safe vessel operation in the Puget Sound environment. It includes:

Informational elements such as	Unique Standards of Care for Puget Sound
Required Charts	Heavy weather
Pilotage protocols	Low visibility
Aids to Navigation	Anchorage
Emergency Response / Comms	Equiv. levels of safety in event of eqpt. failure
Small Vessels and Marine Event Mgmt	Tanker escort protocols
Fishing Net Conflict Resolution	Under keel clearance standards
	Lightering
	Std. of care for towing vessels
	Pre arrival maint. & testing of direct drive diesel
	Bridge Team Management (proposed)

The Harbor Safety Plan was recently adopted by the Committee. This is a NOAA chart I recently picked up for our family fishing vacation at Cape Flattery. The chart references the Harbor Safety Plan, briefly describes the Puget Sound Harbor Safety & Security Committee, provides a website address and lists the informational and standard of care elements of the plan.

Ballast water and the Harbor Safety plan are two examples of the work of the Puget Sound Harbor Safety & Security Committee. Also in place in this region is an industry developed and maintained International Tug of Opportunity System (ITOS). ITOS came from a call for the USCG to develop and submit a plan to Congress on the most cost-effective means of implementing a tug response system specifically for vessels in distress operating in the waters of the Olympic Coast National Marine Sanctuary and the Strait of Juan de Fuca.

A self-initiated marine industry coalition formed to establish and manage ITOS. To date ITOS has placed transponders on board 100 tugs and vessels in the Pacific Northwest Area. These transponders transmit messages via VHF every 5 minutes 24 hours a day. Information is constantly monitored by the Marine Exchange in Seattle. These signals provide real time data listing the course, speed, latitude and longitude along with the date and time for each tug in the system. This information is displayed on CRT screens and each tug is clearly defined. Additionally, tug information such as horsepower, special capabilities and dispatch contact is available on the screen. Simultaneously this same data is transmitted to the U.S. Coast Guard's Vessel Traffic Center (VTS), to Canadian Coast Guard, to Canadian Search and Rescue to the B.C. Chamber of Shipping in Vancouver, British Columbia. In the event of an emergency, the coast guards of both countries have the ability to see at a glance what resources are available. By having the characteristics of the equipment and the contact numbers they can save valuable time in deciding which resources would be most suitable for dispatch to assist in a given situation.

ITOS is completely funded by the maritime industry. There is no state or federal funding involved and it is, to the best of my knowledge, the only such system operated by the maritime industry in the United States.

Complementing ITOS is a Washington State dedicated fund so that our Capt. of the Port can call upon commercial tug resources to be available in the event of anomalous conditions that might lead to a potentially hazardous condition.

Finally, I will leave it to our partners in the US Coast Guard to describe, at another time perhaps, this region's unique Cooperative Vessel Tracking System. This includes an international partnership between US and Canada to mutually manage vessel traffic from offshore, through the Straits of Juan de Fuca and right up to the pier face at the destination port.

Puget Sound Harbor Safety & Security Committee has taken the initiative to be proactive in issues of marine safety and environmental stewardship. We are not alone or unique. There are similar committees in virtually every major US seaport and many river ports. Some, like the Puget Sound Committee are stakeholder initiated, some are federally mandated and some are born of state regulations. All are stakeholder based.

I invite your questions or comments.