

Department of Legislative Services
Maryland General Assembly
2003 Session

FISCAL AND POLICY NOTE

Senate Bill 418
Finance

(Senator Pipkin)

Maryland Port Administration - Vulnerability Assessments

This bill requires an owner or operator of a vessel or facility who is subject to a vulnerability assessment under federal law to file a copy of the assessment with the Maryland Port Administration (MPA) if the facility or vessel is in the MPA's territorial jurisdiction. MPA must provide an annual report to the General Assembly that identifies risks to transportation security, based on the information in the reports. The report must include proposed safety standards to address identified risks, a timeline for implementing the standards, and the estimated costs allocated between the State and private industry.

Fiscal Summary

State Effect: None. The bill's reporting requirements could be handled with existing resources.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: The federal Maritime Transportation Security Act of 2002, which was enacted November 15, 2002, requires the U.S. Coast Guard to assess U.S. ports to implement a national maritime transportation security planning system. The system will include a comprehensive national plan, specific area plans, and local vessel and marine facility plans. The Coast Guard must also assess the effectiveness of certain foreign ports and deny entry to vessels from ports that do not have adequate security. The law

authorizes grants for improving security at U.S. ports, as well as researching and developing security technology.

Background: Congress has allocated \$3.2 million in federal grants that will be used to install new controls on terminal access at the Port of Baltimore. Estimated capital costs for future port security improvements (excluding the World Trade Center) total approximately \$7.5 million and operational costs total about \$300,000. Since September 11, 2001, the port has added guards and barriers at the terminals and tightened visitor access to the World Trade Center. Due to the deliveries of petroleum and chemicals at port terminals, the facility is considered a potential target.

Additional Information

Prior Introductions: None.

Cross File: HB 913 (Delegate Walkup, *et al.*) – Environmental Matters.

Information Source(s): Department of Transportation, Department of Legislative Services

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Analysis by: Ann Marie Maloney

Direct Inquiries to:
(410) 946-5510
(301) 970-5510