

112<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 4251

To authorize, enhance, and reform certain port security programs through increased efficiency and risk-based coordination within the Department of Homeland Security, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 22, 2012

Mrs. MILLER of Michigan (for herself, Mr. KING of New York, Mr. CUELLAR, Mr. McCAUL, and Mr. CLARKE of Michigan) introduced the following bill; which was referred to the Committee on Homeland Security

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## A BILL

To authorize, enhance, and reform certain port security programs through increased efficiency and risk-based coordination within the Department of Homeland Security, and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

3       **SECTION 1. SHORT TITLE.**

4       This Act may be cited as the “Securing Maritime Ac-  
5       tivities through Risk-based Targeting for Port Security  
6       Act” or the “SMART Port Security Act”.

7       **SEC. 2. TABLE OF CONTENTS.**

8       The table of contents for this Act is the following:

- Sec. 1. Short title.
- Sec. 2. Table of contents.
- Sec. 3. Definitions.

TITLE I—DEPARTMENT OF HOMELAND SECURITY PORT  
SECURITY PROGRAMS

- Sec. 101. Updates of maritime operations coordination plan.
- Sec. 102. U.S. Customs and Border Protection Office of Air and Marine Asset Deployment.
- Sec. 103. Cost-benefit analysis of co-locating operational entities.
- Sec. 104. Study of maritime security redundancies.
- Sec. 105. Acquisition and strategic sourcing of marine and aviation assets.
- Sec. 106. Port security grant program management.
- Sec. 107. Interagency operational centers for port security.
- Sec. 108. Report on DHS aviation assets.
- Sec. 109. Small vessel threat analysis.
- Sec. 110. U.S. Customs and Border Protection workforce plan.

TITLE II—MARITIME SUPPLY CHAIN SECURITY

- Sec. 201. Strategic plan to enhance the security of the international supply chain.
- Sec. 202. Customs-Trade Partnership Against Terrorism.
- Sec. 203. Recognition of other countries' trusted shipper programs.
- Sec. 204. Pilot program for inclusion of non-asset based third party logistics providers in the Customs-Trade Partnership Against Terrorism.
- Sec. 205. Transportation Worker Identification Credential process reform.
- Sec. 206. Issuance of final rule relating to Transportation Worker Identification Credential reader requirements.
- Sec. 207. Securing the Transportation Worker Identification Credential against use by unauthorized aliens.

**1 SEC. 3. DEFINITIONS.**

2 In this Act:

3 (1) APPROPRIATE CONGRESSIONAL COMMIT-  
4 TEES.—The term “appropriate congressional com-  
5 mittees” has the meaning given such term in section  
6 2 of the Homeland Security Act of 2002 (6 U.S.C.  
7 101).

8 (2) DEPARTMENT.—The term “Department”  
9 means the Department of Homeland Security.

1           (3) FUNCTION.—The term “function” includes  
2 authorities, powers, rights, privileges, immunities,  
3 programs, projects, activities, duties, and respon-  
4 sibilities.

5           (4) LOCAL GOVERNMENT.—The term “local  
6 government” means—

7                   (A) a county, municipality, city, town,  
8 township, local public authority, school district,  
9 special district, intrastate district, council of  
10 governments (regardless of whether the council  
11 of governments is incorporated as a nonprofit  
12 corporation under State law), regional or inter-  
13 state government entity, or agency or instru-  
14 mentality of a local government;

15                   (B) an Indian tribe or authorized tribal or-  
16 ganization, or in Alaska a Native village or  
17 Alaska Regional Native Corporation; and

18                   (C) a rural community, unincorporated  
19 town or village, or other public entity.

20           (5) PERSONNEL.—The term “personnel” means  
21 officers and employees.

22           (6) SECRETARY.—The term “Secretary” means  
23 the Secretary of Homeland Security.

24           (7) STATE.—The term “State” means any  
25 State of the United States, the District of Columbia,

1 the Commonwealth of Puerto Rico, the United  
2 States Virgin Islands, Guam, American Samoa, the  
3 Commonwealth of the Northern Mariana Islands,  
4 and any possession of the United States.

5 (8) **TERRORISM.**—The term “terrorism” has  
6 the meaning given such term in section 2 of the  
7 Homeland Security Act of 2002 (6 U.S.C. 101).

8 (9) **UNITED STATES.**—The term “United  
9 States”, when used in a geographic sense, means  
10 any State of the United States, the District of Co-  
11 lumbia, the Commonwealth of Puerto Rico, the Vir-  
12 gin Islands, Guam, American Samoa, the Common-  
13 wealth of the Northern Mariana Islands, any posses-  
14 sion of the United States, and any waters within the  
15 jurisdiction of the United States.

16 **TITLE I—DEPARTMENT OF**  
17 **HOMELAND SECURITY PORT**  
18 **SECURITY PROGRAMS**

19 **SEC. 101. UPDATES OF MARITIME OPERATIONS COORDINA-**  
20 **TION PLAN.**

21 (a) **IN GENERAL.**—Not later than July 1, 2014, the  
22 Secretary, acting through the Department’s Office of Op-  
23 erations Coordination and Planning, shall submit to the  
24 appropriate congressional committees a maritime oper-  
25 ations coordination plan for the coordination and coopera-

1 tion of maritime operations undertaken by the agencies  
2 within the Department. Such plan shall update the mari-  
3 time operations coordination plan released by the Depart-  
4 ment in July 2011, and shall address the following:

5 (1) Coordination of planning, integration of  
6 maritime operations, and development of joint situa-  
7 tional awareness of any office or agency of the De-  
8 partment with responsibility for maritime homeland  
9 security missions.

10 (2) Maintaining effective information sharing  
11 and, as appropriate, intelligence integration, with  
12 Federal, State, and local officials and the private  
13 sector, regarding threats to maritime security.

14 (3) Leveraging existing departmental coordina-  
15 tion mechanisms, including the Interagency Oper-  
16 ational Centers, as authorized under section 70107A  
17 of title 46, United States Code, the U.S. Customs  
18 and Border Protection Air and Marine Operations  
19 Center, the U.S. Customs and Border Protection  
20 Operational Integration Center, and other regional  
21 maritime operational command centers.

22 (4) Cooperation and coordination with other  
23 agencies of the Federal Government, and State and  
24 local agencies, in the maritime environment, in sup-  
25 port of maritime homeland security missions.

1           (5) Work conducted within the context of other  
2           national and Department maritime security strategic  
3           guidance.

4           (b) **ADDITIONAL UPDATES.**—Not later than July 1,  
5           2019, the Secretary, acting through the Department’s Of-  
6           fice of Operations Coordination and Planning, shall sub-  
7           mit to the appropriate congressional committees an addi-  
8           tional update to the maritime operations coordination  
9           plan.

10       **SEC. 102. U.S. CUSTOMS AND BORDER PROTECTION OFFICE**  
11                               **OF AIR AND MARINE ASSET DEPLOYMENT.**

12           (a) **IN GENERAL.**—Any new asset deployment by the  
13           U.S. Customs and Border Protection’s Office of Air and  
14           Marine, following the date of the enactment of this Act,  
15           shall, to the greatest extent practicable, occur in accord-  
16           ance with a risk-based assessment that considers mission  
17           needs, performance results, threats, costs, and any other  
18           relevant factors identified by the Secretary. Specific fac-  
19           tors to be included in such assessment shall include, at  
20           a minimum, the following:

21                       (1) Mission requirements that prioritize the  
22                       operational needs of field commanders to secure the  
23                       United States border and ports.

1           (2) Other Department assets available to help  
2 address any unmet border and port security mission  
3 needs.

4           (3) Risk analysis showing positioning of the  
5 asset at issue to respond to intelligence on emerging  
6 terrorist and other threats.

7           (4) Cost-benefit analysis showing the relative  
8 ability to use the asset at issue in the most cost-ef-  
9 fective way to reduce risk and achieve mission suc-  
10 cess.

11       (b) CONSIDERATIONS.—An assessment required  
12 under subsection (a) shall consider applicable Federal  
13 guidance, standards, and agency strategic and perform-  
14 ance plans, including the following:

15           (1) The most recent Departmental Quadrennial  
16 Homeland Security Review, and any follow-up guid-  
17 ance related to such Review.

18           (2) The Department's Annual Performance  
19 Plans.

20           (3) Department policy guiding use of integrated  
21 risk management in resource allocation decisions.

22           (4) Department and U.S. Customs and Border  
23 Protection Strategic Plans and Resource Deploy-  
24 ment Plans.

1           (5) Applicable aviation guidance from the De-  
 2           partment, including the DHS Aviation Concept of  
 3           Operations.

4           (6) Other strategic and acquisition guidance  
 5           promulgated by the Federal Government as the Sec-  
 6           retary determines appropriate.

7           (c) **AUDIT AND REPORT.**—The Inspector General of  
 8           the Department shall biennially audit the deployment of  
 9           new assets within U.S. Customs and Border Protection’s  
 10          Office of Air and Marine and submit to the appropriate  
 11          congressional committees a report on the compliance of  
 12          the Department with the requirements of this section.

13          **SEC. 103. COST-BENEFIT ANALYSIS OF CO-LOCATING OPER-**  
 14          **ATIONAL ENTITIES.**

15          (a) **IN GENERAL.**—For all locations in which U.S.  
 16          Customs and Border Protection’s Office of Air and Marine  
 17          operates that are within 25 miles of locations where any  
 18          other Department agency also operates air and marine as-  
 19          sets, the Secretary shall conduct a cost-benefit analysis to  
 20          consider the potential cost savings from co-locating avia-  
 21          tion and maritime operational assets of the different agen-  
 22          cies of the Department. In analyzing the potential cost  
 23          savings achieved by sharing aviation and maritime facili-  
 24          ties, the study shall consider at a minimum the following  
 25          factors:



1           (1) Potential enhanced cooperation derived  
2           from Department personnel being co-located.

3           (2) Potential cost savings derived through  
4           shared maintenance and logistics facilities and ac-  
5           tivities.

6           (3) Joint use of base and facility infrastructure,  
7           such as runways, hangars, control towers, operations  
8           centers, piers and docks, boathouses, and fuel de-  
9           pots.

10          (4) Short term moving costs required in order  
11          to co-locate facilities.

12          (5) Acquisition and infrastructure costs for en-  
13          larging current facilities as needed.

14          (b) REPORT.—Not later than one year after the date  
15          of the enactment of this Act, the Secretary shall submit  
16          to the appropriate congressional committees a report sum-  
17          marizing the results of the cost-benefit analysis required  
18          under subsection (a) and any planned actions based upon  
19          such results.

20          **SEC. 104. STUDY OF MARITIME SECURITY REDUNDANCIES.**

21          The Comptroller General of the United States shall  
22          by not later than 1 year after the date of enactment of  
23          this Act—

24                 (1) conduct a review of port security and mari-  
25                 time law enforcement operations within the Depart-

1 ment to identify initiatives and programs with dupli-  
2 cative, overlapping, or redundant goals and activi-  
3 ties, including the cost of such duplication; and

4 (2) submit to the appropriate congressional  
5 committees a report on the findings of the study, in-  
6 cluding—

7 (A) recommendations for consolidation,  
8 elimination, or increased cooperation to reduce  
9 unnecessary duplication found in the study; and

10 (B) an analysis of personnel, maintenance,  
11 and operational costs related to unnecessarily  
12 duplicative, overlapping, or redundant goals and  
13 activities found in the study.

14 **SEC. 105. ACQUISITION AND STRATEGIC SOURCING OF MA-**  
15 **RINE AND AVIATION ASSETS.**

16 (a) IN GENERAL.—Before initiating the acquisition  
17 of any new boat or aviation asset, the Secretary shall co-  
18 ordinate across the agencies of the Department, as appro-  
19 priate, to—

20 (1) identify common mission requirements be-  
21 fore initiating a new acquisition program; and

22 (2) standardize, to the extent practicable,  
23 equipment purchases, streamline the acquisition  
24 process, and conduct best practices for strategic  
25 sourcing to improve control, reduce cost, and facili-

1       tate oversight of asset purchases prior to issuing a  
2       Request for Proposal.

3       (b) ESTABLISHMENT OF AVIATION AND MARITIME  
4 COORDINATION MECHANISM.—Not later than 180 days  
5 after the date of the enactment of this Act, the Secretary  
6 shall establish a coordinating mechanism for aviation and  
7 maritime issues, including issues related to the acquisi-  
8 tion, administration, operations, maintenance, and joint  
9 management across the Department, in order to decrease  
10 procurement and operational costs and increase effi-  
11 ciencies.

12       (c) SPECIAL RULE.—For the purposes of this section,  
13 a boat shall be considered any vessel less than 65 feet in  
14 length.

15 **SEC. 106. PORT SECURITY GRANT PROGRAM MANAGEMENT.**

16       (a) DETERMINATION OF APPLICATIONS.—Section  
17 70107(g) of title 46, United States Code, is amended—

18               (1) by striking “Any entity” and inserting the  
19       following:

20                       “(1) IN GENERAL.—Any entity”; and

21               (2) by adding at the end the following:

22                       “(2) DETERMINATION.—Notwithstanding any  
23       other provision of law, the Secretary shall, not later  
24       than 60 days after the date on which an applicant  
25       submits a complete application for a grant under

1       this section, either approve or disapprove the appli-  
2       cation.”.

3       (b) ADMINISTRATION OF COST SHARE DETERMINA-  
4       TIONS.—Section 70107(c)(2) of title 46, United States  
5       Code, is amended by inserting after subparagraph (C) the  
6       following:

7               “(D) COST SHARE DETERMINATIONS.—  
8               Notwithstanding any other provision of law, not  
9               later than 60 days after the date on which an  
10              applicant submits a complete application for a  
11              matching requirement (other than a project  
12              specified in paragraph (1)), the Secretary shall  
13              either approve or disapprove the application.”.

14       (c) ADMINISTRATION OF EXTENSIONS.—Section  
15       70107(i) of title 46, United States Code, is amended by  
16       inserting after paragraph (4) the following:

17              “(5) EXTENSION DETERMINATIONS.—Notwith-  
18              standing any other provision of law, not later than  
19              60 days after the date on which an applicant sub-  
20              mits a complete application for a grant extension,  
21              the Secretary shall either approve or disapprove the  
22              application.”.

1 **SEC. 107. INTERAGENCY OPERATIONAL CENTERS FOR**  
2 **PORT SECURITY.**

3 (a) PARTICIPATING PERSONNEL.—Section  
4 70107A(b)(1)(B) of title 46, United States Code, is  
5 amended—

6 (1) by inserting “, not less than part-time rep-  
7 resentation from U.S. Customs and Border Protec-  
8 tion and U.S. Immigration and Customs Enforce-  
9 ment,” after “the Coast Guard”; and

10 (2) by striking “the United States Customs and  
11 Border Protection and the United States Immigra-  
12 tion and Customs Enforcement,”.

13 (b) ASSESSMENT.—Not later than one year after the  
14 date of enactment of this Act the Secretary (as that term  
15 is used in that section) shall transmit to the appropriate  
16 congressional committees an assessment of—

17 (1) interagency operational centers under such  
18 section and the implementation of the amendments  
19 made by this section;

20 (2) participation in such centers and by Federal  
21 agencies, State and local law enforcement agencies,  
22 port security agencies, and other public and private  
23 sector entities, including joint daily operational co-  
24 ordination, training and certifying of non-Federal  
25 law enforcement personnel, and joint training exer-  
26 cises;

1           (3) deployment of interoperable communications  
2 equipment under subsection (e) of such section, in-  
3 cluding—

4           (A) an assessment of the cost-effectiveness  
5 and utility of such equipment for Federal agen-  
6 cies, State and local law enforcement agencies,  
7 port security agencies, and other public and pri-  
8 vate sector entities;

9           (B) data showing which Federal agencies,  
10 State and local law enforcement agencies, port  
11 security agencies, and other public and private  
12 sector entities are utilizing such equipment;

13           (C) an explanation of the process in place  
14 to obtain and incorporate feedback from Fed-  
15 eral agencies, State and local law enforcement  
16 agencies, port security agencies, and other pub-  
17 lic and private sector entities that are utilizing  
18 such equipment in order to better meet their  
19 needs; and

20           (D) an updated deployment schedule and  
21 life cycle cost estimate for the deployment of  
22 such equipment; and

23           (4) mission execution and mission support ac-  
24 tivities of such centers, including daily coordination

1 activities, information sharing, intelligence integra-  
2 tion, and operational planning.

3 **SEC. 108. REPORT ON DHS AVIATION ASSETS.**

4 (a) IN GENERAL.—Not later than one year after the  
5 date of the enactment of this Act, the Comptroller General  
6 of the United States shall submit to the appropriate con-  
7 gressional committees a report that analyzes and com-  
8 pares the costs, capabilities, and missions of different  
9 aviation assets, including unmanned aerial vehicles, uti-  
10 lized by the Department to assess the relative costs of un-  
11 manned aerial vehicles as compared to manned aerial vehi-  
12 cles, and any increased operational benefits offered by un-  
13 manned aerial vehicles as compared to manned aviation  
14 assets.

15 (b) REQUIRED DATA.—The report required under  
16 subsection (a) shall include a detailed assessment of costs  
17 for operating each type of asset described in such report,  
18 including—

19 (1) fuel costs;

20 (2) crew and staffing costs;

21 (3) maintenance costs;

22 (4) communication and satellite bandwidth  
23 costs;

24 (5) costs associated with the acquisition of each  
25 type of such asset; and

1           (6) any other relevant costs necessary to pro-  
2           vide a holistic analysis and to identify potential cost  
3           savings.

4 **SEC. 109. SMALL VESSEL THREAT ANALYSIS.**

5           Not later than 1 year after the date of enactment  
6 of this Act, the Secretary shall submit to the appropriate  
7 congressional committees a report analyzing the threat of,  
8 vulnerability to, and consequence of an act of terrorism  
9 using a small vessel to attack United States vessels, ports,  
10 or maritime interests.

11 **SEC. 110. U.S. CUSTOMS AND BORDER PROTECTION WORK-**  
12 **FORCE PLAN.**

13           (a) **IN GENERAL.**—Not later than one year after the  
14 date of the enactment of this Act, the Secretary shall sub-  
15 mit to the appropriate congressional committees a plan for  
16 optimizing staffing levels for U.S. Customs and Border  
17 Protection personnel to carry out the mission of the De-  
18 partment, including optimal levels of U.S. Customs and  
19 Border Protection staffing required to conduct all border  
20 security functions.

21           (b) **METHODOLOGY.**—In preparing the staffing plan  
22 required under subsection (a), the Secretary shall include  
23 an evaluation that compares a risk-based allocation of  
24 staffing at and between the ports of entry against a ran-  
25 dom sampling model.



1 (c) CONSIDERATION OF PRIOR STAFFING RE-  
2 SOURCES.—The staffing plan shall consider previous staff-  
3 ing models prepared by the Department and assessments  
4 of threat and vulnerabilities.

5 **TITLE II—MARITIME SUPPLY**  
6 **CHAIN SECURITY**

7 **SEC. 201. STRATEGIC PLAN TO ENHANCE THE SECURITY OF**  
8 **THE INTERNATIONAL SUPPLY CHAIN.**

9 Section 201 of the SAFE Port Act (6 U.S.C. 941)  
10 is amended—

11 (1) by amending subsection (b) to read as fol-  
12 lows:

13 “(b) REQUIREMENTS.—The strategic plan required  
14 under subsection (a), and any updates to the strategic  
15 plan required under subsection (g), shall—

16 “(1) identify and address gaps and unnecessary  
17 redundancies or overlaps in the roles, responsibil-  
18 ities, or authorities of the agencies responsible for  
19 securing the supply chain, including—

20 “(A) any unnecessary redundancies or  
21 overlaps in Federal transportation security  
22 credentialing programs; and

23 “(B) any unnecessary redundancies or  
24 overlaps in Federal trusted shipper or trusted  
25 trader programs;

1           “(2) review ongoing efforts to align activities  
2 throughout the Federal Government to—

3           “(A) improve coordination among the  
4 agencies referred to in paragraph (1);

5           “(B) facilitate the efficient flow of legiti-  
6 mate commerce;

7           “(C) enhance the security of the inter-  
8 national supply chain; or

9           “(D) address any gaps or overlaps de-  
10 scribed in paragraph (1);

11          “(3) identify and make recommendations re-  
12 garding further legislative, regulatory, or organiza-  
13 tional changes necessary to—

14          “(A) improve coordination among the  
15 agencies referred to in paragraph (1);

16          “(B) facilitate the efficient flow of legiti-  
17 mate commerce;

18          “(C) enhance the security of the inter-  
19 national supply chain; or

20          “(D) address any gaps or overlaps de-  
21 scribed in paragraph (1);

22          “(4) provide measurable goals, including objec-  
23 tives, mechanisms, and a schedule, for furthering the  
24 security of commercial operations from point of ori-  
25 gin to point of destination;

1           “(5) build on available resources and consider  
2 costs and benefits;

3           “(6) recommend additional incentives for vol-  
4 untary measures taken by private sector entities to  
5 enhance supply chain security, including additional  
6 incentives for such entities participating in the Cus-  
7 toms-Trade Partnership Against Terrorism in ac-  
8 cordance with sections 214, 215, and 216;

9           “(7) consider the impact of supply chain secu-  
10 rity requirements on small- and medium-sized com-  
11 panies;

12           “(8) identify a framework for prudent and  
13 measured response in the event of a transportation  
14 security incident involving the international supply  
15 chain;

16           “(9) provide updated protocols for the expedi-  
17 tious resumption of the flow of trade in accordance  
18 with section 202;

19           “(10) review and address implementation of les-  
20 sons learned from recent exercises conducted under  
21 sections 114 and 115, and other international supply  
22 chain security, response, or recovery exercises that  
23 the Department participates in, as appropriate;

24           “(11) consider the linkages between supply  
25 chain security and security programs within other

1 systems of movement, including travel security and  
2 terrorism finance programs;

3 “(12) be informed by technologies undergoing  
4 research, development, testing, and evaluation by the  
5 Department; and

6 “(13) expand upon and relate to existing strate-  
7 gies and plans for securing supply chains, including  
8 the National Response Plan, the National Maritime  
9 Transportation Security Plan, the National Strategy  
10 for Maritime Security, and the eight supporting  
11 plans of such National Strategy for Maritime Secu-  
12 rity, as required by Homeland Security Presidential  
13 Directive 13.”;

14 (2) in subsection (g)—

15 (A) in the header, by striking “FINAL”  
16 and inserting “UPDATED”; and

17 (B) by adding at the end the following new  
18 paragraphs:

19 “(3) FINAL REPORT.—Not later than two years  
20 after the date on which the update of the strategic  
21 plan is submitted under paragraph (2), the Sec-  
22 retary shall submit to the appropriate congressional  
23 committees a report that contains a further update  
24 of the strategic plan.

1           “(4) IMPLEMENTATION PLAN.—Not later than  
2           one year after the date on which the final update of  
3           the strategic plan is submitted under paragraph (3),  
4           the Secretary shall submit to the appropriate con-  
5           gressional committees an implementation plan for  
6           carrying out the strategic plan.”; and

7           (3) by adding at the end the following new sub-  
8           section:

9           “(h) THREAT ASSESSMENT.—In developing the re-  
10          ports and implementation plan required under subsection  
11          (g), the Secretary shall take into account an assessment  
12          of the current threats to the global supply chain.”.

13      **SEC. 202. CUSTOMS-TRADE PARTNERSHIP AGAINST TER-**  
14                                      **RORISM.**

15          (a) UNANNOUNCED INSPECTIONS.—Section 217(a)  
16          of the SAFE Port Act (6 U.S.C. 967(a)) is amended—

17                  (1) by striking “If at any time” and inserting  
18                  the following:

19                          “(1) FAILURE TO MEET REQUIREMENTS.—If at  
20                          any time”; and

21                  (2) by inserting after paragraph (1), as redesign-  
22                  ated, the following new paragraph:

23                          “(2) UNANNOUNCED INSPECTIONS.—The Sec-  
24                          retary, acting through the Commissioner, may con-  
25                          duct an unannounced inspection of a C-TPAT par-

1 participant’s security measures and supply chain secu-  
2 rity practices if the Commissioner determines, based  
3 on previously identified deficiencies in security meas-  
4 ures and supply chain security practices of the C-  
5 TPAT participant, that there is a significant likeli-  
6 hood that such an inspection would assist in con-  
7 firming the security measures in place and further  
8 the validation process.”.

9 (b) PRIVATE SECTOR INFORMATION SHARING ON SE-  
10 CURITY AND TERRORISM THREATS.—Subsection (d) of  
11 section 216 of the SAFE Port Act (6 U.S.C. 966) is  
12 amended to read as follows:

13 “(d) PRIVATE SECTOR INFORMATION SHARING ON  
14 SECURITY AND TERRORISM THREATS.—

15 “(1) IN GENERAL.—The Secretary shall pro-  
16 mote information sharing between and among the  
17 Department and Tier 2 and 3 participants and other  
18 private entities regarding—

19 “(A) potential vulnerabilities, attacks, and  
20 exploitations of the international supply chain;  
21 and

22 “(B) means and methods of preventing, re-  
23 sponding to, and mitigating consequences from  
24 the vulnerabilities, attacks, and exploitations  
25 described in subparagraph (A).

1           “(2) CONTENTS.—The information sharing re-  
2           quired under paragraph (1) may include—

3                   “(A) the creation of classified and unclas-  
4                   sified means of accessing information that may  
5                   be used by appropriately cleared personnel and  
6                   that will provide, as appropriate, ongoing situa-  
7                   tional awareness of the security of the inter-  
8                   national supply chain; and

9                   “(B) the creation of guidelines to establish  
10                  a mechanism by which owners and operators of  
11                  international supply chain infrastructure may  
12                  report actual or potential security breaches.”.

13 **SEC. 203. RECOGNITION OF OTHER COUNTRIES’ TRUSTED**  
14 **SHIPPER PROGRAMS.**

15           Section 218 of the SAFE Port Act (6 U.S.C. 968)  
16 is amended by adding at the end the following new sub-  
17 section:

18           “(j) RECOGNITION OF OTHER COUNTRIES’ TRUSTED  
19 SHIPPER PROGRAMS.—Not later than 30 days before en-  
20 tering into negotiations, and again 30 days before signing  
21 an arrangement, between the United States and a foreign  
22 government providing for mutual recognition of supply  
23 chain security practices which might result in the utiliza-  
24 tion of benefits described in section 214, 215, or 216, the  
25 Secretary shall—

1           “(1) notify the appropriate congressional com-  
2           mittees of the proposed terms of such arrangement;  
3           and

4           “(2) determine, in consultation with the Com-  
5           missioner, that the foreign government’s supply  
6           chain security program provides comparable security  
7           as that provided by C-TPAT.”.

8   **SEC. 204. PILOT PROGRAM FOR INCLUSION OF NON-ASSET**  
9                           **BASED THIRD PARTY LOGISTICS PROVIDERS**  
10                          **IN THE CUSTOMS-TRADE PARTNERSHIP**  
11                          **AGAINST TERRORISM.**

12           (a) IN GENERAL.—Not later than 180 days after the  
13           date of the enactment of this Act, the Secretary shall de-  
14           velop a pilot program to determine whether allowing non-  
15           asset based third party logistics providers that arrange  
16           international transportation of freight to participate in the  
17           Customs-Trade Partnership Against Terrorism program,  
18           as described in section 211 of the SAFE Port Act (6  
19           U.S.C. 961), would enhance port security, combat ter-  
20           rorism, prevent supply chain security breaches, or meet  
21           the goals of the Customs-Trade Partnership Against Ter-  
22           rorism established pursuant to section 211 of the SAFE  
23           Port Act (6 U.S.C. 961).

24           (b) REQUIREMENTS.—



1           (1) VOLUNTARY PARTICIPATION.—Participation  
2           by non-asset based third party logistics providers  
3           that arrange international transportation of freight  
4           taking part in the pilot program shall be voluntary.

5           (2) MINIMUM NUMBER.—The Secretary shall  
6           ensure that not fewer than five non-asset based third  
7           party logistics providers that arrange international  
8           transportation of freight take part in the pilot pro-  
9           gram.

10          (3) DURATION.—The pilot program shall be  
11          conducted for a minimum duration of one year.

12          (c) REPORT.—Not later than 180 days after the con-  
13          clusion of the pilot program, the Secretary shall submit  
14          to the appropriate congressional committees a report on  
15          the findings and any recommendations of the pilot pro-  
16          gram concerning the participation in the Customs-Trade  
17          Partnership Against Terrorism of non-asset based third  
18          party logistics providers that arrange international trans-  
19          portation of freight to combat terrorism and prevent sup-  
20          ply chain security breaches.

21 **SEC. 205. TRANSPORTATION WORKER IDENTIFICATION**

22                           **CREDENTIAL PROCESS REFORM.**

23          (a) SENSE OF CONGRESS.—To avoid further impos-  
24          ing unnecessary and costly regulatory burdens on United  
25          States workers and businesses, it is the sense of Congress

1 that it is urgent that the Transportation Worker Identi-  
2 fication Credential (in this section referred to as the  
3 “TWIC”) application process be reformed by not later  
4 than the end of 2012, when hundreds of thousands of cur-  
5 rent TWIC holders will begin to face the requirement to  
6 renew their TWICs.

7 (b) TWIC APPLICATION REFORM.—Not later than  
8 270 days after the date of the enactment of this Act, the  
9 Secretary shall reform the process for the enrollment, acti-  
10 vation, issuance, and renewal of a TWIC to require, in  
11 total, not more than one in-person visit to a designated  
12 enrollment center except in cases in which there are ex-  
13 tenuating circumstances, as determined by the Secretary,  
14 requiring more than one such in-person visit.

15 **SEC. 206. ISSUANCE OF FINAL RULE RELATING TO TRANS-**  
16 **PORTATION WORKER IDENTIFICATION CRE-**  
17 **DENTIAL READER REQUIREMENTS.**

18 (a) DEADLINE.—The Secretary shall issue the final  
19 rule for installation of electronic readers to verify Trans-  
20 portation Worker Identification Credentials as an access  
21 control and security measure issued pursuant to the ad-  
22 vanced notice of proposed rulemaking published on March  
23 27, 2009 (74 Fed. Reg. 58).

24 (b) STAY OF EXPIRATIONS.—If the final rule re-  
25 quired under subsection (a) is not issued by December 31,

1 2014, no expiration shall take effect for any Transpor-  
2 tation Worker Identification Credential due to expire after  
3 December 31, 2014, until the date on which the final rule  
4 required under subsection (a) is issued.

5 (c) REVOCATION OF AUTHORITY NOT AFFECTED.—  
6 This section shall not be construed to affect the authority  
7 of the Secretary to revoke a Transportation Worker Iden-  
8 tification Credential—

9 (1) based on information that the holder of  
10 such Credential is not qualified to hold such Creden-  
11 tial; or

12 (2) if such Credential is lost, damaged, or sto-  
13 len.

14 **SEC. 207. SECURING THE TRANSPORTATION WORKER IDEN-**  
15 **TIFICATION CREDENTIAL AGAINST USE BY**  
16 **UNAUTHORIZED ALIENS.**

17 (a) PROCESS.—

18 (1) IN GENERAL.—Not later than 180 days  
19 after the date of enactment of this Act, the Sec-  
20 retary shall establish a process to ensure, to the  
21 maximum extent practicable, that an individual who  
22 is not lawfully present in the United States cannot  
23 obtain or continue to use a Transportation Worker  
24 Identification Credential (in this section referred to  
25 as the “TWIC”).

1           (2) COMPONENTS.—In establishing the process  
2 under subsection (a), the Secretary shall—

3           (A) publish a list of documents that will  
4 identify non-United States citizen TWIC appli-  
5 cants and verify their immigration statuses by  
6 requiring each such applicants to produce a  
7 document or documents that demonstrate—

8                   (i) identity; and

9                   (ii) proof of lawful presence in the  
10 United States; and

11           (B) establish training requirements to en-  
12 sure that trusted agents at TWIC enrollment  
13 centers receive training to identify fraudulent  
14 documents.

15           (b) EXPIRATION OF TWICs.—A TWIC expires on  
16 the date of its expiration, or in the date on which the indi-  
17 vidual to whom such a TWIC is issued is no longer law-  
18 fully present in the United States, whichever is earlier.

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