

Q&A

What geographic area does the AMSC cover?

An AMS Committee is established for each COTP Zone. There are 41 COTP Zones and each zone maintains a AMS Plan with a few exceptions.

What are the minimum times they have to meet?

The AMS Committee will meet at least once in a calendar year, when requested by the COTP/FMSC, or when requested by a majority of AMS Committee members.

Do AMSC Members receive compensated for their time?

No

What information is required in order to receive a Name Based Terrorist Check (NBTC)?

Name, Date and Place of Birth, Citizenship, and Gender

Is everyone required to have a NBTC?

No, only the members needing to view SSI material.

Where can I find more information?

- Navigation and Vessel Inspection Circular (NVIC) 9-02 (series)
- 33 Code of Federal Regulations (CFR) Ch. 1 Subchapter H Part 103



AMS Committees are cornerstones in bolstering the lines of defense of our Nation's ports. Their importance cannot be over emphasized. Collaborative planning, coordination, open lines of communication, working relationships and unity of effort are essential to providing layered security and effective measures across all segments of the MTS.

Contact Information:

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Homeport Community: AMSC Management

Homeport Page: Missions > Maritime Security > Area Maritime Security Committees

Area Maritime Security Committees (AMSC)



“AMS Committees provide a structure that has improved information sharing among port security stakeholders.”

-Government Accountability Office (GAO)



Homeland Security



AMSC History

The terrorist attacks of September 11, 2001, substantially changed the risk profile of the Nation's ports, waterways, coastal areas, Marine Transportation System (MTS), and Maritime Critical Infrastructure and Key Resources (CI/KR). On November 25, 2002, the President signed into effect the Maritime Transportation Security Act (MTSA). The AMSCs were established under this Act, to provide a link for contingency plan-



ning, development, review, and update of Area Maritime Security Plans (AMSP). They seek to enhance communication between port stakeholders within federal, state and local agencies, and industry, and to foster a culture of security, both cyber and traditional, within the port environment to better address maritime security issues.

Membership

An AMS Committee is composed of at least seven members having an interest in the security of the area and who may be selected from various organizations and agencies. Contact your local COTP for information with regards to joining an AMS Committee.

At least seven of the members must each have 5 or more years of experience related to maritime or port security operations.

Members appointed may be selected from but are not limited to:

- Federal, Territorial, or Tribal government
- State government and political subdivisions

- Local public safety, crisis management and emergency response agencies
- Law enforcement and security organizations
- Maritime industry, including labor
- Port stakeholders affected by security practices and policies
- Additional partners and stakeholder may participate by invitation of the Captain of the Port with AMSCs
- Appointed members serve individually for a term of not more than 5 years

AMSP

The Area Maritime Security Plan.

- Developed by the U.S. Coast Guard Captain of the Port (COTP), in consultation with the AMS Committee
- Portions of the AMS Plan may contain sensitive security information
- Consistent with DHS Transportation Systems Sector-Specific plan (TSS-SP)

Responsibilities

The AMS Committee:

- Provide advice to, and assist the COTP in, developing the AMS Plan
- Identify critical port infrastructure and operations
- Identify risks (e.g. potential, cyber, security)
- Determine mitigation strategies and implementation methods
- Develop and describe processes to continually evaluate overall port security through AMS exercises

The AMS Committee also serves as a link for communicating threats and changes in Maritime Security (MARSEC) Levels, and disseminating appropriate security information to port stakeholders.

Name Based Terrorist Check (NBTC)

33 CFR Part 103.305(c) grants the Coast Guard

authority to request a Transportation Security Administration (TSA) name-based terrorist check on all AMSC members.

- Only if it is determined by the FMSC that they will need access to SSI.
- FMSCs will provide the information required for name based terrorist checks to TSA via Coast Guard Headquarters.
- The TSA name based terrorist check is required unless the member possesses a federal security clearance, holds a Transportation Worker Identification Credential, or has passed a comparable security threat assessment.

State, Local, Tribal and Public Sector Program (SLTPS)



This security program provides a process for state, local, tribal and public sector personnel to obtain clearances for maritime security engagement with the Coast Guard.

- Clearance granted to persons with a "need-to-know" access to secret level national security information
- Request through COTP
- Must complete SF-86, SF-312 (NDA), and fingerprints