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Reminiscences of the Pioneer Period of Galena, General Grants**



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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 24 pages. Original publisher: Washington, D. C. : U. S. General Accounting Office, 2002 OCLC Number: (OCoLC)53100695 Subject: Marine terminals -- Security measures -- United States. Excerpt: . . . Another reason that implementation poses a challenge is that there is little precedent for how to enforce the standards. The Coast Guard believes it 17 has authority under current law and regulations to require security upgrades, at both public and private facilities. Coast Guard officials have also told us that they may write regulations to address the weaknesses found during the ongoing vulnerability assessment process. However, the size, complexity, and diversity of port operations do not lend themselves to an enforcement approach such as the one the United States adopted for airports in the wake of September 11, when airports were shut down temporarily until they could demonstrate compliance with a new set of security procedures. In the case of ports, compliance could take much longer, require greater compromises on the part of stakeholders, and raise immediate issues about how compliance will be paid for - and who will bear the costs. Many of the planned security improvements at seaports will require costly Funding Issues Are Pivotal outlays for infrastructure, technology, and personnel. Even before September 11, the Interagency Commission on Crime and Security in U. S. 18 Seaports estimated the costs for upgrading security infrastructure at U. S. 19 ports ranging from 10 million to 50 million per port. Officials at the Port of Tampa estimated their cost for bringing the ports security into compliance with state standards at 17 million - with an additional 5 million each year for security personnel and other recurring costs. Deciding how to pay for these additional outlays carries its own...



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