

**From:** Patrick Hemphill [phemphill@port.state.de.us]

**Sent:** Monday, July 02, 2007 1:49 PM

**To:** Lisa Himer

**Cc:** Matthew Eskridge; Sylvia Floyd-Kennard

**Subject:** RE: TWIC Reader Regulations

Lisa,

Thanks for sending this. I'll just send my comments to you.

Questions 1 thru 6: I'm not sure I'm reading these questions correctly but, generally, I feel that card readers should be on all vessels, except tug boats, that dock at a regulated facility. In addition to the crew, they can be used to read the cards of ILA, agents, persons delivering ship stores, etc.

Question 7: In order to minimize delays, **at MARSEC Level 1**, I don't feel that PIN or Biometric matches are necessary. They should only be required at MARSEC Level 2 or 3.

Question 8: I think the card should be read each time someone enters, and leaves, a secure area..... facilities and/or vessels.

Question 9. MARSEC Level

Question 10: Not sure

Question 11: Hot List check and Display of digital photo & name.

Question 12: Option B, downloading the hot list.

Question 13: Some provision that in the event of a power failure, or other emergency situations, "flash pass" verification by security officers would suffice.

Question 14: Do not disagree with record keeping requirements.

Question 15: Electronic or hand written list of person(s) granted access, and the person & company requesting that access be granted. The list will include the time entered and time exited. This info to be hand written by the security officer.

Question 16: It should be remembered that a Facility Security Plan MAY allow entrance of a worker under the "escort provision" but that employee would NOT be cleared to enter a "secure area". The TWIC SHOULD be checked at the vessel.

Question 17: Each regulated entity should be responsible for validating the TWIC. See question 16 as an example of why 2 different scenarios COULD exist for the same employee.

Question 18. Because this population could, and in most cases will, be inside a facility, they should be required to have a TWIC.

Lisa, I don't know if any of these make sense to you but this is what I have come up with.

Tks, Pat

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-----Original Message-----

**From:** Lisa Hember [mailto:LISA@maritimedelriv.com]  
**Sent:** Monday, July 02, 2007 10:35 AM  
**To:** Bob.Anderson@icl-ltd.com; jruf@pennterminals.com;  
jculbertson@pennterminals.com; Patrick Hemphill; Matthew Eskridge  
**Subject:** FW: TWIC Reader Regulations

Gentlemen I thought you might also appreciate the opportunity to comment on TWIC reader regulations. Please note particularly the focus on TWIC readers on vessels.

Will you let me know if you plan to respond?

Thanks,

Lisa

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Lisa B. Hember  
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**From:** Lisa Hember  
**Sent:** Wednesday, June 27, 2007 4:37 PM  
**To:** lisa.hember@maritimedelriv.com  
**Subject:** TWIC Reader Regulations

TO: NMSAC TWIC Working Group Maritime Members  
CC: CDR Mark E. Hammond

Good afternoon, everyone. Hope you've all been well since we last met.

As information, we have not yet received a formal response to the recommendations on the TWIC reader specification submitted to DHS on February 28, but I understand we will at some point.

In the meantime, the Coast Guard has asked the NMSAC (as well as the MERPAC, and the TSAC) to assist in the development of proposed regulations for biometric TWIC readers. Attached is a copy of the NMSAC task statement, which includes a series of questions Coast Guard has asked us to answer. As you will see on the task statement, the timeframe is once again very aggressive. Coast Guard has asked for a NMSAC

response by July 23, and is looking to try to schedule a conference call sometime during the week of July 16 to review the response.

If you are interested and able to participate in this process, particularly given the upcoming holiday and vacation schedules, you are welcome to send me your answers to some or all of these questions. Because of the schedule, I would need these from you by July 11. As always, sorry for the short notice.

Any questions, please let me know.

Best,

Lisa

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