**MARITIME SECURITY**

One Year Later: A Progress Report on the SAFE Port Act

**What GAO Found**

Federal agencies have improved overall port security efforts by establishing committees to share information with local port stakeholders, taking steps to establish interagency operations centers to monitor port activities, conducting operations such as harbor patrols and vessel escorts, writing port-level plans to prevent and respond to terrorist attacks, testing such plans through exercises, and assessing the security at foreign ports. However, these agencies face resource constraints and other challenges trying to meet the SAFE Port Act's requirements to expand these activities. For example, the Coast Guard faces budget constraints in trying to expand its current command centers and include other agencies at the centers.

Similarly, private facilities and federal agencies have taken action to improve security at about 3,000 individual facilities by writing facility-specific security plans, inspecting facilities to ensure they are complying with their plans, and developing special identification cards for workers to prevent terrorists from getting access to secure areas. Federal agencies face challenges trying to meet the act’s requirements to expand the scope or speed the implementation of such activities. For example, the Transportation Security Agency missed the act’s July 2007 deadline to implement the identification card program at 10 selected ports because of delays in testing equipment and procedures.

Federal programs related to the security of cargo containers have also improved as agencies are enhancing systems to identify high-risk cargo, expanding partnerships with other countries to screen containers before they depart for the United States, and working with international organizations to develop a global framework for container security. Federal agencies face challenges implementing container security aspects of the SAFE Port Act and other legislation. For example, Customs and Border Protection must test and implement a new program to screen 100 percent of all incoming containers overseas—a departure from its existing risk-based programs.

**What GAO Recommends**

GAO has made recommendations to DHS to develop strategic plans, better plan the use of its human capital, establish performance measures, and otherwise improve program operations. DHS has generally concurred with our recommendations and is making progress implementing them. We provided a draft of this information to DHS agencies and incorporated technical comments as appropriate.

To view the full product, including the scope and methodology, click on GAO-08-171T.

For more information, contact Stephen Caldwell (202) 512-9610 or caldwell@gao.gov.