For work at Marine Terminals 2, 4, and 6. (Work at T5 requires coordination with the tenant’s specs and security plan.)

PE should coordinate spec with Fred Myer or Bill McCormack, and invite to pre-bid meeting as appropriate.

This master should be used by designers working on Port of Portland construction projects and by designers working for PDX tenants (“Tenants”). Usage notes highlight a few specific editing choices, however the entire section should be evaluated and edited to fit specific project needs.

SECTION 013553 – MARINE TERMINAL SECURITY, SAFETY, AND OPERATING REGULATIONS

1. GENERAL
	* + 1. MARINE TERMINAL SECURITY POLICY
				1. These requirements are in accordance with the federal Marine Transportation Security Act. The Contractor shall obtain, thoroughly review, and comply with all Port security rules, regulations, and guidelines pertaining to marine security before commencing work under this contract.
				2. The regulations contained in this section and the security rules, regulations, and guidelines adopted by the Port are subject to change at any time without notice. Copies of current Port security rules, regulations, and guidelines may be obtained during the Port’s normal business hours at the Terminal 6 marine security office.
			2. SECURITY CONTACTS
				1. Contact Port marine security to obtain security information and make arrangements for entry:

Port marine security office: 503-240-2235 or 503-240-2243

24-hour telephone number: 503-240-2230

Edit or delete according to project location.

* + - 1. SECURITY GATES AND FENCES
				1. Access to the work site shall be through the project security gate as shown on the drawings.
				2. The Contractor shall maintain security against unauthorized access to the marine terminal area through the project security gate. The Contractor shall notify Port marine security staff immediately in the event of any unauthorized entry or suspicious activity at the project gate.
				3. The Contractor may be allowed to construct a temporary opening in the security fence provided need and location are approved by the Port. Temporary openings shall exist no longer than 30 days unless otherwise approved by the Port. If a temporary opening is authorized, the Port will provide security at the opening.
				4. Any modifications to the marine terminal security fence shall require 45 days advance notice and coordination with the Port.
				5. Temporary openings in the security fence shall be properly secured when not in use or when they cannot be attended to by the Port security guard. Secure temporary openings with replaceable panels, temporary fencing, or a locked gate. Gates in temporary openings shall be locked with Port-provided locks. Only the Port will retain a key. The Contractor shall make arrangements with the Port to unlock such gates.
				6. Temporary fence replacement panels and gates shall provide the same level of security and protection against unauthorized access as the adjacent security fence. Temporary fences may utilize undamaged salvaged fence materials. Fence materials need not be galvanized, and posts may be driven. Height of fence or gate woven‑wire fabric shall match height of adjacent security fence fabric. Construct replaceable panels, used in lieu of gates or temporary fencing, so that they provide protection against unauthorized access equal to that of the gates and temporary fencing specified herein. Use of such panels is subject to the Port’s approval.
				7. All equipment, vehicles, and supplies shall be positioned a minimum of 10 feet away from either side of the security fence.
			2. SUBMITTALS
				1. Prior to being granted authorization to enter Port marine terminals, the Contractor shall complete the following:

Submit complete contact information, including company name, address, telephone number, and name and telephone number of project superintendent.

Submit the name of the Contractor’s authorized designee. The authorized designee is the person(s) authorized by the Contractor to submit and modify access lists, notify security staff of deliveries, and verify that the Contactor or subcontractor personnel have completed required security training. Submissions from individuals other than the Contractor’s authorized designee will not be accepted by the Port. The authorized designee shall:

Submit and maintain a current, up-to-date list of personnel who will be accessing the terminal to perform work. A format will be provided by the Port. The list shall be updated as necessary and submitted by the authorized designee. Personnel not on the access list will be denied access.

Submit access requests for material delivery personnel or other persons needing access and not originally included in the lists above. Include personal, vehicle, and company affiliation information and submit to the Port at least 24 hours prior to requested access.

Submit documentation that personnel have received training on security measures from the Port marine security department (see Marine Security Training).

* + - 1. PERSONNEL SECURITY REGULATIONS
				1. Transportation Worker Identification Credential (TWIC):

The marine terminals are subject to the provisions of the federal Transportation Worker Identification Credential (TWIC) program. Contractor personnel, subcontractor personnel, material delivery personnel, and others entering the terminals and who require unescorted access shall possess a valid TWIC to enter the facility. Personnel wishing to enter the marine terminals without a TWIC shall comply with the ID and escort provisions noted below.

Contractor personnel, subcontractor personnel, material delivery personnel, and others entering the marine terminal without a TWIC and under escort shall present a valid state driver’s license or government-issued ID as identification. All identification cards shall:

Be tamper resistant and show no signs of tampering or such disrepair that verification of the ID is impossible.

Include a photograph bearing a close resemblance to the person presenting the credential.

Be current within a visible expiration date on the ID.

Be an original issue document/card. Reproductions, copies, enlargements, etc. are not acceptable forms of ID.

Show the relevant details of the holder such as the name, description, and controlling authority (issuer) of the ID.

Personnel within the secure area of a Port marine terminal shall carry the identification used to gain access. In the event the nature of the work does not allow the identification to be carried on their persons, the identification shall be kept in a safe place and produced within 10 minutes of a request by a federal enforcement official or Port staff. Failure or refusal to produce authorized identification will result in revocation of access and proceedings for trespass violation.

* + - * 1. Escort Requirements for Non-TWIC Personnel:

The Contractor shall provide escort for all non-TWIC contractor personnel, subcontractor personnel, material delivery personnel, and others who have been granted permission to enter the terminal. Escorting shall be conducted by a Contractor-provided TWIC-holder already approved for entry. Personnel holding a valid TWIC, having completed required security training, and having approval for entry to a Port marine terminal are automatically granted escort privileges. Failure to maintain an adequate escort will result in revocation of escort privileges and potential liability for any penalties imposed by federal officials.

Escorting shall be accomplished by side-by-side accompaniment with a TWIC holder at all times. Side-by side accompaniment requires continuous physical proximity to and visual contact with the escorted individual in order to enable the TWIC holder to witness the escorted individual’s actions.

In the portions of secure areas that are not restricted areas, appropriate physical accompaniment exists with one TWIC holder escorting no more than ten (1:10) non-TWIC holders.

In the portions of secure areas that are restricted, appropriate physical accompaniment exists with one TWIC holder escorting no more than five (1:5) non-TWIC holders.

Escorts shall be conducted by the Contractor or its subcontractors for their own personnel directly involved in performance of the work. Independent security contractors are not allowed to conduct escorts at Port terminals.

Vehicle regulations below may not apply at all locations. Check with marine security re work site and ship schedules.

* + - 1. VEHICLE REGULATIONS
				1. All vehicles and occupants entering a Port marine terminal are subject to screening as required by federal regulations. Failure to comply with screening will result in denial of entry.
				2. Contractor Vehicles:

Contractor vehicles shall be clearly marked either by permanent markings or temporary markings (such as magnetic signs) on both sides of the vehicle.

When outside the work area, all personnel, vehicle, and equipment movement shall be under the control of the Contractor’s authorized escort, using the Contractor’s approved escort vehicle(s).

The Contractor escort vehicle(s) shall be equipped with an amber flashing light mounted on the roof of the cab. The escort vehicle(s) shall have signs mounted on the front and rear of the vehicle consisting of a black background and yellow lettering containing the Contractor’s name and the words “ESCORT ONLY.” Signs shall be readable from a distance of 300 feet.

The escort vehicle driver shall serve as liaison and shall be responsible for transporting workers to and from the work area.

Personnel and vehicles authorized to be in the marine terminal environment shall remain with the escort vehicle(s) while traveling to and from the work area.

Multiple vehicles may be escorted in convoy formation. Convoy vehicles shall travel in close formation, and the escort vehicle driver shall control speed to maintain safety. Convoys shall consist of no more than three vehicles plus the escort vehicle.

* + - * 1. Personal Vehicles:

Use for work at Terminal 2 and Terminal 4.

Personal vehicles shall be parked in designated areas away from the berth. The Contractor’s personnel shall be shuttled to and from the work area by the Contractor.

Use the following two paragraphs for work at Terminal 6.

Personal vehicles shall be parked in the administration building parking area unless otherwise designated. The Contractor’s personnel shall be shuttled to and from the work area by the Contractor.

Personal vehicles are prohibited from entering any ship berth areas as well as the Terminal 6 container yard and intermodal yard.

* + - * 1. Material Delivery Vehicles:

Material delivery personnel will be permitted to access the Port’s marine terminals between the hours of 6 a.m. and 8 p.m.

The Contractor shall notify the Port prior to deliveries. This notification shall be provided 24 hours prior to arrival at the terminal and shall include:

The name of the delivery company.

The nature of the items being delivered.

The date of delivery.

Passengers in vehicles are prohibited. Only employees of the delivery company will be allowed access to the terminal.

The Contractor shall provide escort for delivery personnel not holding a valid TWIC.

Delivery personnel and vehicles arriving without prior notification and without a TWIC or appropriate escort will be denied access.

* + - 1. MARINE SECURITY TRAINING
				1. Marine security training is required for individuals who frequently work on the Port’s marine terminals. All contractors and subcontractors working for more than 30 days in any 90-day period are required to complete the training.
				2. The Contractor’s authorized designee shall contact the Port marine security superintendent to schedule training classes for all Contractor’s and subcontractors’ personnel.
				3. The authorized designee shall provide as much notice as possible, a minimum of 48 hours, to schedule training class requests for large groups.
				4. The approximate duration of the training class is 15 minutes.
				5. At its discretion, the Port may provide training materials to the Contractor’s authorized designee and allow him or her to conduct training for the Contractor’s and subcontractors’ employees. The authorized designee shall then verify that all persons on the current access list have received the required training.
				6. Personnel who completed marine security training under previous projects may be excused from completing the training upon submission of documentation from the authorized designee and approval by the Port.
			2. PROHIBITIONS
				1. The following actions are prohibited:

Giving rides to non-Contractor personnel (including ship’s crew) on and off the terminal.

Remaining on the terminal after completing work. Vehicles left on the terminal or parked improperly will be towed at the vehicle owner’s expense.

Opening gates, doors, or other terminal entrance points to allow access to other individuals, whether or not they carry a TWIC.

* + - 1. REMEDIES OF THE PORT UPON VIOLATION OF REGULATIONS REFERENCED OR CONTAINED IN THIS SECTION
				1. In addition to any other rights or remedies that the Port may have in the event that the Contractor, subcontractor, anyone directly or indirectly employed by any of them, and anyone for whose acts any of them may be liable fails to comply with the regulations referenced or contained in this section, the Port shall have the right to:

Revoke security clearance of the offending individual and/or the Contractor permanently or for a prescribed period of time.

Suspend the work or any portion thereof and continue the suspension until completion of any investigation or evaluation by the Port and full compliance with any corrective measures which the Port may reasonably require.

Require the Contractor to provide to the Port a written plan, satisfactory to the Port, to demonstrate the Contractor’s ability to prevent future violations.

* + - * 1. The Contractor shall be fully liable to the Port for any costs or damages incurred by the Port as a result of any breach of security or violation of security regulations by the Contractor. The Contractor shall also be liable to reimburse the Port for any fines, penalties, assessments, judgments or other costs imposed upon the Port as a result of the Contractor’s breach of security or violation of security regulations, as described herein. As used herein, reference to the Contractor shall include all of its employees, agents, subcontractors, suppliers, or other invitees.
				2. The Contractor shall defend, indemnify, and hold harmless the Port against any and all claims of any nature made against the Port by any party resulting, in whole or in part, from the Contractor’s breach of security or security violations. Defense shall be provided by legal counsel acceptable to the Port. As used herein, reference to the Contractor shall include all of its employees, agents, subcontractors, suppliers, or other invitees.

END OF SECTION 013553