

## MOTION

On February 21, 2024, President Biden signed an Executive Order to bolster the Department of Homeland Security's authority to directly address maritime cyber threats, including through cybersecurity standards to ensure that American ports' networks and systems are secure. Under the Order, the U.S. Coast Guard will have the express authority to respond to malicious cyber activity in the nation's Marine Transportation System ("MTS") by requiring vessels and waterfront facilities to mitigate cyber conditions that may endanger the safety of a vessel, facility, or harbor.

The Executive Order will also institute mandatory reporting of cyber incidents—or active cyber threats—endangering any vessel, harbor, port, or waterfront facility. Additionally, the Coast Guard will have the authority to control the movement of vessels that present a known or suspected cyber threat to U.S. maritime infrastructure and be able to inspect those vessels and facilities that pose a threat to our cybersecurity.

The security of our critical infrastructure remains a national imperative in an increasingly complex threat environment. MTS owners and operators rely on digital systems to enable their operations, including ship navigation, the movement of cargo, engineering, safety, and security monitoring. One area of focus in the new port security actions is equipment that moves cargo containers off of vessels, known as remote ship-to-shore cranes. Senior administration officials cited data that estimates 80 percent of the cranes moving trade at U.S. ports are not produced locally. These cranes have been a focus of debate among national security experts and port officials in recent years.

Our nation's ports are the main point of entry for trade, which employ 31 million people and generate over \$5.4 trillion for the U.S. economy. Locally, the activities of the Port of Los Angeles, as a landlord with more than 200 leaseholders, along with terminal facilities, account for one in nine jobs in the region and one in thirteen jobs in the City. It is important to note that the Port of Los Angeles is not responsible for purchasing cranes, but it is the tenant who seeks approval for cranes and additional machinery to operate out of the terminals.

As these systems have revolutionized the maritime shipping industry and American supply chains by enhancing the speed and efficiency of moving goods to market, there is an increasing digital interconnectedness in our economy, and supply chains have also introduced vulnerabilities that, if exploited, could have cascading impacts on America's ports, the economy, and everyday hard-working Americans. There is a regional and national need to make sure that all Port of Los Angeles infrastructure—owned and operated—by tenants adhere to international and industry-recognized safety regulations.

**I THEREFORE MOVE** that the City Council request the Port of Los Angeles to report to the Trade, Travel, and Tourism Committee and Public Safety Committee on how the Port will ensure that terminal operators/tenants comply with the Executive Order; how the Port will coordinate with the U.S. Coast Guard to ensure security; and how the Port, and the City, can actively promote the goal of development of U.S. manufacturing of cranes.

PRESENTED BY:

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SECONDED BY:

  
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