

S 2895

Comprehensive Seaport and Container Security Act of 2002

Congress: 107 (2001–2003, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Aug 1, 2002

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation. (text of measure

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (text of measure as introduced: CR S7961-7964) (Aug 1, 2002)

Official Text: <https://www.congress.gov/bill/107th-congress/senate-bill/2895>

Sponsor

Name: Sen. Feinstein, Dianne [D-CA]

Party: Democratic • State: CA • Chamber: Senate

Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Hutchison, Kay Bailey [R-TX]	R · TX		Aug 1, 2002
Sen. Kyl, Jon [R-AZ]	R · AZ		Aug 1, 2002
Sen. Snowe, Olympia J. [R-ME]	R · ME		Aug 1, 2002

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Aug 2, 2002

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Comprehensive Seaport and Container Security Act of 2002 - Directs the Under Secretary of Transportation for Security of the Transportation Security Administration to designate a Director of the Port who will be the primary authority responsible for security at each U.S. seaport to coordinate security and be the point of contact on seaport security issues for civilian port entities there.

Requires the Director of the Federal Bureau of Investigation to implement a data collection system to compile data related to crimes at or affecting U.S. seaports.

Requires U.S. seaports that receive cargo from a foreign country to allow the use of office and inspection space by U.S. Customs Service officers at no cost to the Customs Service.

Directs the Commissioner of Customs to issue regulations transferring the responsibility to license, and revoke or suspend a license of, ocean transportation intermediaries from the Federal Maritime Commission to the Commissioner of Customs.

Directs the Commissioner of Customs to submit to Congress a plan to station inspectors from the Customs Service, other Federal agencies, or the private sector at foreign facilities of manufacturers or common carriers to profile and inspect merchandise and containers prepared for shipment on vessels arriving at U.S. ports or U.S. places.

Amends the Tariff Act of 1930 to require the advanced electronic transmission of cargo manifest information.

Increases civil penalties for vessel owners who falsify or fail to produce a manifest. Sets forth criminal penalties for any person who provides false information with respect to the shipment of merchandise bound for the United States. Increases civil penalties for vessel, aircraft, or vehicle owners for violation of certain arrival, reporting, entry, and clearance requirements.

Directs the Commissioner of Customs to develop a shipment profiling plan to track containers and shipments of merchandise imported into the United States for the purpose of identifying any shipment before it is transported to a U.S. seaport that is a threat to U.S. security.

Prohibits an individuals who is regularly employed at a U.S. seaport or is employed by a common carrier that transports merchandise to or from a U.S. seaport from entering a U.S. seaport without a seaport security card. Sets forth certain requirements with respect to the issuance of such cards.

Sets forth requirements with respect to: (1) seaport security; (2) protection of certain sensitive information; and (3) container security.

Actions Timeline

- **Aug 1, 2002:** Introduced in Senate
- **Aug 1, 2002:** Sponsor introductory remarks on measure. (CR S7960-7961)
- **Aug 1, 2002:** Read twice and referred to the Committee on Commerce, Science, and Transportation. (text of measure as introduced: CR S7961-7964)