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“The Role of the Coast Guard in Achieving Maritime Security”
CAPSTONE
November 7, 2003

I. Introduction

- **Future arrived Sep 2001. We can anticipate more of the same on horizon.**
- **Achieving “Homeland Security” requires acknowledgement of changing world conditions. Must take into account new nature of threats against us in the maritime domain. (Ex: USS Cole; Port Vulnerabilities, shore infrastructure i.e Houston petro)**
- **Coast Guard on-going Project Evergreen will address asymmetric threats of the future. Strategic look ahead to 2025**
- **Presidential NSS: pre-emption is a necessary tool of strategy.**
- **Same idea applies to HLS strategy here at home.**

II. Understanding the challenges: Globalization and emerging threats.

a. Traditional threats from nation-states remain

b. Terrorism is not the only threat to “homeland security.”

- **Smuggling drugs, aliens, and conventional weapons**
- **Hazardous materials and other environmental threats**
- **Weapons of Mass Destruction and other traditional threats from nation-states**

III. Asymmetric and transnational means of attack common to all emerging threats

a. Threats fall outside narrow bounds of “national security”

- **Smuggling drugs, migrants, weapons, technology**
- **Circumvention of environmental law**
- **Violation of economic sanctions**
- **Violation of EEZ**
- **Piracy**
- **Vulnerability of transportation systems, infrastructure**

IV. The maritime dimension of both National and Homeland Security

- a. Most new threats have distinct maritime dimension**
- b. Port Security focus**
- c. Threats conveyed in ways that are not effectively countered by naval forces**
 - **Look like and mingle with legitimate commercial and recreational traffic**
 - **Can't launch cruise missiles or air strikes against them**
 - **Must engage up close and personal; sort suspicious from innocent**
 - **Must board, even if vessels resist or refuse to stop; requires enforcement**
 - **Can't afford to bring maritime economy to stop.**
- d. Biggest challenge is how to ensure legit cargo not delayed as security is enhanced. Achieving maritime security will require being able to sort threats from legitimate traffic. Don't forget that. It's what the Coast Guard does best.**

- V. True Sea power in the 21st Century– MARITIME POWER:**
- a. Ability to use the seas safely, securely, fully and wisely**
 - b. Need new thinking, new partnerships and a new construct**
 - c. Broad complement to 21st century Naval power**
 - d. Beyond the purely military capabilities needed for warfighting;**
 - e. Can be collectively described as a nation's Maritime Security and Safety interests:**
 - Includes preserving marine resources,**
 - ensuring safe transit and passage of cargoes and people,**
 - protection of maritime borders,**
 - upholding maritime sovereignty**
 - rescue of distressed**
 - prevention of misuse of oceans**

VI. Effective Integration as Part of the Security Solution:

- a. Civil law enforcement authorities**
- b. Private sector maritime stakeholder knowledge and competencies, and**
- c. Military might**
- d. Therefore, achieving maritime security, now and into the future, will only
occur at the confluence of:**

**law enforcement authority,
all-source intelligence/information,
and military engagement.**

**Coast Guard only service that operates seamlessly in all three
dimensions - that's who we are. *This is our core competency – seamless
application of civil authority or military engagement upon demand.***

VII. Maritime Security Strategy: 4 pillars – Speak to the left two:

- 1. Enhance Maritime Domain Awareness**
- 2. Create and Oversee Maritime Security Regime**

Pillar #1: MDA ... it is MY PRIORITY and must be a national imperative.

Initiatives:

- **Deepwater**
- **Rescue 21**
- **AIS**
- **96-hour ANOA**
- **Fusion Centers**
- **JHOC**
- **Port Info Teams**

Pillar #2: Prevention...

Create and Oversee Maritime Security Regime:

- **MTSA 2002: July 2004 enforcement begins worldwide**
- **Port Security and Threat Assessments**
- **Increased int'l/fed/state/local partnerships**
- **Port State Control activities**

Pillar #3: Protection ...

Increase Operational Presence and Enhance Deterrence:

ACTIVITIES:

- **International Security Code Enforcement**
- **Cued Intel, Integrated Surveillance and Tracking**
- **Foreign Port Security Audits; Port Assessments**
- **Shore, Surface and Air Patrols; Vessel boarding and interdiction**
- **Int'l boarding agreements**
- **Family of Plans and exercises**

ASSETS:

- **Foreign port security auditors**
- **Major cutters, aircraft and boats**
- **Law enforcement detachments**
- **NVMC & IRVMC**
- **Vessel/Facility/Port Inspection Teams**
- **Port Information Teams**
- **MSSTs and Sea Marshalling**
- **Maritime Industry Stakeholders**

AUTHORITIES:

- **Right of Visit, Bi-lateral Agreements, Consensual Boardings**
- **International Law applies**
- **Full U. S. Jurisdiction – All vessels**
- **Full U. S. Jurisdiction – All vessels, Facilities, and Port Control (COTP)**

Pillar #4: Response...Improve Response Posture:

- **Reconstitute CBR-D program**
- **Update National Response Plans**
- **Develop National Incident Management System**
- **Port Commands**
- **Integrated Command Centers**
- **Rescue 21**
- **Enhance National Strike Team capabilities**
- **Increase MSSTs**
- **Expand Airborne Use of Force**

VII. The Way Ahead:

- **Aggressively implement MTSA regs and Port State Control actions**
- **Close existing capability and capacity gaps**
- **Refine Security Partnerships with DOD, Public, Private and Int'l Stakeholders**
- **Refine and Integrate maritime security plans and activities**
- **Maintain traditional relationship with USN**

IX. From my perspective: We're doing great work, but we're not there yet:

- **We probably already own 40-60% of the solution ... but getting linkage and protocols with other relevant agencies, databases, inputs for the remaining 40% is critical to ensure that visibility of activity throughout the maritime domain.**
- **Process, policy, hardware and technology**
- **My concern lies in increasing our capabilities, capacity, force structure. Getting Deepwater funded. At the end of the day, attaining full MDA is all about providing options to the National Command Authority ... *engagement on our terms, where, when and how it makes the most sense.***