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U. S. Department of
Homeland Security

United States
Coast Guard



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DEPARTMENT OF HOMELAND SECURITY

U. S. COAST GUARD

ORAL STATEMENT OF

ADMIRAL THOMAS H. COLLINS

ON

TRANSPORTATION SECURITY

BEFORE THE

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

U. S. SENATE

SEPTEMBER 9, 2003

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD
STATEMENT OF
ADMIRAL THOMAS H. COLLINS
ON TRANSPORTATION SECURITY
BEFORE THE
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
U.S. SENATE
September 9, 2003

Good morning Mr. Chairman and distinguished members of the Committee. I appreciate the opportunity to discuss our accomplishments in improving maritime security since September 11, 2001, the impact on commerce, and additional measures we need to further promote our maritime security.

I am also grateful for the review and insight provided by the General Accounting Office and look forward to all recommendations to enhance our capabilities and strengthen our partnerships.

Working within the Department of Homeland Security, the Coast Guard's plan to reduce maritime security risks involves four distinct but interrelated actions:

1. Enhancing Maritime Domain Awareness (MDA);
2. Creating and Overseeing the Maritime Security Regime;
3. Increasing Operational Presence and Enhancing Deterrence; and
4. Improving our Response Posture.

Accomplishments

Let me list some of our accomplishments in these 4 areas:

1. We've enhanced Maritime Defense Awareness (MDA) by:
 - Improving our Command, Control, Communications, Computers and Intelligence (C4I) connectivity and interoperability;
 - Requiring vessels entering our ports provide 96-hour advance notice; and
 - Establishing the Maritime Intelligence Fusion Centers (MIFCs) and Field Intelligence Support Teams (FISTs), increasing our collection and analytical capabilities.

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2. We've created and now are overseeing the Maritime Security Regime by:
 - Implementing the Maritime Transportation Security Act of 2002. We issued interim rules on July 1, 2003 and are on target for final rules October 20, 2003.
 - Completing Port Security Assessments at 13 ports; and
 - Increasing information sharing at the national, state and local level and with industry;

3. We've increased our operational presence and deterred threat by:
 - Creating 12 Marine Safety and Security Teams (MSSTs), forces capable of rapid, nationwide deployment;
 - Providing armed security boardings and on-board escorts of high interest vessels; and
 - Successfully pushing our maritime borders outward by increasing our surface capability (15 new 87-foot patrol boats and 80+ new response boats).

4. And, we've improved our response posture by:
 - Partnering with TSA and the Navy on developing promising technologies to mitigate underwater homeland security threats;
 - Reconstituting the Chemical Biological Radiological Dispersal (CBR-D) program; and
 - Enhancing our Strike Team capabilities.

Effect on Commerce

These security measures we've instituted have – so far – had no significant impact on maritime commerce. That said, the regulatory impact of the MTSA on the maritime industry will be significant — affecting over 10,000 domestic vessels, 20,000 foreign vessels, 5000 marine transportation facilities and 40 offshore platforms — and the timeline for implementing the new requirements is exceptionally short — the regulations will be fully implemented by July 1, 2004. We estimate that the cost to industry to be \$1.5 billion in the first year and \$7.3 billion over the next 10 years.

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Additional Measures

We are making good use of the resources we received in fiscal years 2002 and 2003, and the planned resources for fiscal year 2004. We have received outstanding support from Secretary Ridge and President Bush.

A lot has been accomplished, but we've still got work to do. We're working diligently to increase maritime security by:

- Expanding our maritime borders farther to sea and away from our ports through our Maritime Defense Awareness program;
- Recapitalizing our Deepwater assets;
- Identifying and addressing vulnerabilities revealed by port security assessments; and
- Monitoring foreign compliance with plan certification as required by MTSA.

Of concern, though, is that although the Coast Guard is at all times an armed force and has broad authority to protect waterfront facilities and other shore installations under a number of statutes, we lack the express authority to carry a firearm ashore in the performance of law enforcement duties, or arrest a person who commits a federal offense on shore. Clarifying this authority remains a top legislative priority for us, and we greatly appreciate the inclusion of legislation addressing this matter in the pending Coast Guard Authorization Bill.

To achieve our goals, we need:

- Support for our FY 04 Budget – continue the phased approach to build required capacity and capability.
- Support for FY 04 Authorization Bill – it provides the necessary authority we need to protect our vital infrastructure and respond quickly if necessary.

Thank you for the opportunity to testify before you today. I'm happy to answer any questions you may have.