

collection to intervention, whether it is law enforcement or military action. It is imperative for the federal government to identify and interdict these threats before they manifest themselves within our borders because the problem can quickly change from one of prevention to crisis response, the worst case scenario. The Coast Guard is uniquely positioned to play a key role in achieving effective maritime domain awareness with its military, civil law enforcement, regulatory and safety responsibilities; Captain of the Port authorities; and experience to coordinate multi-agency maritime operations and to facilitate and manage critical industry and international partnerships.

In September 1998, Chief of Naval Operations Admiral Jay Johnson and Coast Guard Commandant Admiral James Loy signed the National Fleet Policy Statement to ensure that as the Coast Guard and Navy move to recapitalize their forces in the 21st century, they synchronize planning, training, and procurement to provide the highest level of maritime capability for the

nations investment. As a result of the Navy and Coast Guards future plans, we will build a fleet of surface combatants (Navy) and major cutters (CG) that are adaptable, interoperable and with complementary capabilities. By ensuring interoperability, we can increase our effectiveness in all mission areas. Working together, they will form our National Fleet.

## The Marine Transportation System

The Marine Transportation System is the lifeline that links American producers, farmers and manufacturers to global markets. The United States MTS consists of waterways, ports, and intermodal landside connections that allow different types of transportation to move people and goods to, from and on the water. The MTS is composed of over 25,000 miles of waterways and over 300 ports, including pier facilities, rail connections, and highways. Over 95 percent of our overseas trade moves in or out of the nation by ship. With marine

trade projected to triple in the next 20 years, maintaining an effective and efficient MTS is vital to the maritime safety and security of the nation.

The Coast Guard has been and will continue to be a leader in the development of the MTS initiative. As such, many MTS issues fall under the Coast Guards responsibility of homeland security. The Coast Guards homeland security role includes:

- ¥ Maritime border security against illegal drug, alien, firearms, and weapons of mass destruction.
- ¥ Protect against illegal fishing and indiscriminate destruction of living marine resources, prevention and response to oil and hazardous material spills both accidental and intentional.
- ¥ Maritime security against the growing threat and lethality of terrorism.
- ¥ Economic security against impediments to Americas marine transportation system.
- ¥ National defense that ensures we can securely and rapidly deploy and resupply our military assets.



The CGC Joshua Appleby (WLM 556) is a coastal buoy tender homeported in St. Petersburg, Fla. The new 175-foot coastal buoy tenders represent the latest technology in buoy tending. They are the first Coast Guard cutters equipped with Z-Drive propulsion units instead of the standard propeller and rudder configuration and are designed to independently rotate 360 degrees. This, combined with a thruster in the bow, gives these buoy tenders unmatched maneuverability. With state-of-the-art electronics and navigation systems including Dynamic Positioning System (DPS) which uses a Differential Global Positioning System, and electronic chart displays, these buoy tenders maneuver and position aids more accurately and efficiently. Other improvements have allowed the Coast Guard to decrease the crew from up to 34 on current vessels of similar type to 18 on this new buoy tender.