

U. S. Department of  
Homeland Security

United States  
Coast Guard



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**DEPARTMENT OF HOMELAND SECURITY**

**U.S. COAST GUARD**

**STATEMENT OF**

**REAR ADMIRAL LARRY HERETH**

**AND**

**MR. JAMES F. SLOAN**

**ON THE**

**THE 9/11 COMMISSION REPORT  
AND MARITIME TRANSPORTATION SECURITY**

**BEFORE THE**

**SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION**

**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

**U. S. HOUSE OF REPRESENTATIVES**

**AUGUST 25, 2004**



## **Rear Admiral Larry Hereth Director of Port Security United States Coast Guard**



Rear Admiral Larry Hereth is currently serving as the Director of Port Security in the Marine Safety, Security and Environmental Protection Directorate at U.S. Coast Guard Headquarters, Washington, D.C. As Director of Port Security, he is responsible for developing goals, objectives and procedures for the Coast Guard port security mission and coordinating activities with other Coast Guard programs, other government agencies and industry to improve Maritime Homeland Security and Domain Awareness.

Rear Admiral Hereth is a 1973 graduate of the United States Coast Guard Academy with a bachelor of science and he also earned an MBA from Florida Institute of Technology. In his 29 years of service, he has seen a broad-based career with an emphasis on field operations. His wide-ranging assignments have taken him throughout the United States with multiple tours at east, gulf and west coast ports.



After sea duty and command of a unit in Turkey, Rear Admiral Hereth specialized in marine safety, port operations and pollution response. He previously served as Commanding Officer of Coast Guard Marine Safety Office San Francisco Bay. As CO he held three regulatory positions: Captain of the Port; Officer in Charge of Marine Inspection; and Federal On Scene Coordinator for pollution incidents. His area of responsibility covered almost 1900 miles of coastline or inland waterways in the northern half of California and extended shoreward beyond Lake Tahoe. Prior to being assigned to San Francisco, he served in Coast Guard Headquarters as program manager for all Coast Guard oil and hazardous substance pollution preparedness and response activities. Other tours included Commanding Officer, Gulf Strike Team; Alternate Captain of the Port in New York; Chief, Port Operations in New Orleans; and as Chief of the Coast Guard's National Marine Environmental Response School where he supervised all the pollution response courses and directed a national exercise program.

He has received numerous personal awards throughout his career, including the Department of Transportation Secretary's Gold Medal Award and the Meritorious Service Medal with the Operational Distinguishing Device and three gold stars.

He is a native of Cincinnati, Ohio and is married to the former Kathy Hays of Hillsboro, Oregon. Kathy works as a dental hygienist.

**James F. Sloan**  
Assistant Commandant for Intelligence  
United States Coast Guard  
Department of Homeland Security

On November 17, 2003 Mr. James F. Sloan assumed the duties of the Assistant Commandant for Intelligence. As the Coast Guard's Assistant Commandant for Intelligence it is Mr. Sloan's Mission to direct, coordinate and oversee intelligence and investigative operations and activities that support all Coast Guard mission objectives, the National Strategy for Homeland Security and applicable National Security objectives. Prior to becoming the Assistant Commandant for Intelligence Mr. Sloan was the Director of the Financial Crimes Enforcement Network.

James F. Sloan was sworn in as the Director of the Financial Crimes Enforcement Network (FinCEN) on April 12, 1999. The Department of the Treasury had designated FinCEN as one of the primary agencies to establish, oversee and implement policies to prevent and detect money laundering. In his position as Director, Mr. Sloan was responsible for working with the law enforcement, financial and regulatory communities to ensure the effective coordination of anti-money laundering initiatives.

Before becoming the Director of FinCEN, Mr. Sloan served with the United States Secret Service for 21 years, most recently as the agency's Deputy Assistant Director for Protective Operations. He was responsible for the management of the Service's protective mission which includes the protection of the President of the United States; Vice President; former Presidents; visiting foreign heads of state; as well as the protection of major events of national interest. He was also the Senior Program Manager of the Service's Anti-Terrorism responsibilities and represented the Secret Service as a member of the National Security Council's Counter-Terrorism Security Group.

Director Sloan began his law enforcement career in Union County, New Jersey in 1970. He served as a police officer and investigator for eight years prior to joining the Secret Service and being assigned to its New York City Field Office where he specialized in financial crime investigations. He has since served in several investigative and managerial positions including as Special Agent in Charge of the Boston Field Office; Special Agent in Charge of the Service's Office of Investigations; Assistant Special Agent in Charge of the Baltimore Field Office; Assistant to the Special Agent in Charge of the Presidential Protective Division, and Assistant Special Agent in Charge of the Office of Administration. He served as a Lieutenant in the United States Army from 1966 to 1969.

From January 20, 2001 to August 8, 2001, he served as Acting Under Secretary (Enforcement), Department of the Treasury, overseeing the operations of Treasury's law enforcement bureaus, including U.S. Customs Service; U.S. Secret Service; Office of Foreign Assets Control; Alcohol, Tobacco & Firearms; and Financial Crimes Enforcement Network.

A native of Springfield, Massachusetts, Mr. Sloan received his Bachelor of Arts in Political Science, magna cum laude, from Kean College of New Jersey and he is a Senior Executive Fellow at Harvard University's Kennedy School of Government. He is a member of the International Association of Chiefs of Police and the International Association of Financial Crime Investigators. Mr. Sloan has received numerous achievement and performance awards throughout his law enforcement career.

In September 2001, he was awarded the Meritorious Executive Presidential Rank Award for his exceptional performance, dedication and commitment to the law enforcement community.

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Good afternoon Mr. Chairman and distinguished Members of the Committee. It is our pleasure to be here today to discuss the Coast Guard's continuing efforts in securing our Nation's ports and waterways.

**Introduction**

Prior to September 11, 2001, the Coast Guard's primary focus had been on safety, law enforcement, environmental protection, and vessel traffic management. Nearly all our national and international efforts revolved around the safe and efficient movement of waterborne commerce, interdicting drugs and illegal migrants, and trade compliance. However, with support from the Administration and Congress, we have acted quickly and affirmatively to make the maritime environment more secure and ensure that it remains one of the most valuable components of our national transportation system.

The 9/11 Commission Report validates the challenges facing our Nation concerning homeland security. A terrorist incident against our marine transportation system would have a disastrous impact on global shipping, international trade, and the world economy, not to mention the strategic military value of many ports and waterways. However, the Coast Guard remains confident, thanks to a supportive team including Customs and Border Protection (CBP), the Transportation Security Administration (TSA), Immigration and Customs Enforcement (ICE), the Maritime Administration (MARAD), our collective maritime stake holders, and State and local governments that we will continue to be successful in meeting the challenge. We are committed to working with other law enforcement agencies and international counterparts as one team, working toward a common goal.

The heart of port security at the local level is the Area Maritime Security Committee (AMSC). These Committees are lead by Federal Maritime Security Coordinators and are comprised of Federal, State, and local agencies, law enforcement and security agencies, and port stakeholders. The AMSC's purpose is to provide a framework to communicate threats, identify risks, and coordinate resources to mitigate threats and vulnerabilities, including threats to critical infrastructure. They also enhance maritime situational awareness and ensure integrated maritime prevention and response operations among the local maritime community.

As an example of national level cooperation, on September 1, 2004, the Coast Guard will hold a public meeting in Washington, D.C. discussing information sharing mechanisms that will allow the Federal government to share threat information with diverse members of the maritime industry. Our combined efforts have already made America more secure, and efforts such as this September meeting will further advance the Nation's security.

In December 2001, the Coast Guard's relationship with the national Intelligence Community (IC) was formalized when the Congress amended the National Security Act of 1947 to add the Coast Guard's intelligence element as a member of the national IC. Since that time, we have received excellent support from the Director of Central Intelligence, Intelligence Community Management Staff, and other Community members. IC membership has enabled the Coast Guard to provide greater input and have a greater voice within the Community on issues of common concern relating to intelligence requirements and homeland security priorities.

The Coast Guard is a unique organization combining a broad range of authorities, responsibilities, and capabilities as a Federal law enforcement agency, U.S. armed force, emergency response organization, and member of the IC. We are well positioned as the lead federal agency for maritime homeland security and a key component for homeland defense. The Coast Guard Intelligence Program has the ability to link, fuse, analyze, and share information among law enforcement and intelligence community members. This synergy has become a mandate for intelligence and law enforcement agencies in the post-September 11<sup>th</sup> environment, and the Coast Guard intelligence organization can serve as a model for that cooperation.

#### **Maritime Strategy for Homeland Security**

The establishment of DHS put our Federal Government's awareness, prevention, protection, response, and recovery capabilities under one umbrella, improving communication and increasing cooperation among agencies. The 9/11 Commission recommended a layered security system, a concept DHS continues to advocate strongly along with risk prioritization. This model was used by CBP, TSA, MARAD, the maritime industry, and the Coast Guard as we worked together to support efforts to implement the Maritime Transportation Security Act of 2002 (MTSA) and the corresponding International Ship and Port Facility Security (ISPS) Code.

Furthermore, the Coast Guard has been given the lead in development and implementation of a comprehensive Maritime Strategy for Homeland Security that supports both the President's *National Security Strategy of the United States of America* and the *National Strategy for Homeland Security* and is responsive to current needs while maintaining a strategic outlook on the threats and opportunities of the future. The foundation for the maritime strategy is a layered defense – a proven means to enhance security in U.S. ports and waterways while concurrently facilitating commerce. The collective results of our efforts are aimed at managing and reducing maritime security risks.

Secretary Ridge is also implementing the strategic goals of Awareness, Prevention, Protection, Response, and Recovery.

### Awareness - Maritime Domain Awareness (MDA)

The Coast Guard is using an interagency approach for establishing MDA. By leveraging information technology and using multiple information sources, our ability to achieve better MDA will allow us to focus our protection and response efforts more effectively on those trade transactions, individuals, and activities of interest. The core of our MDA efforts revolve around the development and use of accurate information, intelligence, and knowledge of vessels, cargo, crews, and passengers – and extending this well beyond our traditional maritime boundaries. All DHS components are working hard to provide a layered defense through collaborative efforts with our international partners to counter and manage security risks long before they reach a U.S. port – when effectively deploying countermeasures becomes more difficult. In the past two years, the Coast Guard has dramatically improved its organic intelligence capabilities as well as its collection, analysis, and timely sharing of intelligence information on vessels, people, and dangerous cargoes before their arrival at United States ports.

The following provides a brief overview of our collective efforts following 9/11:

- The Coast Guard is leading an interagency and joint Service effort to develop a comprehensive national MDA plan and system architecture. The 9/11 Commission's Report suggested that the government identify and evaluate transportation assets needing protection, set risk-based priorities for defending them, select the most practical and cost-effective ways of doing so, and then develop a plan, budget, and funding to implement the efforts. A comprehensive MDA plan will address this need.
- The Coast Guard Intelligence Coordination Center (ICC), co-located with the Office of Naval Intelligence at the National Maritime Intelligence Center in Suitland, Maryland, established COASTWATCH. Through this process, notice of arrival reports (containing crew, passenger, cargo, and shipping line information) from the National Vessel Movement Center (NVMC) are analyzed using law enforcement and intelligence information and vessels of interest are identified so the Coast Guard and other agencies can appropriately respond and, if necessary, board those vessels before they reach port. The Coast Guard and CBP have exchanged personnel, enhancing data sharing between the Coast Guard Intelligence Coordination Center's COASTWATCH and CBP's National Targeting Center ((NTC) which tracks inbound cargo and people data).
- The Coast Guard is establishing a network for receiving and distributing Automatic Identification System (AIS) reports (position, speed, course, cargo, etc.) from ships using existing Vessel Traffic Services in ten of our Nation's ports, waterways, and coastal areas. This initiative will progress to other strategically significant U.S. seaports and ultimately extend to nationwide coverage.
- The Coast Guard is researching technologies and systems that track vessels entering, departing or transiting U.S. waters and can track vessels bound for the United States from overseas locations. We are currently working with the International Maritime Organization (IMO) to develop functional and technical requirements for long range tracking out to 2,000 nautical miles (which is approximately the distance from shore a vessel is when they must provide their 96-hour notice of arrival). The United States is working with the IMO on an amendment for this initiative.

- There are 361 total domestic ports of which 55 are deemed militarily or economically critical (15%). Of these 55 ports, 14 Port Threat Assessments (PTAs) have been completed (27%), with 5 more scheduled for completion by the end of fiscal year 2004. The remaining 36 PTAs are planned for completion by early fiscal year 2006. Funding for PTAs is included in the fiscal year 2005 budget and will enable the Coast Guard to complete PTA's on the 55 military and economically critical ports by early fiscal year 2006.
- In partnership with the Chief of Naval Operations (CNO), the Coast Guard is working to establish interagency prototype joint harbor operations centers in select Navy homeports, improving both port security and force protection capabilities. Such prototypes have already been completed in San Diego, California and Hampton Roads, Virginia.
- The Coast Guard, along with TSA, the Department of Energy, and other members of the Intelligence Community, work with CBP's NTC, a 24-hour, 7 day a week operation supporting enforcement and regulatory missions of the various agencies through this network of liaisons.
- As directed by MTSA, the Coast Guard established an International Port Security Program (IPSP). The program combines the knowledge and experience of CBP, TSA, and other Federal agencies in identifying foreign ports posing a potential security risk to international maritime transportation. TSA and CBP provided extensive assistance in developing this program, sharing lessons learned and best practices from TSA's Civil Aviation Security Liaison Officer program and CBP's Container Security Initiative. IPSP began visiting foreign ports in July to measure the extent of these countries' compliance with the ISPS Code.
- The Coast Guard uses a risk management system to identify high interest vessels. Those vessels are targeted for follow-up security boardings and, if determined necessary due to risk, executes vessel escorts and positive control boardings to ensure the safety of the vessel and port during their transit through U.S. waters.
- The Coast Guard established Maritime Intelligence Fusion Centers on the east and west coasts to provide tactical, actionable intelligence to Coast Guard District commanders and units. In addition, the Coast Guard established subordinate Field Intelligence Support Teams (FISTs) in key ports. These teams are actively engaged in intelligence gathering and initial analysis in coordination with Federal, State, and local law enforcement and intelligence agencies. They are "joint" in the broadest sense, providing critical top-down, bottom-up, and horizontal information sharing.

Apart from the initiatives described above, there is consistent and steady improvement in our ability to integrate and correlate information in the field such that we can effectively respond. For example, in July a boarding team from Marine Safety Office (MSO) Philadelphia boarded the M/V CENT KAPTANOGLU to conduct an ISPS Code verification exam. During the boarding, the vessel master stated there was a bomb on the vessel that would explode when they entered Philadelphia. Within a few short hours, agents from the Coast Guard Investigative Service (CGIS), Federal Bureau of

Investigations (FBI), CBP, and local law enforcement responded to determine the veracity of the statement and search the vessel. It was quickly determined to be a hoax and the vessel's master was taken into custody. Though we have more work to do, our partnerships with other government agencies continue to improve on all fronts.

**Prevention - Create and Oversee Maritime Security Regime**

This element of our strategy focuses on both domestic and international efforts and includes initiatives related to MTSA implementation, IMO regulations such as the ISPS Code, as well as improving supply chain security and identity security processes. Recent accomplishments and future plans include:

- CBP is expanding the Container Security Initiative (CSI). This is an effort by CBP to secure ocean-borne container traffic by placing CBP officials alongside host government Customs officers to ensure that potentially high-risk shipments are identified and inspected at foreign ports before they are placed on vessels destined for the United States. This program will be expanded to 14 additional foreign ports based on trade volume, location and strategic concerns, bringing the total number of operational CSI ports to 33, with ports in Thailand and Malaysia being the most recent additions to the program. Once implemented, nearly 80% of all cargo containers headed for the United States will be prescreened before they depart from abroad.
- In December 2003, DHS promulgated final regulations implementing the Trade Act of 2002, requiring advance, electronic cargo manifest information for all modes of transportation. This information will augment that received and analyzed already at the NTC. The Trade Act also requires all modes of transportation, inbound and outbound, to provide information electronically and in advance of arrival. On May 13, 2004, programming changes were completed for the Air Automated Manifest Systems (AMS) application and a schedule for training and implementation was published in the Federal Register on March 1, 2004.
- As part of the National Infrastructure Protection Plan (NIPP), DHS is developing a Transportation Sector-Specific Plan (SSP), designed to provide overall operational planning guidance on transportation security. The Transportation Security Administration, working with the Department of Transportation (DOT) and other Federal agencies, is coordinating DHS's efforts on this initiative. The goals of the Transportation SSP are to reduce the risk of terrorism to the Nation's critical transportation infrastructure, operations, and the people who use them. It will ensure modal security plans are integrated into an effective concept of operations for management of the transportation sector's security and minimize the catastrophic consequences of any successful terrorist act. As the lead agency for maritime security, the Coast Guard is responsible for developing the National Maritime Transportation Security Plan (NMTSP), which will harmonize with the Transportation SSP and critical infrastructure protection plans and support our maritime strategy.
- TSA will soon begin the prototype phase in developing the Transportation Worker Identification Credential (TWIC), aimed at mitigating the threat of attacks to the national transportation infrastructure. The TWIC prototype and supporting measures will test the feasibility of bringing uniformity and consistency to the process of

granting access to transportation workers entrusted to work in the most sensitive and secure areas of our national transportation system. The President's Fiscal year 2005 request includes spending authority to begin implementing the TWIC concept within parameters that will be defined by the Administration after completion of the prototype assessment.

- Complementing the TWIC, the Coast Guard formed a Merchant Mariner Documentation (MMD) Task Force to ensure positive identity of merchant mariners sailing on U.S. flag vessels via appropriate security/background screening. Throughout 2004, the Coast Guard will provide for additional personnel support at Regional Examination Centers to conduct centralized security screening and electronic fingerprinting.
- Just last week, the International Labor Office (ILO) announced that it had received sufficient ratification for an international labor standard designed to create a new biometric identity verification system for the world's 1.2 maritime workers. The standard will go into force in February 2005.
- DHS, DOT, and the Departments of State, Justice, and Commerce are working with business interests, the largest U.S. container load centers, and the maritime industry to implement Operation Safe Commerce (OSC), an effort to develop and share best practices for the safe and expeditious movement of containerized cargo. The goal of OSC is to serve as a test bed to examine methods to increase end-to-end supply chain security, protect the global supply chain, and facilitate the flow of commerce.
- Under a BTS-led effort, TSA along with CBP and the Coast Guard are developing a strategic plan for cargo. This initiative, known as the "Secure Systems of Transportation (SST)," will take a systems approach to cargo transportation (i.e. point of origin to point of destination), whereby existing security regimes will be enhanced through regulatory standards and new performance-based options for shippers. SST will ensure security requirements for international and domestic cargo are aligned, and will apply to bulk, break-bulk, and containerized cargo and all modes of transportation. DHS expects that the results of Operation Safe Commerce will help shape the formation of this initiative.
- The Coast Guard has completed port security assessments at 28 ports from the list of 55 top economically and militarily strategic U.S. seaports. PSA field work has been completed at 11 additional ports and reports for these will be completed by in September. All but one of the remaining 16 ports from the list of 55 will be completed in CY04. The one remaining PSA (San Francisco) will commence in CY04 and be completed during the first quarter of 2005.

Additionally, the Coast Guard has met with nearly 60 countries representing the vast majority of all shippers to the United States, reinforcing a commitment to the ISPS code. For vessels subject to MTSAs, the Safety of Life at Sea (SOLAS) amendments and the ISPS Code, the Coast Guard implemented strong Port State Control measures to aggressively ensure foreign vessels have approved plans and implement adequate security standards. The measures include tracking performance of all owners, operators, flag

administrations, recognized security organizations, charterers, and port facilities. Noncompliance subjects vessels to a range of control measures, including denial of entry into port or significant delay. This aggressive Port State Control regime has been coupled with the Coast Guard's inter-agency IPSP, comprised of representatives from the Department of State, Department of Defense, CBP, TSA, and MARAD, that assess both the effectiveness of anti-terrorism measures in foreign ports and the foreign flag administration's implementation of the SOLAS amendments and the ISPS Code.

**Protection - Increase Operational Presence/Enhance Deterrence**

Our collective efforts to increase operational presence in ports and coastal zones will continue to build upon the layered security posture established by the maritime security strategy. These efforts focus not only on adding more people, boats, and ships to existing force structures, but making the employment of those resources more effective through the application of technology, information sharing, and intelligence support. Recent accomplishments and future plans include:

- Coast Guard's Deepwater Program: A multi-year, performance-based acquisition that will replace or modernize 90 Coast Guard cutters, 200 fixed wing aircraft and multi-mission helicopters and the communications equipment, sensors, and logistics systems required to maintain and operate them. Deepwater will greatly improve the Coast Guard's maritime presence starting at America's ports, waterways, and coasts and extending seaward to wherever the Coast Guard needs to be present or to take appropriate maritime action. Deepwater provides the capability to identify, interdict, board, and, where warranted, seize vessels or people engaged in illegal/terrorist activity at sea or on the ports, waterways, or coasts of America. In fiscal year 2004, the Deepwater program:
  - Began construction of the first National Security Cutter (frigate-size vessel approximately 425 feet long);
  - Will acquire an additional Maritime Patrol Aircraft (MPA);
  - Will complete design and shipboard integration of Vertical Unmanned Aerial Vehicles (VUAV) and;
  - Commenced conceptual development of the Offshore Patrol Cutter; and delivers 4 Short Range Prosecutors (cutter small boats) for use on the 123' Patrol Boat.
  - Began urgent re-engining of the Coast Guard's fleet of short-range helicopters;
  - Started rehabilitation of the 110-foot Patrol Boat fleet (extending them from 110 feet to 123 feet).

- Prior to the attacks of 9/11, the Coast Guard committed less than 2% of its assets to active port security duty. In the immediate aftermath of 9/11, that percentage surged to nearly 60%. Since then, we rebalanced asset deployments to provide roughly 28% of our assets in coverage of port security – a significant and steady increase in operational presence.
- Coast Guard Maritime Safety and Security Teams (MSSTs) provide immediately deployable multiple-boat, law enforcement capability that can be sustained over an extended period. Teams are equipped to deploy (via land or air) to any location within 12 hours of notification. To date, eight of thirteen MSSTs have been commissioned and the remainder will be operational by the end of calendar year 2004.
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- The Coast Guard is coordinating with TSA and with cruise line operators to identify technology solutions for screening passengers and their belongings for potential threats. The Coast Guard and TSA are also developing methods for inspecting passengers and vehicles using established ferry transportation systems. Detection technologies and methods must be able to find threats without unduly impacting the flow of passengers and/or vehicles.
- Responding to threat assessments and in support of the Maritime Homeland Security Strategy, Coast Guard Stations Boston and Washington, D.C., were created in fiscal year 2004.
- The Coast Guard has provided support of several National Special Security Events. Thirty-five Coast Guard units, comprising a total of over 650 personnel, supported the G8 summit, and six units were involved during former President Reagan's memorial events.
- As the primary Federal maritime law enforcement agency, Coast Guard personnel provided and are providing comprehensive waterside coverage on and over the water for the Democratic and Republican National Conventions in close coordination with local, State and other Federal maritime law enforcement assets. Numerous Coast Guard units and personnel involved in these events include boat crews, law enforcement boarding teams, pilots and aircrew, support personnel and a wide variety of Coast Guard assets. Coast Guard helicopters assist in security zone surveillance and enforcement. The Coast Guard's Captains of the Port work closely with commercial shipping interests and other waterway users to minimize the effects of security zone enforcement on recreational boating, commercial fishing and the free flow of commerce into and out of the Ports of Boston and New York.

- The Coast Guard's American Waterways Watch (AWW) is an outreach program that encourages the maritime industry and the recreational boating public to report suspicious activity in the areas where they work, live and play. All are asked to report directly to the National Response Center, who will forward details via the Homeland Security Operations Center to the Information Analysis and Infrastructure Protection Directorate of the Department of Homeland Security. If criminal activity is in progress, reporting sources are asked to call 911. Team Coast Guard, active duty, reserve personnel, auxiliary, and civilian, will promote this initiative while conducting normal business.
- Homeland Security Presidential Directive (HSPD) 7 was published late last year. It requires sector-specific agencies to continue their coordination with the private sector including providing support for a sector-coordinating mechanism and the development of information sharing and analysis mechanisms in order to address threats, vulnerabilities, incidents, potential protective measures, and best practices. Utilizing our existing communication capability and industry network, the Coast Guard through its Headquarters Command Center, the Area Maritime Security Committees and the National Response Center has been providing the information sharing mechanism to ensure a means for industry to report suspicious activity that could be indicators of terrorist threats and to share threat products produced by the Department of Homeland Security. We are working to improve our information sharing process by speeding up the flow of information, ensuring the process is a "two-way street", developing a communication tool to electronically share sensitive but unclassified information, and obtaining security clearances for a limited number of industry, state and local representatives. On September 01, we plan to discuss with industry the need for a national maritime mode coordinating entity to represent the concerns of industry in regards to threats and to help guide the design and operation of the needed information sharing process that will meet the needs of industry and government.
- DHS has established the US-VISIT Program, an integrated, automated entry/exit system that records the arrival and departure of foreigners; check's their identities; and authenticated their travel documents using biometrics. The program is already on line at 115 airports and 14 seaports, and since January 2004 this system has already processed more than six million travelers and yielded nearly 800 matches to persons who were the subject of look out bulletins.

**Response and Recovery - Improve Response and Recovery Posture**

Understanding the challenge of defending 26,000 miles of navigable waterways and 361 ports against every conceivable threat at any possible time, we are aggressively working to improve our response capabilities and readiness. While the above increases in operational presence augment our collective response posture, additional accomplishments and future plans include:

- Secretary Ridge announced on March 1, 2004, the approval of the National Incident Management System (NIMS). It is the Nation's first standardized management approach that will provide a consistent nationwide template to enable Federal, State, local, and tribal governments as well as private-sector organizations to work together effectively to prepare for, prevent, respond to, and recover from a terrorist attack or

other major disaster. NIMS will ensure that all of our nation's responders are working in support of "one plan, one team, and one fight." For the first time, there will be standardized procedures for responding to emergencies across the nation. A NIMS Integration Center will be established to identify and share best practices on preparedness with state and local authorities, provide consistent training to first responders across the country, and conduct exercises involving many different localities. Once the revisions to the National Response Plan are complete, seminars and training will be held in seven cities nationwide to conduct training on the National Incident Management System.

- Continue deployment of Rescue 21 -- the Coast Guard's maritime 911 command, control, and communications system -- in our ports, waterways, and coastal areas. Nationwide implementation is continuing during 2004. This system provides Federal, State and local first responders with interoperable maritime communications capability, greater area coverage, enhanced system reliability, voice recorder replay functionality, and direction finding capability. Rescue 21 represents a quantum leap forward in communications technology.

### **Conclusion**

Enhancing our maritime security first and foremost requires awareness -- gathering and synthesizing large amounts of information and specific data from many disparate sources to gain knowledge of the entire domain. MDA and the knowledge it imparts assists maritime law enforcement and regulatory agencies to respond with measured and appropriate action to meet any threat. However, it will require the continued growth and development of strong partnerships, not the least of which is among the Coast Guard, TSA, ICE, CBP, MARAD, State and local agencies, and our collective maritime stake holders. No single maritime stake holder, whether it is government, industry, or private sector, can do the job alone. We must continue to work together to improve security.

The Coast Guard welcomes the 9/11 Commission Report and the focus it places on the national intelligence infrastructure and maritime security. While we must remain vigilant and continue improving, the Coast Guard's maritime homeland security strategy has produced significant results since 9/11. We have a rich tradition of answering the nation's call, and we are proud of our accomplishments over the past three years. These improvements highlight the resolve of the Administration and the Congress to protect America and provide a beacon of light for us to navigate through the challenging work remaining on the horizon.

Thank you for the opportunity to testify before you today. We will be happy to answer any questions you may have