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Homeland Security

United States  
Coast Guard



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**DEPARTMENT OF HOMELAND SECURITY**

**U. S. COAST GUARD**

**STATEMENT OF**

**CAPTAIN KARL L. SCHULTZ  
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**ON**

**MARITIME DOMAIN AWARENESS AND VESSEL TRACKING**

**BEFORE THE**

**COMMITTEE ON HOMELAND SECURITY**

**SUBCOMMITTEE ON BORDER, MARITIME & GLOBAL COUNTERTERRORISM**

**U. S. HOUSE OF REPRESENTATIVES**

**NOVEMBER 26, 2007**

Good afternoon Madam Chairman and distinguished members of the Committee. It is a pleasure to be here today to discuss the role of Coast Guard Sector Miami in securing our maritime borders in South Florida, and to address your specific interests in maritime domain awareness and vessel tracking. I am grateful for your interest in our unique operating environment and pleased to welcome you here.

As Sector Commander and Captain of the Port of Miami, I have several statutory responsibilities. I serve as the region's Federal Maritime Security Coordinator; the Search and Rescue (SAR) Mission Coordinator; the Officer-in-Charge Marine Inspection; and the Federal On-Scene Coordinator. The Sector focuses on two major operational processes - PREVENTION and RESPONSE - in support of our service's five fundamental roles: Maritime Safety, Maritime Security, Maritime Mobility, the Protection of Natural Resources, and National Defense.

The seaports in Sector Miami's Captain of the Port zone are located on shared-use waterways in densely populated areas. To provide some context on the scope of Sector Miami's maritime security workload, I note that the Sector is responsible for all Coast Guard missions spanning 165 miles of southeast Florida coastline and encompassing numerous counties. Within this region there are five ports, collectively handling more than 9,000 annual vessel arrivals. The region is home to two of the three largest cruise ship ports in the world, with nearly 4 million passengers moving through both Port Everglades and the Port of Miami annually. Additionally, more than 2 million shipping containers (TEUs) and 20% of Florida's gasoline and petroleum products servicing 12 neighboring counties pass through these ports. The region is also home to 2 nuclear power plants, and the local commercial fleet includes 370 small passenger vessels. There are also 170,000 registered recreational boats in Palm Beach, Miami Dade and Broward counties alone. Within our Area of Responsibility, the Coast Guard regulates more than 260 Maritime Transportation Security Act facilities.

Our maritime security mission requirements, while only a subset of our broader Coast Guard responsibilities, are quite complex as we focus on securing our port and coastal waterways against potential terrorist activities as well as potentially persistent threats from illegal migrants, drugs and other commodities and implements trafficked via maritime means. Miami is known as the "Gateway to the Americas," and the proximity of Sector Miami's Area of Responsibility to international origination or trans-shipment points for illegal migrant and illicit narcotic smuggling, presents significant operational challenges. To be certain, the maritime border is a complex national border requiring an integrated approach to security, commerce, tourism and immigration. We are committed to striking an optimal balance among trade, travel and security in all that we do.

The Committee's invitation noted a specific interest in the areas of Maritime Domain Awareness (MDA) and Vessel Tracking. These issues are relevant to Sector Miami and I am pleased to speak to them. MDA, or the effective understanding of anything associated with the global maritime domain that could affect safety, security, the economy or the environment, is essential to the Sector's ability to accomplish its broad portfolio of missions, including seaport and border security, maritime safety, search and rescue, marine environmental protection, and the facilitation of maritime commerce. Indeed, MDA supports all Coast Guard mission areas, and more specifically, our tactical, operational and strategic decision-making. MDA integrates global maritime intelligence with global maritime situational awareness and requires collaboration across all layers of government (federal/state/local), the private sector, and with international stakeholders.

Miami is home to the Coast Guard's first Sector Command, established in 2004. The Sector Command Center (SCC) coordinates Coast Guard resources applied to the full spectrum of Coast Guard missions found in Southeast Florida and serves as the hub, or central nervous system, of the command. Sector Miami's SCC is also the site for two significant MDA-related pilot projects conducted jointly with the Department of Homeland Security Science and Technology Directorate. The first, "Project Hawkeye," is a limited sensor network that integrates radar, cameras and Automatic Identification System data (AIS) to provide automated vessel tracking data and port activity monitoring capability to the SCC. The second, the Visualization and Response Tools project, is a proof-of-concept effort designed to help us understand how to visualize the tactical situation and security posture of the seaport by correlating sensor and automated vessel tracking information with advanced notification of arrival information and other port activity. These projects serve as test beds for the Coast Guard's proposed acquisition project called "Command 21," and give the Sector important perspective and visibility on a wide array of threats to the maritime domain. The Command 21 project is conceptually designed to provide port-level MDA and to highlight information gaps to provide Sector Commanders with the ability to synthesize MDA information in the SCC and to further share that information with federal, state and local partners.

There is still a long way to go in managing all the information required to support daily operations and decision-making. Tracking large, ocean-going vessels through programs like the National Automatic Identification System, Advanced Notice of Arrival process and the forthcoming International Maritime Organization's Long Range Identification and Tracking (LRIT) is just the start. The small boat threat, for example, continues to present technology and policy challenges and remains a primary maritime security concern, particularly in the Sector Miami area of operations where, as I mentioned earlier, we have over 170,000 registered recreational boats. Within the Department of Homeland Security, we are working closely with CBP to expand our efforts to secure the small maritime craft environment.

Collaboration across all layers of government (federal, state and local), as well as with the private sector and international stakeholders is essential to achieving meaningful MDA and in turn addressing the myriad of threats in the maritime domain. We work hard in Southeast Florida to ensure interagency collaboration informs and improves our layered approach to maritime security. Coordinating bodies such as our Area Maritime Security Committee (AMSC) and its active subcommittees, as well as the State of Florida's Southeast Regional Domestic Security Task Force (RDSTF-SE), which brings more than 100 first responder agencies together in a coordinating framework, are pivotal to our collaboration and operational coordination. Key partnerships with federal agencies such as Customs and Border Protection, Immigration and Customs Enforcement, the Federal Bureau of Investigation and their Joint Terrorism Task Force; as well as state and local agencies and private maritime organizations including the Cruise Line International Association (CLIA), local shippers, terminal operators and other industry groups are critical to the success of our cooperation and integration in the region.

In my estimation, Sector Miami's focus on a risk-based approach to layered maritime security is serving Southeast Florida well. The Sector Miami team of active duty, reserve, civilian employees and Coast Guard Auxiliarists (our volunteers) works diligently to ensure our maritime border and seaports are as secure as possible given available capabilities and resources. At Sector Miami, we place continuous emphasis on cultivating and nurturing partnerships, on applying new technologies and on delivering operational excellence in all that we do. We are proud to serve the nation in this critical locale and again grateful for your interest in our operations.

Thank you for the opportunity to testify today. I look forward to your questions.