



Federal Law Enforcement Training Center Charleston Maritime Training, South Carolina

“While commercial aviation remains a possible target ... Opportunities to do harm are as great, or greater, in maritime transportation.”

-The 9/11 Commission Report

The National Strategy for Maritime Security clearly states the basis for effective prevention measures - operations and security programs - is awareness and threat knowledge, along with credible deterrent and interdiction capabilities. Without effective awareness of activities within the Maritime domain, crucial opportunities for prevention or an early response can be lost. Awareness grants time and distance to detect, deter, interdict, and defeat adversaries-whether they are planning an operation, or are en route to attack or commit an unlawful act. Forces must be trained, equipped, and prepared to detect, deter, interdict, and defeat terrorists throughout the maritime domain. (September 2005) In addition to this strategy, the U.S. Department of Homeland Security developed the National Response

Plan, which depicts eight supporting plans to address the specific threats and challenges of the maritime environment.

Like all other countries, the United States is highly dependent on the oceans for its security and the welfare of its people and economy. The National Strategy for Maritime Security has three broad principles. The First, preserving the freedom of the seas is a top national priority. The free, continuing, unthreatened intercourse of nations is an essential global freedom and helps ensure the smooth operation of the world's economy. The second is to facilitate and defend commerce to ensure this uninterrupted flow of shipping. As a major trading nation, our economy, environment, and social fabric are inextricably linked with the oceans and their resources. And third, we must facilitate the movement of desirable goods and people across our border, while screening out dangerous people and material. (September 2005)

In 2005, the Congress directed the Federal Law Enforcement Training Center (FLETC) to submit a report regarding the feasibility of establishing a maritime and port security training program at the Charleston, South Carolina, training campus. The goal to establish the FLETC-Charleston as the Center

of Excellence for Maritime Law Enforcement and Port Security Training was firmly based on its venue - and availability of maritime training resources - which include a port, intermodel facilities, and piers situated on the Cooper River. FLETC-Charleston's assets hold tremendous strategic training advantages. In conjunction with major shipping channels, container terminals, related port support operations, and numerous other rivers and riverines nearby, a wide range of classroom instruction is enhanced by practical hands-on scenario based training for students. In November 2005, FLETC-Charleston met the requirement and instituted the revised Seaport Security and Antiterrorism Training Program (SSATP) at the Charleston site.

The interest by Congress to enhance the quality of port security training available to Federal, State, and local law enforcement agencies garnered support to conduct the SSATP at most major ports in the United States since its development. Several foreign export programs have been conducted in support of the U.S. Department of State Anti-terrorism Assistance Program (ATAP), and for Department of Defense (DoD) agencies. In 2006, the SSATP was exported to military personnel at Kaiserslautern, Germany. The audience included United States Army personnel and Host Nation Port Representatives from Holland, Greece, Germany, Italy, and England. The SSATP is unique in its design, recognizing that security at most seaports

is accomplished by a cooperative effort of Federal, State, Local, and contract personnel.

This 4 1/2 day program was developed to include all jurisdictions involved at the seaport and to address the needs of the personnel charged with security responsibilities. The SSATP offers open enrollment several times per year allowing a variety of law enforcement, military and security agencies the opportunity to participate. This program is available as an Export.

The Program Content includes:

- Terrorism Overview
- Underwater Threats
- Bombs and Explosives
- Maritime Piracy and Crimes
- Introduction to Seaport Operations
- VBIED
- Port Security Assessment Plan
- MANPADS
- Weapons of Mass Destruction
- Environmental Extremists Groups
- Crisis Management
- Contingency Planning
- Seaport Assessment Survey

The United States Coast Guard (USCG) mandates completion of the SSATP for their port security personnel. Presently FLETC-Charleston conducts six USCG specific programs annually at the USCG Training Center located at Yorktown, Virginia.

In May of 2001, the FLETC conducted a Training Needs Assessment Survey for Maritime Security. Responses from 85 agencies indicated the need for available training for their personnel in 36 subject areas. The Maritime Security Survey, a Report of Training Needs was published in June 2001.

In June 2004, The FLETC and the US Merchant Marine Academy (USMMA), Kings Point, New York, began a collaborative effort to research the need for a comprehensive maritime security training program for government, law enforcement, military and private security personnel. In the latter part of 2004 the agencies co-sponsored a Training Needs Assessment entitled Maritime Security Training Needs for Military, Security and Law Enforcement Personnel. This survey sought to identify the status of maritime and port security training needs and capabilities for





Federal, State and Local, military and private security firms working in the maritime domain. Five training programs were identified for possible development. They range from a Basic Maritime Security Training Program to a Maritime Force Protection Training Program. Based on this needs assessment, the FLETC in June 2006 conducted the Maritime Law Enforcement and Port Security Training Feasibility Conference. Approximately 40 participants from Federal, State and Local law enforcement agencies, the U.S. Military, private sector, and professional organizations convened at the FLETC-Charleston to discuss the proposed training subject areas and make recommendations.

The subject areas examined included: Merchant vessel Inspection; Radiological Detection; Port Vulnerability Assessments, Confined Spaces Entry; Maritime Force Protection; Maritime Officer Safety and Survival; Shipboard Tactical Operations; Supply Chain Security; and Seaport Patrol Procedures. The participants reviewed each proposed training subject matter area in an open forum, and made the determination as to the need and priority status. In order of priority the majority of participants made the recommendation that training programs be developed in the following areas: Merchant Vessel Inspection (to also include Confined Spaces and

Radiological Detection subjects); Port Vulnerability Assessment; Seaport Patrol Procedures (to also include Radiological Detection and Maritime Officer Safety and Survival subject); Shipboard Tactical operations (to include Confined Spaces Entry subject matter); Maritime Force Protection; and Supply Chain Security. The participants agreed that, collectively, these programs would contribute significantly to securing our nation's maritime borders.

In August 2006, as a direct result of the feasibility conference, the FLETC-Charleston Training Division conducted a Curriculum Development Conference (CDC) for the Merchant Vessel Inspection Training Program. The CDC participants included Subject Matter Experts from the United State Coast Guard, United States Navy, Custom and Boarder Protection, United States Merchant Marine Academy, and Merchant Mariners representing the Maritime Administration (MARAD).

In June 2006 the Technical Support Working Group (TSWG), team members developed the Merchant Vessel Inspection Guide (MVIG) which became an essential component of the training. TSWG members in collaboration with the United States Coast Guard personnel, filmed crew members conducting a search of the SS Cape Chalmers. The Cape Chalmers is a 494' Break-Bulk Freighter berthed

at the FLETC Charleston facility, and serves as an “in-water” training platform. TSWG created a training video for the new program. The program name was changed to the Commercial Vessel Boarding Training Program (CVBTP) and incorporated both Radiological Detection Training and Confined Spaces Safety Awareness.

The Program Content includes:

- Commercial Vessel Familiarization
- Operational Hazards and Safety
- Illicit/Dangerous Cargo Overview
- Fraudulent Documents
- Facility/Vessel Site Visit
- Pre-Boarding Procedures
- Vessel Search Techniques
- Boarding Procedures Laboratory
- Officer Survival Afloat
- Boarding Vessel Exercise

The CVBTP was developed, and the Pilot program was delivered in December of 2006. The program is a 4 1/2 days in length and involves extensive hands-on training in the boarding and searching of

High Interest Vessels (HIV's). Students will board a 494' break bulk freighter, conduct interviews, search compartments identify void areas and confined spaces. During the Practical Exercise, students will conduct an “Underway-High Risk Entry” boarding and search of a 65' vessel in open water. This program was designed for Military, Federal, State and Local Law Enforcement Officers, and Port Authority personnel who Board and Search Commercial Vessels.

The Commercial Vessel Boarding Training Program is available to Federal, State and Local Law enforcement Officers, Military, and Port Authority Personnel who Board and Search Commercial Vessels.

We believe that the training programs that have been developed by FLETC, and the programs that are recommended will serve to strengthen and enhance the National Strategy for Maritime Security, by developing vital supporting training programs for this Strategy and the eight supporting plans.

Michael Chertoff, Secretary of the Department of Homeland Security, stated “We are a maritime nation. The entire world is our customer.” Success in securing the maritime domain will not come from the United States, or any other single nation acting



alone, but through a powerful coalition of nations maintaining a strong, united international front. The need for a strong and effective coalition is reinforced by the fact that most of the maritime domain is under no single nation's sovereignty or jurisdiction. The belief that operational agencies could benefit from real world training caused us not to cease working on what we viewed as a Congressional mandate, but to increase our efforts by working with our regional and international partners to expand maritime security. "It is only through such an integrated approach among all maritime partners-governmental and nongovernmental, public and private - that we can improve the security of the maritime domain." The National Strategy for Maritime Security. **MT**



NEXT ISSUE

We visit the Marine Training Branch in Glynco, GA and look at their advanced training methods including the use of "simulators" in their training.

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FLETC

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Federal or Military

Agencies/Students:

Federal Law Enforcement
 Training Center
 1131 Chapel Crossing Road
 Brunswick, GA 31524
 1-912-267-2269 (Office)

State and Local Law

Enforcement Agencies:

Office of State & Local Training
 1131 Chapel Crossing Road
 Brunswick, GA 31524
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FLETC Overview

The FLETC serves as an interagency law enforcement training organization for 83 Federal agencies (aka Partner Organizations). The Center also provides services to state, local, and international law enforcement agencies. During FY 2006, over 50,000 students graduated from one of the FLETC centers.

The FLETC is headquartered at Glynco, Ga., near the port city of Brunswick, halfway between Savannah, Ga., and Jacksonville, Fla. In addition to Glynco, the FLETC operates two other residential training sites in Artesia, N.M., and Charleston, S.C. The FLETC also operates an in-service re-qualification training facility in Cheltenham, Md., for use by agencies with large concentrations of personnel in the Washington, D.C., area.

The FLETC's parent agency, the Department of Homeland Security, supervises its administrative and financial activities. The FLETC Director serves under the authority of the Deputy Secretary. The Director is assisted with operational oversight and execution in the management of the FLETC by an executive team with unmatched breadth and depth of experience in training and administration.

Since its inception in 1970, the FLETC has invested heavily in renovation, expansion, acquisition, and new construction to meet the ever increasing training needs of its Partner Organizations. This effort gained considerable momentum following a series of Congressional mandates in the 1990's. Impetus was again added following the terrorist attacks of Sept. 11, 2001.

Marine Training Programs

Glynco, GA -

- Boat Operators Anti-Terrorism Training (BOAT)
- Inland Boat Operator Training Program (IBOT)
- Marine Law Enforcement Training Program (MLETP)

Charleston, SC -

- Commercial Vessel Boarding Training Program (CVBTP)
- Maritime Task Force Officer Training Program (MTFOTP)
- Seaport Security Antiterrorism Training Program (SSATP)

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Radiation Detector Program Delayed

A program to deploy new radiation monitors at ports and along the U.S. border has been shelved. The \$1.2 billion program was delayed indefinitely after the Government Accounting Office (GAO) reported that some claims about the new detectors abilities might have been over stated by DHS to Congress.

These new detectors were supposed to be used to screen trucks, cars, and cargo. These new detectors, which were reported to cost as much as \$377,000 each, were reported Congress to have the ability to detect highly enriched uranium with a 95 percent success rate. The GAO found the success rate to be more likely around 17 percent and at best no better than 50 percent.

DHS did announce that eight of the detectors would be deployed at four border crossings to better test the units. Vayl Oxford, director of the nuclear detection office, defended the high detection rate cited in the report to Congress last year as a "high-water goal" the agency hoped to achieve, not an

assessment of the monitors'

Senate Homeland Security and Government Affairs Committee Chairman Joseph I. Lieberman (I-Conn.) said Congress would need more details before allowing the program to proceed.

"As DHS develops costly new technology critical to the nation's security, Congress must be able to rely on DNDO's claims about the technology," Lieberman said in an e-mailed statement. "DNDO's estimates of costs and benefits must be based on facts, not assumptions. And, while taking into account the effects this technology will have on commerce, it must be based first and foremost on how best to prevent nuclear smuggling."

Theseradiationportalmonitorsweresupposed to be the nation's first line of defense against the attacks with radioactive materials. After 9/11 the U.S. Government spent more than \$200 million on detection equipment that could not distinguish real radiological threats from benign sources of radiation.

FLETC Training Programs Receive Accreditation

The Federal Law Enforcement Training Accreditation (FLETA) Board granted accreditation status to eight FLETC programs. The first programs accredited were the Law Enforcement Control Tactics Instructor Training Program (LECTITP), the Driver Instructor Training Program (DITP), the Boat Operators Anti-Terrorism Training Program (BOAT), and the Marine Law Enforcement Training Program (MLETP) on Nov. 16, 2006. The Criminal Investigator Training Program (CITP), Law Enforcement Instructor In-Service Training Program (LEIISTP), Physical Fitness Coordinator Training Program (PFCTP), and Inland Boat Operators Training Program (IBOT) were granted accreditation status on July 19, 2007.



The FLETA Board requires that an agency or academy accredit its required and essential basic and instructor training programs to maintain Academy Accreditation. The FLETC is currently pursuing the accreditation of the remaining four required programs needed to maintain FLETC Academy Accreditation, which was received in March 2006.

A core group of training professionals from Federal agencies established standards for FLETA Accreditation. These standards received FLETA Board approval in March 2005. Currently, there are more than twenty-five Federal law enforcement agencies participating in the accreditation process.

FLETA Accreditation of a Federal law enforcement academy or training program provides assurance to the citizens they serve, that the agency has voluntarily submitted to a process of self-regulation and successfully achieved compliance with a set of standards that have been collectively established by their peers within their professional community that demonstrate adherence to quality, effectiveness and integrity.

The Law Enforcement Control Tactics Instructor Training Program (LECTITP) prepares law enforcement trainers to instruct in the areas of arrest techniques, defensive tactics, and intermediate weapons.

The Boat Operators Anti-Terrorism Training Program (BOAT) provides students the skills to recognize potential terrorism targets, possible delivery methods, and actions, which might indicate terrorist or criminal activity. Course developers modeled the program after the U.S. Coast Guard Special Missions Training Center Tactical Coxswain course to augment training requirements brought about by the threats of Maritime Terrorism.

The Marine Law Enforcement Training Program (MLETP) provides newly appointed Marine Enforcement Officers with the abilities to operate marine law enforcement vessels and to have basic understanding of maritime customs and laws.

FLETC developed the Driver Instructor Training Program (DITP) at the request of Federal law enforcement agencies seeking to train law enforcement officers in the principles, philosophies, and techniques of teaching law enforcement driver instructor curriculum in 1976. The DITP equips the student with the skills, techniques, operational principles, legal considerations, and instructional methodologies to teach a comprehensive driver training program to law enforcement officers.

The Criminal Investigator Training Program (CITP) provides basic and fundamental training in the techniques, concepts, and methodologies of conducting criminal investigations. The training

program designed for full-time Criminal Investigators, GS-1811 series from the Partner Organizations, includes lectures, laboratories, practical exercises, and tests to ensure that each trainee acquires all of the critical knowledge, skills and abilities required of new criminal investigators.

The Law Enforcement Instructor In-Service Training Program (LEIISTP) is designed to certify Senior Instructors and law enforcement Program Specialists, and provide a means of recertifying both Lead and Senior Instructors at the Federal Law Enforcement Training Center (FLETC).

The Physical Fitness Coordinators Training Program (PFCTP) is designed to present the student with information concerning health, physical fitness assessment and physical conditioning. The student will also be instructed in program management, basic anatomy and exercise physiology, exercise leadership, and injury prevention. Individuals attending this program will receive instruction and practical training to instruct, demonstrate, evaluate, and direct programs in the areas of physical fitness.

The Inland Boat Operator Training Program (IBOT) was developed to enable the novice vessel operator the skills necessary to safely operate their vessel in a law enforcement capacity. This one-week program focuses on law enforcement officers who infrequently operate boats, or have specific areas of responsibility on inland waterways.

FLETC is an interagency training facility for the officers and agents from 83 law enforcement organizations, and trained approximately 50,000 students last fiscal year. **MT**

