

Meeting Kickoff and Public Testimony

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1 **Note:** Minor errors in the transcript – names, acronyms, etc. – have been corrected by Commission staff. If you have any questions about this transcript, please contact the Commission office at: (202) 418-3442.

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4 U.S. COMMISSION ON OCEAN POLICY

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7 THIRTEENTH PUBLIC MEETING

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13 FRIDAY, NOVEMBER 22, 2002

14 8:30 A.M. to 4:00 P.M.

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19 Ronald Reagan Building and International

20 Trade Center Amphitheater

21 1300 Pennsylvania Avenue, N.W.
22 Washington, D.C.

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3 COMMISSIONERS:

4 Admiral James D. Watkins, USN (Ret.), Chairman

5 Mrs. Lillian C. Borrone

6 Dr. James M. Coleman, Ph.D.

7 Ms. Ann D'Amato

8 Mr. Lawrence R. Dickerson

9 VADM Paul G. Gaffney, II, USN

10 Prof. Marc J. Hershman

11 Mr. Paul L. Kelly

12 Mr. Christopher L. Koch

13 Dr. Frank E. Muller-Karger, Ph.D.

14 Dr. Andrew A. Rosenberg, Ph.D.

15 Mr. William D. Ruckelshaus

16 Dr. Paul A. Sandifer, Ph.D.

17

18 ALSO PRESENT:

19 Thomas R. Kitsos, Ph.D., Executive Director

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- 1 1. Opening Remarks
- 2 2. Admiral Thomas H. Collins, USCG
- 3 Commandant, United States Coast Guard
- 4 3. Introduction to Policy Option Presentation
- 5 and Procedures
- 6 4. Reports of Three Working Group Chairs
- 7 5. Consideration of Policy Options
- 8 6. Wrap-Up Discussion
- 9 7. Public Comment
- 10 8. Adjourn
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1 P R O C E E D I N G S

2 (8:30 A.M.)

3 CHAIRMAN WATKINS: The 13th public meeting of
4 the U.S. Commission on Ocean Public Policy. We are at a
5 very key point in our deliberative process now as we
6 move into the second phase of our work from fact finding
7 to deliberative processes leading towards the production
8 of a report which needs to be on the president's desk in
9 June.

10 A few comments about the public comment period
11 are necessary here. We welcome anyone to participate in
12 these meetings, as we have over the past 14 months, for
13 anyone interested to submit comments, ideas and
14 recommendations on our work.

15 The Commission will take public comment today
16 from 4:30 until 5:00 p.m. Individuals interested in
17 making public comments to the Ocean Commission must
18 complete a Public Comment Form in order to participate.
19 These are at the desk at the entrance here to the
20 Amphitheater.
21 Individuals interested in making public
22 comments must fill those forms in and sign up. We will

1 terminate at the commencement of the period at 4:30 p.m.
2 today. In addition, we have established a link on our
3 Web site at www.oceancommission.gov to make it easy as
4 possible for people to send us additional comments. You
5 can also fax or mail comments to us. To sign up for the
6 comment period, then please go to the front desk and
7 fill out the sign-up form.

8 We are honored this morning to have a
9 presenter coming before the Commission, in fact we
10 anticipate this may be the last time we have an
11 opportunity to listen to presentations, we received
12 presentations from over 430 witnesses over these past 14
13 months from all over the country, including from the
14 Coast Guard.

15 On the other hand, we are very close to seeing
16 the president sign a homeland security bill. The Coast
17 Guard, as you all know, plays a very key role in that
18 homeland security bill, and so we were anxious on the
19 Commission to hear from the Commandant to see what he
20 felt the impact would be on what I would call some of
21 the traditional responsibilities of the Coast Guard in
22 marine law and regulatory enforcement, particularly in

1 the near term as they make this transition.

2 It is always very difficult in the government,
3 having been involved myself in some of them, to be able
4 to keep things going, as you must in some areas, while
5 at the same time growing in new responsibilities in
6 other areas.

7 We wanted here in our responsibilities to
8 present a cohesive package to the president and Congress
9 on a national ocean policy to let them know exactly what
10 we might be interested in and perhaps provide some
11 assistance to the Coast Guard in carrying out their very
12 heavy new responsibilities they are picking up in
13 relation to the traditional ones.

14 With that I would ask Admiral Thomas H.

15 Collins, the United States Coast Guard, Commandant of
16 the Coast Guard, to come forward. We have invited him
17 to give us a presentation this morning on those aspects.

18 We look forward to your comments, Admiral Collins.

19 ADMIRAL COLLINS: Good morning.

20 THE COMMISSION: Good morning.

21 ADMIRAL COLLINS: Admiral Watkins,

22 distinguished members of the Ocean Commission, ladies

1 and gentlemen, it is quite an honor to be with you, a
2 pleasure to be with you, as you mentioned, in closing
3 your public fact-finding phase of your work and begin to
4 develop the recommendations that will improve ocean and
5 coastal governance for our nation, truly noble work that
6 you have been tasked to perform.

7 I have provided, I will provide a written copy
8 of my testimony. I will provide more detail than my
9 brief remarks this morning. What I intend to do is
10 provide you a brief overview of where we are and some
11 observations not only on the reorganization, but other
12 ocean policy-related issues, and then clearly entertain
13 your questions.

14 A little over a year ago, you heard from my

15 predecessor, Admiral Jim Loy. Much has changed since
16 then, but at the same time much has also remained the
17 same. The nation and indeed the world remains at a
18 heightened level of alert caused by terrorism and other
19 threats both at home and abroad.

20 At the same time, our ocean and coastal
21 resources remain at risk from a variety of manmade
22 threats ranging from pollution to overfishing to safety

1 consequences of overcrowding in our congested ports and
2 waterways, and not just a few of a long list of concerns
3 I know that you are dealing with.

4 You have heard a great deal about these issues
5 from other Coast Guard witnesses as you alluded to,
6 Admiral, witnesses in St. Petersburg, Florida;
7 Washington, D.C.; and Anchorage, Alaska. I know that
8 you have also visited a number of Coast Guard facilities
9 and talked to Coast Guard members in the field.

10 In particular, I believe you have heard many
11 concerns expressed about the adequacy of ocean and
12 coastal governance structures and the ability of various
13 agencies, including my own service, to fulfill their
14 statutory mandates.

15 I know several important studies have guided
16 your deliberation including the Marine Transportation
17 System Report to Congress, vintage 1999; the Report of
18 the Interagency Task Force on Coast Guard Roles and
19 Missions, 1998; and the Report of the Interagency
20 Commission on Seaport Crime and Security.

21 As you know, these studies and others made
22 valid and pertinent recommendations about the issues

1 with which you are directly concerned. Each of them,
2 each of them remains valid today, and some have even
3 proven to be prophetic in their insights. I strongly
4 urge your consideration of these reports.

5 Of course, the president's new national
6 strategy for homeland security has made significant
7 impact on our thinking within the Coast Guard with
8 regard to national policy concerns relative to the
9 oceans.

10 Of particular interest to this Commission, the
11 homeland security strategy notes the importance of
12 finding ways to balance our responsibility to uphold
13 America's security against terrorist threats with the
14 imperatives of preserving our fundamental liberties and

15 economic well being.

16 I would imagine, and specifically mentioned by

17 Admiral Watkins, that foremost on your mind is the

18 question as to whether existing agencies, particularly

19 the Coast Guard, can assume increased duties required to

20 improve the security of our homeland while attending to

21 the host of other missions assigned to us. That issue,

22 again, is especially relevant now that the Homeland

1 Security Act of 2002 is close to being signed. It
2 requires, as you know, the Coast Guard to be transferred
3 to the new department.

4 What will happen to our other missions --
5 which is marine environmental protection and enforcement
6 of laws and treaties, and search and rescue -- in the
7 process of all of this? The answer to that question is
8 complex. Let me say, frankly, that our capability to
9 carry out our responsibility as the lead federal agency
10 for homeland security, maritime component of homeland
11 security, and attend to our other missions does not
12 depend so much on where we are placed in the
13 organization of the executive branch as it does on the
14 capacity that we are afforded to carry out our

15 responsibilities.

16 We can do all that we are being asked to do in

17 the future, and we will do it all with the same

18 operational excellence for which we are now known, if we

19 are provided the appropriate means to do it. Secretary

20 Manetta, the president and Congress have been very

21 supportive to our needs to strengthen our capacity in

22 the fiscal year '03 budget, yet to be passed, but

1 clearly well along and will be the first business of the
2 new Congress.

3 The president's plan for the Department of
4 Homeland Security and the national strategy for homeland
5 security will both, both provide commitment, written
6 commitment, to continue to execute the non-homeland
7 security missions such as found in a broad array of
8 missions including marine environmental protection,
9 fisheries enforcement, and search and rescue.

10 There is no agency more capable or better
11 suited to carry out American policy and its laws on the
12 use of the oceans than the United States Coast Guard.
13 The studies that you have examined confirmed that fact
14 beyond a doubt. We are America's maritime guardian.

15 That is a simple answer to a very complex question

16 before us.

17 It is imperative to make sure that we acquire

18 additional capability in the coming years as we take on

19 the additional challenges before us. We welcome the

20 support of both the president and the Congress in the

21 '03 budget, which reflects a 20 percent increase in our

22 operating expense appropriation and a growth of over

1 2,000 people on a 36,000 active duty base, pretty solid
2 support I think you would admit.

3 I would like to be of service to you today,
4 and I would like to follow up on the question of ability
5 to do all our missions in detail with questions and
6 answers. Before I do that, I would like to comment on
7 other issues specifically relating to the Coast Guard
8 and then leave you with some comments on broader issues
9 to consider as well which relate to developing our
10 nation's capacity and capability to conduct operations
11 in the ocean environment -- all in support of national
12 interests.

13 In a first, as we transition to the new
14 Department of Homeland Security, the Coast Guard must

15 build its core competencies and its capacity to meet the
16 increased requirements of that job. The security of our
17 homeland is paramount. That is the first order of good
18 government. As the lead federal agency for maritime
19 homeland security, we intend to follow that order.

20 The Coast Guard must grow to meet the demands
21 of a growing nation. We are at the same level of
22 personal strength as we were in 1967 when we were

1 transferred to the then new Department of
2 Transportation. Now the nation needs us I think like
3 never before to conduct the full range of roles and
4 missions which you are well familiar with.

5 The bill that is about to be signed by the
6 president notes that. The president's national strategy
7 on homeland security was promulgated on 16 July notes
8 that. I also might stress that there are eight budget
9 priorities in that document to implement homeland
10 security.

11 We are the only agency called out by name in
12 those eight priorities, and it calls for the rapid
13 recapitalization of the United States Coast Guard. That
14 recapitalization takes the form of a capital acquisition

15 program known as Deepwater. We awarded that contract on
16 25 June. We have been working at it hard for several
17 years. Rescue 21 is another major capital program. It
18 is a coastal distress and emergency system of some
19 import, and that was awarded this summer. We are well
20 on our way, and up to this point have received
21 significant support from the administration and the Hill
22 for these projects.

1 I might add that the events of September 2001
2 and subsequent have pointed to the urgency of these
3 programs. They were important before 9/11, but they are
4 urgent now. We need to accelerate the acquisition
5 process to meet our pressing needs for newer and better
6 integrated systems.

7 The value of the Coast Guard as a maritime,
8 multi-mission and military service has never been more
9 apparent than it is today. Let me repeat those
10 characteristics. They are fundamental characteristics
11 of the Service. They have characterized us since 1790.
12 They are incredibly powerful characteristics: maritime,
13 multi-mission and military.

14 The events of the past year have demonstrated

15 the truth of the findings of the Interagency Task Force
16 on Roles and Missions. From the perspective of good
17 stewardship, it is imperative to maintain our
18 flexibility to respond to a wide variety of missions.
19 That flexibility to respond is the key to our
20 effectiveness, our efficiency, our productivity as it
21 has been for the past 212 years.

22 The synergy among our missions and operating

1 systems makes us truly an effective and efficient
2 instrument to implement ocean policy, whether that be
3 environmental, safety or security-related.

4 Fourth, we have a great deal of work ahead of
5 us not only as we transition to the new department, but
6 as we proceed to roll out the new Maritime
7 Transportation Security Act. As the Commission heard in
8 the hearings in New Orleans, the Coast Guard is the lead
9 federal agency with regard to port security. We have
10 been for a long time.

11 This Act imposes significant requirements on
12 our service and the maritime industry. It is relevant
13 to ocean and coastal policy in that it represents an
14 additional level of complexity and requirements placed

15 upon responsible users of our ocean's coastal ports and
16 waterways. I would submit that this piece of
17 legislation rivals the magnitude of OPA 90 and the roll
18 out of regulations following OPA 90.

19 The Coast Guard is also a major stakeholder in
20 a number of broader policy issues that warrant your
21 active consideration. I would like to briefly discuss
22 five of them. First, our nation's ocean policy must

1 include a solid dimension of international cooperations.
2 It is imperative that we fully embrace the global
3 community to solve the many problems before us
4 concerning ocean policy. Many of these are
5 international systems.

6 The Coast Guard is incredibly active and a
7 highly effective leader within the International
8 Maritime Organization, for example. This has enabled
9 the United States to further its agenda, first, with
10 respect to safety and environmental protection and
11 international shipping, and now with respect to vessel
12 and port security.

13 I will be heading up a United States
14 delegation to a diplomatic conference in London in early

15 December to "ink" the deal, so speak, on a new security
16 protocol that we have rolled out in one year with IMO.
17 That is unprecedented in terms of the speed in which an
18 international body has dealt with this issue.

19 It is imperative that our national ocean's
20 policy and statute should reflect and be in concert with
21 international law, if they are to be most effective in
22 dealing with global transportation networks or systems.

1 I strongly urge that your recommendations going forward
2 recognize the international dimension of the work that
3 we need to undertake.

4 Second, you must ensure that in addressing our
5 ocean policy that we maintain a systems approach. We
6 must make sure that we identify and address the real
7 root causes for ocean and coastal problems that we are
8 about to resolve, that we can make tradeoffs between the
9 public goods involved.

10 Many of the pollution problems affecting
11 coastal regions, for example, come from sources that are
12 ashore rather than ships on the water. When we are
13 dealing with the maritime component of the
14 transportation system, you have to look at how it

15 interfaces with rail, highway, and so forth. We need a
16 comprehensive interagency effort to address these
17 problems so we truly take a system's approach, not a
18 stovepipe approach to problems.

19 Third, we need a governing body that can set
20 strategic direction and provide a mechanism to
21 coordinate ocean and coastal policy both at the national
22 and regional level. I think the coordinating mechanisms

1 is more important than setting up a separate department
2 or agency. I think probably the Federal Government has
3 all of the reorganization or creating a new department
4 that it can consume currently.

5 The coordinating body, the coordinating
6 mechanism, I think is the right focus. Let me suggest
7 that there are a number of existing models to consider
8 in crafting such a governing structure, most obvious is
9 the Office of National Drug Control Policy, but there
10 are others.

11 I know I wear a hat, the United States
12 interdiction coordinator. We have made incredible
13 progress in developing coordinating mechanisms across
14 the federal government to deal with counter-drug efforts

15 that results on the interdiction side. There are
16 potential models there to look at. Perhaps, it is time
17 to consider the feasibility of the national ocean's
18 policy advisor.

19 Clearly, a policy coordinating mechanism is
20 required and it must be positioned above the agency and
21 departmental levels so as to ensure a comprehensive and
22 cross-cutting approach.

1 Fourth, to quote Poor Richard, "An ounce of
2 prevention is worth a pound of cure." The truth of this
3 adage applies equally to every aspect of ocean policy
4 from environmental protection to maritime security. We
5 must shift our focus from response towards awareness and
6 prevention. We have got to be prepared for consequence
7 management, but it is much nicer to be on the other side
8 of the equation.

9 Previously, we have briefed you about the need
10 to improve what we are calling maritime domain awareness
11 as a high priority in our efforts to increase maritime
12 home and security by focusing on prevention. I suggest
13 that the concept applies equally to fisheries
14 enforcement, illegal migration, marine safety,

15 environmental protection, and search and rescue at sea.

16 Prevention also comes quickly to mind with

17 regard to the recent disaster off the coast of Spain

18 involving the tank vessel, Prestige, an older

19 single-hull tanker. The enactment of the Oil Pollution

20 Act of 1990, which required all tankers that transport

21 oil to the United States borders to be double hulled,

22 clearly demonstrates the value of prevention measures

1 for our country. I will be glad to go into performance
2 data on how a turnaround, a great performance trend, we
3 have seen since the enactment of OPA 90 in this country.

4 Fifth, the marine transportation system is
5 vital to our economic security and way of life. I think
6 you have seen from the statistics about the volume of
7 that system doubling by 2020. We are a maritime nation.
8 We are a maritime nation, even though that fact may
9 escape the conscious thought of most Americans since the
10 advent of the automobile the airplane.

11 We are a maritime nation: 95,000 miles of
12 coastline, 25,000 miles of navigable waters, 361 major
13 ports, 95 percent of the volume of trade comes into the
14 United States by sea. We are a maritime nation. It is

15 important that we address the many important issues
16 necessary to strengthen the maritime transportation
17 system. I think it is a very legitimate component of
18 your work and, without addressing it a major slice of
19 ocean policy would not be addressed: issues such as the
20 need to implement a systematic approach to planning and
21 development, the need to further identify port
22 vulnerabilities and design plans that would address

1 them, and the need to find ways and means to fund the
2 growing needs of that system.

3 With the proper investment, the maritime
4 transportation system can meet projected and future
5 demands and maintain our global leadership in maritime
6 trade. It can also continue to provide the products and
7 the transit services that virtually every American has
8 come to expect.

9 In coordination with interagency partners, the
10 Department of Transportation is aggressively pursuing
11 the development of a comprehensive legislative package,
12 Sea 21, S-E-A 21, for a systematic approach to the
13 maritime transportation system. This vital legislation
14 will also ensure the protection and productivity of our

15 coastal and marine ecosystems.

16 Last, aquatics and invasive species are a real

17 threat to our environment and to our economic security.

18 We are developing regulations to require all vessels

19 that enter our waters from beyond the Exclusive Economic

20 Zone to submit a balance water management report, and we

21 will also require these same vessels to conduct active

22 balance water management.

1 We are strongly advocating the establishment
2 of a quantitative balance water treatment performance
3 standard protocols for testing, verifying and reporting
4 on the associated technologies, and a program to help
5 promote shipboard testing and operation of promising
6 technologies. All of these are important issues, both
7 the Coast Guard specific and the broader maritime
8 issues, and they deserve your consideration and your
9 support.

10 I thank you for the opportunity to share my
11 thoughts with you, and I hope you will find them useful
12 in your final deliberations. We stand ready to provide
13 input all along the way here.

14 In closing, let me offer one final thought.

15 The Coast Guard has long been known for its operational
16 excellence. That is what we strive for every day. It
17 is the motivation behind every successful search and
18 rescue case. Ten lives will be saved today, by the
19 way. It is for every oil pollution case, every drug
20 bust, every marine safety inspection, and it is foremost
21 in our thoughts as we keep vigilant watch over the
22 safety and security of the ports and harbors of this

1 great nation.

2 My ultimate goal, the one thing that is most
3 important to me as Commandant of the United States Coast
4 Guard is to maintain that standard of excellence in
5 everything we do and live up to our motto of "being
6 always ready." The move to the new department will
7 strengthen the ability for this agency to do that. I
8 believe that our nation's ocean policy demands it, and
9 we look forward to contributing to it.

10 Thank you very much. I will be happy to
11 entertain any questions you might have.

12 CHAIRMAN WATKINS: Well, you saw the little
13 name tag tents going up here, Admiral Collins, so we do
14 have a few questions for you. We really appreciate you

15 putting this together. You rang so many bells with us.

16 You might have seen us looking at each other, but it is

17 encouraging for us at this point in our deliberations to

18 hear you say such things as we need a governing body

19 that can set strategic direction, provide a mechanism to

20 coordinate ocean and coastal policy, both at the

21 national and regional level. You don't know how

22 synergistic that is with our feelings, and for you to

1 say it as a key member of the administration is very
2 important for us to hear.

3 Also, your focus on maritime domain awareness,
4 a major issue with us, and we are going to be addressing
5 that even today in our open session with some of our
6 programs and outreach and education, and so forth. We
7 are also very tuned in to the concept of prevention, and
8 we are going to be discussing that in open session again
9 today. So, many of these things have been music to our
10 ears this many.

11 We would like to get at the earliest possible
12 time any kind of advance indication on your
13 comprehensive legislative package, Sea 21. If we could
14 get that through a contact on your staff, we would

15 appreciate it because we just need to know. Even though
16 it may not be finalized in all of its aspects, we would
17 like to know some of the key elements of that.

18 ADMIRAL COLLINS: Great. Admiral Pluta
19 and his band of merry men are working that
20 issue, and we will be glad to provide details on that.

21 CHAIRMAN WATKINS: All right. By the way, we
22 thank you very much for providing us so much of the

1 human resources to help our Commission. Captain Ross
2 has attended every one of our hearings across the
3 country. He facilitated the interaction with your
4 colleagues that have made presentations to us, and it
5 has been extremely helpful. In particular, the Coast
6 Guard has supported the Commission almost more than any
7 other agency, and we really appreciate that very much.

8 ADMIRAL COLLINS: Thank you, sir.

9 CHAIRMAN WATKINS: We also are very anxious to
10 have any of the latest information you have on
11 advocating establishment of quantitative balanced water
12 treatment, and so forth. The endangered species --
13 invasive species, rather, problem is a big one for us.
14 To the extent that component of invasive species can be

15 given to us, the latest information, we would appreciate

16 it.

17 ADMIRAL COLLINS: Sure. I mean, I would just

18 offer the services of Captain Brown to come over and

19 speak to the Commission directly on that issue. He is

20 the point person that is working all those issues, and

21 we would be glad to give you a detailed brief of exactly

22 the status of our rulemaking, where we are on that, and

1 the contents of that rulemaking.

2 CHAIRMAN WATKINS: Good. For the first

3 question, Dr. Coleman.

4 DR. COLEMAN: Well, thank you, Mr. Chairman.

5 Admiral, thank you for very comprehensive

6 testimony. In your testimony, you indicated that your

7 personnel strength hasn't really changed over the past

8 35 years or so. What about the other infrastructure,

9 your vessels? What about renewal upgrades and other

10 support? Has that improved significantly over the same

11 time period?

12 ADMIRAL COLLINS: Let me address that. Thank

13 you for the question. Our personnel strength will start

14 to increase beyond that 1967 level with the '03 budget.

15 As I mentioned, we will grow by over 2,000 people. On a
16 base of 36,000, that is pretty good growth, with a good
17 portion of a growth going into marine safety, continued
18 sea planning and port security, homeland security-
19 related issues.

20 We have in the 1990s, which was sort of the
21 decade of the coastal system for the Coast Guard, we
22 developed and replaced -- we are almost near the end of

1 a major acquisition to replace all of our buoy tending
2 capabilities. The sea-going buoy tenders, the coastal
3 buoy tenders are all new assets. We are retiring our
4 55-year-old buoy tenders.

5 I recommend, go aboard one of those. They are
6 terrific, terrific platforms. Our motor lifeboat, a 47-
7 foot motor lifeboat, we are buying over a hundred of
8 those. We are pretty much towards the end of that
9 acquisition. Coastal patrol boats are all new.

10 We have replaced all of the 82-foot patrol
11 boats so that coastal environmental hardware set, with
12 the exception of Rescue 21, which is the distress
13 communications command and control system which was just
14 awarded this September, have pretty much run their

15 course. We are right at the end of both procurements.

16 The big procurement that we started, of

17 course, is the "big gulp" theory procurement is our

18 Deepwater System, which was awarded 25 June. That is a

19 \$17 billion acquisition over 20 year program where we

20 migrated from the legacy systems into new systems,

21 investing in legacy systems as we need over the time.

22 That clearly is part of that capability

1 capacity issue that I talked to you about. It is a
2 tremendously flexible and scalable acquisition. It is,
3 I think, one of the most innovative acquisition
4 strategies in this town. It is performance-based, total
5 life cycle cost-based, allowing tradeoffs between the
6 component parts to get the most effective performance
7 and efficiency out of the system.

8 It drives us into a network-centric
9 environment that we have not been in. It gives us that
10 maritime domain awareness thing that we are sorely
11 lacking. It is a very, very flexible acquisition
12 vehicle, a great model I think going forward for the
13 whole Federal Government, and we are very, very excited
14 about that. It is funded currently, close to

15 \$500 million in the '03 budget, and we expect that

16 minimum level and up.

17 My effort is to put on the table for

18 discussion the possibility of compressing that

19 acquisition to move it away from a 20-, 21-, 23-year-old

20 acquisition to a shorter time frame, and that is

21 actively being discussed. So, much on the way.

22 Rescue 21, that contract was awarded to

1 General Dynamics in September, a \$661 million
2 acquisition to replace our VHF-FM high sites, eliminate
3 the gaps around the country, go from analog to digital
4 recording capability, direction-finding capability
5 interoperable with state, local and federal entities.

6 It is a terrific, terrific investment. It
7 looks good, and we just hope that we can maintain the
8 funding stream over time to support these, I think,
9 critical capital acquisitions, both for homeland
10 security and all the other missions we do.

11 DR. COLEMAN: Thank you very much.

12 CHAIRMAN WATKINS: Dr. Sandifer?

13 DR. SANDIFER: Thank you, Mr. Chairman.

14 Admiral Collins, we are delighted to have you

15 with us, and I echo Admiral Watkins compliments on the
16 great job the Coast Guard has done. Several items in
17 your presentation are very much of interest to us, and I
18 would like to hit on two or three of these things and
19 see if you could respond to them.

20 In your oral testimony, you specifically
21 mention that some of the coastal pollution that you have
22 got to deal with comes from land-based uses rather than

1 vessels, but we have also seen quite a bit of issues
2 related to pollution coming directly from vessels,
3 cruise vessels and others. I am going to give you a
4 litany of these things to look at.

5 Could you comment a little bit on the Coast
6 Guard's activities and your proposed activities and
7 additional efforts to deal with vessel-based non-point
8 source pollution first?

9 ADMIRAL COLLINS: Sure, the vessel-based
10 things, we have been working on that aggressively since
11 the OPA 90 additional regulations response, carriage
12 requirements, vessels required to have a response plan
13 and a contractual relationship with spill clean-up firms
14 and the like.

15 We continue to work on many, many issues
16 including gray-water discharge from large cruise ships,
17 and working with the state of Alaska particularly with a
18 strong regime to provide for protection against that
19 issue. Large cruise ships carry 3,000 to 4,000 people
20 at a whack and sail in some of the more pristine areas
21 of our country, and that is certainly the focus of it,
22 but let me just give you an idea of what we have put in

1 effect and what the impact has been.

2 Since OPA 90, the average number of oil spills
3 over 10,000 has dropped by approximately 50 percent.

4 The gallons spilled per million gallons of oil shipped
5 has been reduced from an annual average of ten gallons
6 spilled per million shipped for the years 1987 to 1990
7 to five gallons spilled per million shipped during the
8 years '91 through '97, a 50 percent decrease.

9 There have been no spills over one million
10 gallons since 1990. The total volume of tank-ship oil
11 spills in the United States in 1989, and has remained
12 below 200,000 gallons since 1991. I think this nation
13 should and the shipping industry should feel very, very
14 proud of what they have done. The tank-vessel Prestige

15 that sunk off the Spanish coast could not have come into
16 our country. It was not allowed into our country, given
17 the OPA 90 laws that we have. The last port of call was
18 about a 1998 to 1999 timeframe for that ship into our
19 waters, and after 2000 it was not allowed in our
20 country.

21 We have been ahead on the international
22 regimes, we have been ahead on these standards, and we

1 will continue to be very, very aggressive in applying
2 the existing laws and regulations.

3 DR. SANDIFER: Admiral, I do applaud what you
4 have done there. I think OPA 90 has made a tremendous
5 difference. For many of us, though, we would like to
6 see whether the Coast Guard will help lead the battle on
7 an equivalent to OPA 90 for other kinds of discharges,
8 sewage pollution, graywaters, being other things that
9 are of concern to us.

10 You also mentioned at some length in both your
11 oral and written testimony the work on balanced water
12 and invasive species. Again, we are very much
13 appreciative of the work that is being done by the Coast
14 Guard in general and by the various captains of the

15 ports around the country.

16 However, I am still concerned that while we
17 are taking a strong lead in the international arena with
18 vessels coming in and out of the EEZ, what efforts is
19 the Coast Guard taking to look at vessels that
20 principally transit within our own EEZ but go port to
21 port where we may be crossing very significant
22 biogeographical boundaries and also have the potential

1 to translocate serious invasive species?

2 ADMIRAL COLLINS: Sure. Clearly, as you well
3 know, we have a combination of a voluntary and a
4 mandatory system, the ballast water exchange in the
5 country, the Great Lakes mandatory system, and the other
6 voluntary. We submitted a report to Congress during the
7 past year that addressed our experience under the
8 voluntary regime. Our efforts are now to convert the
9 voluntary guidelines to a mandatory program.

10 That rulemaking to convert from the voluntary
11 guidelines to mandatory program should be ready in the
12 fall of 2003 and developing a program with overarching
13 principles that the requirements are scientifically
14 supportable. It makes your head hurt a little bit when

15 you start getting into this issue. It sounds like a

16 simple issue; it is not a simple issue.

17 How you treat this, the various technologies

18 involved are substantial, and we want to do this thing

19 right. Some people may think we are moving at a snail's

20 pace. I hate to use that pun, but we are working very,

21 very aggressively with EPA, in a joint rulemaking with

22 EPA to move out on this issue.

1 So, our goal is to make it a mandatory regime.

2 Again, there are a number of concurrent regulatory

3 projects underway to promote and foster the development

4 of treatment technologies and to increase compliance,

5 and we will aggressively pursue that.

6 DR. SANDIFER: Thank you, Admiral. I wouldn't

7 use the term "snail's pace," maybe a slow ship's pace.

8 I do appreciate the complexity of it. Thanks for your

9 answer.

10 ADMIRAL COLLINS: (Laughter) You are welcome.

11 DR. SANDIFER: Thank you, Mr. Chairman.

12 CHAIRMAN WATKINS: There again,

13 Admiral Collins, we were just chatting with the

14 executive director, if we can have an early lead, our

15 report is going to be reasonably finalized we believe,
16 as we continue our drafting process, it certainly has to
17 be there by the time it goes in the "Federal Register"
18 in early May, late April.

19 You may be far enough into your process on
20 rulemaking on invasive species at that time and can help
21 us, again, to be supportive of your effort in that area.
22 It is one of the key issues we are not ready to address

1 in open session today, because we haven't had all of the
2 information.

3 ADMIRAL COLLINS: Sure. Again, let's make a
4 date to have my project officer on this subject visit
5 you and give you a detailed blow-by-blow at the right
6 time exactly how we are approaching this very complex
7 issue. To answer your earlier question directly, it is
8 probably our priority environmental issue that we are
9 working.

10 CHAIRMAN WATKINS: Well, we were overwhelmed
11 with the testimony brought before the Commission and we
12 are still working hard to get our answers in line, and
13 this will help us a great deal.

14 Mr. Chris Koch?

15 MR. KOCH: Admiral, thank you for being here
16 today. I would like to simply reiterate what an
17 accomplishment it is for the Coast Guard and yourself to
18 accomplish what you are going to do next month at the
19 IMO. I mean, we know with homeland security what the
20 challenges are. For you to have pulled off a new treaty
21 in 12 months is remarkable, and I think it shows the
22 Coast Guard's international leadership. I think we all

1 should be very grateful to you for that success.

2 My question is on a different issue. As we

3 have gone around, we have certainly heard praise for the

4 Coast Guard wherever we go and praise for the

5 multi-mission function of the Coast Guard. However, we

6 have also heard places where because homeland security

7 is getting the priority focus of the resources there is

8 a question of whether or not you can fulfill the

9 multi-mission aspect of the agency, particularly

10 fisheries enforcement would be an example.

11 If you get the 2003 monies which are in the

12 budget and hopefully a continuation of that trend in

13 2004, can you give us any information on how close you

14 will be to being able to satisfactorily implement the

15 fisheries enforcement efforts that existed pre-9/11 and

16 that are necessary?

17 ADMIRAL COLLINS: Sure. Chris, thanks for

18 your comments, by the way, and thanks for the help of

19 you and your organization in helping us get to that

20 international protocol. We have just had a tremendous

21 and very, very beneficial partnering role in effort with

22 the maritime industry that stepped up to the plate

1 aggressively. We thank you for that.

2 I think we are going to be, in terms of
3 resources in fisheries enforcement, within 5 percent,
4 6 percent, 7 percent of pre-9/11 levels. If you think
5 of our budget in terms of pie and slices of the pie, we
6 have rearranged the slices clearly in the wake of 9/11.
7 Homeland security is a priority mission for us. It is
8 the priority mission for the nation. We are going to
9 get that right, and failure is not an option, by the
10 way.

11 The size of the pie has grown. With the '02
12 supplementals and the '03 budget. A 20 percent increase
13 in our operating budget in one year is the largest
14 increase in our history in one year. We have got

15 incredible support from the President of the
16 United States and from Governor Ridge and
17 Secretary Mineta relative to the need to build out our
18 capacity for all our missions.

19 You know, if you go into the report, the
20 Homeland Security Strategy document, if you are a
21 coastie, the words are really great, which say that all
22 our missions have to be supported and they have to be

1 resourced. I mean, that is emphatically stated in that
2 Homeland Security Strategy. It is stated in the bill
3 that the president submitted over to the Congress.

4 It is stated in the bill that is going to be
5 signed shortly, it says that all our missions have to be
6 attended to, and, "Oh, by the way, you are going to have
7 an annual audit each year relative to those missions."
8 I think we are going to get close to those levels.

9 We also even when we were reduced immediate to
10 9/11 -- oh, by the way, it was the right thing to do
11 because one of our greatest strengths is surging to
12 threat with our assets, and after 9/11 it happened to be
13 homeland security. We were spending on a per annualized
14 basis about 1 percent of our budget on port security,

15 the next day we are allocating a resource base on the

16 rate of 50 percent.

17 We build multi-mission platforms, and we train

18 multi-mission people. That is great efficiency and

19 effectiveness to respond to a wide portfolio of threats

20 at any given time. I think that is good news.

21 Oh, by the way, the highest threat to living

22 marine resources -- i.e., fisheries enforcement issues -

1 - we didn't walk away from. Even in a 9/11, we were
2 full up on the maritime boundary line in the Bearing
3 Sea. We didn't reduce our posture in the Bearing Sea
4 very significantly because it was not only an
5 enforcement issue, it is a search and rescue issue for
6 our U.S. fleet there.

7 We have been very aggressive on the maritime
8 boundary line. We have been very aggressive with the
9 U.N. resolution against high seas drift nets, and we have
10 maintained a presence there. We have also done things,
11 I think, very innovatively to leverage the assets that
12 we do have.

13 We have an incredible rapport with the Border
14 Service in Russia. Actually, we had it before the end

15 of the Cold War, by the way, but it has grown over time.

16 We have a hotline between us and them in the Pacific.

17 We have a joint operations plan. We are now exploring

18 coordinated operations where we will have Russian

19 federal border guards on U.S. ships, to have their

20 language capability, the authority of their agency, and

21 so forth, to intercept wayward fishing vessels that want

22 to take our stocks.

1 It was a great National Geographic edition
2 maybe five years ago, you know, those great pullouts
3 that the have, and they charted the map of the world and
4 they had all of the fishery species around the world,
5 around the planet. They were denoted by a fish. Most
6 of the fishes were fishbone. The significance of the
7 fishbone was that there were fish at or below
8 sustainable levels.

9 The real robust stocks, where are they? They
10 are in Alaska, they are in the Western Pacific. That is
11 why there was a lot of excitement about the U.N.
12 resolution on Stradling Stocks in 1995, because let's
13 not let those stocks go the way of the other stocks of
14 the world. If you talk to Senator Stevens, he talks

15 about biomass. He probably knows more about biomass
16 than anybody around. That is an important resource. We
17 haven't walked away from those issues.

18 So, even in the context of reducing overall
19 fisheries enforcement levels in the wake of 9/11 --
20 which we have ramped back up to, by the way, within
21 5 percent -- we still applied on a risk-based,
22 threat-based way resources to the highest threat area.

1 Another example, a non-fish example, take
2 migrants, illegal migrants, we had CNN coverage of the
3 latest incident televised as only they can do, and do it
4 very well. You know, the footage from helicopter of the
5 Haitian migrants landing in the Key Biscayne. Now, some
6 might say, "Well, how did they get through?"

7 The question is, with all due respect, through
8 what? We had a four structure there of one ship down in
9 Haiti, three flights a week, and two million square
10 miles of ocean. Where were the ships? They were doing
11 fish and they were doing counter-drugs in the deep
12 Caribbean. What is there now? Six ships, three flights
13 a week. We surged to that threat.

14 You must be adequately resourced so that you

15 can surge to the threat of the day across the missions,
16 still maintaining an adequate base level on a recurring
17 basis, so it is sort of a bandwidth thing that you have
18 got to flex to, and that is what we do.

19 We do it in an operational mode, by the way.

20 I don't do water order commands from Washington to my
21 operation commanders. We have a distributed system,
22 "Here is the mission profile. Here is the operational

1 guidance. Here is the program standards. Surge to the
2 threat in your AOR." It has been our model since 1790,
3 and I think it has worked extremely well. I hope I
4 answered your question.

5 CHAIRMAN WATKINS: Lillian Borrone?

6 MRS. BORRONE: Thank you, Mr. Chairman.

7 Admiral, it is a pleasure for me to welcome
8 you as well, and to also say how pleased I was to hear
9 and read in your testimony the term "ecosystem
10 management" and also your discussion of the need to look
11 at the entire marine transportation system and to be
12 able to support it.

13 Of course, there are questions in our minds.

14 I think you allayed some of the fears, but there are

15 still some concerns as you move into the Homeland

16 Security Department that the Department of

17 Transportation be able to maintain the capability to

18 oversee those other components of the system and be able

19 to reintegrate and work with you on that entire system

20 concept. I think of course your discussion of a

21 coordinating body is a very important mechanism to allow

22 that to happen in the future.

1 I do have three questions for you. The first
2 is in one element, and particularly as you talk about
3 ecosystem management and system approach, you talk about
4 the marine safety and security teams that are being
5 established in regions around the country.

6 We have talked a lot in our own thinking about
7 both the coordinating body at a national level and the
8 need for regional coordination, and about the need for
9 regional planning and cooperation, which really requires
10 the federal agencies to be capable and trained in
11 dealing at the regional level. As these teams are put
12 in place, are they being trained to present not only the
13 federal position, but to work in the regional setting to
14 understand those issues?

15 ADMIRAL COLLINS: Do you want me to answer

16 that one first?

17 MRS. BORRONE: Yes, you may.

18 ADMIRAL COLLINS: The recent bill that has

19 been passed relative to port security calls for a

20 planning regime not unlike, by the way, it is very

21 OPA-90-like. It is a family of plans that starts with

22 an overarching port plan and then also requires facility

1 plans and vessel plans relative to security, and to be
2 coordinated by a local coordinating entity, a Port
3 Security Committee, headed up by the captain of the
4 port.

5 What is nice about that, is that there are other
6 models in existence. The stakeholders are the same that
7 sit at the harbor safety committee table and others.
8 The relationships are already there and built. It is
9 not like you are going to see a stranger across the
10 table. The relationships are already there. So, this
11 planning regime and coordinating regime is there.

12 They will be supported by port security
13 assessments that are also required by that bill to be
14 conducted around the country. We are already underway

15 doing that. There will be port security assessments
16 that look at the vulnerabilities within each port and
17 that will identify interventions, recommended
18 interventions, but we are not going to from headquarters
19 say, "Port X, go do this."
20 It is going to be those reasonable port
21 security committees that will take that as a source
22 document, consider it, and do what makes sense. I think

1 that recent bill that has passed puts into motion a
2 pretty robust planning regime.

3 Incidentally, if you are concerned for marine
4 safety, a good deal of the 2,000 extra people that we
5 are getting are going into increasing the staff of the
6 Marine Safety Offices for Planning Contingencies, and so
7 forth. I think they are going to be a stronger,
8 stronger group.

9 The maritime safety and security teams are
10 operational teams. They are the sort of pointy end of
11 the spear type people. Relative to the planning and
12 coordination people, they are the go-doers. They
13 provide the waterfront security, they provide the
14 protection around critical assets, they escort vessels

15 in and out of port, they provide sea marshals on a

16 vessel when they do a boarding offshore.

17 We are in the planning stages of building

18 canine teams into these that can go aboard and sniff out

19 explosives. They want to build underwater capabilities

20 into those teams so they can do underwater surveys of

21 vessels before they come in.

22 These are sort of the multi-mission safety and

1 security teams. The word "safety" is important there.

2 There is a reason we didn't call them "security teams";

3 they are safety teams as well. Again, we build

4 multi-mission units, not single-purpose units, that can

5 do a wide range of things.

6 These are very potent teams with six funded

7 through '03 and six more, hopefully, in out years that

8 will have a position around the country. They are more

9 the operational side. The Port Security Committee will provide

11 for planning contingencies.

12 MRS. BORRONE: Thank you. My second is a

13 follow on to what Dr. Coleman was talking about, and

14 that has to do with recreational vessel users who, and

15 of course Dr. Sandifer also raised this issue, may not

16 be as vigilant as the large shipping companies are or

17 the cruise lines are in disposal of waste or other

18 products overboard.

19 I think one of the things we have been

20 contemplating is how do we better educate that public

21 community and how you might see, based on the program

22 level you have now, a need in the future to grow that

1 education and perhaps additional enforcement?

2 ADMIRAL COLLINS: I think this is one area

3 that lends itself to a combination of both voluntary and

4 governmental approach. We have a Coast Guard Auxiliary

5 in this country -- they are terrific folks -- that

6 volunteer their time, their boats, their effort, they do

7 public education, they are on the water, they provide courtesy

8 marine examinations.

9 They are about the same size as the active

10 duty Coast Guard, by the way. They are all over the

11 country and internationally. They are an incredibly

12 potent force for us, a force multiplier, if you will,

13 for us in many, many ways. I think they have been

14 conscious of this, but this is something they can do as

15 they are out and about.

16 A lot of this is having presence in addition

17 to awareness and education. They are out and about,

18 seeing what is going on, being in tune with what is

19 happening on the waterfront, as well as the educational

20 part. Maybe that is a very powerful resource to have in

21 addition to power squadrons around the country.

22 I think that probably maybe a combination of

1 both public and private voluntary type work is needed to
2 ensure that there is a better level of awareness. Of
3 course, marine sanitation devices, that kind of
4 regulation has been something that, you know, it is our
5 regulation and we enforce it in ports and waterways of
6 the United States when we are there.

7 It gives me an opportunity to mention that
8 some people say, "Well, you invest in security, and what
9 about the safety and environmental?" I would submit
10 that this is, again excuse the pun, not an oil and water
11 thing. Investing in security is investing in safety and
12 is investing in environmental things.

13 We are going to have with these additional
14 2,000 people in marine safety and security teams and

15 additional people on our coastal stations, we are going
16 to have increased presence in the waters of the
17 United States. These are multi-mission teams, and they
18 can do both environmental oversight and safety and
19 security issues.

20 MRS. BORRONE: I appreciate that, and I think
21 any ideas you might offer on any funding requirements
22 for educational purposes that go along with the power

1 squadrons and the Coast Guard Auxiliary efforts that
2 could be woven into the efforts that others may already
3 be taking would be helpful for us to contemplate as we
4 think about our issue.

5 I guess my last question is really one that
6 goes back to the coordinating body proposal. If it were
7 to be one moving forward under a legislative concept, it
8 might take a while. Do you see any interim mechanisms
9 already in existence that would be good models for us to
10 look at that are already being used to try to coordinate
11 program relationships between agencies?

12 ADMIRAL COLLINS: Sure. Both within the
13 Homeland Security Council and the National Security
14 Council, I don't equate this to the magnitude and

15 breadth of the National Security Council which is a
16 fairly substantial mechanism itself, but within those
17 bodies they have policy coordination committees that are
18 standing bodies that are focused and committed to a
19 certain policy category. They own these issues. Some
20 have been effective and some maybe not so effective,
21 depending on how you look at it. But I think plugging
22 into existing structure, domestic councils -- I know

1 enough to be dangerous here about those structures.

2 (Laughter.)

3 ADMIRAL COLLINS: But I would say if there is

4 an interim one, you look at existing structure, and is

5 there a policy coordinating committee type entity that

6 could fit under that umbrella to pull those things

7 together, to have some oversight of budget that is

8 submitted, like ONDCP.

9 One of the functions is to, on the drug side,

10 scrutinize budgets submitted. Are they servicing the

11 national strategy? They have a strategy document. Here

12 is our drug strategy. Here is the budget servicing

13 these, and is that overarching view. Those are the

14 kinds of things that might lend themselves to an interim

15 approach.

16 MRS. BORRONE: Thank you.

17 ADMIRAL COLLINS: Thank you.

18 CHAIRMAN WATKINS: Admiral Gaffney?

19 ADMIRAL GAFFNEY: Thank you, Admiral, for your

20 very comprehensive testimony. I know you didn't have

21 time to cover every single issue that is important.

22 There are two that I would wonder if you might comment

1 on briefly, one is in support of your emphasis on
2 systems approach and maritime domain awareness.
3 Might you mention something about the
4 contribution an integrated and sustained ocean observing
5 system might add to that in the way of pollution, S&R,
6 surveillance signals, determining biomass
7 for example? The second might be, would you comment
8 specifically on in your recapitalization what kinds of
9 investment you think would go towards capabilities in
10 the High Arctic? Thank you.

11 ADMIRAL COLLINS: Well, in terms of this
12 maritime domain awareness concept, it is very, very
13 broad. If you are investing in a HUMINT
14 team in a port for example, that is

15 part of MDA. If you are requiring earlier and more
16 comprehensive reporting from arriving vessels into the
17 United States, which we have done, that is part of MDA,
18 that is awareness. It has a policy and process part of
19 it, it also has a hardware and systems part of it.

20 Vessel traffic systems are part of maritime
21 domain awareness. Rescue 21 is a part of maritime
22 domain awareness. The international requirements for

1 AIS on ships, which we hope to accelerate with the
2 Diplomatic Conference in December, is part of maritime
3 domain awareness. Our Deepwater System is part of
4 domain awareness.

5 For instance, you take the existing ship;
6 helicopter; MPA, "maritime patrol aircraft" package now,
7 pre-Deepwater, and compare it to a similar package of
8 assets post-Deepwater, a 500 percent increase in
9 surveillance capability, 500 in a similar number of
10 platforms. It has to do with using technology smart.
11 So, that is very much a part of MDA.

12 VMS that has been used in various fisheries
13 regulation regimes around the world. I am familiar with
14 the one in Hawaii, terrific, a nowhere to run, nowhere

15 to hide system that leveraged the productivity of our

16 aircraft fleet dramatically, and that is part of MDA.

17 Ocean systems support systems that will give

18 you greater awareness of ocean conditions are I see a

19 logical part of that, absolutely a logical part of that

20 overall architecture that we are building out. We have

21 a couple of contracts and we have team and we are

22 working with the United States Navy, by the way. You

1 know, that smaller Naval force that is in the

2 United States.

3 (Laughter.)

4 ADMIRAL COLLINS: We are working very, very

5 closely on that concept of MDA, and have a working team

6 together working on what that architecture should be. I

7 should note we just have a superb relationship with the

8 United States Navy. I think it is one of the strong

9 suits that we bring as a bridge back into the Department

10 of Defense and to do things very, very synergistically

11 together that makes sense for the nation, and working on

12 MDA is part of that. Thanks. Did I answer your

13 question?

14 ADMIRAL GAFFNEY: Arctic?

15 ADMIRAL COLLINS: Arctic. Of course our
16 investment in Arctic, the latest one is in our latest
17 icebreaker. It wasn't a nickel and dime investment that
18 the nation made. That was a \$348 million ship, the
19 Healy equipped for Arctic research has undertaken
20 several expeditions in that regard. That represents our
21 latest investment in Arctic research.
22 Of course, we tend to be the force provider

1 for the scientific community relative to needs and
2 requirements. What is terribly important as we try to
3 develop systems is to have the requirements definition.
4 It is all about requirements, requirements,
5 requirements. First comes requirements, then come
6 systems.

7 The next major effort for us is what is going
8 to replace our polar icebreakers, the Polar Sea and the
9 Polar Star. To me if there is one major issue relative
10 to ice breaking, it is what is the next generation of
11 Polar Sea, Polar Star. That would be the number one
12 issue, I would think, that the nation has to come to
13 grips with.

14 As you know, the Healy that is a national

15 asset, as all of the Coast Guard is, but truly that is a
16 national issue, not a parochial Coast Guard issue. That
17 was requirements of all the scientific community. We
18 came to understand real quick that the scientific
19 community is not a monolithic thing.

20 (Laughter.)

21 ADMIRAL COLLINS: There are all kinds of
22 different views. But we brought those together to

1 define the requirements of the Healy. I think if you
2 ask most members of the scientific community, they are
3 pretty happy with the product. We need to do the same
4 thing when we do the polar to get work on requirements
5 in a collaborative way.

6 What I think, if I could suggest a strong
7 recommendation, is let's get together to coordinate a
8 national definition of the next requirements for our
9 icebreaker so it provides the up front work for the
10 acquisition process.

11 ADMIRAL GAFFNEY: Thank you, sir.

12 CHAIRMAN WATKINS: Admiral Collins, we have
13 kept you here for an hour. We have three more
14 commissioners that would like to ask questions. I would

15 ask them to phrase their questions in a way that perhaps
16 you could answer for the record. We will be sending you
17 a letter thanking you, and also asking you additional
18 questions. I don't know what they plan to ask, but if
19 they can be put in that form, would you be willing to
20 respond to us in a fairly short period of time?

21 ADMIRAL COLLINS: Most definitely.

22 CHAIRMAN WATKINS: All right.

1 ADMIRAL COLLINS: And if I can answer in three
2 words, I will do it today.

3 (Laughter.)

4 ADMIRAL COLLINS: That is probably impossible
5 for me.

6 (Laughter.)

7 CHAIRMAN WATKINS: Dr. Muller-Karger?

8 DR. MULLER-KARGER: Thank you, Mr. Chairman.

9 Thank you very much for your testimony. I
10 have two questions and they both can be answered -- in
11 fact, I do prefer that they be sent in writing. See, I
12 am interested in the details and the long-term policy,
13 one is to follow up on Admiral Gaffney's question on
14 MDA, but how it permeates other communities including

15 the research community and other resource management

16 communities. Specifically, in your plans are you

17 missing remote sensing tools, specific types of

18 satellite tools that could help you in managing your

19 resources better?

20 The second question is your first

21 recommendation to the Commission is to strengthen the

22 international aspects of ocean policy. I was wondering

1 if you had specific areas that you thought we could
2 focus on in our report?

3 Thank you.

4 ADMIRAL COLLINS: Great. I would be glad to
5 provide written answers to that.

6 CHAIRMAN WATKINS: Mr. Kelly?

7 MR. KELLY: Thank you, Admiral. I have two
8 questions also. The first one deals with the growing
9 interest in regional ecosystem management. This is a
10 topic that we are looking at hard, as you know. When it
11 comes to boundaries for regional management, there are a
12 number of models out there, one that is suggested
13 frequently are the regional boundaries of the fisheries
14 councils.

15 But it has occurred to me that in an area, the
16 Gulf of Mexico where I live, the Coast Guard has its
17 largest district, the eighth district, which to a great
18 extent in a parallel way takes into account a lot of these
19 concerns. That district extends from the Gulf of
20 Mexico all the way up the river systems just about to
21 Chicago.

22 While we are now looking at regional

1 management on an ecosystem basis, you have in many ways
2 perhaps organized the Coast Guard in a similar way, but
3 along the lines of navigable waters, which in many cases
4 are probably parallel to ecosystems.

5 I know that I have been a participant in some
6 of the regional management of the security issue in the
7 Gulf of Mexico, and there the Coast Guard is leading a
8 multi-agency effort that also brings in a lot of
9 stakeholders. I was just wondering if over the years
10 there is anything you have learned in terms of regional
11 management and cooperation that might be useful to us as
12 we look at this concept?

13 The second question I have relates to
14 education and recruitment. One thing that we have found

15 in our numerous hearings around the country is that all
16 the participants in the overall maritime enterprise,
17 from science and education to marine operations, seem to
18 be faced with the same challenge of recruiting personnel
19 into their enterprise.

20 This becomes important, as you indicated on
21 the operations side, as we convert to digital systems and
22 we make advances in power systems and electronics in our

1 operations, we need more sophisticated education. This
2 is an issue that we are looking at.

3 With the growth that you are anticipating, I
4 was wondering to what extent will this impact the
5 activities of the Coast Guard Academy or the broader
6 concept of recruitment into the activity to meet these
7 needs?

8 ADMIRAL COLLINS: Great questions. I will be
9 glad to provide that. I might say that our institutions
10 are smoking. Our training institutions, our academy,
11 our Officer Candidate School, our boot camps are full up.
12 We are putting modular buildings up and we are running
13 people through. The good news is we are attracting
14 incredible young men and women with fire in the belly, a

15 feeling that they are joining something important and

16 want to contribute to the well-being of this nation.

17 I had the pleasure to go up and sponsor a

18 recoup company at Cape May just recently, at a training

19 camp. I couldn't be more enthused or encouraged about

20 the quality of our youth and how they want to

21 contribute. I think there is a good story there, and I

22 would be glad to answer your question.

1 MR. KELLY: That is encouraging and exciting.

2 Thank you.

3 CHAIRMAN WATKINS: Dr. Rosenberg?

4 DR. ROSENBERG: Thank you, Mr. Chairman.

5 Thank you, Admiral. I had the pleasure of

6 working with the Coast Guard on fisheries enforcement in

7 particular. I also have to appreciate your comment

8 about science not being monolithic, and I was trying to

9 think of what the opposite of monolithic was.

10 (Laughter.)

11 DR. ROSENBERG: I came up with multilithic or

12 messilithic is a possibility.

13 ADMIRAL COLLINS: I think it is paleolithic.

14 DR. ROSENBERG: Paleolithic is another.

15 (Laughter.)

16 DR. ROSENBERG: I have two questions as well.

17 The first one concerns fisheries enforcement. I

18 appreciate your comments about the levels that you are

19 building back to in fisheries enforcement. Although,

20 that concerns me in terms of improving needs for

21 fisheries enforcement over the long-term.

22 My question relates to technology. You

1 referred to the vessel monitoring systems, and I have
2 been involved I think in all of the vessel monitoring
3 systems around the country implemented by the National
4 Marine Fishery Service. Does the Coast Guard feel that
5 at this point for both fisheries enforcement and
6 national security reasons that there should be a
7 national vessel monitoring system program for fisheries?

8

9 I would submit that a call for such a national
10 program from the Coast Guard might get a better
11 reception than from the National Marine
12 Fishery Service simply because people like the
13 Coast Guard better.

14 The second question is related to technology

15 as well with regard to oil spills, and it is, whether we
16 have a program to develop better oil spill response
17 recovery and restoration systems? It is not clear to me
18 that we have sufficient investment in technology to
19 figure out how to do it better, although I am quite sure
20 the Coast Guard will continue to respond with the tools
21 that they have at hand. What is the plan for actually
22 developing better tools?

1 Again, both of those might be in writing,

2 Mr. Chairman.

3 ADMIRAL COLLINS: I will be glad to provide

4 the answers to those questions. I am enthusiastic about

5 the VMS. It is an indispensable tool. For fisheries

6 enforcement to have a fisheries regime without VMS is

7 sort of blind. It is an incredible productivity

8 enhancer. It builds capacity without building capacity

9 in terms of big pieces of hardware, so it is a

10 tremendous tool. In the U.N. Resolution on Stradling

11 Stocks that is unfolding, it is an integral part of

12 that, an indispensable part of that.

13 We would be glad to strongly endorse VMS.

14 CHAIRMAN WATKINS: Admiral Collins, you have

15 been a great finale to our public presentation. I can't
16 tell you how much your testimony has meant to us today.
17 It has brought together so many things that we have
18 heard across the country and we are putting our own
19 thoughts together on now, and they seem to be very much in
20 synch with each other. Thanks for coming.
21 We are going to be communicating more with you
22 as we continue our process. We want to stay current

1 with the ongoing initiatives that are going on within
2 your department, and with the Homeland Security
3 Department to make sure of the sensitivities that we
4 have to the work you are doing. Many thanks for coming
5 before us, and we look forward to our continuing
6 relationship with you.

7 ADMIRAL COLLINS: My pleasure. Good luck with
8 your noble work. We will be very, very much engaged
9 during the whole course of things, and anything that we
10 can provide and do and we certainly want to answer
11 promptly your questions, and will be glad to keep you up
12 to date on invasive species and other issues that we are
13 working. Thank you very much.

14 CHAIRMAN WATKINS: Thank you very much.