



Homeland Security Institute
“Quick Look” Report
April 19, 2008
Orlando Florida

In conjunction with the Department of Homeland Security, RADM David W. Kunkel, Commander of the U.S. Coast Guard Seventh District co-hosted the Southeastern Small Vessel Security Summit at the Florida Hotel and Conference Center in Orlando Florida on April 19, 2008. The invitational meeting was attended by approximately 80 small vessel stakeholders. The second of a planned series of regional summits based on recommendations of small vessel stakeholders at the DHS National Small Security Summit in June 2007, the meeting continued stakeholder discussion of ways to better secure the nation’s ports, waterways and coastal areas.

In particular, the summit sought to accomplish the following objectives:

- Educate small vessel stakeholders about security risks in the U.S. maritime domain.
- Provide a regional forum for small vessel stakeholders to discuss and present their ideas about the development of security measures to mitigate gaps in small vessel management and control in the maritime domain.
- Communicate with regional small vessel stakeholders on the actions being taken within the region to coordinate a layered security system at the federal, state, tribal and local government levels, as well as within the regional maritime industry and public.

RDML James A. Watson, USCG Director of Prevention Policy for Marine Safety, Security and Stewardship (CG-54) delivered the keynote address.

LT John Taylor, Assistant Program Manager for America’s Waterway Watch, (CG-5532) presented a short video and described the program and changes made to the program based on recommendations made by participants at prior summit meetings.

A panel of small vessel stakeholders was chaired by COL. Alvin Taylor, State Boating Law Administrator of South Carolina. Panelists consisted of Capt. John Lewis, Regional Manager, Westrec Marinas; Mr. Bill Albright, Florida Council of Yacht Clubs; Ms. Karen Bell, Operations Manager, A.P. Bell Fish Co., Inc.; Mr. Bob Bijur, Safety and Security Officer for Island Queen Cruises and Biscayne Lady Yacht Charters; and Mr. Paul Wescott, Safety & Compliance Coordinator, MOBRO Marine, Inc.



Key ideas emerging from the panel presentations and ensuing discussion were as follows.

- A balance is needed between homeland security, freedoms on the water, and economic competitiveness. New visa requirements are causing foreign commercial vessel operators to go offshore for business previously conducted in the U.S. Technical solutions need to balance security and expense.
- The boating public needs to be better educated on the small vessel security threat, the identification of suspicious activity, and means to communicate with the proper authorities. America's Waterways Watch and boater credentialing could serve those purposes.
- When implementing small vessel security regulations and requirements, federal authorities should leverage the well developed skills and knowledge of professional licensed and credentialed operators, and the on-going relationships with them as potential partners.
- Security plans and actions should differentiate segments of the small vessel community to make security measures appropriate to different economic capabilities and impacts, professional skills, and local risk environments.
- Better communications of government goals and programs to the public is needed, simplifying a confusing array of emergency call programs and numbers, and taking advantage of information technology innovations that can lower costs for vessel identification systems and applications. Feedback about action following reports of suspicious activity is essential to sustaining cooperation.
- Attention needs to be devoted to practical ways to implement plans and requirements with the resources to start and sustain programs.
- There would be great leverage from approaches that provided incentives in addition to seeking public support for prevention programs, and in avoiding "big stick" approaches.
- Special attention should be devoted to engaging well organized and willing professional mariners in areas such as suspicious activity reporting and sensor deployment.
- Leverage technology: e.g. work with electronic charting companies and commercial GIS vendors to reflect security and safety zones and use AIS or VMS type equipment similar to that used around oil platforms.

Mr. Robert Gauvin, Technical Advisor, U.S. Coast Guard Office of Vessel Activities, discussed USCG small vessel security initiatives, the National Summit and report, the regional summit series, and the soon to be released DHS Small Vessel Security Strategy and implementation plan.



Mr. Jack Garofano, Assistant Director, Marine Field Operations Office Miami U.S. Customs and Border Patrol, described CBP domestic and overseas homeland security initiatives, including Customs – Trade Partnership Against terrorism (C-TPAT), Container Security Initiative (CSI), and efficiencies in boater reporting and customs declaration requirements.

Scenario based discussion exercises, facilitated by Mr. George Murphy, dealt with ways to detect, deter or prevent terrorist attacks at two major ports in the Southeastern U.S. The exercises engaged the audience to explore a broad range of elements in the richly layered security strategy that has been deployed and is evolving through initiatives such as the small vessel security strategy. Participant’s brought their experience and ideas to the discussions. They shared suggestions about what they believed was required and was workable from practical operational and economic perspectives. The discussions drove home the complexity of the overall problem and the utility of a risk based and flexible layered strategy.

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