



Homeland Security Institute

"Quick-Look" Report

June 19 and 20, 2007

Arlington, VA

The Department of Homeland Security (DHS), in partnership with the Homeland Security Institute (HSI), hosted the National Small Vessel Security Summit (NSVSS) on June 19-20, 2007, at the Marriott Crystal Gateway Hotel in Crystal City, Virginia. The meeting, attended by about 300 stakeholders, was a first step in a dialog between DHS and the small vessel community on a range of issues to better secure our nation's ports, waterways and coastal areas.

In particular it sought to accomplish the following:

- ❖ Inform small vessel stakeholders on security risks in the U.S. maritime domain.
- ❖ Provide a national forum for small vessel stakeholders to discuss and present their ideas on the development of security measures to mitigate gaps in small vessel management and control in the maritime domain.
- ❖ Provide a national forum for state and local government officials, as well as private industry members of the small vessel population to discuss transportation concerns regarding security threats and present their ideas.
- ❖ Record all issues and concerns from the small vessel community.

On the morning of June 19, participants heard from:

- DHS Secretary, the Honorable Michael Chertoff;
- Commandant of the Coast Guard, Admiral Thad Allen;
- Commissioner of Customs and Border Protection, W. Ralph Basham;
- Director of the Domestic Nuclear Detection Office, Vayl Oxford; and
- Coast Guard Intelligence Coordination Center Director, Dr. Christopher Merritt.

Later that day, representatives of stakeholder agencies, industries, associations and private citizens participated in three panel discussions addressing security concerns and issues for recreational vessels, commercial vessels, and state and local government interests. Panelists included:

- Mr. Richard Schwartz, Boat Owners Association of the United States ;
- Mr. Jim Browning, Marine Retailers Association of America;
- Mr. Earl Waesche, National Boating Federation;
- Mr. Jim Muldoon, National Boating Safety Advisory Council;
- Ms. Cindy Squires, National Marine Manufacturers Association;



- Ms. Emily Reiblein, American Waterways Operators;
 - Capt James Ruhl, Commercial Fishermen of America;
 - Capt Ed O'Brien, National Association of Charter Boat Operators;
 - Capt Elizabeth Gedney, Passenger Vessel Association;
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- LtCol Don Holway, Florida Fish and Wildlife Conservation Commission;
 - Maj John Fetterman, Maine Department of Marine Resources;
 - Lt Bill Krul, Marine Patrol, St. Clair County, Michigan; and
 - Sgt. Jim Lambert, Marine Patrol, Alameda County, California.

The first day concluded with six facilitated breakout sessions in which attendees discussed the day's presentations, and other issues related to small vessel security.

On June 20, the six groups were presented with two scenarios each, which provided the context for an analytic discussion of means or methods with which to deter, defeat or mitigate the consequences of water-borne improvised explosive devices (WBIEDs) or weapons of mass destruction (WMD-radiological/nuclear attacks or improvised nuclear device (Dirty Bomb)). Each breakout group discussion was followed by a reporting out to all the participants of the Summit, where they presented key issues identified in the groups. The summit concluded with an open plenary in which participants shared thoughts about the Summit and a way forward.

Listed below are a few major themes discussed by participants in breakout sessions. The themes do not indicate consensus or priorities. A more detailed Summit report is forthcoming from the Homeland Security Institute based on detailed information collected at the Summit and subsequent surveys provided by an online web service to the Summit attendees:

- Risk assessment based measures to best channel actions and resources
- The balance and trade-offs between freedom, security, and economy
- Consistent policies with specialized implementation to fit the unique characteristics of each individual port
- Establishment of resource requirements and funding streams
- Enhanced maritime security based on a coherent overall national strategy with a layered approach
- Intelligence, information sharing, local awareness and feedback
- A culture of partnership and trust within and across the boating community and public and private sector



- Expanded education and outreach for a variety of safety, security and trust-building purposes;
- Enhanced education and support of citizen/stakeholder - volunteer based watch systems in the maritime domain.
- Enhanced coordination, cooperation and communications between federal, state and local agencies.
- Operator identification using available credentials
- A strong regime of international agreements and cooperation to “push out the borders” and defeat the threat before it reaches U.S. waters
- Technologies and operational aspects of detecting radiological and nuclear threats, vessel identification and tracking, situational awareness, information sharing
