

U.S. Coast Guard Sector Lower Mississippi River

*Keeping commerce flowing on the
Arkansas River Navigation System*



2 Auction Avenue, Memphis, TN

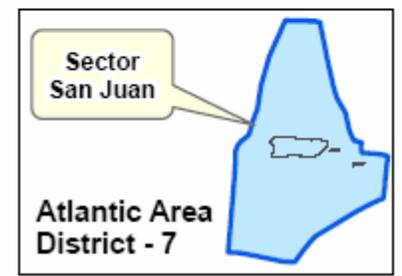
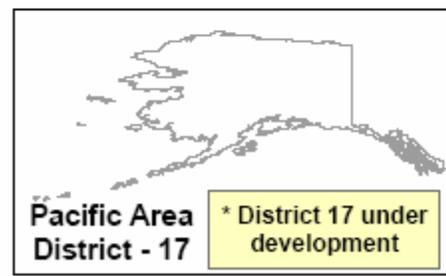
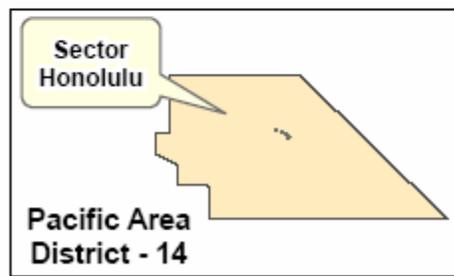
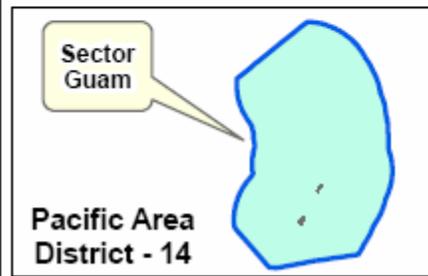
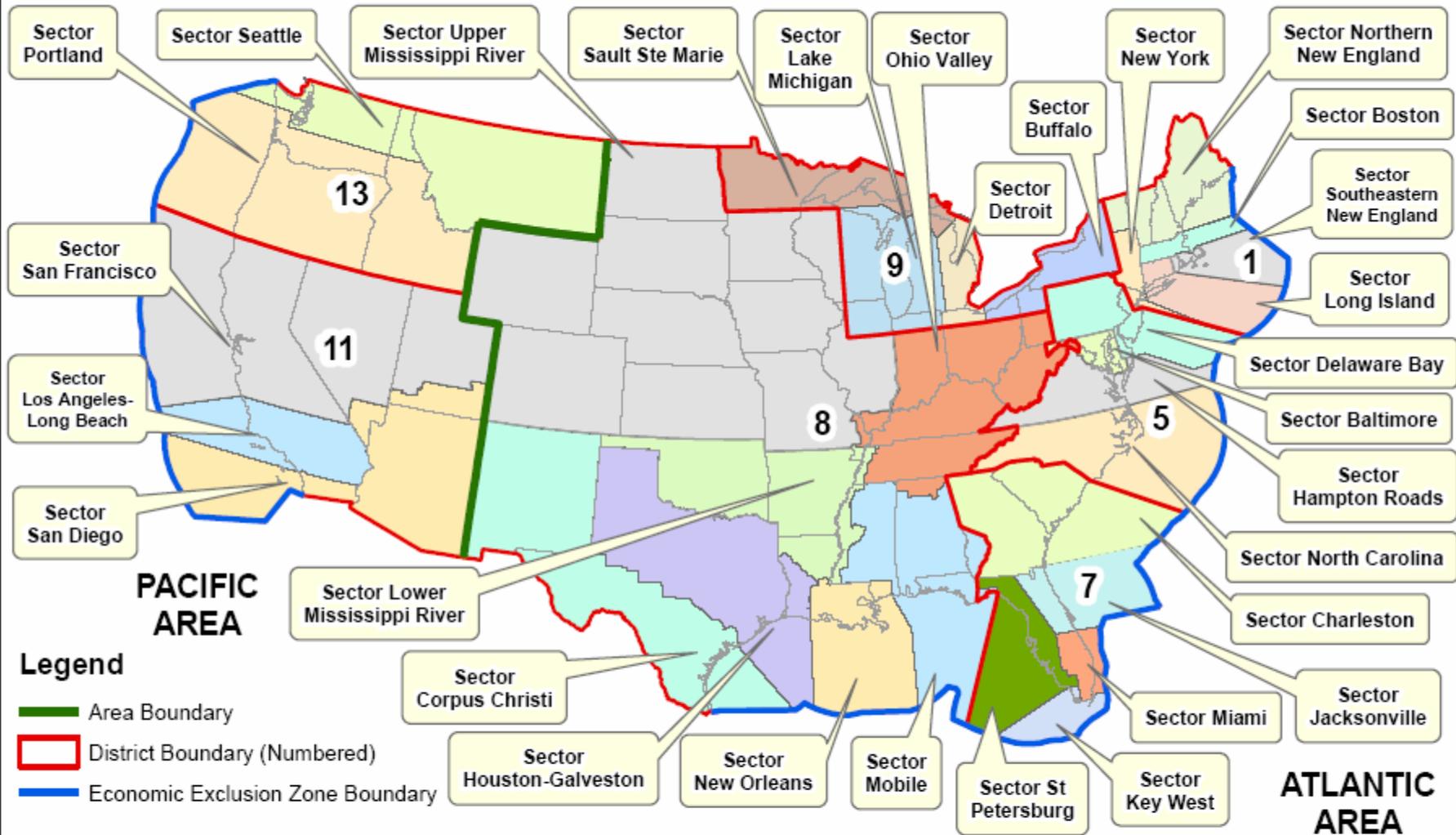
Commander P.J. Maguire,
Sector Commander



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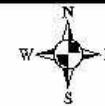
U.S. COAST GUARD

U. S. Coast Guard - Areas, Districts, and Sectors





Sector Lower Mississippi River



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Coast Guard Cutter KANAWHA

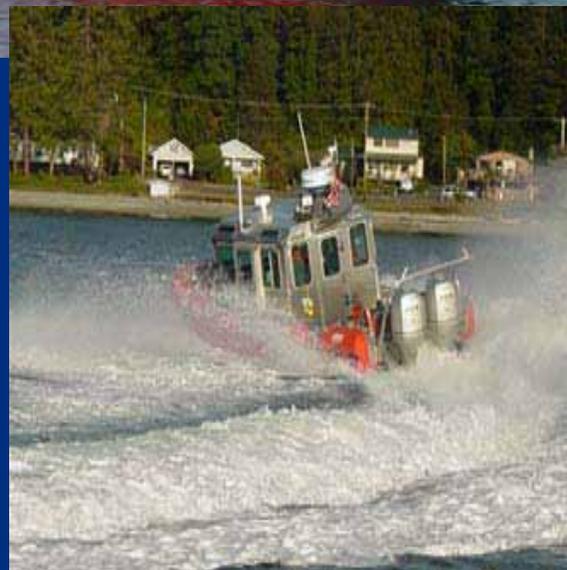




Coast Guard Cutter MUSKINGUM

25-ft Response Boat- Small (RB-S)

- Length: 25 ft
- Beam: 8' 6"
- Twin 225 hp Honda engines
- Speed: 45+ Kts



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Sector Lower Mississippi River



Sector Lower Focus

- Regional Examination Center (REC)
 - Implementing New Licensing Regulations
 - Limited License Proposal
 - Centralization Project – 1-2 years
- Expanding Captain of the Port Zone
 - Vicksburg/Natchez – LMR to Mile 303
 - Shreveport/Bossier – All of Red, Black/Ouachita Rivers
 - Establish Marine Safety Detachment Vicksburg
- Using Waterways Action Plan (WAP)
 - Low Water
- Maintaining Aging Cutters



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New Coast Guard Leadership

- Admiral Thad Allen, Commandant
- Vice Admiral Peterman, Area Commander
- Rear Admiral Whitehead, District Commander



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INTEGRATED DEEPWATER SYSTEM (IDS)



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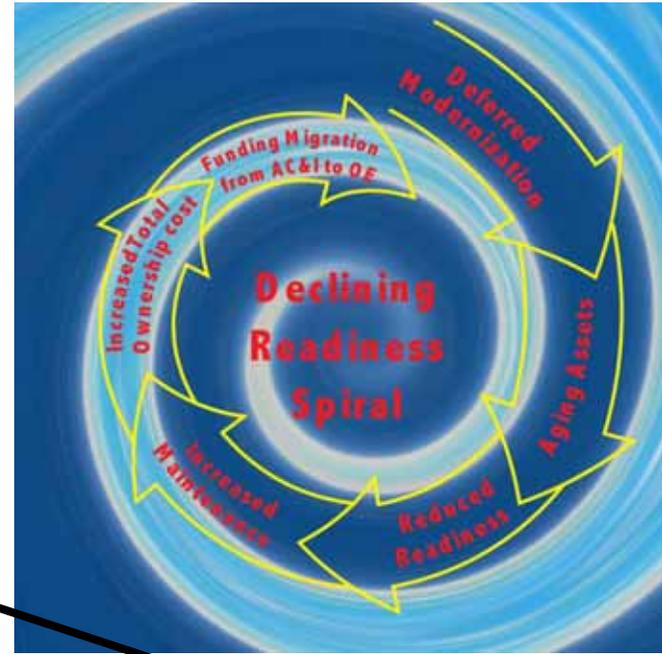
DEEPWATER



Challenge: Aging Deepwater Assets



The average age of our Deepwater cutters is 30...The Coast Guard fleet of High and Medium Endurance Cutters is older than 37 of the 39 (naval) fleets worldwide...



Year First Commissioned Expiration of Planned Service Life



DEEPWATER





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Deepwater System- Assets



Maritime Patrol Aircraft (MPA) CASA 235-300M
(Under Contract) [36]



High Altitude Unmanned Air Vehicle (HAUAV) [4]



Long Range Surveillance Aircraft (HC-130) [6 Js - 16 Hs]



HV-911 Eagle Eye Tiltrotor VUAS
(Under Contract) [45]



HH-60J "Jawhawk" Medium Range Recovery Helicopter (MRR) [36]



Multi-Mission Cutter Helicopter (MCH)
(Under Contract) [95]



MH-68A HITRON Armed Interdiction Helicopter
(Under Contract) [0]



National Security Cutter (NSC)
(Under Contract) [8]



Fast Response Cutter (FRC)
(Under Contract) [58]



Long Range Interceptor (LRI)
(Under Contract) [33]



Short Range Prosecutor (SRP)
(Under Contract) [91]

Offshore Patrol Cutter (OPC)
(Under Contract) [25]



123 Maritime Patrol Boat (WPB)
(Under Contract) [8]



- State-of-the-art C4ISR
- Upgraded capabilities for GWOT
- Hull 1 Keel Laid 29 March 2005
 - Hull #1 35% complete
- Hull 2 Start Fab Winter 2005
- Funds for 3rd hull in FY06 budget

NSC with Complement of Short Range Prosecutor (SRP), Long Range Interceptor (LRI), Vertical Takeoff Unmanned Air Vehicle System (VUAS), MH-65C Multi-Mission Cutter Helicopter (MCH), and C4ISR.

National Security Cutter (NSC) Bertholf (WMSL 750) Contribution to the Homeland Shield



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National Security Cutter (NSC) Bertholf

NSC 1 Bertholf (WMSL 750)

- Start Fabrication: Sep 2004
- Delivery: 2008

NSC 2 (WMSL 751)

- Start Fabrication: Dec 2005
- Delivery: 2009

NSC 3

- Start Fabrication: 2006



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Maritime Security

- **Executing the National Maritime Security Strategy**
- **Focusing & Increasing Coast Guard Capability**
- **Using new Risk Model (MSRAM)**
 - **Focuses efforts of Area Maritime Security Committees and U.S. Coast Guard Port Security Resources**
- **Conducting Exercises – PortStep in Catoosa – August 30**

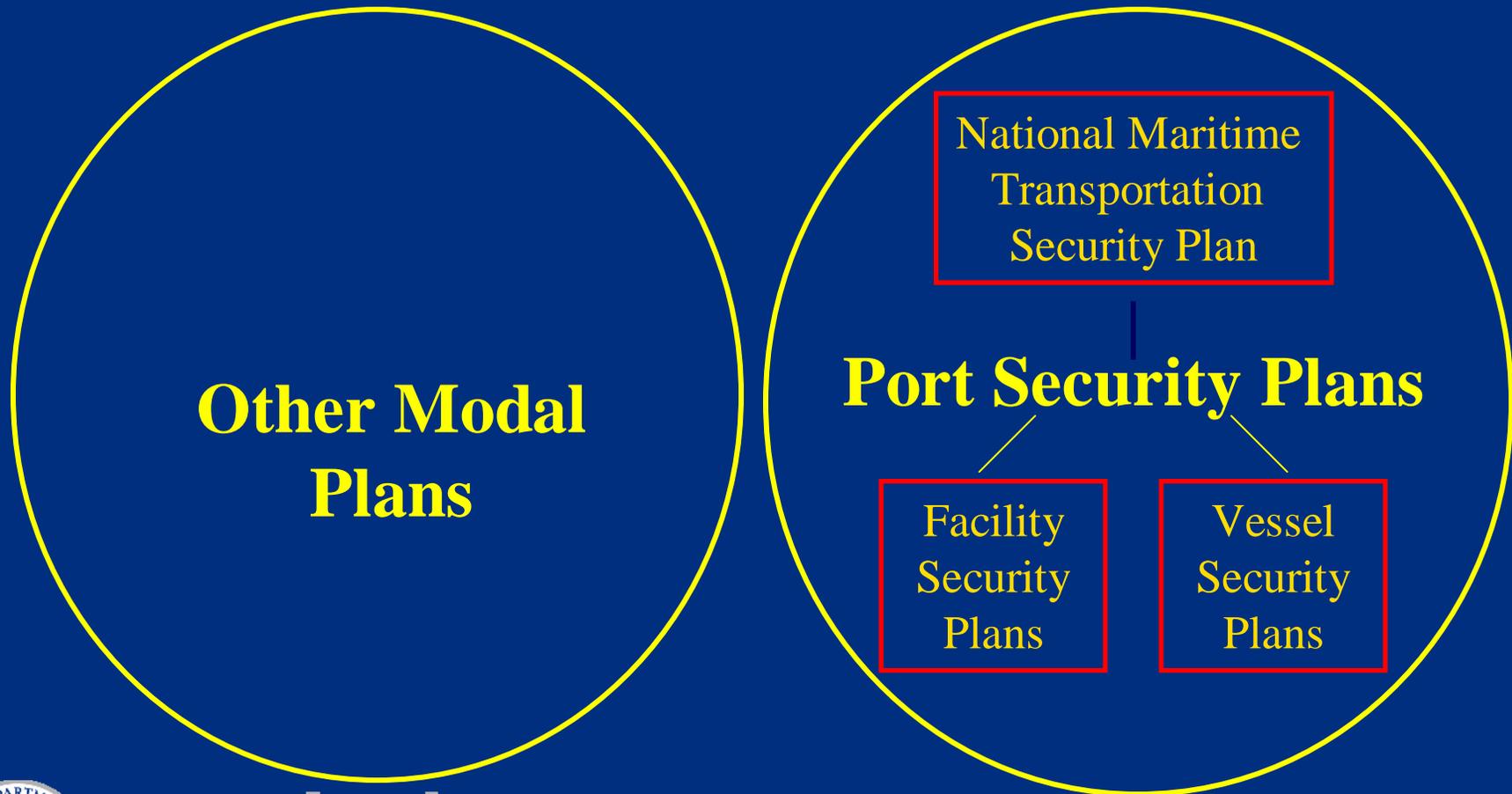


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Homeland Security Plans

National Transportation Security Plan



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Maritime Security Strategy



MARSEC Three “Incident Imminent”

Increased:

- Air Surveillance of Approaches
- Critical Infrastructure Support
- Restrictions in Vessel Movement
- Cutter Support to Ports
- Heightened Port Control

MARSEC Two “Heightened Risk”

Increased:

- Air Surveillance of Approaches
- Critical Infrastructure Support
- Aids to Navigation & Ice Breaking, as required
- Targeted Cutter Support to Ports
- Heightened Port Control

MARSEC One “New Normalcy”

Increased:

- Intel & Fusion
- Harbor Patrol
- Protection of Assets
- Air Surveillance



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MSRAM
UNITED STATES COAST GUARD

Maritime Security Risk Assessment Model



Version 1: (12.12.05)



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Exit MSRAM

MAIN MENU



The following steps will guide you through the MSRAM assessment and analysis processes. As you click on the buttons in each of the boxes below, you will be taken to a screen to accomplish the objectives outlined in the description.

USER INFORMATION

[VIEW /EDIT USER PROFILE](#)

USER Maguire,Patrick.J

AREA LANT

DISTRICT DB

SECTOR Lower Mississippi River

COTP Lower Mississippi River
170 170

View /
Edit Ports

USCG Response
Assets

REFERENCE CENTER

Select a subject from the list below to view and print related reference material

SSI MESSAGE (SHIFT/F2
FOR ZOOM BOX)

WARNING: THIS RECORD
CONTAINS SENSITIVE SECURITY
INFORMATION THAT IS

Target Matrix

Scoring

SECRET

Attack Mode

Hi Low

COTP

Ports

VERSION

COTP

[EDIT MAX TARG THRESHOLD](#) 300

[EDIT RIN FOR COTP COMMENT](#) 500

COTP / Sector Rollup

1. List Targets

The first step in the assessment process is to list all of the targets within your AOR. Once all of your targets have been entered, click the "Done" checkbox and proceed to the next step. If necessary, you can add targets to the list later.

DONE

Progress >

TARGETS

2. Score Maximum Consequence

The second step in the assessment process is to score the consequence potential of each target assuming total destruction at the worst place and time. Once you have scored every target, click the "Done" checkbox and proceed to the next step.

DONE

Progress >

TARGETS SCORED FOR MAX CONSEQUENCE

3. Score Scenarios **Advanced**

The final step in the risk assessment process is to perform a detailed scenario risk analysis for the targets that meet or exceed the target minimum consequence threshold. Once you have analyzed every scenario, click the "Done" checkbox and proceed to the next step to view and analyze the results of the assessment.

DONE

Progress >

REQUIRED SCENS LESS

REMOVED SCENS

SCORED SCENS

SCORING:

LAST SCENARIO ANALYZED

Passenger/Passerby Explosives/IEC
Old River Control Complex

4. Analyze Results / COTP Ranking

Once all of the assessment steps have been performed, you can view the results. The Results Center provides a powerful and flexible interface enabling you to slice and dice the results based on any number of inputs including the capability to export to Excel for further analysis. You will also have the ability to provide a COTP ranking for each of the targets, where the scenario carries the highest RIN, or to rank COTP for all scenarios.

5. Data Validation, Signoff by COTP

Once you are satisfied that all of your COTP targets have been entered, scored and ranked, push this button for COTP validation and to describe your process.

VALIDATED

Check this only after the VALIDATION screen has been filled in via Button #5 above, and you are ready to submit your MSRAM database to USCG HQ.

Form View



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Main Menu **SCENARIO SCORING - Base Case**

MAX TARGET CONSEQUENCE SCORES

D-I	\$-P	\$-S	ENV	NSec	SYM
4	4	5	1	1	1



>= THRESHOLD
 ALL TARGETS
 Dams/locks/levees
 HIDE MESSAGE

TARGET	MAX CONSEQUENCE
Old River Control Complex	19,804
Arkansas River Locks and D	16,834
City of Memphis	16,689
City of Little Rock/North Lit	16,686
Entergy-Arkansas Nuclear	16,686
Entergy-Grand Gulf	16,686
Belle of Hot Springs	2,000
Ameristar Casino	1,984
Casinos Away From Waterv	1,984
Horseshoe/Boomtown Casin	1,984
Hwy 84 Bridge - West - Vid.	1,984
I-20 Bridge	1,984
I-40 and I-55 Bridges	1,984
M/V Isle of Capri Casino	1,984
M/V Isle of Capri Casino-Ne	1,984
M/V Rainbow Casino	1,984
Pipeline	1,984
Pipelines	1,984
Sun Pipeline	1,984
TVA, Allen Plant	1,851
Union Pacific Railroad	1,851
Barges	1,836
Barges	1,836
Barges	1,836
Corps of Engineers Harbor	1,836
Greenville Casino Boats	1,836
Pine Bluff Arsenal	1,836
Hunt Southland	1,702
M/V Memphis Queen III	1,702
Casino Aztar	1,688
Casino Aztar	1,688

COUNT 66

Old River Control Complex
 SHOW OPTIONAL, HQ, USER DEFINED SCENARIOS
 HIDE DETAIL

		THREAT	VULN	CONSEQ	CONSEQ-2	RISK	SCORED OK	DOES NOT APPLY	REASON	SUB
Required	Boat Bomb	0.420	41.7%	101	165	46.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>		0
Required	Attack by Hijacked Vessel	0.360	62.6%	101	165	59.9	<input checked="" type="checkbox"/>	<input type="checkbox"/>		0

ATTACK BY Boat Bomb **TARGET CLASS** Old River Control Complex
SCENARIO DESCRIPTION (MAX 255 CHARS) Large boat common to AOR (e.g. fishing boat, small tug, large pleasure craft) is packed with explosives (20,000lbs) and detonated at the most sensitive accessible point of the target at the worst time. Assume boat crew is armed with automatic rifles and suicidal.
COTP COMMENT Loss of navigable river in New Orleans, Baton Rouge and Port of Southern LA would be a significant economic impact. This scenario may result in the loss of control of the course of the

REQUIRED IF RISK > 500 **GROUP** 1
LAST UPDATED 4/21/06
BY Maguire.Patrick.:

THREAT	CONSEQUENCE	CONSEQUENCE-2	VULNERABILITY
Intent	Provided by ICC (Intel Coordination Center) ... Factor representing terrorists' current intent to use a specific attack mode to attack the target and bring about the consequences		
VAL (ICC) NOTE			
Intent	0.7		
Capability	0.6		

Benchmarks and Examples

Calc Risk

THREAT 0.42
VULN 41.7%
CONSEQ-1 101
CONSEQ-2 165
= RISK 46.6
 SCORED OK



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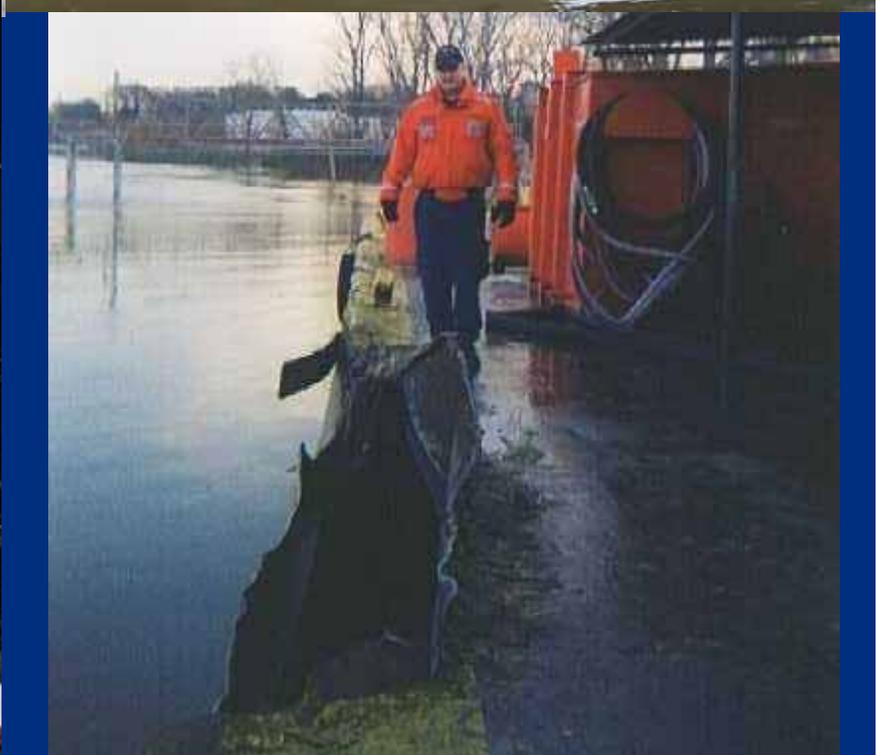
Homeland Security in the Mid-South







11







9 6:57 AM



Intentional or Disastrous Disruptions

- Attacks on critical infrastructure would result in substantial delays
 - Locks and Dams
 - Bridges
 - Nuclear Plants along rivers
 - Fleets of barges
- Earthquake damage could create interminable delays
 - Locks and Dams
 - Bridges
 - Nuclear Plants along rivers
 - Shore facilities
 - Coast Guard infrastructure



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SOLUTIONS

- Vigorous prevention efforts
 - Effective Buoy Tending
 - Licensing of Mariners
 - Casualty Investigation – Lessons Learned
- Risk-managed application of security resources
- Aggressive intelligence collection and follow-up
- Extensive collaboration with agencies and industry
- Maintenance of plans and regular exercises



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