

# Comprehensive Approach to Port Security - Track 1

- Who is the end user?
  - Coast Guard, Port Authority
  - Customs,
  - Navy - Inst. Commander, Numbered fleet, Regional Commander
  - Users of the port
    - Private vessels, cargo, Insurers
- What is the unsolved challenge and/or greatest need?
  - Improved Communication- common databases
  - TWIC, Access Control, Balancing resource investment with risk
  - Multi-Agency coordination
  - Underwater 'visibility'

# Comprehensive Approach to Port Security - Track 1

- What research is needed/underway?
  - Better command & control system to scan all containers without slowing down port activity
  - Anticipation of common hazards that can be used or dumped into a port that disable the port (oil, pesticides, organics)
  - Common pictures
  - Baseline mapping of harbor bottom & approaches
  - Fusion of sensor/surveillance data across DoD, State, Local, Private Agencies for port security

# Comprehensive Approach to Port Security - Track 1

- Is there currently technology being used in other areas that could be 're-adapted'?
  - Medical diagnostic platforms adopted for detection of toxins, hazards, explosives, etc.
  - For fusion centers/operational centers; standards based technology from DoD intel and common operating picture for:
    - Geolocation/metadata sharing
    - IP video - electro optical, infrared
  - Small aerostats for port-wide surveillance and communication
  - Leverage existing logistics modeling tools - PORTS (port simulation), AMP (analysis of mobility platform), ELIST (enhanced logistics inter theater simulation tool), to analyze port capabilities and security strategies.

# Comprehensive Approach to Port Security - Track 1

- What regional partnerships make sense to solve the challenge?
  - USCG greater role in expressing requirements and leveraging solutions from academia, NASA & industry in local area
  - Regional partnerships of DoD, DHS, and local law enforcement for mutually integrated security
  - Cooperation between stakeholders (eg. Navy, USCG, Customs, & Ports, etc)

# Comprehensive Approach to Port Security - Track 1

- How does this relate to the other tracks?
  - Comprehensive approach includes each of the other sessions - especially data fusion
  - This tracks tactics/real world response sets the requirements for development of point/integrated solutions in the other tracks
  - Should all efforts be coordinated under Homeland Security? Would this be the most efficient?

# Comprehensive Approach to Port Security - Track 2

- Who is the end user?
  - Coast Guard, Port Authority
  - Customs,
  - Navy - Inst. Commander, Numbered fleet, Regional Commander
  - Users of the port
    - Private vessels, cargo, Insurers
- What is the unsolved challenge and/or greatest need?
  - Fused, common operating 'pictures'
    - Situational awareness
    - Fused data
    - Tools to access at range
    - Below waterline threat detection & engagement
    - Command & Control
    - Technology to reduce manpower

# Comprehensive Approach to Port Security - Track 2

- What research is needed/underway?
  - More and better below the waterline technology and CONOPS, detection, classification
  - NIEM (national information exchange model)
  - Automated detection software (currently at John Hopkins APL w/Port of Los Angeles) determines intent and classifies targets

# Comprehensive Approach to Port Security - Track 2

- Is there currently technology being used in other areas that could be 're-adapted'?
  - Multiple-player online software adapted to capture viewer interactions among watchers, keepers plus viewing of data
  - iPhone applications flexibility 'mindset'
  - Using social networking/facebook/twitter to the advantage of the port security

# Comprehensive Approach to Port Security - Track 2

- What regional partnerships make sense to solve the challenge?
  - DoD, Federal, USCG, State partnerships, Navy, VPA, Local, Commercial, “Define Region” - area maritime security Committee
  - Seahawk Task Force model (Charleston, SC)
    - 1 office, multiple local, regional and federal partners

# Comprehensive Approach to Port Security - Track 2

- How does this relate to the other tracks?
  - Comprehensive Port Security needs should drive all other tracks
  - A combined regional approach will intersect with responsible federal agencies

# Comprehensive Approach to Port Security - Track 3

- Who is the end user?
  - This track agreed with and wanted to use combined results of tracks 1-2
- What is the unsolved challenge and/or greatest need?
  - This track agreed with and wanted to use combined results of tracks 1-2

# Comprehensive Approach to Port Security - Track 3

- What research is needed/underway?
  - Persistent subsurface ISR (intelligent surveillance & recon)
  - Human terrain situational awareness for land side of ports

# Comprehensive Approach to Port Security - Track 3

- Is there currently technology being used in other areas that could be 're-adapted'?
  - UAV ScanEagle use for rapid assessment/info gathering
  - Medical sensors for CBRNE applications (Chemical Biological Radiological Nuclear Explosive)

# Comprehensive Approach to Port Security - Track 3

- What regional partnerships make sense to solve the challenge?
  - Coalition partners, International, NATO, New experimentation paradigms that engage new partners
  - Demo projects -
    - Competitions requires a team w/\$\$ for winners (ex AUVSI)
  - Navy NECC MESF - Navy Expediting Combat Command Maritime Expeditionary Security Forces)
  - Collaboration with USCG Port Security

# Comprehensive Approach to Port Security - Track 3

- How does this relate to the other tracks?
  - Ties policy, agencies, systems and response plans together
  - Ability to use unmanned resources for early warning (forward intel) including hazardous human conditions
    - Unmanned resources use alt energy, sensor fusion, etc