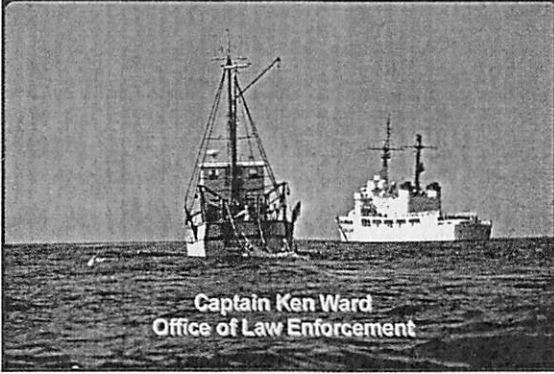
 **The Coast Guard's Role in Fisheries Management**



Captain Ken Ward
Office of Law Enforcement

Fisheries Management Council Chair's Meeting
Sitka, Alaska
May 29th, 2002

Introduction.

I would also like to introduce Captain Rich Preston, chief of planning and policy for Alaska, and Cdr John Davis, my new fisheries enforcement division chief at HQ's. He is replacing Cdr Mike Cerne who is departing to command the CGC Storis in Kodiak in a few weeks.

Glad to be in Sitka – appreciate invitation of Dave Benton and the North Pacific Council's hospitality. Admiral Cross regrets being unable to attend, his presence is required at a meeting of all Coast Guard flag officers. This will be the first opportunity for our new Commandant, Admiral Collins, to address all the flag officers and the last opportunity for Admiral Loy to address them as well.

Last year in Key West Admiral Cross updated you on what we're doing and told you about some new initiatives that will affect the fisheries world both here and internationally. Today I will discuss the considerable changes that have occurred since last year's meeting, how those changes have affected the Coast Guard's role in fisheries management, and our future plans.

Although I have planned a few minutes for questions at the end of my presentation, please feel free to ask questions as we go.

The Coast Guard...

Conducts 109 Search and Rescue missions, saves 10 lives, assists 192 people in distress, recovers \$2,791,841 in property,

Boards 144 vessels, seizes 169 lbs of marijuana and 306 lbs cocaine, opens 8 new cases for marine violation of federal statutes

Conducts 50 commercial fishing vessel boardings, issues 11 fishing vessel safety compliance decals, investigates 6 vessel casualties, boards 100 large vessels for port safety checks,

Responds to 20 oil or hazardous chemical spills totaling 2,800 gallons, and services 135 aids to navigation

With...

35,000 Active Duty Members
8,370 Reservists/ 6,315 Civilians
35,000 Auxiliaries
89 Marine Safety Units
44 Major Cutters
1805 Patrol and Small Boats
68 Buoy Tenders
23 Icebreakers
71 Fixed Wing Aircraft
144 Helicopters

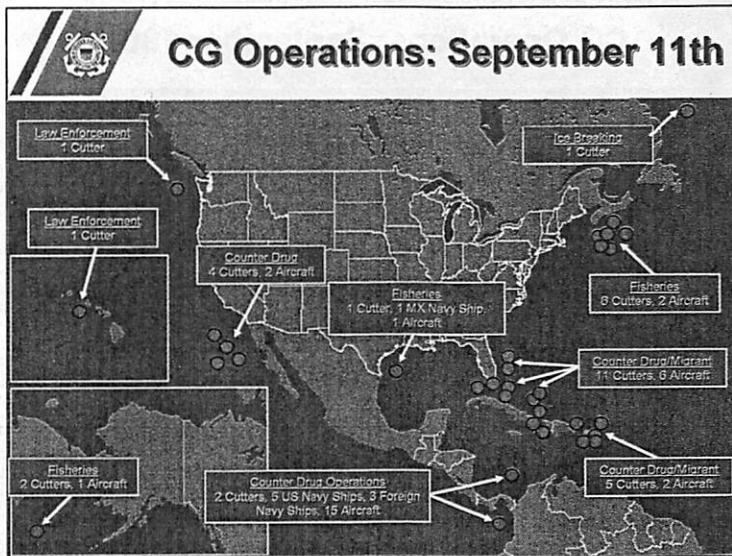
...all in *one* day!

The Coast Guard is a military, maritime, multi-mission service, and the only U.S. armed service with law enforcement authority. We have a unique blend of authorities, skillfully balancing fundamental military capabilities with prevention and enforcement skills.

In one day, the Coast Guard:

- Conducts 109 Search and Rescue missions, saves 10 lives & assists 192 people in distress;
- Boards 144 vessels, seizes 169 lbs of marijuana and 306 lbs of cocaine;
- Conducts 50 commercial fishing vessel boardings;
- Responds to 20 oil spills;
- Services 135 aids to navigation;

With few people than the New York City police department....

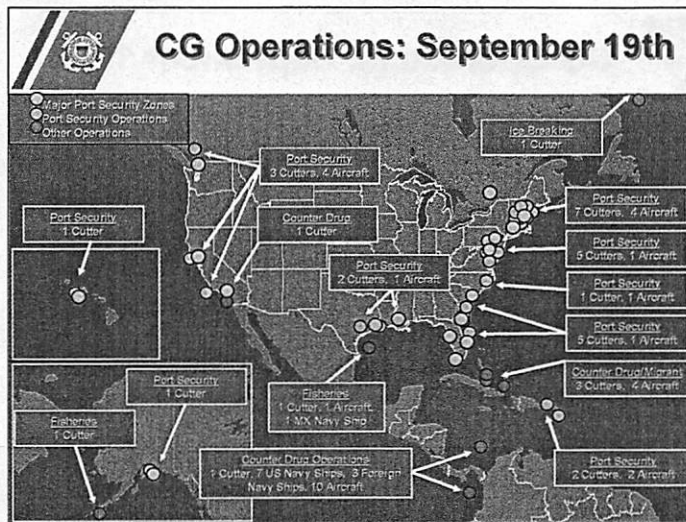


Before September 11th, U.S. maritime security at home was considered *primarily* a law-enforcement issue, although we were aware of and conducted planning for the prevention of maritime terrorism acts.

These are the locations of Coast Guard forces in and around the United States on the morning of September 11th, just prior to the World Trade Center attack.

We were conducting:

- Fisheries patrols off New England and Alaska
- Counter drug patrols in the Caribbean and Eastern Pacific
- Routine Marine Safety activities in the ports and immediately off the coast
- Search and Rescue operations wherever and whenever necessary

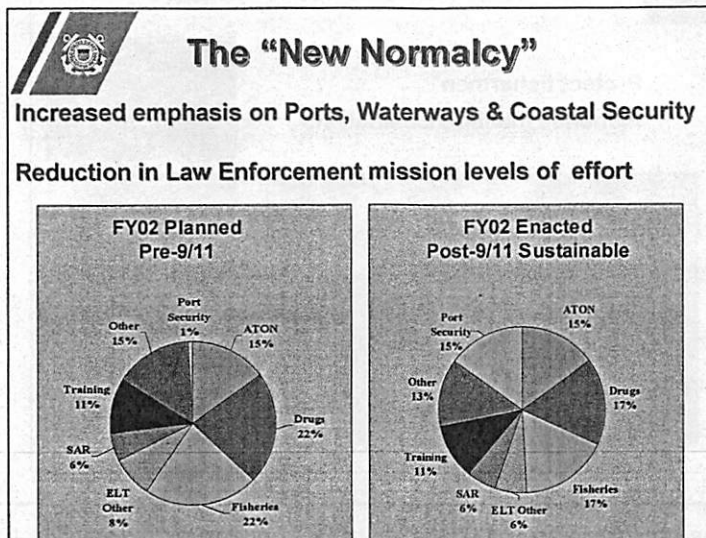


A week later, our focus shifted to securing U.S. ports and maritime transportation infrastructure against terrorist attack, much as we would do as part of an expeditionary operation overseas. Note the dramatic mission and geography shift compared to the previous slide.

Since the attack:

- We established 94 security zones (depicted here in orange circles), an all-time high, and Naval Vessel Protection Zones around U.S. naval ships.
- We deployed 4 port security units to domestic ports (NYC, Boston, Seattle, LA/LB).
- We established a new National Vessel Movement Center and required 96-hour advance notice of arrival information from all vessels transiting to U.S. ports
- We recalled over 2,700 Reservists to augment our active duty forces executing entire range of Coast Guard missions.
- We escorted cruise ships and certain U.S. naval ships in and out of U.S. ports.
- We conducted joint interagency boardings and maritime security operations with local, state, and federal law enforcement agencies, and DoD forces.
- We prototyped a new Sea Marshal program (San Francisco and San Diego).

As of 19 September, there had been over 55 cutters, 42 aircraft, and hundreds of small boats patrolling our ports and coasts.




Because we have a fixed pool of cutter and aircraft resource hours with which to operate, the resource hours for a sustainable and appropriate homeland security posture had to come from other missions. When we made the adjustment, several missions, such as SAR and Training, were held constant at pre-9/11 levels. The remaining discretionary missions, such as Law Enforcement, became the offsets for the increase in Port Security resource hours.




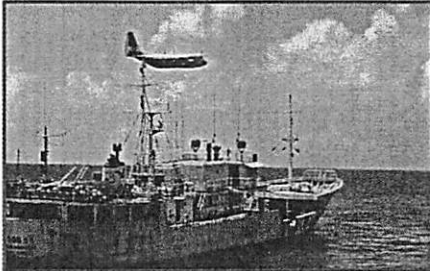
When it's all sorted out, as you can see in this slide, our enacted FY02 appropriation and the enacted Homeland Security Supplemental provides a different pool of resource hours than we had planned prior to September 11th.

As previously mentioned, Law Enforcement was one of the missions that contributed resource hours to the ramp-up in Port Security. To put this in context, our Cutter LE resource hours diminished 5.3%, and Aircraft LE resource hours were reduced 8.5%. The total reduction in our Law Enforcement level of effort is 5.7%. This means that we will invest 5.7% fewer resource hours in LE activities. I want to point out that this includes about a 6% reduction in fisheries resource hours.

The supplemental funding Congress appropriated earlier in the year enabled the Coast Guard to return to 100 percent of its operational capability and to achieve full maintenance of its ships and aircraft. The Guard is on a three-year growth plan, adding up to 2,800 additional personnel each year and full funding for operations and maintenance accounts to restore readiness.

 **Commitment to Fisheries**


Protect fishermen
Fisheries intelligence analysts



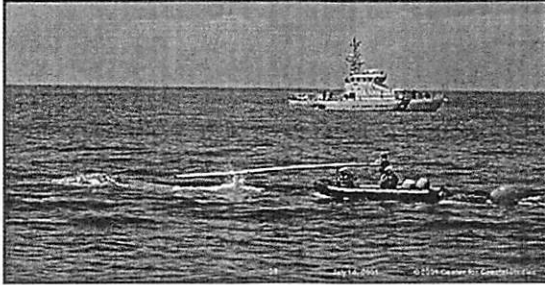
Although there is a modest reduction in cutters and aircraft available to conduct the fisheries enforcement mission, the Coast Guard remains committed to protecting the fisheries you work so hard to manage. We want to ensure nobody gets an unfair advantage be it through using illegal gear types, fishing in closed areas, fudging numbers or encroachment into our EEZ by foreign fishing vessels.

First and foremost we want to protect fishermen – as you know a commercial fisherman is 16 times more likely to lose his or her life on the job than a police officer or fire fighter. We are working closely with NMFS to link our fishing vessel safety examination program with NMFS' national observer program. This will provide added impetus for fishers to get a dockside exam and should increase both their safety and the safety of an embarked observer. Also, we added a commercial fishing industry vessel safety act instructor to each of our regional fisheries training centers to help educate our boarding officers so they can more effectively enforce safety regulations.

We have established new fisheries intelligence analysts in Washington DC, Boston, Alameda, Seattle, Honolulu, and Juneau to focus enforcement effort where it will be most effective.


 **Commitment to Fisheries**

Marine Protected Species
Strengthen CG – NMFS – State teamwork




We have expanded our role in Marine Protected Species, and have added 6 new personnel and created a separate division at Coast Guard headquarters to implement Ocean Steward, our marine protected species strategic plan. Our involvement in sanctuaries, marine protected areas, take reduction teams, coral reef task force, and species recovery efforts is growing.

And finally, I want to add that the NMFS Cooperative Enforcement Agreements are a great tool to strengthen our ties with NMFS and the states. Through close coordination with our federal and states enforcement agents, we can reduce the risks of repeat boardings, conflicting enforcement actions, and fill gaps in enforcement coverage. By maintaining these close ties during the current reduction in fisheries enforcement, I am confident we can continue to ensure the sustainability of our nation's living marine resources.

 **How You Can Help**

- Strict penalties**
- Enforcement-friendly regs**
- Continue to use CG reps**
- Increased use of VMS**
- RFTC Support**
- Re-validation of Ocean Guardian**

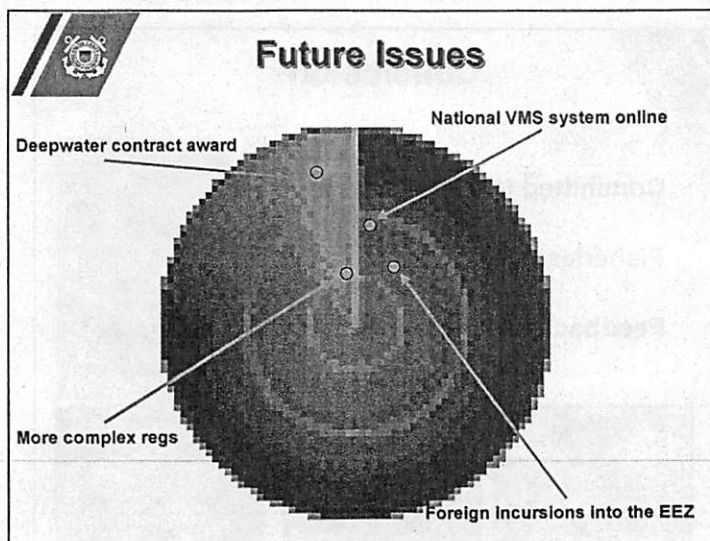


I appreciate the challenges you face balancing the statutory requirements of the Magnuson-Stevens Act, Endangered Species Act, Marine Mammal Protection Act, NEPA, and numerous other laws with practical, enforcement-friendly regulations. Several councils have passed resolutions for maximum penalties for violating regulations after 9-11, your initiative was helpful in leveling the playing field during a period of reduced CG assets. I understand all of the Councils have an enforcement committee, which is a beneficial forum to validate the enforceability of proposed regulations. Please continue to seek the advice of your Coast Guard representatives on enforceability and safety aspects of proposed regulations.

Your support of the National Marine Fisheries Service's national vessel monitoring program is also requested. By encouraging increased use of VMS to monitor the fishing fleets, both safety and enforcement will be enhanced.

I thank you for your support of our Regional Fisheries Training Centers, and I ask for your continued participation in their forums. You have been invaluable in helping our young officers and petty officers understand the industry, regulations, and challenges of fisheries management.

Finally, our fisheries law enforcement strategic plan, OCEAN GUARDIAN, must adapt to the ever changing world of fisheries management. Our goal is to revalidate OCEAN GUARDIAN every four years. We will be seeking your assistance in gathering stakeholder input next year to revalidate OCEAN GUARDIAN.




Looking to the coming year, these are some of the issues we see on the radar:

As the courts become more involved with fishery management, regulations will become more and more complex. More assets and greater expertise will be needed to enforce them.

We have reduced the threat of foreign incursions over the US-RS Maritime Boundary Line through joint operations with the Russian Federal Border Service and the capability to employ warp cutters. But economic incentives to fish over the line are significant and constantly present. Furthermore, a new limitation scheme between the US and Canada in the Pacific Northwest Albacore Tuna fishery will require additional enforcement effort to ensure it is followed.

However, with national VMS becoming a reality, our District offices will have near real time VMS data this summer. We are working towards getting the VMS data to our major cutters at-sea in fiscal year 03. Although VMS and other high technology systems will significantly improve enforcement capability, they are not a substitute for at-sea monitoring and boarding. We need to have actual enforcement vessels on-scene as quickly as possible in as many places as possible. Only such an enforcement presence will create the necessary deterrence.





I'm sure you are aware the Coast Guard's "deepwater" fleet is 37th oldest of 39 fleets worldwide, and the demands on our service are greater than what we can provide. In 1998 the Coast Guard initiated the Integrated Deepwater System Program, and contracted industry leaders in shipbuilding, aviation, and communications to design our future system of assets. We expect to award a contract to an industry team this summer.

 **Conclusion**

Committed to FMC process

Fisheries mission importance

Feedback welcome



So, to wrap things up, I want to reiterate how committed the Coast Guard is to the Fishery Management Councils and the job you do. We share a common goal and we are dedicated to providing you with the enforcement and prevention expertise you need to craft effective, enforceable, and safe fisheries management plans.

Search and Rescue and Port Security are the Coast Guard's number one mission priorities. However, the Living Marine Resources program is still one of the Coast Guard's top priorities. LMR receives 15% of the Coast Guard's Operating Expenses budget – comparable to the drug enforcement mission.

As I have said many times in my presentation today, we must work together – which I believe we are doing very well. I want to continue that trend. I welcome your feedback through our reps to each of the fishery management councils or through our Fisheries Law Enforcement Division at Coast Guard Headquarters. A good point of contact in DC is LCDR John Davis. You can reach him at 202/267-1785.