



U.S. Coast Guard

Marine Board Update April 2022



Agenda

- Prevention Readiness Initiative
- Maritime Commerce Strategic Outlook Update
- PACPARS



Marine Safety

Ports Waterways and

Coastal Security

Search and Rescue



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Prevention Program Readiness Initiative (PRI)



❖ Overview:

- PRI and Action Plan signed by DCO and DCMS (December 2020 and June 2021)
- Aligned to Strategic Plan and Organizational Strategic Outlooks
- Requires significant enterprise effort for success (CG-5P, CG-1, CG-6, CG-7, FC)
- New position dedicated to implementing the strategic direction





Prevention Program Readiness Initiative (PRI)



- ❖ **The PRI continues Senior Leadership focus on the Prevention Workforce.**
- ❖ **Early Action Items:**
 - Civilian Marine Inspector Hiring
 - Maritime Commerce Strategic Outlook & Implementation Plan (MCSO & Implementation Plan)
 - Arctic Strategy Outlook & Implementation Plan
 - Marine Inspector Training
 - Marine Inspector Performance Support Architecture (MIPSA)
 - Enlisted Marine Inspector Program (EMITP)
 - Mobility (fielded iPad tablets to 600 Marine Inspectors)
- ❖ **Senior Leadership Priorities:**
 - “Inspect” Mobile App
 - MIPSA Investments (FY19-22, \$7.7M+ effort)
- ❖ **Readiness in the rapidly changing maritime industry demands continued focus.**
 - The PRI identifies next steps for Prevention workforce (including WWM and IO), highlights critical technology needs, and demands transformation of our processes and governance to keep pace with industry.



Prevention Program Readiness Initiative (PRI)



❖ Closing Gaps and Meeting New Mission Demands:

- FY 20-21
 - 60 field (MIs, TPOs, Sub M, EMITP) billets
 - 22 MTS Security Specialist (Cyber) billets / 51 CPT 1 & 2
 - 28 TPO, Cyber, VIDA staff billets
- FY 22 (PRESBUD)
 - 21 MIPS A Verifying Officer billets
 - 19 MTS Security Specialist (Cyber) billets / 45 CPT 3
 - 12 VIDA staff billets
- FY23 (Submitted to OMB)
 - 14 EMITP
 - 15 Investigations and Oversight
 - 23 Arctic Implementation (Arctic Shield, Field Billets, Polar Office) (Above Guidance)
 - 49 WWM Offshore Wind, Space, VIDA, and Environment (Above Guidance)

❖ FY24 budget build continues integrated approach with HQ offices

- Continue to close gaps and build capability for Cyber, VIDA, WWM missions (Wind, Space), Polar Program, Oversight, and Technology Tools

❖ Leverage Enterprise Strategic Studies Process to Project Future Needs



PREVENTION PROGRAM READINESS INITIATIVE

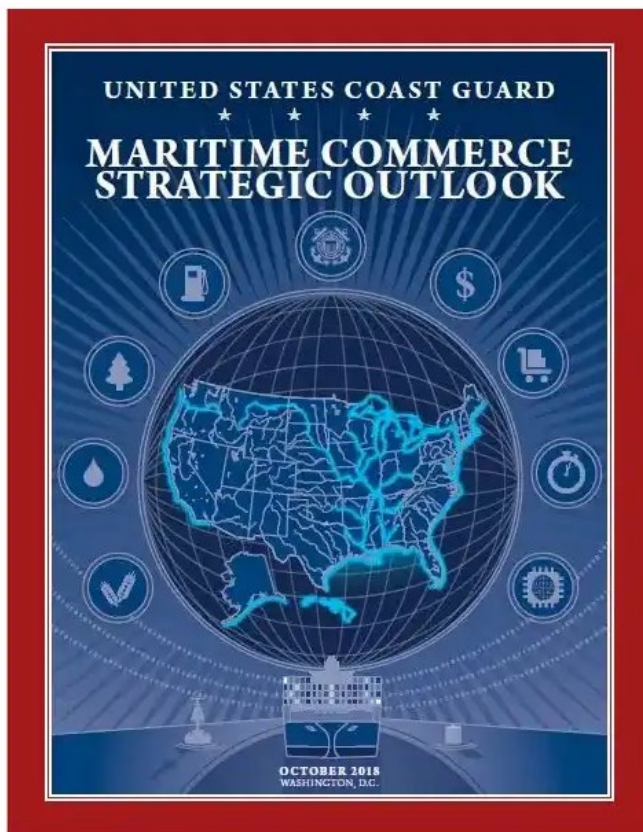
POWERING SAFE, SECURE, SUSTAINABLE MARITIME COMMERCE

LOE	Keys	Focus Areas	Successes	Planned/Future Work
1. Prevention Workforce	Capacity, proficiency, and retention drive workforce operational readiness	<ol style="list-style-type: none">1. Build Capacity2. Optimize Quality Fill3. Modernize Training4. Retain Talent	<ul style="list-style-type: none">• MIPS Development• EMITP• Closing Billet Gaps and Meeting New Missions (Cyber, VIDA, Sub M)	<ul style="list-style-type: none">• Achieve MIPS FOC• Add VIDA, Cyber billets• Prevention Workforce Career Management/Human Cap Plan• Retention Strategy
2. Risk Management	Risk-based, agile process mitigates challenges to mission execution from increased capacity, complexity and public demand for sustainability	<ol style="list-style-type: none">1. Modernize Compliance Regimes2. Harden MTS Cybersecurity3. Maintain Pace with Innovation	<ul style="list-style-type: none">• Sub M Implementation• Risk based Inspection Regimes• Maritime Commerce and Arctic Implementation Plans• MTS Cyber (NVICs, Cyber Strategic Outlook, Field Cyber Advisors)	<ul style="list-style-type: none">• Small Passenger Vessel rulemaking (IFR in 2022)• Wind, Space, and Autonomy Nav Safety Risk Assessments/Policies• MTS Cyber (Fill Field Billets, Implement Cyber Strategic Outlook, Cyber Risk Management)• Build Polar Program Office
3. Knowledge Management	Data driven decisions, real-time access to information, and transparent quality control processes will drive consistency and excellence	<ol style="list-style-type: none">1. Enhance Program Governance2. Strengthen Program Accountability3. Leverage KM Technologies	<ul style="list-style-type: none">• MI mobility and INSPECT APP• IMO Member State Audit Preps• Assess WWM and IO Programs	<ul style="list-style-type: none">• Achieve INSPECT app FOC• Enhance cross-HQ and Field Coordination• Leverage Existing Data & Establish Performance Metrics• Next-Gen MISLE
4. Partnerships	Leveraging FSLTT government and MTS stakeholder relationships is vital to facilitate safe, secure commerce	<ol style="list-style-type: none">1. Modernize Customer Service Exchanges2. Strengthen Relationships3. Increase Unity of Effort4. Enhance TPO Oversight	<ul style="list-style-type: none">• U.S. ACP Single Supplement• TPO Oversight (CVC-4)• 2021 CMTS Chairmanship	<ul style="list-style-type: none">• IT solutions: NAVITA, VDS, BRIX, USAIMS, LTM, MISL Enforcement• Align federal standards for effective governance (BSSE, BOEM, EPA)• Improve TPO Oversight / Audit Capability

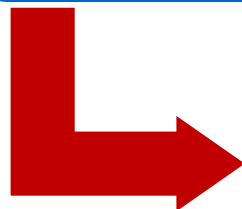
Powering Prevention Program Readiness with PROFICIENCY, TECHNOLOGY, and GOVERNANCE.



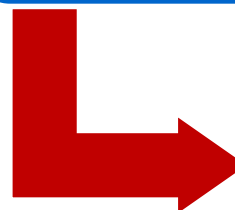
Maritime Commerce Strategic Outlook



2018 MCSO
signed



2021 I-plan
signed with
10 initiatives



2022
tracking and
updates



MCSO LINES OF EFFORT



1: Facilitating Lawful Trade and Travel on Secure Waterways

Mitigate risk to critical infrastructure
Build resiliency within MTS
Enhance unity of effort in MTS



2: Modernizing Aids to Navigation and Mariner Information Systems

Improve Nation's waterways
Optimize maritime planning
Recapitalize aging assets
Streamline & update information systems



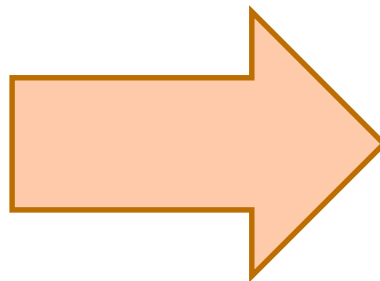
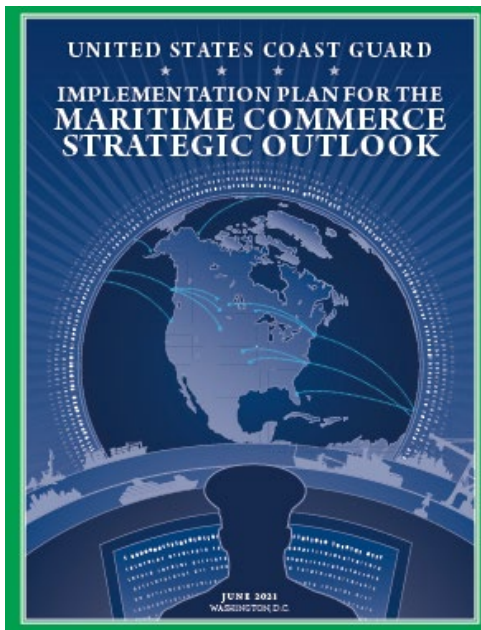
3: Transforming Workforce Capacity and Partnerships

Leverage effective oversight of third parties
Sharpen high-tech service competencies
Advance Prevention and Response workforce



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- Optimize Prevention Workforce Career Paths
- Develop and Launch Next Generation Cutters
- Enhance Cyber Security Capabilities
- Modernize Navigation Services
- Strengthen Vessel Compliance Oversight Methods
- Improve Search and Rescue Capability
- Improve Environmental Response Capability
- Modernize Emergency Management Crisis and Response
- Transform Merchant Mariner Credentialing Program
- Strengthen Partnerships with Maritime Stakeholders

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Pacific Area Port Access Route Study



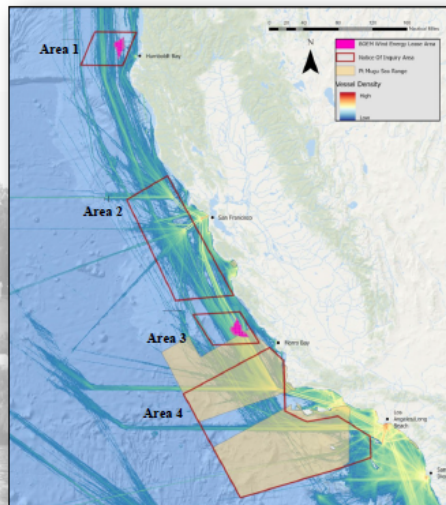
U.S. COAST GUARD CALIFORNIA – VESSEL TRAFFIC ASSESSMENT

The U.S. Coast Guard is actively conducting a Pacific Coast - Port Access Route Study (PAC-PARS). USCG District Eleven has identified four areas of interest for further evaluation and have published a Notice of Inquiry (NOI) - Docket Number: USCG-2021-0345

- ▶ Area 1 - Bureau of Ocean Energy Management Humboldt Bay offshore [Wind Energy Area]
- ▶ Area 2 - The areas outside of the San Francisco Bay
- ▶ Area 3 - Bureau of Ocean Energy Management Morro Bay offshore Wind Energy Area
- ▶ Area 4 - Near Point Mugu and South of the Channel Islands in the Pacific Missile Area Range

District Eleven requests public comments regarding vessel traffic patterns and waterway uses in these areas. The information we receive will be used to make recommendations regarding maritime safety and the improvement of waterway operations and vessel movement along the California Coast. These are a few of the questions to inspire dialogue that are included in the Notice of Inquiry:

- > Do you perceive increasing traffic density to cause increased navigational risk?
- > What improvements to waterway management would you like to see? If none, why?
- > What navigational hazards do vessels operating in the focus area face?
- > Do you think the CG should create designated fairways, traffic separation schemes for vessels, or exclusion/restricted areas around wind farms?



The Notice of Inquiry and the full list of questions can be found by scanning this QR code:



or visit
www.regulations.gov
& search docket number:
USCG-2021-0345

Questions or concerns may be sent to:
PACPARS@uscg.mil

Comments and related material must be received by 26 May, 2022

Following the NOI comment period, the Coast Guard aims to publish the draft results of study before the end of 2022



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- Sector Humboldt Bay
 - Area 1
 - Primary concern is navigational impact of the Humboldt Bay BOEM lease area
- Sector San Francisco
 - Area 2
 - Primary concern is interaction of TSS with coastal traffic and the IMO routes
- Sector LA/LB
 - Area 3 and 4
 - Primary focus on the navigational impact of the Morro Bay BOEM lease area and Pt Mugu Test range
- Sector San Diego
 - Area 4
 - Focus on interaction with Pt Mugu Test range



Notice of Inquiry

- Area specific questions.
- Focus on navigational concerns.
- 90 day comment period started 24FEB2022 and ends 26MAY2022.
- Immediate push for Harbor Safety Committees to vote/initiate navigation subcommittees to evaluate areas.
- Goal is to have HSC comment on this NOI. Input from the HSC will be used during draft of study.
 - ***Avoid having HSC comment new navigation concerns on future drafts of the final study.***
- D11 will provide deliverables/powerpoints for the areas/support for each meeting.

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Questions?