

U.S. Department
of Transportation

**United States
Coast Guard**



Commandant
United States Coast Guard

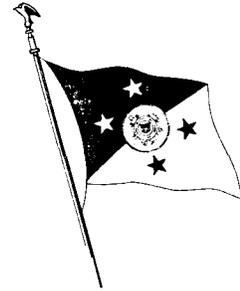
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PREPARED STATEMENT
OF
ADMIRAL PAUL A. YOST
COMMANDANT, UNITED STATES COAST GUARD
BEFORE THE
SENATE COMMITTEE ON
GOVERNMENTAL AFFAIRS
SENATE PERMANENT SUBCOMMITTEE
ON INVESTIGATIONS

MARCH 24, 1987



**Admiral Paul A. Yost Jr.
Commandant
United States Coast Guard**



Admiral Paul Alexander Yost Jr. became the 18th Commandant of the United States Coast Guard on May 30, 1986. He was nominated to that position while serving as Commander of the Atlantic Area, Commander Maritime Defense Zone Atlantic and Commander Third Coast Guard District in New York City where he was assigned in 1984.

In these roles, the Admiral was responsible for Coast Guard operations in the Atlantic, Caribbean and Gulf of Mexico including drug interdiction, maritime law enforcement and search and rescue, as well as maritime coastal defense under the authority of the Commander Atlantic Fleet, United States Navy. Prior to his Third District assignment, Admiral Yost was Chief of Staff of Coast Guard Headquarters in Washington, for three years, where he managed planning, programming and budgeting for the service. He was promoted to flag rank in 1978 and served as Eighth District Commander in New Orleans, for three years.



Admiral Yost's management and operational positions included Chief of Staff and Chief of Operations for Seventeenth Coast Guard District in Alaska, in 1975, and Commander Task Group 115.3, a combat command in Vietnam, in 1969. In addition, he served as Special Assistant to the Deputy Secretary Department of Transportation, and as alternate delegate on the U.S. Law of the Sea Delegation. Admiral Yost was Captain of The Port, Seattle, in 1974; Special Assistant to the Chief Counsel, Coast Guard Headquarters, in 1972; and Chief, Bridge Branch, Aids to Navigation Division, Headquarters in 1970. Seagoing duty included command of the Coast Guard Cutter *RESOLUTE* in San Francisco, in 1966.

Admiral Yost was graduated from the Naval War College at Newport, R.I., in 1964. He received master's degrees in international affairs from George Washington University, Washington, in 1964 and in mechanical engineering from the University of Connecticut in 1959. He also completed course work toward a master's in business administration. Admiral Yost received a Bachelor of Science from the U.S. Coast Guard Academy in New London, Conn., in 1951.

The Commandant's awards include two Distinguished Service Medals, the Silver Star, the Legion of Merit Medal with combat "V", with a gold star, the Meritorious Service Medal, the Combat Action Ribbon, the Korean Service Medal, and the United Nations Service Medal. He also received the Cross of Gallantry with Silver Star (RVN), the Presidential Unit Citation, the Navy Meritorious Unit Commendation and the Distinguished Service Medal (RVN).

A native of St. Petersburg, Fla., Admiral Yost is active in church, school and community affairs. He was awarded the Silver Beaver Award by the Boys Scouts of America.

Admiral Yost is married to the former Jan Worth of Wakefield, Mass. Mrs. Yost earned a degree in communications from the University of Maryland. They have five children: Linda L., Paul A. III, David J., Lisa J. and Christopher J. The Yosts reside in Chevy Chase, Md.

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
STATEMENT OF ADMIRAL PAUL A. YOST, JR.
ON THE DRUG INTERDICTION C3I SYSTEM
SENATE PERMANENT SUBCOMMITTEE ON INVESTIGATIONS OF THE
COMMITTEE ON GOVERNMENTAL AFFAIRS
24 MARCH 1987

GOOD MORNING, MR. CHAIRMAN. I AM PLEASED TO HAVE THIS OPPORTUNITY TO MEET WITH YOU AND THE OTHER DISTINGUISHED MEMBERS OF THIS SUBCOMMITTEE TO PROVIDE THE COAST GUARD'S POINT OF VIEW CONCERNING DEVELOPMENT OF A COMMAND, CONTROL, COMMUNICATIONS AND INTELLIGENCE (C3I) SYSTEM FOR DRUG INTERDICTION BY THE U.S. CUSTOMS SERVICE.

ACCOMPANYING ME TODAY ARE MY CHIEF OF THE OFFICE OF OPERATIONS, REAR ADMIRAL CLYDE E. ROBBINS, CHIEF OF THE OFFICE OF COMMAND, CONTROL, AND COMMUNICATIONS, REAR ADMIRAL WILLIAM F. MERLIN, AND COMMANDER BENJAMIN M. CHISWELL, OUR C3I EXPERT WITH THE AIR INTERDICTION STAFF.

INTERDICTIONING DRUGS - BOTH A SURFACE AND AIR PROBLEM

BEFORE I ADDRESS C3I, I WOULD LIKE TO GIVE YOU MY PERSPECTIVE ON THE DRUG INTERDICTION PROBLEM. MOST MARITIME DRUG TRAFFIC DESTINED FOR THE UNITED STATES DEPARTS FROM CENTRAL AND SOUTH AMERICAN AND CARIBBEAN STAGING AREAS. ON THE PACIFIC COAST, WE ALSO FIND NARCOTICS BEING BROUGHT IN FROM SOUTHEAST ASIA. UNTIL RECENTLY, THE COAST GUARD CONCENTRATED PRIMARILY ON INTERDICTIONING TRAFFICKERS ON THE HIGH SEAS. OUR ANALYSIS SHOWED THE INTERDICTION OF "MOTHERSHIPS", WHICH DELIVER CONTRABAND TO SMALLER, FASTER CONTACT BOATS WELL OFF OUR COAST, HAD THE GREATEST POTENTIAL FOR DISRUPTING THE MARITIME FLOW OF DRUGS.

STARTING IN THE FALL OF 1984 WITH OPERATION WAGONWHEEL, THE COAST GUARD'S PORTION OF HAT TRICK, INTERDICTION ACTIVITIES WERE TAKEN RIGHT TO THE DOORSTEP OF THE PRIMARY SOURCE COUNTRIES OF SOUTH AMERICA. OPERATION HAT TRICK WAS THE FIRST OF SEVERAL MULTI-AGENCY, INTERNATIONAL OPERATIONS EMPLOYING MAXIMUM RESOURCES AND FLEXIBILITY TO COMPLEMENT THE ANTI-DRUG OPERATIONS BEING CARRIED OUT BY FOREIGN

FORCES IN-COUNTRY ASHORE AND AFLOAT. THESE OPERATIONS HAVE BEEN AN EXTREMELY EFFECTIVE ADJUNCT TO OUR INTERDICTION PROGRAM CLOSER TO OUR SHORES.

AS WE INCREASED MARITIME LAW ENFORCEMENT PRESSURE, WE OBSERVED A SHIFT IN MODES AND METHODS OF TRANSPORTING DRUGS. INCREASES IN AIRDROP ACTIVITY TO BOATS OFF OUR COASTS, THE USE OF HIDDEN COMPARTMENTS (COMPARTMENTS INCORPORATED INTO THE DESIGN OF A SHIP FOR THE EXPRESS PURPOSE OF HIDING CONTRABAND), SEVERAL ATTEMPTS TO USE TUGS TOWING BARGES WITH MASSIVE LOADS OF MARIJUANA, AND ATTEMPTS BY SMUGGLERS TO CIRCUMNAVIGATE OUR INTERDICTION RESOURCES THROUGH COUNTER-INTELLIGENCE AND THE USE OF THEIR OWN SURVEILLANCE AIRCRAFT HAVE ALL OCCURRED IN RECENT YEARS.

WE BELIEVE OUR EFFORTS ARE FORCING TRAFFICKERS TO FIND MORE DIFFICULT AND EXPENSIVE ALTERNATIVES TO CONTINUE THEIR ILLICIT TRADE. IN ADDITION TO MARIJUANA, WE ARE NOW SEIZING LARGE QUANTITIES OF COCAINE AND SOME OTHER DRUGS INDICATING A DISTINCT SHIFT IN TRAFFICKING TRENDS. PREVIOUSLY, WE RARELY SEIZED THESE HIGHER VALUE, LOW VOLUME DRUGS BECAUSE THE SMALL QUANTITIES COULD BE EASILY DISPOSED "OVER THE SIDE" PRIOR TO OUR BOARDING. IN 1986, WE SEIZED OVER 10,300 POUNDS OF COCAINE, UP FROM 6,500 POUNDS SEIZED IN 1985 AND 1,967 IN 1984, AND WELL ABOVE THE HIGH OF 46 POUNDS IN PREVIOUS YEARS.

FEDERAL EFFORTS AGAINST DRUG TRAFFICKING CANNOT SUCCEED WITHOUT PRESSURING ALL MODES OF TRANSPORTATION. I WAS COMMANDER OF THE COAST GUARD'S ATLANTIC AREA DURING THE EARLY SPECIAL OPERATIONS, SUCH AS HAT TRICK, AND IT QUICKLY BECAME APPARENT THAT WHILE SURFACE SHIPMENTS COULD BE REDUCED TO A TRICKLE DURING THOSE OPERATIONS, AIR TRAFFICKING CONTINUED UNABATED. COCAINE AND OTHER NARCOTICS THAT ARE FLOWN OVER THE MARITIME REGION; SOMETIMES DIRECTLY INTO THE UNITED STATES, AND AT OTHER TIMES AIRDROPPED TO WAITING BOATS, OR FLOWN TO THE CARIBBEAN ISLANDS AND LOADED ON BOATS FOR THE FINAL DASH INTO THE UNITED STATES HAS GROWN INTO A MAJOR PROBLEM. WE WERE LOSING THE AIR WAR!

THEREFORE, SHORTLY AFTER BECOMING COMMANDANT, I HAD MY STAFF DEVELOP A CONCEPT OF OPERATIONS. I PROVIDED OUR PLAN TO THE NATIONAL DRUG ENFORCEMENT POLICY BOARD (NDEPB), VARIOUS WORKING GROUPS, AND TO MEMBERS OF CONGRESS.

ANTI-DRUG ABUSE ACT OF 1986

THE ANTI-DRUG ABUSE ACT OF 1986 PROVIDED FUNDS TO THE COAST GUARD FOR A MODEST START IN AIR INTERDICTION. ALSO, THE NDEPB ASSIGNED AN AIR INTERDICTION RESPONSIBILITY TO THE COAST GUARD IN THE SOUTHEAST. WE COMMENCED OPERATING OUR TWO E-2C AIRBORNE EARLY WARNING PLANES LAST MONTH. OUR HU-25 AIRCRAFT ARE NOW FLYING DAY, VISUAL FLIGHT RULE (VFR) INTERCEPTS. WE PLAN TO CONVERT EIGHT OF THESE JET AIRCRAFT TO DAY/NIGHT INTERCEPTORS WITH AIR-TO-AIR RADAR AND NIGHT VISION SENSORS. IN OUR FIRST REAL AIR INTERDICTION EFFORT, WE ASSISTED IN SEIZING 528 POUNDS OF COCAINE, ONE AIRCRAFT, AND ARRESTING 6 SMUGGLERS.

IMPORTANCE OF INTEGRATED C3I

OUR SUSTAINED MARITIME AND INITIAL AIR INTERDICTION OPERATIONS CONTINUE TO IMPRESS UPON ME THE CRITICAL IMPORTANCE OF INTEGRATED COMMAND, CONTROL, COMMUNICATIONS AND INTELLIGENCE OR C3I. I KNOW FROM EXPERIENCE AS COMMANDER OF A MULTI-SERVICE FORCE IN VIETNAM, THE C3I CAPABILITY OF ALL AGENCIES INVOLVED MUST BE INTEROPERABLE AND INTEGRATED FOR US TO BE EFFECTIVE IN AIR INTERDICTION OF DRUGS. TO A LARGE EXTENT, WITH BETTER INTELLIGENCE AND SIGNIFICANT DEPARTMENT OF DEFENSE CONTRIBUTION OF PEOPLE, EQUIPMENT AND SATELLITE COMMUNICATION CHANNELS, WE ARE ACHIEVING THIS INTEROPERABILITY ON THE MARITIME SURFACE SIDE.

AREA OF RESPONSIBILITY FOR DRUG LAW ENFORCEMENT

BECAUSE OF OUR OPERATIONAL SUCCESS IN THE MARITIME ARENA, I ENDORSE THE CONCEPT OF AREA OF RESPONSIBILITY (AOR) FOR DRUG INTERDICTION/ENFORCEMENT EFFORTS. AREA OF RESPONSIBILITY IS NOT A NEW CONCEPT, WE USE IT VERY EFFECTIVELY IN A VARIETY OF FEDERAL PROGRAMS SUCH AS SEARCH AND RESCUE, MARITIME DEFENSE, AND ENVIRONMENTAL PROTECTION. WITHIN EACH AOR, THE DESIGNATED LEAD AGENCY HAS TOTAL COORDINATION RESPONSIBILITY WHICH INCLUDES THE AUTHORITY TO COORDINATE OTHER AGENCY RESOURCES. BECAUSE OUR RESOURCES ARE FINITE, EACH LEAD AGENCY MUST BE SUPPORTED BY OTHER

FEDERAL, STATE, AND LOCAL INTERESTS TO PROSECUTE THE MISSION IN ITS AOR. WHEN PROVIDED, THESE ASSETS OPERATE "IN SUPPORT OF" THE PRIMARY AGENCY.

MY RECOMMENDATION TO THE POLICY BOARD WAS THAT THE COAST GUARD SHOULD BE ASSIGNED THE MARITIME AREA OF RESPONSIBILITY WHICH INCLUDES BOTH SURFACE AND AIR INTERDICTION. LIKewise, THE CUSTOMS SERVICE SHOULD HAVE THE LAND AOR. THE OVERSEAS AOR SHOULD BE ASSIGNED TO THE DRUG ENFORCEMENT ADMINISTRATION.

COAST GUARD AND DRUG INTERDICTION C3I

THE C3I CENTER CONCEPT PROPOSED IN THE ANTI-DRUG ABUSE ACT IS NECESSARY FOR AIR INTERDICTION. BUT I AM CONCERNED THAT IT MAY FALL SHORT OF BEING AN INTEGRATING FORCE, IF IT DOES NOT EMBODY THE COMMAND AND CONTROL STRUCTURE AND CAPABILITIES WE HAVE USED VERY EFFECTIVELY IN THE SOUTHEAST SURFACE OPERATIONS. FURTHER, AS PROPOSED BY THE LEGISLATION, THERE IS A PROLIFERATION OF C3I SITES.

THE COAST GUARD'S C3I SYSTEM HAS PROVEN CAPABILITY IN MARITIME DRUG INTERDICTION AND MILITARY PREPAREDNESS. WE ALSO RELY ON THIS SYSTEM TO SUPPORT COAST GUARD MISSIONS SUCH AS SEARCH AND RESCUE AND ENVIRONMENTAL PROTECTION AS WELL AS OTHER FEDERAL AGENCY PROGRAMS IN THE MARITIME ENVIRONMENT. IT HAS BEEN DESIGNED WITH CAPACITY AND FLEXIBILITY TO SERVE COMMANDERS AT ALL LEVELS WITHIN THE COAST GUARD. EACH OF MY AREA AND DISTRICT COMMANDERS HAS THE COMMAND AND CONTROL, TELECOMMUNICATIONS, AND INTELLIGENCE CAPABILITY TO SUPPORT OPERATIONS THROUGHOUT HIS AREA OF RESPONSIBILITY. OUR C3I SYSTEMS ARE DESIGNED FOR INTEROPERABILITY WITH THE U.S. NAVY AND OTHER DOD FORCES, PARTICULARLY THOSE EMPLOYED IN THE MARITIME DEFENSE ZONE (MDZ). YOUR COMMITTEE HAS EXPRESSED SPECIFIC CONCERN ABOUT THE ROLE MDZ C3I FACILITIES MIGHT PLAY IN DRUG INTERDICTION. I WILL COMMENT ON THAT IN A MOMENT.

THE COAST GUARD'S STUDY LAST SUMMER CONCLUDED THAT AIR INTERDICTION C3I COULD BEST BE DONE IN CONJUNCTION WITH THE AIR FORCE SECTOR OPERATIONS CONTROL CENTERS

(SOCC) AT TYNDALL AFB, FLORIDA AND MARCH AFB, CALIFORNIA. THESE TWO FACILITIES PROTECT OUR SOUTHERN BORDER FOR THE NORTH AMERICAN AIR DEFENSE COMMAND. CUSTOMS HAS BEEN USING BOTH SOCCS TO DETECT SUSPECT AIRCRAFT, ON A NOT TO INTERFERE BASIS, WITH AIR FORCE REQUIREMENTS. MY STAFF CONCLUDED THAT THE AIR SURVEILLANCE PICTURE AND COMMAND AND CONTROL CAPABILITIES OF THE AIR FORCE AND FAA WERE ALREADY CONCENTRATED IN LARGE PART AT THESE TWO SITES. THEY REASONED THAT WHATEVER INVESTMENT WAS REQUIRED TO ENHANCE EXISTING CAPABILITY FOR DRUG INTERDICTION COULD ALSO BENEFIT THE NATIONAL DEFENSE, AT LEAST OVERALL COST, BY CO-LOCATING THE C3I CENTERS WITH THE SOCCS.

CUSTOMS C3I CENTER DEVELOPMENT

AFTER PASSAGE OF THE ANTI-DRUG ABUSE ACT, WE WERE INVITED BY COMMISSIONER VON RAAB TO PARTICIPATE IN CUSTOMS' DEVELOPMENT OF NEW C3I CENTERS. WE HAVE MET WITH CUSTOMS AND THEIR CONTRACTORS TO DESCRIBE COAST GUARD REQUIREMENTS WHICH WE FELT WERE NOT INCORPORATED IN THE FUNCTIONS OF THE NEW C3I CENTERS. FOR INSTANCE, WE WERE CONCERNED ABOUT OUR ABILITY TO ENTER AND LATER ASSOCIATE PREVIOUSLY REPORTED INTELLIGENCE OR SIGHTING INFORMATION WITH CONTACTS DISPLAYED ON THE SYSTEM FROM FAA/USAF RADAR, DATA LINKED FROM E2/E3 AIRCRAFT, OR FROM OTHER SENSORS. WE ALSO WANTED INTEROPERABLE AND SECURE CONNECTIVITY WITH DOD AND OTHER COAST GUARD C3I SYSTEMS.

SINCE LAST NOVEMBER, REAR ADMIRAL ROBBINS AND HIS STAFF HAVE PARTICIPATED IN CUSTOMS' C3I SYSTEM THROUGH THE C3I WORKING GROUP, DESIGN REVIEWS AND COMMUNICATIONS, INTELLIGENCE, TECHNICAL, AND OPERATIONS SUB-WORKING GROUPS UNDER THE C3I UMBRELLA. I BELIEVE WE HAVE MADE GOOD PROGRESS IN MANY AREAS, SUCH AS COMMUNICATIONS INTEROPERABILITY REQUIREMENTS FOR THE CENTER AND ITS INTELLIGENCE ANALYSIS FUNCTION AND INTERFACE TO PRINCIPAL LAW ENFORCEMENT DATA BASES AT THE EL PASO INTELLIGENCE CENTER (EPIC).

JOINT COMMAND, CONTROL, COMMUNICATIONS AND INTELLIGENCE

WITHIN THE NDEPB, I HAVE EXPRESSED MY CONCERN ABOUT DIVISION OF AUTHORITY FOR DRUG INTERDICTION AND ENFORCEMENT AND ABOUT UNNECESSARY DUPLICATION OF C3I FACILITIES. IN PARTICULAR, ON DECEMBER 9, 1986 I CONVENED AN AD HOC STEERING COMMITTEE UNDER THE COORDINATING GROUP WHICH RECOMMENDED THE COAST GUARD BE GIVEN PRIMARY DETECTION RESPONSIBILITY FOR AIR INTERDICTION IN THE SOUTHEAST. WE WERE ALSO GIVEN RESPONSIBILITY FOR INTERCEPTION AND TRACKING AND A SECONDARY ROLE FOR APPREHENSION. ADDITIONALLY, THIS GROUP RECOMMENDED JOINT COMMAND, CONTROL, AND OPERATION OF THE SOUTHEAST REGION C3I CENTER TO BE OWNED AND ADMINISTERED BY CUSTOMS IN THE BRICKELL PLAZA BUILDING IN MIAMI. THE POLICY BOARD SUBSEQUENTLY ADOPTED THESE RECOMMENDATIONS.

MIAMI WAS AGREED AS THE LOCATION FOR A COMBINED AIR AND MARINE C3I CENTER AT CUSTOMS REQUEST. BRICKELL PLAZA WAS OUR PREFERENCE BECAUSE CUSTOMS REGIONAL COMMISSIONER, COAST GUARD SEVENTH DISTRICT COMMANDER, AND SOUTHEAST NNBIS STAFF WILL BE MOVED TO THAT BUILDING OVER THE NEXT TWELVE TO FIFTEEN MONTHS. WE FELT THE CLOSE PHYSICAL ASSOCIATIONS OF ALL ELEMENTS OF INTERDICTION WOULD ENCOURAGE A COOPERATIVE OPERATION. HOWEVER, THE BRICKELL PLAZA BUILDING HAD SOME DEFICIENCIES AND WE FINALLY AGREED TO A COMPROMISE SITE AT OUR RADIO COMMUNICATIONS STATION OUTSIDE MIAMI. THAT IS THE STATUS OF THE C3I ISSUE TODAY.

MR. CHAIRMAN, YOUR LETTER OF FEBRUARY 6 ASKED HOW THE CUSTOMS C3I PROGRAM WOULD BEST BE INTEGRATED INTO OUR EXISTING OR PLANNED C3I CAPABILITY UNDER THE MARITIME DEFENSE ZONES. UNDER CURRENT PLANS, THE MDZ C3I ARCHITECTURE WILL UPGRADE SELECTED COAST GUARD AND NAVY COMMANDS WITH MORE RELIABLE SECURE COMMUNICATIONS AND COMPUTER SUPPORT.

SOME ASSUME THAT FAA AND AIR FORCE EVALUATED RADAR DATA WILL BE AVAILABLE THROUGH DESIGNATED MDZ COMMAND CENTERS. THIS IS NOT AN ACCURATE PORTRAYAL. AIR DEFENSE AND AIR TRAFFIC CONTROL SYSTEMS DO NOT IDENTIFY CONTACTS THAT MIGHT BE DRUG

SMUGGLERS NOR DO THEY GENERATE THE REAL-TIME DATA OUTPUT WHICH WOULD ALLOW US TO INTERCEPT AND TRACK THEM FROM AN MDZ COMMAND CENTER. CONVERSELY, IF THESE SYSTEMS WERE ENHANCED TO MAKE THE DATA AVAILABLE, THE MDZ COMMAND AND CONTROL ENVIRONMENT WOULD REQUIRE CONSIDERABLE EXPANSION OF SPACE, PEOPLE, AND EQUIPMENT. FROM A DOD PERSPECTIVE, I WOULD BE CONCERNED THAT OUR MDZ COMMAND CENTERS WOULD THEN DUPLICATE EXISTING AIR FORCE AND NAVY COASTAL AIR DEFENSE AND SURVEILLANCE SYSTEMS.

DRUG INTERDICTION C3I WILL BENEFIT SELECTED MDZ COMMANDERS' SURFACE AND AIR SURVEILLANCE CAPABILITIES. HOWEVER, MDZ COMMAND CENTERS BY THEMSELVES, WILL NOT HAVE THE WHEREWITHAL TO EFFECTIVELY CONDUCT AIR INTERDICTION.

OUR PARTICIPATION IN THE CUSTOMS C3I PROGRAM HAS FOCUSED ATTENTION ON INTEGRATION AND INTEROPERABILITY WITH OTHER DEFENSE SYSTEMS AND I THINK WE ARE BEING FAIRLY SUCCESSFUL IN MAKING THAT POINT. THE C3I CENTER DESIGN TEAMS HAVE HEARD OUR REQUIREMENTS AND I AM HOPEFUL THEIR PROPOSALS WILL REFLECT CAPABILITIES WE INDICATED WE NEED TO DO OUR PART OF DRUG INTERDICTION. WE ARE ALSO PROCEEDING AS QUICKLY AS POSSIBLE TO ACQUIRE ADDITIONAL RADIO COMMUNICATIONS AND SECURITY SYSTEMS TO BE MORE INTEROPERABLE WITH DOD, CUSTOMS, AND STATE AND LOCAL LAW ENFORCEMENT AGENCIES.

COAST GUARD POSITION ON C3I

THIS IS NOT TO SAY WE FULLY AGREE WITH THE DIRECTION OF CUSTOMS' PROGRAM. WE WOULD PREFER TO CONDUCT AIR INTERDICTION C3I AT TYNDALL AND MARCH AFB WHERE MUCH OF THE SENSOR PROCESSING, COMMUNICATIONS, AND TECHNICAL EXPERTISE ALREADY EXISTS. WE WOULD PREFER TO SEE CUSTOMS MARINE OPERATIONS CENTERS CO-LOCATED WITH OUR COAST GUARD DISTRICT COMMANDERS' COMMAND CENTERS. MIAMI, NEW ORLEANS AND LONG BEACH ARE LOCATIONS WHICH PRESENT OPPORTUNITIES TO CENTRALLY MANAGE JOINT COAST GUARD AND CUSTOMS SURFACE MARITIME OPERATIONS AND AVOID DUPLICATING COSTLY COMMAND AND CONTROL STRUCTURES. HOWEVER, WE HAVE BEEN WILLING TO SEEK COMPROMISES WITH CUSTOMS. IN THIS REGARD, WE HAVE TENTATIVELY AGREED TO SHARE COAST GUARD PROPERTY

IN MIAMI FOR THE SOUTHEAST C3I CENTER AND WILL DIRECT OUR EFFORTS TO INTEGRATING ITS CAPABILITIES WITH OTHER COAST GUARD AND DOD ACTIVITIES.

ALSO, THE COAST GUARD DOES NOT SEE THE NEED FOR A NATIONAL COMMAND CENTER (NCC) AT OKLAHOMA CITY, WITH ITS EMPHASIS ON INTELLIGENCE ANALYSIS. WE BELIEVE IT DUPLICATES EXISTING INTELLIGENCE FUNCTIONS AND DILUTES THE ADMINISTRATION'S EFFORT TO CENTRALIZE DRUG LAW ENFORCEMENT INTELLIGENCE ANALYSIS AND INFORMATION DATA BASES AT EPIC OR THE ALL SOURCES INTELLIGENCE CENTER (ASIC).

SUMMARY

IN SUMMARY, WITH OVER 2,000 CUTTERS AND BOATS, 200 AIRCRAFT, AND 45,000 PEOPLE, THE COAST GUARD IS THE LARGEST LAW ENFORCEMENT AGENCY INVOLVED IN DRUG LAW ENFORCEMENT. IN MY OPINION, THE COAST GUARD IS THE MOST QUALIFIED AGENCY TO COORDINATE DRUG INTERDICTION IN THE SOUTHEASTERN UNITED STATES, WHERE THE PRINCIPAL AREA OF RESPONSIBILITY IS MARITIME.

THIS CONCLUDES MY PREPARED TESTIMONY, MR CHAIRMAN. I WILL BE HAPPY TO ANSWER ANY QUESTIONS YOU OR THE MEMBERS OF THE COMMITTEE MAY HAVE.