INTEGRATED DEEPWATER SYSTEM (IDS)

Expeditionary Warfare Conference
25 October 2005

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Program Executive Officer
Agenda

Securing the Maritime Domain
National Strategy for Maritime Security
Reduced Maritime Risk
The Multimission Coast Guard
Integrated Deepwater System
Meeting the Threat in the World’s Littorals
National Fleet
Conclusion
The 9/11 Commission concluded that “Opportunities to do harm are as great, or greater, in maritime or surface transportation,” then in other transportation sectors.
# Rescue Operations

<table>
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<th>Date</th>
<th>29 Aug</th>
<th>30 Aug</th>
<th>31 Aug</th>
<th>1 Sep</th>
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<td>HOSPITAL EVACUATIONS</td>
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92 aircraft saved 12,533 people
30 cutters and 111 small boats saved 11,584 people
The Vulnerability of the Marine Transportation System

- Over 95,000 miles of coastline
- 26,000 miles of commercially navigable waterways
- 9 million containers enter our 361 seaports
- 3,200 marine terminals
- 8,000 foreign vessels
- 50,000 port calls annually at our seaports
- $800 billion dollars of domestic and international freight annually flow through our seaports
Securing The Maritime Domain

- Understand the inherent risks, threats, vulnerabilities and consequences
- Have joint plans for prevention, response and recovery
- Strategic goals should facilitate commerce while protecting the nation’s maritime borders
National Strategy for Maritime Security

High-Level Objectives (DOD/DHS)

• Prevent terror attacks and criminal or hostile acts
• Protect population centers and critical infrastructure
• Minimize damage and expedite recovery
• Safeguard the ocean and its resources

Five Strategic Actions

• Enhance International Cooperation
• Maximize Domain Awareness
• Embed Security into Commercial Practices
• Deploying Layered Security
• Assure Continuity of the Marine Transportation System
**Reduced Maritime Risk**

**DHS Strategic Goals**

*Awareness*  *Prevention*  *Protection*  *Response/Recovery*

**Coast Guard Maritime Security Strategy**

### Enhance Maritime Domain Awareness

FY 2006 “MDA” initiatives
- Deepwater
- Automatic Identification System (AIS)
- Common Operational Picture (COP)
- Maritime Patrol Aircraft (MPA) Gap Reduction
- H-C130J Missionization
- Rad/Nuc

(U.S. Coast Guard FY 2006 Initiatives)

### Comprehensive Maritime Security Regime

“Security Regime” initiatives
- Deepwater
- Maritime Transportation Security Act (MTS) (Annualization)
- International Ship and Port Security Code (ISPS)

### Increased Operational Presence

“Operational Presence” initiatives
- Deepwater
- Airborne Use of Force
- Cutter Boat – Over the Horizon
- Response Boat – Small/LNG Security
- Response Boat – Medium
- E-MSST

### Enhanced Response Posture

“Response/Recovery” initiatives
- Deepwater
- Rescue-21
- High Frequency Communication Recapitalization
- Airborne Use of Force
- Rad/Nuc
- E-MSST

(U.S. Coast Guard FY 2006 Initiatives)
The Coast Guard is the **one** organization that straddles the seam between the twin mission areas of homeland security and homeland defense.

It is at the confluence of Coast Guard authorities, law-enforcement competencies, interagency experience, and military functionality where threats can be identified and dealt with.

Improved Deepwater platforms and systems will serve as the Coast Guard’s means for satisfying its responsibilities to **both** the Department of Homeland Security and the Department of Defense.
USCG Expeditionary Support to Combatant Commanders

- Littoral Ops
- MIO/Law Enforcement
- Port and Force Security
- Aids to Navigation
- Environment Response
- International Engagement

"Coast Guard patrol boats are highly maneuverable, fast, multimission vessels able to operate in shallow water and are therefore especially well-suited for operations in the Northern Arabian Gulf."

VADM David C. Nichols Jr., USN Commander, Commander, U.S. Fifth Fleet 2004
Coast Guard Cutters Forward-Deployed with Navy Fleets:

- Fifth Fleet in the Arabian Gulf/Middle East
- Sixth Fleet in the Mediterranean
- Seventh Fleet in the Western Pacific

Coast Guard cutters conduct maritime-intercept operations, carry out peacetime-engagement missions, and perform other essential expeditionary warfare tasks
Coast Guard High Endurance Cutter BOUTWELL and Dallas were deployed to the Arabian Gulf/Middle East to perform essential warfare tasks.

Coast Guard units were “employed around the clock ... the first line of defense” for coalition naval forces.

The Coast Guard has currently deployed four 110-foot cutters with support from Reserve Machine Technicians.

VADM Timothy J. Keating, USN Commander, U.S. Fifth Fleet 2003

The Coast Guard has three Ports Security Units and two Mobile Support Units deployed in the M.E.
Integrated Deepwater System:

- Three classes of new cutters and associated small boats
- Manned and unmanned aircraft conversion, modernization, replacement
- Network-centric Command, Control, Communications, Computers, Intelligence, and Reconnaissance (C4ISR)
- Integrated logistics support
- Improved capabilities for high-threat operations

*Deepwater, a layered maritime defense*
An innovative, interoperable network-centric system for command C4ISR improvements to harness the power of an interoperable network to improve performance in all mission areas, to improve maritime domain awareness and provide a common operational picture.
Maritime Domain Awareness
The Deepwater C4ISR Contribution

Maritime Domain Awareness is the **effective understanding of anything associated with** the global maritime environment that could impact the security, safety, economy, or environment of the United States.

The Deepwater C4ISR system is a network-centric system designed to ensure seamless interoperability

- Shared tracks and real-time data streams.
- On-line intelligence.
- Robust and seamless connectivity and continuous coordination.
- Stand-alone capability.
- Supplemented by active and passive sensors.
- Expanded area of surveillance and detection areas.
- Improved communications with all federal, state and local agencies and merchant shipping.

**Operational effectiveness enhanced by common maritime operational picture**
Post-9/11 Implementation Plan

Addresses the Coast Guard’s dual challenges of legacy-asset deterioration and performance gaps by:

1. Revised plan will enable the Deepwater Program to make more significant contributions to improved information sharing, collaboration, and interoperability in the maritime domain—essential capabilities to attain higher levels of maritime domain awareness (MDA)

2. Modifying the original assets that would have been delivered by the Deepwater project to incorporate improved post-9/11 capabilities

3. Retaining, upgrading, and converting aviation legacy assets (C-130s, H-60s, H-65s) as part of the final asset mix

4. Advancing the delivery of the Fast Response Cutter and Offshore Patrol Cutter.

5. Deliver more capable operating assets for the Coast Guard’s post-9/11 transformation to support DHS strategic goals and to reduce maritime security risk

“A 21st Century Coast Guard”
Deepwater Meeting the Threat in the World’s Littorals

Security management at every point of engagement...

- Intelligence-Information Collection & Sharing/MDA
- Long – Range Surveillance/Air Transport
- Vertical Insertion for Opposed Boarding
- Anti-Terrorism/Force Protection
- CG/DHS/DOD Common Operational Picture
- DOD Interoperability, Deployment Capabilities
- Enhanced CBRNE Detection and Defense Capability
- Airborne Use of Force

Surveillance Detection Identification Classification Prosecution

Regional conflicts, transnational threats to U.S. commerce and national security, require improved U.S. sea-basing capabilities
NSC with Complement of Short Range Prosecutor (SRP), Long Range Interceptor (LRI), Vertical Takeoff Unmanned Aerial Vehicle (VUAV), MH-65C Multi-Mission Cutter Helicopter (MCH), and C4ISR.

**National Security Cutter (NSC)**

**Contribution to the Homeland Shield**

- State-of-the-art C4ISR
- Upgraded capabilities for GWOT
- Hull 1 Keel Laid 29 March 2005
  - Hull #1 30% complete
- Hull 2 Start Fab October 2005
- Funds for 3rd hull in FY06 budget
Total Daily Search Potential for Force Package of Cutter and Deployed Air Assets

Today

- National Security Cutter (NSC)/Offshore Patrol Cutter (OPC)
  - Force package includes:
    - 1 cutter on station for 24 hours
    - 1 short-range helicopter (MCH) with 4 flight hours
    - 2 VUAV with 12 flight hours total

- WHEC (378)
  - Force package includes:
    - 1 cutter on station for 24 hours
    - 1 short-range helicopter (HH-65) with 4 flight hours

- WMEC (270/210)
  - Force package includes:
    - 1 cutter on station for 24 hours
    - 1 short-range helicopter (HH-65) with 4 flight hours

Future

Total Daily Search Area

- National Security Cutter (NSC)/Offshore Patrol Cutter (OPC)
  - 56,000 square nautical miles

- WHEC (378)
  - 13,500 square nautical miles

- WMEC (270/210)
  - 9,000 square nautical miles
National Fleet: A “Joint” Policy Direction

- Navy/USCG supports collaboration, to achieve the highest level of naval and maritime operational integration for improved maritime security.

“Current USCG acquisition efforts such as the Deepwater Program will greatly enhance the interoperability between USCG and USN units in the CENTCOM AOR.”

GEN John Abizaid, USA Commander, U.S. Central Command 2005
Navy-Coast Guard Cooperation
CNOS Guidance for Fiscal Year 2006

• Develop closer working relationships with the U.S. Coast Guard and other agencies to improve:
  – National security
  – Homeland defense
  – Maritime domain awareness
  – Synergy and cost effectiveness

• Develop adaptive force packages and flexible deployment concepts for blue water and littoral environments

• Align with the National Fleet policy and National Strategy for Maritime Security

Navy and U.S. Coast Guard work cooperatively to improve homeland defense and national security through increased synergy and cost effectiveness.
Integrated Deepwater System
Building a 21st-Century Coast Guard

• Improved system-wide capacity and capabilities for post-9/11 missions
• Far more capable cutters, manned and unmanned aircraft, robust C4ISR
• Key enabler for USCG implementation of National Strategy for Maritime Security and National Fleet Policy
• Interoperable C4ISR: Better Maritime Domain Awareness, Common Operating Picture
• Closes "capability gaps" to reduce risk in the maritime domain
• Improved readiness, performance, and safety
• Important implications for mission support to Combatant Commanders
  – Expeditionary Warfare
  – Homeland Defense/Security
  – Improved USCG, Navy, and interagency interoperability
  – International engagement
Visit the IDS Web Page for latest Developments

Check us out:  www.uscg.mil/deepwater