

Armed Services Committee Hearing on Border Security

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Good morning and thank you for the opportunity to speak before this committee. My name is John Jamian and I am the former Acting Administrator of the U.S. Maritimes Administration at the United States Department of Transportation. I am also the former Executive Director of the Detroit Wayne County Port Authority and the past Chairman of the American Great Lakes Ports Association.

I have elected to speak to this committee today because of the importance of our national security and specifically our maritime security along the northern border and Great Lakes region.

I must admit that as the former head of the Maritime Administration, I like you, saw increased interest in security at our nations airports and seaports along the eastern and western coast of our country. While I would agree those entrance points need to be secure, I think it would be wise to pay more attention to our other border gateways including our northern border, especially around the Great Lakes. Even though we share this border with Canada both from a commercial and economic standpoint. We must recognize that we also have an obligation to mutually ensure that this border is a protected border. That begins with not only the landside security entrance points but from a Marine Domain Awareness point of view. I should mention that the U.S. Coast Guard has done an excellent job in providing coastal security for our region.

While serving in the administration, I had the opportunity to help create our Marine Domain Awareness program with the Coast Guard. Our mission with MDA was to be able to use our technology from an intergovernmental point of view, and be able to look down at the global maritime industry. With domain awareness, we already know through various agencies what is happening with shipping around the globe. For example, our Navy obviously keeps watch on the worlds oceans. Our Coast Guard keeps a watch on our domestic shorelines and a host of other government agencies interact with shipping and crew issues in order to know who is on what ship and what kind of cargo she has on board. The question is do they all communicate effectively with each other to effectuate a better security mission for our country?

So the challenge became in our post 9/11 world, how can we get all of our government agencies to better coordinate amongst themselves in order to provide a more safe environment for our country?

That is why we created MDA. However, the Bush Administration has taken step further by creating the HSPD. Homeland Security Presidential Directive. A directive whose principle challenge is to create a multi governmental agency approach in dealing with potential security problems. With this directive, I was asked to represent USDOT 's interest in building this national security plan that also includes ports. One of our missions was to also mindful in protecting our personal rights and our economy while

accomplishing better security. This HSPD also recognizes the importance of restoring commerce should any thing bad happen at our ports. This is a very important issue. For example, if there was a dirty bomb suspected of arriving at a port on a ship, or if it was already identified as being in the port, the local Coast Guard Captain of the port has full authority to shut that port and local environs down completely. That begs the question as to who has the authority to reopen that same port? Do we stop and realize how many businesses and jobs may be affected by this? It has a direct and indirect effect because, if the port and its related businesses shut down, then,

That means someone's inventory is just sitting there.

That means inbound cargo may not reach its destination on time.

That means that the retail giants, the steel mills and the grain elevators may have a problem down stream keeping their business operational.

How long would the electric utilities be able to produce energy without coal being shipped to their docks? So economic recovery becomes an essential part of the equation in restoring the border or ports.

Now going back to my statement about the Coast Guard Captain of the port, should the decision to reopen be entirely on his or her shoulders? What does the local community or business leader have to say about this? It is my personal opinion that in dealing with any of our security needs, we must be vigilant also in dealing with the economic consequences of restoration and our ability to come back on line quickly. I am proud to say that I was able to get this point recognized within the HSPD. So as this continually evolves, we all need to pay close attention to this point.

The HSPD currently serves as an administrative framework to build upon.

Regarding the issue of how do the various government agencies work together? Let me say that while we all had many challenges with 9/11 and the twin hurricanes of last year, our government has been addressing this very issue. What you did not hear in all of the politics and news stories was that many of our government agencies did indeed work well together. My former agency MARAD at DOT worked on a daily basis with Coast Guard, NOAA, DOD, local police units and state and local government. We were able to mobilize our MARAD ships to get down there and provide food and accommodations quickly. All of the maritime agencies including the Port of New Orleans worked side by side in restoring navigation and shipping within a matter of days. So you can see that intergovernmental cooperation can and does happen.

In getting back to our northern border, I would like to ask that this committee recognize the vast northern international border we have. We should focus on how to improve bilaterally with our Canadian neighbors in providing security.

Or challenge is to provide some form of mechanism that can allow our agencies to not only work better together but also to allow more local participation in decision making. We should also focus on our domestic and international shipping industry on the lakes and seaway to make sure we do not arbitrarily shut the system down without accountability on both sides of the border. By that I mean, it is an international transportation system that touches 8 states and 3 Canadian provinces. Our agencies must

collaborate and be mindful not to block another countries commerce within this dual ownership system.

It is my feeling that we can have dual use technology to better integrate the security and commerce aspects of what we are discussing today. Rather than examine sections or pieces of the supply chain or rather than finding partial solutions, we should encourage the creation and use of technology to do both. In fact you can!

Much like the airline industry works today in filling excess capacity (empty seats) by wholesaling them out to companies like Orbitz and Tavelocity. They utilize a software application that helps their business sell seats while also providing necessary information as to who goes where. We should help our departments work with industry to do the same with international shipping. By having our shippers and carriers utilize a similar software application to post excess space for cargo on board a ship, we can also have the ability to examine their trade patterns and identify anomalies. The benefit to the shipper is that it creates better efficiencies in their logistics supply chain thus lowering cost to the user. It is referred to as horizontal integration of the supply chain. This is a prime example of how industry and government can benefit, as our security agencies can also be a part of this system. (Example- the shipper can fill in customs forms through this system for quicker clearance-while the system looks for any anomalies) This technology is almost to the point of being off the shelf.

Finally, I am glad that you recognize the possibilities of better utilization of Selfridge ANGB. It is there and has the ability to serve as an excellent staging platform and base for marine domain awareness and northern border security by incorporating Coast Guard and Air National Guard (DOD), Customs and Border Protection Services (DHS), MARAD (DOT), and other various federal and local police agencies. This base has all of the existing infrastructure and tools to accomplish this mission and could serve as a role model in a unique northern border protection system. The cost would be small when compared to creating something new. We do not have to reinvent the wheel.

Thank you.