



# Department of Marine Safety & Environmental Protection

## Executive Summary

### **Mission statement:**

The Marine Safety and Environmental Protection ("M") Department is responsible for the planning and administration of Auxiliary programs to support the Coast Guard's Marine Safety and Marine Environmental Protection ("M") Directorate's Programs. This includes support for such things as: marine environmental response assistance, port safety and security compliance inspections, commercial vessel safety and security compliance inspections (Uninspected Tow Vessel, Uninspected Passenger Vessel, Commercial Fishing Vessel Examinations and other Foreign and Domestic Vessels), container inspection assistance, mariner licensing/documentation/course audits, public affairs, area contingency planning, waterways management, Maritime Domain Awareness/America's Waterways Watch, Maritime Information System Law Enforcement (MISLE) support, and environmental education.

### **2005 ACCOMPLISHMENTS**

- 6.2% increase in AUXDATA Hours
- 21% increase in Trident qualified members
- 6 New Personal Qualification Standards
- "M" Department reorganization
- America's Waterway Watch moved to "M"
- MTSA Overview developed for the Auxiliary
- MTSA/MARSEC II & III Support Guidelines study completed
- OPR and MARSEC Preparedness Planning and Exercises study completed and exercises published
- Sector Re-alignment monitoring and Best Practices project
- SONS 2007 Exercise planning
- AWMSC pilot project report draft submitted
- Second Annual Auxiliary Augmentation Survey Issued
- Auxiliary Commercial Vessel Examinations accomplishments
- Commercial Fishing Vessel Safety (CFVS) Business Planning process

## **CY 06 PROJECTS**

- Develop a detailed proposal to fund and write a comprehensive Maritime Safety and Prevention Policy manual
- Complete the rewrite and update of “M” Department’s Policy and Procedures Guide
- Continue participation in Coast Guard Headquarters business plan development meetings for Commercial Fishing Vessel Safety
- Revise Personal Qualification Standards to add MTSA compliance items
- Rename Port State Boarding Team Assistant to reflect and comply with current Coast Guard terminologies including the Maritime Law Enforcement Manual terminology and other documents
- Obtain final approval for the revision of the Maritime Environmental Education Specialist Personal Qualification Standard (MEES PQS)
- Obtain final approval of the proposed Auxiliary Commercial Fishing Vessel Policies & Procedures Guidelines
- Participate in the planning and execution of the Coast Guard’s Commercial Fishing Vessel Safety and Survivability Training pilot
- Develop initiatives to encourage Auxiliary support of contingency planning including qualification to assist with Coast Guard contingency planning, working with Coast Guard units to include the Auxiliary in their contingency plans and encouraging Auxiliary units to develop their own contingency plans.
- Work with the Information Services Department to include the Auxiliary Personal Qualification Standards approved in 2005 and Coast Guard Personal Qualification Standards applicable to the “M Pro” pin in AUXDATA
- Work with Information Services Department to develop a tracking method for instructor hours relating to Marine Safety and Environmental Protection training for both Public Education and Member Training



## Department of Marine Safety & Environmental Protection

### OPCOM 2006 Report

#### **Mission statement:**

The Marine Safety and Environmental Protection ("M") Department is responsible for the planning and administration of Auxiliary programs to support the Coast Guard's Marine Safety and Marine Environmental Protection ("M") Directorate's Programs. This includes support for such things as: marine environmental response assistance, port safety and security compliance inspections, commercial vessel safety and security compliance inspections (Uninspected Tow Vessel, Uninspected Passenger Vessel, Commercial Fishing Vessel Examinations and other Foreign and Domestic Vessels), container inspection assistance, mariner licensing/documentation/course audits, public affairs, area contingency planning, waterways management, Maritime Domain Awareness/America's Waterways Watch, Maritime Information System Law Enforcement (MISLE) support, and environmental education.

#### **2005 ACCOMPLISHMENTS**

##### **AUXDATA "M" Statistics (Hours & Qualifications):**

In the past year the Auxiliary Marine Safety has seen an **increase** in the number of hours the Auxiliary has supported the Coast Guard "M" missions. In 2004 a total of 113,165 hours were reported with 120,215 hours reported in 2005 - an **increase** of 7,050 hours or 6.2%. During the same time period, overall Auxiliary hours have decreased approximately 9.3%. As with all Auxiliary missions, we feel time spent in the Marine Safety and Environmental Protection areas are underreported.

Six members earned the Trident device in 2005. This is a 21% increase in the number of members holding this award. This requires completing the prerequisite training courses including the Good Mate Course, Initial Indoctrination to Marine Safety, ICS-100, Introduction to Marine Safety (INTRO-MS/MEP), the required 384 hours over 4 years and the 4 required Personal Qualification Standards (PQSs). In addition, 378 members

have qualified in at least one of the Auxiliary Marine Safety and Environmental Protection PQSs.

### **6 New Personal Qualification Standards (PQSs)**

After reviewing the needs of the Marine Safety/Prevention departments it was determined that additional qualifications were needed to better support the Coast Guards missions. Auxiliary specific PQSs increased by 60% with the approval by G-MO of one revised and six new PQSs. The qualifications added include: Contingency Preparedness Specialist, Uninspected Towing Vessel Examiner, Port State Control Dispatcher, Port State Control Boarding Team Assistant, Assistant License & Document Evaluator and Assistant License & Document Examiner.

### **“M” Department reorganization:**

The “M” department completed reorganization in 2005 due to a variety of factors. These include increasing overall efficiency and better alignment with new missions and activities created by the realignment of G-M and G-O into Prevention and Response. This is an on-going process as we continually review our needs and our staffing needs. To go along with this reorganization all department job descriptions were reviewed and rewritten to reflect changing organizational needs. Efforts are on-going to fill vacant positions created by this reorganization. Recommendations have been forwarded for many positions and interviews are currently being conducted for those remaining.

### **America’s Waterway Watch moved to “M” and coordinating with G-MPP:**

The Auxiliary support for the USCG America’s Waterway Watch program at the beginning of 2005 was vested piecemeal in the various Auxiliary Departments. The “M” Department was asked to take on the management and coordination functions of this program for the Auxiliary. A comprehensive Management Plan was developed, funding for this administrative effort obtained, and a Division formed to manage this program. A cross-functional teamwork management approach which relies on, and encourages, all Auxiliary elements to expand and increase their support activities for this program was developed. The AWW Division works directly with G-MPP which has responsibility for the Coast Guard-wide coordination of AWW.

### **MTSA Overview for the Auxiliary:**

The M Department was tasked with developing an Overview of MTSA for the Auxiliary. This report was designed as general overview of the Maritime Transportation Security Act and described the applicability, the regulations, the requirements for drills or exercises and Auxiliary participation in exercises and examples of exercises.

### **MTSA/MARSEC II & III Support Guidelines study:**

The OMS Directorate was charged with developing guidelines for Auxiliary support at MARSEC levels II and III with the M Department leading the study. This has been completed though the interim report stage. During the course of the project a Coast Guard classified Operations Order was discovered to be affecting Auxiliary assistance in these areas as well as several others. This situation is being investigated though the Coast Guard M Directorate and the Chief Director’s Office. It is anticipated an ALCOAST will

be released soon clarifying Auxiliary support under this Operations Order. Upon the ALCOAST's release, the interim report will be reviewed for compliance with the ALCOAST and finalized.

**OPR and MARSEC Preparedness Planning and Exercises:**

The OMS Directorate was charged with studying Auxiliary participation in OPR and with developing MARSEC Preparedness Planning Guidelines and Exercises with the "M" Department leading the study. This project has been completed and the final report was released to the National Commodore by NADCO OMS. The report included information on how the Auxiliary is participating in OPR, suggestions for MARSEC Preparedness planning and three sample scenarios for exercising the plans.

**Sector Re-alignment monitoring and Best Practices:**

The M Department is monitoring the USCG transition to Sectors and the Auxiliary response to more effectively work with the USCG in this new construct. The M Department is gathering and publishing "Best Practices" from the field to assist and inform the Auxiliary Districts of successes and challenges encountered by other districts in their process to better align their structure and activities to complement those of the USCG.

**SONS 2007:**

SONS 2007 will be a major planning and response exercise in the Midwest. There is an opportunity for major Auxiliary participation in this exercise as the Auxiliary is present in much greater numbers than is the active duty Coast Guard in this area.

In order to be actively engaged in the planning and response process, the "M" department has been included on the planning team to support coordinated auxiliary response and participation in the exercise. We have several members who will be attending the meetings over the next year. As plans develop, we will be better able to support training of Auxiliarists to enable fuller participation in this major exercise and therefore better able to assist the Coast Guard in the event of an actual disaster.

**AWMSC pilot project report draft submitted**

A pilot program to have Auxiliarists work under the direction of the Captain of the Port (COTP) to establish Recreational Boating Subcommittees of the Area Maritime Security Committees in their area has been completed. Six COTP areas were chosen for the pilot – Providence, RI; Tampa, FL; Chicago, IL; Galveston, TX; Los Angeles/Long Beach, CA and San Francisco, CA. This pilot has been completed and the draft report submitted for approval.

**Second Annual Auxiliary Augmentation Survey**

The second annual survey of Captains of the Port regarding Auxiliary augmentation in the Marine Safety and Environmental Protection area was issued. Results have been received and are being tabulated with the assistance of Coast Guard Headquarters. Response from the active duty units was outstanding with many providing significant, extensive, positive comments regarding "their" Auxiliarists.

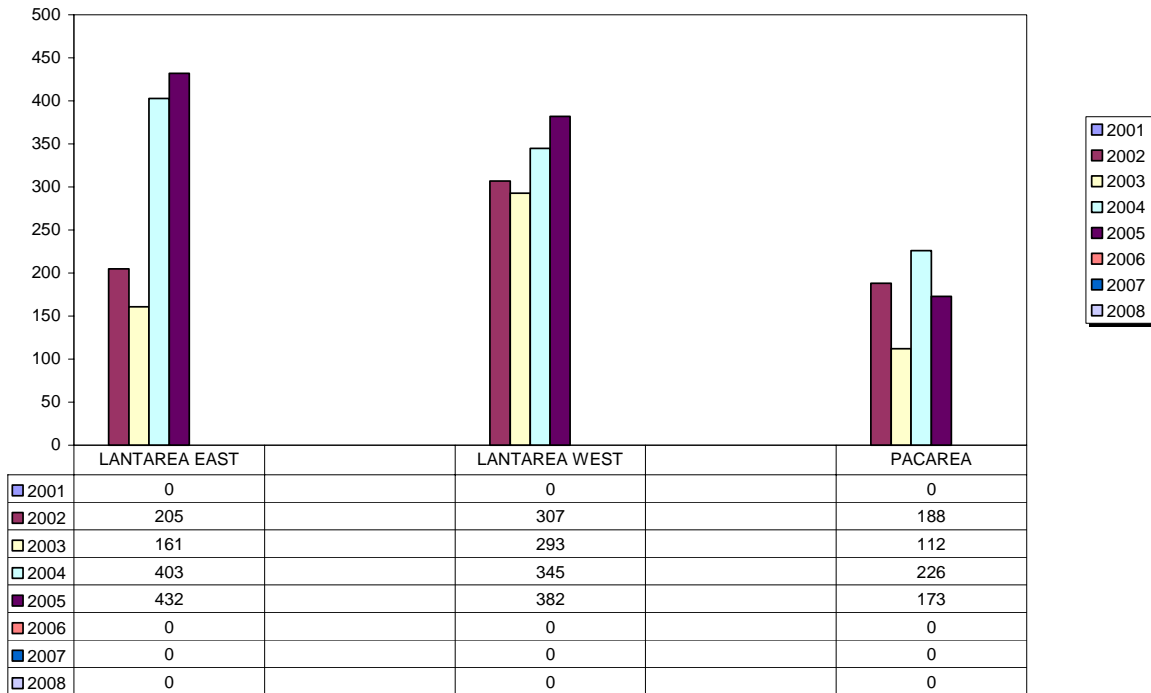
**Auxiliary Commercial Vessel Examinations**

Auxiliary CVE Examinations as reported in AUXDATA:

2005 LANTAREA YTD CFVE Total = 1,318  
 84 Active CFV Examiners by yearly exam count

2005 PACAREA YTD Total = 363  
 38 active CFV examiners by yearly exam count

**National Auxiliary UPV Yearly Exam Report For Years 2001 - 2005**



**Yearly Auxiliary LANT and PAC Area CFV Exam Hours**

	Exam Hours	Dock Walking
<b>2002</b>	<b>3,156</b>	<b>147</b>
<b>2003</b>	<b>2,771</b>	<b>1,496</b>
<b>2004</b>	<b>3,296</b>	<b>1,324</b>
<b>2005</b>	<b>3,414</b>	<b>2,218</b>

2005 CFV hour totals as of 12/31/05

**Commercial Fishing Vessel Safety (CFVS) Business Planning process:**

The Commercial Vessel Division of the M Department was invited by G-MOC to actively participate in their development of a new business plan for Commercial Fishing Vessel Safety. This has been a year-long project and is still continuing.

**CY 06 PROJECTS**

- **Develop a detailed proposal to fund and write a comprehensive Maritime Safety and Prevention Policy manual**  
In 2005 the “M” Department was given the opportunity to include “M” programs in the Operations Policy Manual, however, the time allotted was not sufficient to develop more than descriptions of the programs. It did however; show that we needed to develop specific policies and procedures regarding “M” programs. The ultimate goal is to develop a manual that can eventually be merged with the Operations Policy Manual. This is the first step in the process. It is anticipated that this will be a multi-year project.
- **Complete the rewrite and update of “M” Department’s Policy and Procedures Guide**  
All organizations are dynamic and changing and the “M” Department is no different. In late 2005 we began to review and update existing policies and procedures to better reflect the current organization and its missions. We anticipate completing this project during the first quarter of 2006.
- **Continue participation in Coast Guard Headquarters business plan development meetings for Commercial Fishing Vessel Safety**  
During 2005 Coast Guard Headquarters began a thorough review of the Commercial Fishing Vessel Safety program. The goal is to develop a comprehensive business plan that reflects current conditions in this industry. The Auxiliary has been included in this process via the “M” Department’s Commercial Vessel Division and will continue this effort.
- **Revise Personal Qualification Standards to add MTSA compliance items**  
Regulations require the Coast Guard to inspect commercial vessels and port facilities annually for compliance with both safety and MTSA requirements, therefore many Coast Guard units are doing both inspections at the same time. In order to be better able to assist the Coast Guard in these efforts, the Uninspected Tow Vessel and Port State Control Boarding Team Assistant PQSs need to be revised to add tasks related to MTSA areas where Auxiliarists can be of assistance during compliance inspections.
- **Rename Port State Boarding Team Assistant to reflect and comply with current Coast Guard terminologies including the Maritime Law Enforcement Manual terminology and other documents**

The release of the new Coast Guard Maritime Law Enforcement Manual and other documents reflect the current definition of the term “Boarding Team” as a law enforcement mission. To better reflect the fact that this PQS is not a law enforcement mission, but safety compliance inspection, the PQS must be renamed.

- **Obtain final approval for the revision of the Maritime Environmental Education Specialist Personal Qualification Standard (MEES PQS)**  
Since its original release, there have been numerous questions regarding some of the tasks in this PQS. To better reflect the knowledge needed to make presentations to the public regarding maritime environmental issues, the PQS was rewritten and submitted to Coast Guard Headquarters for approval. That approval is currently still pending. Efforts to finalize this revision will continue during 2006.
- **Obtain final approval of the proposed Auxiliary Commercial Fishing Vessel Policies & Procedures Guidelines**  
During 2005 the Commercial Vessel Division of the “M” Department developed a policy and procedure guideline document to help ensure standardization of activities in the Auxiliary Commercial Fishing Vessel Examination program across the country. This document was submitted to G-MOC for review and approval. Due to the previously mentioned business plan development, this document was placed on hold until the business plan has been finalized. Once the business plan is finalized, headquarters review of the proposed guidelines can resume.
- **Participate in the planning and execution of the Coast Guard’s Commercial Fishing Vessel Safety and Survivability Training Pilot**  
Last summer a pilot program for safety and survivability training was submitted to G-MOC for review. G-MOC is now ready to finalize the curriculum and plan for implementing the pilot program. Discussion is underway to determine where this pilot should take place, train those who will participate and finalize the curriculum. Timing of the pilot will be dependent upon Coast Guard Headquarters schedule.
- **Develop initiatives to encourage Auxiliary support of contingency planning including qualification to assist with Coast Guard contingency planning, working with Coast Guard units to include the Auxiliary in their contingency plans and encouraging Auxiliary units to develop their own contingency plans.**  
Hurricanes Katrina and Rita demonstrated the increasing need for contingency planning within the Auxiliary. Many Auxiliarists have civilian and/or military backgrounds in this area that can be utilized not only by the Auxiliary in developing their own plans, but also by the Coast Guard to assist with their planning activities. In addition, it became apparent in some areas that the

Auxiliary was not written into the contingency plans of the active duty, or that the Auxiliary was not aware of what was expected of them.

Emergency Response planning has, for many years, been a responsibility of the “M” Department; however, emphasis has been on responding rather than planning. During the reorganization of the Department, renewed emphasis has been placed on Contingency Planning. A new position for a Branch Chief for Contingency planning and a Branch Assistant position were created. Interviews for these positions are currently underway and both positions should be filled shortly. While some experience in this area is held within the Department, we are holding off on finalizing this program until subject matter experts are on board. It is anticipated that a business plan for this program will be completed mid-year.

- **Work with the Information Services Department to include the Auxiliary Personal Qualification Standards approved in 2005 and Coast Guard Personal Qualification Standards applicable to the “M Pro” pin in AUXDATA**

When the Coast Guard’s active duty “M Pro” pin was announced, it allowed for Auxiliarists to earn the device. This required completion of 4 active duty Personal Qualification Standards (PQSs) from a specific list. None of these PQSs, or the device itself, can currently be tracked in AUXDATA. Also, the 6 Auxiliary specific PQSs approved in May 2005 are not currently in AUXDATA. These oversights must be corrected. The “M” Department proposes to work with the Information Services Department to correct this problem.

- **Work with Information Services Department to develop a tracking method for instructor hours relating to Marine Safety and Environmental Protection training for both Public Education and Member Training**

As with all Auxiliary funding from the Coast Guard, funding for “M” programs is dependent upon Auxiliary participation. While most “M” activities may be tracked, instructors conducting classes in “M” programs, either to the public or as member training, can be tracked only as either a “M” mission or Instructor in Public Education or Member Training. The “M” Department proposes to work with the Information Services Department to find a solution to allow tracking of the “M” activity while giving instructor credit to the person conducting the training.