

“FOR INFORMATION ONLY”



**THE PORT
OF LOS ANGELES**
Executive Director's
Report to the

Board of Harbor Commissioners

DATE: November 12, 2011

TO: BOARD OF HARBOR COMMISSIONERS

SUBJECT: MARITIME LAW ENFORCEMENT TRAINING CENTER (MLETC)

This memorandum provides information on the development of the MLETC and outlines the business case for continued funding of the facility.

BACKGROUND

The initial idea to develop the MLETC was a result of a concern over officer safety, which arose approximately four years ago due to the Port's rapidly expanding post 9/11 homeland security mission. As the Port of Los Angeles (Port) and other agencies with jurisdiction in San Pedro Bay; i.e. the U.S. Coast Guard (USCG), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD), enhanced their maritime presence, a concern arose over the adequacy and consistency of training of the officers involved, particularly in those cases where multi-agency operations were taking place, or where agencies were assisting each other during routine operations. This concern was highlighted in the 2010 Coast Guard Authorization Bill.

Upon making inquiries to the State of California, it was determined that unlike other requirements established by The California Commission on Peace Officers Standards and Training (POST), there were no state-wide standards for tactical training for state and local maritime officers. During subsequent meetings with federal and state personnel it was determined that such a need existed, and that grant funding would be available if the Port wanted to take a leadership role in this area. As the largest municipal maritime agency in the United States and a recognized world leader in port safety and security, Port staff made the decision to move forward in partnership with the Federal and State government and with the full support of Los Angeles County Sheriff LeRoy Baca, Long Beach Police Chief Jim McDonnell, and USCG Captain Roger Laferriere.

Initial efforts were focused on securing a facility; training Port Police, Sheriff's Department and Long Beach Police as federally qualified instructors; and developing a POST-certified curriculum that could be used to provide current and consistent tactical maritime training to the law enforcement officers in the San Pedro Bay Port Complex at minimal cost to the agencies involved. Although it was additionally believed that personnel from other agencies would be offered training as a means to defer facility operating costs, it was believed that the scope of this training would be minimal. As such, focus was directed on securing and upgrading a facility to provide this training as soon as possible. Table (1) below identifies the equipment procurements and upgrade projects that have taken place to date, the costs of these efforts, the sources of funding, and the authorized amounts of reimbursement. It also includes proposed spending for Port Security Grant Program (PSPG) Round 8, which requires contract (grant obligation) approval by the Board of Harbor Commissioners (Board), and proposed spending for Rounds 9 and 10 that requires the Board's initial acceptance and subsequent contract (grant obligation)

approval. A brochure that contains a list of the maritime training classes taught at the MLETC is provided as Transmittal 1.

TABLE (1) MLETC SPENDING AS OF OCTOBER 30, 2011				
PROJECTS	ALLOCATED TO HARBOR	GRANT FUNDED	MATCH (NOT REIMBURSED)	GRANT AWARD
MLETC				
Equipment	\$498,558	\$498,558	\$0	CA DHS/CPTSM, Prop 1B
Services	\$208,422	\$208,422	\$0	CA DHS/CPTSM, Prop 1B
Consultant	\$123,079	\$123,079	\$0	CA DHS/CPTSM, Prop 1B
Training	\$447,960	\$447,960	\$0	CA DHS/CPTSM, Prop 1B
City Services/Construction Permits	\$307,011	\$307,011	\$0	CA DHS/CPTSM, Prop 1B
Project Management, Construction, and Equipment (Modulars)	\$2,810,440	\$2,810,440	\$0	CA DHS/CPTSM, Prop 1B
Projects Approved to Date	\$4,395,470	\$4,395,470	\$0	
Round 8 Projects Requiring Approval				
Equipment - Training Vessels	\$1,400,000	\$1,400,000		U.S. DHS/PSGP, Round 8
Equipment - Metal Sharks	\$1,960,000	\$1,960,000		U.S. DHS/PSGP, Round 8
Equipment - Zodiac Boat	\$160,000	\$160,000		U.S. DHS/PSGP, Round 8
Sub-Total	\$3,520,000	\$3,520,000		
Total Through Round 8	\$7,915,470	\$7,915,470		
Rounds 9 and 10 Proposed				
Equipment	\$1,423,165	\$867,110	\$556,055	U.S. DHS/PSGP, Round 9
Consultant	\$801,055	\$801,055	\$0	U.S. DHS/PSGP, Round 9
Equipment	\$1,350,000	\$1,350,000	\$0	U.S. DHS/PSGP, Round 10
Training	\$500,000	\$500,000	\$0	U.S. DHS/PSGP, Round 10
Consultant	\$150,000	\$150,000	\$0	U.S. DHS/PSGP, Round 10
Sub-Total	\$2,000,000	\$2,000,000	\$0	
Rounds 9 and 10 Total	\$4,224,220	\$3,668,165	\$556,055	
Total Requests	\$12,139,690	\$11,583,635	\$556,055	

MARKET SIZE

As staff moved forward on efforts to develop the MLETC, the market size and demand for the training became clear. The State of California inquired as to the ability of the MLETC to train all California maritime police. The Department of State inquired about the ability to train foreign students, and the Federal Bureau of Investigation (FBI) asked if the facility was available to train Maritime Liaison Agents, a new program at the FBI. In addition, maritime law enforcement organizations throughout the world have made inquiries concerning when the training center would be available.

The enormous size of the market became apparent when the Federal Law Enforcement Training Center (FLETC) approached the Port to sign a Memorandum of Understanding (MOU) to effectively make the MLETC a satellite of the Department of Homeland Security's (DHS) main training campus in Georgia which has a maritime training waiting list of thousands of students, many being state or local police officers. Earlier this year DHS Secretary, Janet Napolitano and Port Executive Director, Dr. Knatz, executed a MOU between FLETC and the Port of Los Angeles which distinguished the Port as the only non-federal entity that has such an arrangement with FLETC. In August 2011, Port personnel visited FLETC to cement the relationship, and in September 2011, FLETC and Port instructors taught the first two federally sponsored maritime classes at the MLETC. There are clear indications that this relationship will continue to expand. In a recent speech to the International Association of Airport and Seaport Police (IAASP), Secretary Napolitano indicated that the opening of a West Coast Federal Maritime Training Facility (the MLETC) was one of DHS's principal accomplishments in 2011.

FLETC and the United States Coast Guard have recently inquired about placing full-time instructors at the MLETC, which would guarantee hundreds of students per year training at the Wilmington facility. It should be noted that the size of the market extends far beyond FLETC and maritime training for law enforcement officers. MLETC has hosted classes for emergency managers in the Incident Command System (ICS), and was the first training facility in the country to hold joint fire and police boat training. The training center has held 21 classes at the facility thus far in 2011. A list of these classes is included as Transmittal 2.

In addition to the classes listed above, the Port has entered into discussions with the International Longshore and Warehouse Union (ILWU) management to provide security awareness training to ILWU personnel. Port terminal operators recently approached staff to provide similar training for their Facility Security Officers (FSO). Stevens Institute of New Jersey, a Department of Homeland Security Funded University will be using the facility in the spring to provide classes on Command and Control Systems, and UCLA Extension has indicated plans to incorporate the facility into their new Homeland Security Certificate program.

The popularity of the MLETC is due to a number of factors, perhaps the most significant of which are its focus and location. It is the only facility in the world solely dedicated to the development of maritime security training and tactics for public safety officers. The facility is located in one of the world's largest and most progressive ports. It is the only facility west of the

Rocky Mountains that has a partnership with the Federal government. Perhaps most importantly, the MLETC's location in Southern California allows for training 365 days a year. In order to better determine training demand, Port staff recently conducted a survey of major police organizations with maritime responsibilities including New York, Boston, Newport News, New Orleans, and Savannah, along with state agencies in Alaska and Florida, all of which indicated their intension to send students to the school. The results of the survey are provided as Transmittal 3.

POTENTIAL FOR GROWTH

The unexpected demand for the training the MLETC provides caused staff to rethink the role of the school, and to approach the MLETC as the development of a business. Staff has also realized that this expanded mission would not only be consistent with the Port's vision of being a world leader in safety and security, it also had the potential to dramatically enhance the training of local stakeholders. Additionally, staff realized that an internationally recognized facility such as this would serve to enhance the stature of Wilmington and bring economic benefits to the local communities in the form of revenues from hotels, restaurants and other services.

Rethinking the role of the facility required staff to conduct an analysis of the costs of development and the potential for the facility to achieve self-sufficiency. The evolution of the facility from a local to an international asset has been divided into three phases, the completion of which is dependent on the funding available and the operational costs. The phases are defined below.

- Phase 1: Includes the initial modification to the facility, the creation of one classroom, the modification to the pier, the construction of the boat docks, the certification of the maritime training, and the training of the instructors. Approximately \$4 million in capital funding for this phase was provided by State of California Proposition 1B Grants. This has provided the facility with the capability to provide maritime training to public safety officers that work in the port complex including Port of Los Angeles Police Officers, Long Beach Police Officers and Sheriff Department Deputies. No dedicated training or administrative personnel are required during this phase. This phase of development is complete.
- Phase 2: Includes an additional \$3.5 million in building upgrades, procurement of 13 training vessels, and federal certification of the curriculum. This provides the capacity for 24 basic maritime officer's courses per year or 576 local, national and international students. It also allows for expanded training partnerships with FLETC, FBI and Department of State, and provides the equipment capability to take the course to other locations if necessary. No dedicated training or administrative personnel are required during this phase. This phase of development is 75 percent complete and will be completed with the procurement of the training vessels funded in Round 8 of the Port Security Grant funding.

- Phase 3: Includes the installation of one additional classroom, procurement of vessel simulators, hiring a dedicated director and administrative support personnel, and expanding the cadre of instructors. This would effectively increase the number of maritime students that can be trained each year to over 1,000, with thousands more being trained in other specialty courses. Dedicated personnel are required during this phase. This phase is 50 percent complete. In order to complete Phase 3, additional classrooms, training simulators and additional facility upgrades are needed. Funding for these projects has been approved in rounds 9 and 10 of the Port Security Grant program.

The facility that has become the MLETC was an existing Port building located in Wilmington, California. As identified in Table (1), the capital to fund the Phase 1 and 2 facility upgrades has come from State grant funding. In addition, Federal Port Security Grant Funding has been allocated to complete the procurement of the training vessels needed to complete Phase 2 of the program. As indicated in Table (1) approximately \$8 million in Federal grant funding has been secured to complete the first two program phases, and another \$4 million has been made available for future development.

Based on staff analysis it is believed that once Phase 2 is completed, i.e. sufficient training vessels are secured; the facility can be self-sustaining, significantly enhance the security of the Port, and further cement the Port's position as the world's leader in security. It also appears clear that there is a significant market beyond the Phase 2 capacity of the facility. For the success of the Phase 2 efforts to be assured, several initiatives are being considered that will guarantee the revenues necessary for the facility to be self-sufficient at a higher training capacity. These include;

1. Moving beyond POST approval to establish our curriculum as a State of California standard required of all maritime officers;
2. Completing FEMA approval of the courses so that agencies can use Federal grants to fund the courses;
3. Securing an endorsement from the International Association of Airport and Seaport Police (IAASP);
4. Securing Department of State course approval;
5. Executing training contracts with international maritime police agencies;
6. Successfully completing on-going discussions with FLETC and the USCG to place permanent staff at the facility, guaranteeing a continuous flow of students;
7. Enhancing our core courses in partnership with LA Fire Department to include other emergency management courses; and
8. Adopting the FLETC approved courses as a national training standard.

In moving towards efforts identified above, the MLETC has received a great deal of support from the State of California, Department of Homeland Security and the Port's local congressional representative, Congressman Dana Rohrabacher. On November 10, 2011, the Port received verbal notification that the Department of State had approved the course for

international students. On November 14, 2011 the Port received a request from the DHS Domestic Nuclear Detection Office (DNDO) to use the facility and the instructor cadre on a regular basis to train law enforcement officers from around the country in the use of radiation detection technologies. Recognizing the facility's value, Congressman Rohrabacher has identified his intention of setting up a Congressional Delegation (CODEL) visit to FLETC, with a follow-up visit to the MLETC to highlight the importance of these facilities and the partnership between them. If this CODEL or the efforts identified above are successful, it is likely that the Phase 2 capabilities of the facility will be insufficient to meet the training demand.

ONGOING COSTS AND BREAK EVEN ANALYSIS

The funding up to this point has been responsible for the modifications to the building, purchase and construction of a modular classroom, construction and installation of the boat docks and development of the curriculum. As indicated in Table (1), almost eight million dollars has been secured for facility development through Round 8. No Port outlays were required for capital funding during this period, and no additional operational funding was budgeted for the MLETC. In FY11/12 no additional operational funding has been requested for the MLETC and none is anticipated in FY12/13. Continuing on to Phase 3 of the MLETC development, it is expected that \$556,055 in capital expenses will be required in FY13/14 as a 25 percent match for PSPG Round 9 funding.

The item that is currently pending, which is fully funded in PSPG Round 8, is the procurement of 13 training boats, including 10 Metal Shark student training boats and three Zodiac boats to act as adversary vessels. The cost of these boats is \$3,520,000. These boats are critical to the continued operation of the MLETC in order to meet the federal standard of one training boat for every three students. With a typical federal class size of 24, a minimum of eight training boats are required. In addition, each class requires the use of at least two "adversary" boats for the training. The proposed boat fleet for the MLETC will ensure that we meet the federal training standard and provide the best of class training experience for attendees. Additionally, the boats must be configured and dedicated for training, such that current Port Police boats cannot be used.

Upon obtaining the boats, the MLETC can complete Phase 2 of its development efforts and realize its full capabilities for training. The principal course that will be taught is the two week Basic Maritime Officers Class that is designed to contain 24 students. With the arrival of the training boats mentioned above, the capacity of the facility would be 24 classes per year or 576 students. Working with FLETC we have determined that approximate tuition for federal, state and local personnel should be \$750 per student per week or \$1,500 per two week class, yielding revenues of \$864,000 if the school operates at full capacity. With the assistance of FLETC and port personnel an estimated facility operating cost of \$325,879 per year for FY11/12 and \$547,879 for FY12/13 was developed. This figure does not include instructor salary costs due to the fact that during Phases 1 and 2 of development, no staff has or will be dedicated to

the MLETC. Until Phase 3, courses will be taught on an as needed basis by the cadre of instructors trained by the federal government and comprised of personnel from the Port Police, LA County Sheriff's Department, Long Beach Police Department, LAPD and FLETC. Table (2) below outlines the yearly operating costs of the MLETC during Phase 2.

TABLE (2) MLETC PHASE 2 YEARLY OPERATING COST		
	FY11/12	FY12/13
Building Maintenance @ 3% of value at \$3,462,624 (157,392 sq. feet at \$22/sqft)	\$103,879	\$103,879
Vessel Maintenance	\$92,000	\$184,000
Fuel and Misc. Parts	\$75,000	\$150,000
Ammunition/Materials/Promo	\$30,000	\$60,000
General Administration	\$25,000	\$50,000
Maintenance Cost per Year	\$325,879	\$547,879

At the start of calendar year 2012 it is our intention that the MLETC will begin charging students to attend. Port personnel have scheduled 10 Basic courses (20 weeks of instruction) for FY11/12 and 20 Basic and Advanced courses (40 weeks instruction) for FY12/13. At a course cost of \$1,500 per student for a 24 student Basic Maritime Officer's Class, the courses in FY11/12 will train 192 students and earn revenues of \$288,000. In FY12/13 revenues will increase to \$720,000. At these costs the facility will realize a loss of \$37,879 in fiscal 11/12 and a profit of \$172,121 in fiscal year 12/13, as indicated in Table (3) below. It is likely, however, that there will be a demand to hold a number of the additional classes in FY11/12 and 12/13 that include the Intermediate Maritime Officer's Course, the Advanced Maritime Officer's Course, the Public Safety Dive Course, the Advanced Tactical Maritime Officer's Course, and the recently developed Public Safety Vessel Operators Course. These figures also do not include revenue from FLETC sponsored courses or from courses sponsored by other organizations like Stevens Institute that simply wish to partner with the Port to use the facility.

TABLE (3) MLETC PHASE 2 YEARLY REVENUES					
Revenue per Student	Revenue per Class	Projected Classes FY11/12	Total Revenues	Projected Classes FY12/13	Total Revenues
\$1,500	\$36,000	8	\$288,000	20	\$720,000
		Maintenance Cost per Year from Table (2)	\$325,879	Maintenance Cost per Year from Table (2)	\$547,879
		Total Revenue	-\$37,879	Total Revenue	\$172,121

CONCLUSION

The facility as developed has done a great deal to address the officer safety issues at the Port. In order to continue to address these issues, tactical training for all of the maritime police officers operating in the Port is critical, and access to a facility to receive this training is essential. At this point we have the capability to conduct this training for the law enforcement agencies operating in the Port. With the arrival of the training boats and the completion of our Phase 2 efforts, we will be able to expand our capabilities and train other Port stakeholders, including Los Angeles Fire Department personnel, ILWU supervisory personnel, FSO's and others, and to provide much needed maritime training to state and local law enforcement officers in other locations. To realize the full potential of the facility (Phase 3 development) we need to expand our partnerships with FLETC, the USCG and other federal agencies.

Based on the overwhelming interest in the facility, it is the intention of Port staff to continue to move forward with Phase 2 efforts and acceptance of the PSPG Round 9 and 10 funding that will allow for the completion of Phase 3 development. We believe that the Board's recognition and support of the development plan is critical in ensuring the success of the Maritime Law Enforcement Training Center. Support for the long term growth of the facility will greatly assist in realizing the Port's goal of stimulating the local economy and moving forward on accomplishing the Port's vision of being the world's leader in security.


GERALDINE KNATZ, Ph.D.
Executive Director

Attachments:

Transmittal 1: MLETC Brochure

Transmittal 2: Courses Conducted at MLETC

Transmittal 3: Poll of Major State and Local Law Enforcement Agencies

JMH/lg/Executive Offices



LOS ANGELES PORT POLICE

REGIONAL

MARITIME LAW ENFORCEMENT TRAINING CENTER



In Partnership with:

- Federal Law Enforcement Training Center
- United States Coast Guard
- California Emergency Management Agency
- Los Angeles County Sheriff
- Los Angeles Police Department
- Long Beach Police Department
- Los Angeles City Fire Department

For Information Contact:

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Email: LAMLETC@portla.org



REGIONAL MARITIME LAW ENFORCEMENT TRAINING CENTER PORT OF LOS ANGELES, CALIFORNIA

The Port of Los Angeles, in partnership with the Federal Law Enforcement Training Center (FLETC), United States Coast Guard (USCG), State of California Emergency Management Agency (CalEMA), Los Angeles County Sheriff Department (LASD), Los Angeles Police Department (LAPD), Long Beach Police Department (LBPD) and Los Angeles City Fire Department (LAFD), have developed the country's first maritime training course specifically designed to train Federal, State and local law enforcement personnel. The Basic, Intermediate and Advanced courses are based on FLETC curriculum, and were developed jointly by the aforementioned agencies.

The focus of the training will be to provide basic through advanced instruction for crewmembers on law enforcement and public safety vessels operated by local authorities. Course curriculum will include boat handling, chart reading and navigation rules. Additionally students will receive comprehensive training on maritime boardings, arrest procedures, vessel identification, searches, and counter-terrorism practices and procedures. The courses have been certified by the State of California Peace Officer Standards and Training (POST), and are consistent with current federal doctrine. It will be made available to Federal, State and local law enforcement and first responder personnel.

Training will be conducted at the new Port of Los Angeles Regional Maritime Law Enforcement Training Center (MLETC). MLETC training staff will be comprised of members from our partner agencies. All MLETC instructors are FLETC trained.

Initial funding for course development and facility upgrades has been provided through Federal and State Grants. Continued funding for facility will be provided by student tuition along with Port Security Grant funding and other sources.

The Los Angeles/Long Beach port complex is an ideal location for this type of facility due to generally optimal weather conditions, the excellent Federal, State, and local training cadre, and access to those resources. The doctrine and strategies that will be taught at the MLETC in areas such as maritime interoperability and small vessel security will fill a critical gap in maritime tactical training at all levels.

It is a true testament to inter-agency cooperation when agencies at all levels of government come together to fill a gap such as this. In dedicating a multi-million dollar facility for this training, the Port of Los Angeles has shown its commitment to maritime safety and security. This commitment and the multi agency cooperation towards curriculum development will ensure that this facility will be the best of its kind in the world.





United States Coast Guard
U.S. Department of Homeland Security





United States Coast Guard
U.S. Department of Homeland Security





The Port of Los Angeles — America's Port® and the premier gateway for international commerce is located in San Pedro Bay, 20 miles south of downtown Los Angeles. This thriving seaport not only sustains its competitive edge with record setting cargo operations, but is also known for its ground breaking environmental initiatives, progressive security measures, diverse recreational and educational facilities, and an emerging LA Waterfront.

The Port of Los Angeles encompasses 7,500 acres of land and water along 43 miles of waterfront. It features 25 passenger and cargo terminals, including automobile, breakbulk, container, dry and liquid bulk, and warehouse facilities that handle billions of dollars worth of cargo each year.

When measured by container throughput, the Port has consecutively ranked as the number one port in the nation for the last decade.

Amidst the backdrop of international trade and shipping, the Port of Los Angeles also boasts the bustling World Cruise Center, quaint Ports O' Call Village, welcoming Vincent Thomas Bridge, signature Fanfare Fountains and Water Features, historic Angels Gate Lighthouse, vintage Waterfront Red Car Line, and new green space at 22nd Street Park.

With an exceptional credit record, the Port maintains an Aa2 bond rating, the highest assigned to any seaport in the United States, operating without the benefit of taxpayer support. The Port also wields tremendous economic impact, generating employment for more than 3.3 million Americans nationwide. In California alone, nearly one million jobs are related to trade through the Port of Los Angeles.



Complementing its busy terminal operations with green alternatives, the Port of Los Angeles remains committed to managing resources and conducting Port developments and operations in both an environmentally and fiscally responsible manner.

The Port of Los Angeles — America's Port®



United States Coast Guard
U.S. Department of Homeland Security



The Los Angeles Port Police



"Sworn to Protect, Dedicated to Serve"

As one of few police forces in the nation dedicated exclusively to 24-hour port activities, the Los Angeles Port Police are responsible for patrol and surveillance of the Port of Los Angeles and neighboring Harbor Area communities. As California peace officers, the Port Police enforce Federal, State and local public safety statutes as well as environmental and maritime safety regulations. Highly regarded among specialized law enforcement agencies, the primary goal of the Port Police is to maintain the free flow of commerce and produce a safe, secure environment that promotes uninterrupted Port operations.



REGIONAL MARITIME LAW ENFORCEMENT TRAINING CENTER

Motto

"Semper Discentes"

(Always Learning)

Available POST Certified Courses

Basic Maritime Officer's Course

Intermediate Maritime Officer's Course

Public Safety Dive Course

Courses Pending POST Approval

Advanced Maritime Officer's Course

Advanced Tactical Maritime Officer's Course

General Information

Courses are available to full-time law enforcement, fire service/first responders and military personnel from the United States and abroad.

Due to the nature of the training, the Regional Maritime Law Enforcement Training Center reserves the right to deny attendance based upon an applicant's organizational affiliation(s).

Students must not have any medical, psychological, or physical limitations.

For safety purposes, students must pass a basic swim assessment.



United States Coast Guard
U.S. Department of Homeland Security



Basic Maritime Officer's Course

Two Weeks (80 hours)

This course is designed for the newly assigned officer/deputy. It covers maritime terminology, boat handling skills, navigation, weather, boating law, trailering, launch and recovery, marlinespike, vessel stops, response to emergencies, and water survival.

Intermediate Maritime Officer's Course

One Week (40 hours)

This course covers anti-terrorism, security zone terminology, enforcement theory and practice, boat tactics, and tactical electronics.

Advanced Maritime Officer's Course

Two Weeks (80 hours)

This course covers weapons of mass destruction (WMD), emergency first aid, maritime intelligence, commercial vessel boarding and tactics, advanced navigation, vessel pursuits, search and rescue, and critical incident response.

Advanced Tactical Maritime Officer's Course

Two Weeks (80 hours)

This course is designed for students requiring advanced instruction and exposure to high-risk tactical operations in the maritime environment. It includes physical considerations, water survival, team structure, function and movement, operations planning, weapons, tactical medicine, breaching techniques, rope operations, interdiction, equipment concerns, boat assaults, underway boardings, boarding and clearing, compromise on approach, vessel disabling, control of critical spaces, and problem solving utilizing reality-based exercises.



Public Safety Dive Course

Six Weeks (240 hours)

This is an advanced class designed to provide the student diver with the knowledge and skills they need to minimize the risks associated with Public Safety Diving. Confined and open water dives enable students to experience search and rescue techniques, salvage theory and techniques, river, canal, surf, and hull searches, navigation, night, low, and zero visibility, deep diving, full face mask, underwater communications, dry suit, and contaminated water, altitude and cold water environments.



United States Coast Guard
U.S. Department of Homeland Security



Transmittal (2) Courses Conducted at the MLETC in Calendar Year 2011

ICS 300.	1 time	19 students
CAL EMA – FSO Training	1 time	17 students
VIP Briefing	1 time	21 attendees
Homicide Drowning and Underwater Investigations	1 time	20 Students
Counter-Terrorism Course	1 time	22 students
Closed Circuit TV Monitoring	1 time	22 students
Surface Supply Air Class	1 time	21 students
LAFD/LE Maritime Curriculum Development Course	1 time	8 students
Marine Firefighting	1 time	12 students
First Responder Class	2 times	24 students
ICS 400	1 time	21 Students
Basic Maritime Course	4 times	28 Students
LAPP Dive Course	1 time	15 Students
FLETC Electronic Navigation Course	2 times	42 Students
Dive Operations (gas management)	1 time	21 students
Sonar Training	<u>1 time</u>	<u>21 students</u>

Total classes 21

Total students 334

Transmittal (3): Poll of Major State and Local Law Enforcement Agencies with a Maritime Component

On October 21, 2011 the following law enforcement agencies were contacted and queried concerning their current needs for maritime law enforcement training.

- Port of Galveston Police Department, Galveston Texas
- New Orleans Port Police Department, New Orleans Louisiana
- Florida Department of Law Enforcement, Tallahassee, Florida
- Savannah Police Department, Savannah, Georgia
- Detroit Police Department, Detroit Michigan
- Norfolk Police Department, Norfolk Virginia
- Boston Police Department, Boston Massachusetts
- New York Police Department, New York New York
- Cleveland Police Department, Cleveland Ohio
- Chicago Police Department, Chicago Illinois
- Division of Alaska Wildlife Troopers, Juneau Alaska

Command staff personnel from the above listed agencies provided the following responses to the questions posed concerning the general state of maritime training that their agency receives.

Required state training of maritime law enforcement personnel:

Each agency spokesperson stated that no legislation, mandate, requirement or recommendation from their respective state government or state law enforcement certifying agency similar to California's POST currently exists. Each agency spokesperson stated that they believe that a need exists for such a requirement in their state.

Certification of training courses:

Each agency spokesperson stated that they train their own personnel internally and certify their own personnel, based on internal requirements and in house competencies.

United States Coast Guard (USCG) Training:

Of the eleven (11) agencies polled, all stated that they receive "occasional" training from the local USCG. Six (6) agencies stated that they do not receive what they feel to be consistent and uniform training from the USCG. Eight (8) of the agencies stated that they felt that the USCG "tried hard" but was not able to deliver true "law enforcement" type training.

Federal Law Enforcement Training Center (USCG) Training:

Seven (7) of the agencies stated that they have had officers go through FLETC training but cannot count on availability of space, when they are able to send personnel and have the funds to pay for the training.

Awareness of the Port of Los Angeles, Maritime Law Enforcement Training Center:

Six (6) of the agencies were aware of the POLA/MLETC.

Participation with the Maritime Law Enforcement Training Center:

All of the agencies expressed an interest in the MLETC, asked for information on the MLETC and stated they would like to send their personnel to the MLETC for training. Five (5) of the agencies expressed a strong desire for their agencies to link to the MLETC for ongoing development of boat training, dive operations and specialized training involving port maritime law enforcement missions and anti-terrorist programs and training. Two of the agencies asked if their personnel could be "certified" to serve as instructors at the MLETC.

Maritime Law Enforcement Training Center partnerships:

All agencies liked the fact that the MLETC was staffed by a variety of agencies local Los Angeles law enforcement agencies and the USCG. Each agency was happy to hear that the MLETC was "partnered" with FLETC and liked the concept of a combined local and federal law enforcement training center and the fact that a "west coast" training center exists.

Training to a National Standard:

Each agency was desirous of uniform training and the development of a "national standard" for maritime training, delivered by a law enforcement entity.

Current "feelings" concerning the need and state of maritime law enforcement training:

Each agency felt that their ports and waterways are vulnerable in today's world and environment. Thus the need for a professional curriculum established and delivered by properly trained and certified law enforcement personnel.