

**Senate Commerce Committee Coast Guard Nominee Questionnaire
118th Congress**

Instructions for the nominees: The Senate Committee on Commerce, Science, and Transportation (the “Committee”) asks you to provide typed answers to each of the following questions. It is requested that the nominee type the question in full before each response. Do not leave any questions blank. Type “None” or “Not Applicable” if a question does not apply to the nominee. Begin each section (i.e., “A”, “B”, etc.) on a new sheet of paper. Electronically submit your completed questionnaire to the Committee in PDF format and ensure that sections A through E of the completed questionnaire are in a text searchable and that any hyperlinks can be clicked. Section F may be scanned for electronic submission and need not be searchable.

A. BIOGRAPHICAL INFORMATION AND QUALIFICATIONS

1. Name (Include any former names or nicknames used):

Jo-Ann Feigofsky Burdian
Jo-Ann Feigofsky

2. Position to which nominated:

Rear Admiral, U.S. Coast Guard

3. Date of Nomination:

October 27, 2023

4. Address (List current place of residence and office addresses):

[REDACTED ADDRESS]

Office:

**Commandant (CG-5R)
10593 MLK Jr Expressway SE
Washington, DC 20593**

5. Date and Place of Birth:

April 28, 1975 – New York, New York

6. Provide the name, position, and place of employment for your spouse (if married) and the names and ages of your children (including stepchildren and children by a previous marriage).

Spouse – Stephen Burdian, CAPT USCG (retired)



7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

1997 – US Coast Guard Academy – Bachelor of Science in Government

2003 – Florida State University – Masters of Public Administration

2003 – Florida State University – Masters Certificate – Government Financial Management

2023 – Harvard Kennedy School Executive Education – General and Flag Officer Homeland Security Seminar

8. List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

I have served as a Coast Guard Officer since 1997. Please see my official biography for detailed information.

9. Attach a copy of your resume.

My official Coast Guard biography is attached.

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age.

None.

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution.

None.

12. Please list each membership you have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization. (For this question, you do not have to list your religious affiliation or membership in a religious house of worship or institution). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

US Coast Guard Academy Alumni Association – 1997 to present.

National Naval Officers Association – 2022-present

Association of Naval Services Officers – Lifetime Member since 2023

Surface Navy Association – 2022-23

None of these organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt.

No.

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official

advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities.

None.

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years.

None.

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

Defense Meritorious Service Medal

Coast Guard Meritorious Service Medal

Coast Guard Commendation Medal

Coast Guard Achievement Medal

Presidential Service Badge

Joint Chiefs Service Badge

Honorary Chief Petty Officer

2021 Latina Style Distinguished Military Service Award Winner

2020 Broward Education Foundation Hall of Fame

17. List each book, article, column, letter to the editor, Internet blog posting, or other publication you have authored, individually or with others. Include a link to each publication when possible. If a link is not available, provide a digital copy of the publication when available.

Latina Style Magazine –

Punto Final: The Power of Performance

<https://magazine.latinastyle.com/punto-final-the-power-of-performance/>

18. List all speeches, panel discussions, and presentations (e.g., PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.

10/18/2023: Global Cooperation and Training Framework – Maritime Disaster Response; Taipei, Taiwan
10/05/2023: Center for Maritime Strategy – Countering Illegal, Unreported, and Unregulated Fishing; Arlington, VA
09/15/2023: Arctic Search and Rescue Conference – Policy on Future Needs for Innovations and Knowledge; Reykjavik, Iceland
08/17/2023: Global Maritime Operational Threat Response Wargame – Countering Illegal, Unreported, and Unregulated Fishing; Carlisle, PA
07/18/2023: Atlantic Partnership Seminar – Maritime Threats, Crimes, and Vulnerabilities; Lisbon, Portugal
06/29/2023: Joint Women’s Leadership Symposium – Leadership Panel, State of the Coast Guard; San Diego, CA
06/13/2023: LA/LB Women’s Leadership Initiative – Family in the Coast Guard; Virtual
06/05/2023: ANSO – General/Flag Officer Leadership Panel Moderator; Norfolk, VA
04/14/2023: Jacksonville Women’s Leadership Initiative – Empowering Each Other Through Shared Experiences; Jacksonville, FL
03/23/2023: Congressional Hearing – Witness Testimony on Securing America’s Maritime Border; Washington, DC
03/08/2023: D17 Women’s Leadership Initiative – Rising Together; Juneau, AK
03/02-03/2023 – Our Ocean Conference – Multiple Speaking Engagements throughout conference
01/18/2023: CSIS, Ocean Security Forum 2023 – Remarks on Maritime Safe Act Interagency Workgroup; Washington, DC
12/07/2022: ANSO – Flag Leadership Panel Participant; San Diego, CA
12/01/2022: American Salvage Association – Update from the Office of Response Policy; New Orleans, LA
09/13/2022: American Salvage Association, Quality Partnership Meeting – Opening Remarks; Virtual
08/19/2022: Veterans Institute Summit – Panel: Creating a Culture of Support; Orlando, FL
07/26/2022: NNOA National Symposium – Joint Panel: Forging into the Future: Naval Integration and Operational Design; Annapolis, MD

19. List all public statements you have made during the past ten years, including statements in news articles and radio and television appearances, which are on topics relevant to the position for which you have been nominated, including

dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.

March 2020 – Multiple News articles related to the evacuation of passengers and crew members during the suspension of cruise operations due to the COVID-19 global pandemic.

January 2021 - <https://www.newpelican.com/articles/in-a-time-of-pandemic-coast-guard-captain-is-grateful-to-serve/>

February 2021 – Multiple News articles related to 6 migrants missing in the maritime domain <https://www.yahoo.com/news/16-people-missing-off-fla-195304022.html>

January 2022 – Multiple News articles related to 38 migrants missing in the maritime domain

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an “alias” or “handle,” including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

FaceBook – Jo-Ann Burdian – active

Instagram – jo_burdian – active

X - @joburdian – active

LinkedIn – Jo-Ann Burdian – active

21. Please identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date and subject matter of each testimony.

March 23, 2023 – House Committee on Homeland Security Subcommittee on Transportation and maritime security hearing on maritime border security

22. Given the current mission, major programs, and major operational objectives of the Coast Guard, what in your background or employment experience do

you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position

I am grateful to serve in the Coast Guard as a Flag Officer. The last year and a half overseeing strategy and response policy for the entire Coast Guard reinforced my deep admiration for the Coast Guard workforce, and enhanced my appreciation for our interagency partners, and, internationally, our allies and partners. I have the opportunity to leverage my 15 years of operational experience, from the Pacific Northwest to the Caribbean Sea, to enhance partnerships, improve policy, and support responses to multiple concurrent crises.

I continue to be motivated by the opportunity to lead talented Coast Guard crews, to help improve our organizational culture, and to serve the Nation. I am honored to be considered for promotion to the grade of O8.

23. What do you believe are your responsibilities, if confirmed, to ensure that the Coast Guard has proper management and accounting controls, and what experience do you have in managing a large organization?

It is my responsibility as a Flag Officer to scrutinize resource utilization and to continue to improve controls to promote efficiency and reduce waste.

If confirmed I will continue to be a steward of the Coast Guard's human, financial, and capital resources. I will use my extensive experience supporting Coast Guard budget requests on Capitol Hill, and my experience leading Coast Guard operations, programs, and personnel to guide me in my decision-making.

24. What do you believe to be the top three challenges facing the Coast Guard, and why?

Balancing Strategic Priorities. Coast Guard operations in the Indo-Pacific, the Arctic, and around the globe have never been more critical to successfully maintaining the global rules-based order. The People's Republic of China and Russia, articulated as our pacing and acute threats, respectively, in the National Security Strategy, continue to challenge rules-based norms on the global maritime commons. They threaten natural resources, democratic norms, and the resilience of our world's oceans. The Coast Guard's ability to project governance and provide support to create partner capacity around the

world is a cornerstone of our ability as a nation to compete in the maritime domain. As Coast Guard resources are allocated to support strategic priorities around the globe, we must find ways to balance our domestic and expeditionary roles, understanding the strain we place on assets, crews, families, and financial resources.

Recruiting and Retaining a Talented Workforce. Like the other Services, the Coast Guard is experiencing a significant shortage of new recruits. That shortage coincides with historically low retention within our workforce. While significant resources have been devoted to increasing recruit throughput, we must also focus on making continuous improvements to our organizational culture. We must demand inclusive leadership at all echelons of command to create a productive culture of respect where all Coast Guard personnel can thrive.

Workforce Resilience. The Coast Guard is making strides toward improved access to mental health barriers; however, barriers still exist. Coast Guard leaders must continue to work to normalize mental health as a critical component of overall individual wellness and fitness for duty. Many Coast Guard members lack access to mental health resources and perceive seeking access to mental health resources as a risk to their ability to conduct their assigned duties. We must destigmatize emotional hygiene and mental health as components of resilience and readiness so we may best serve the Nation.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan.

Please see my nominee PFDR.

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain.

None.

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

None. Please see my nominee PFDR. If any conflicts of interest or potential conflicts of interest arise, I will obtain advice from a Coast Guard ethics official and follow that advice.

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

None. If any conflicts of interest or potential conflicts of interest arise, I will obtain advice from a Coast Guard ethics official and follow that advice.

5. Identify any other potential conflicts of interest, and explain how you will resolve each potential conflict of interest.

None. If any conflicts of interest or potential conflicts of interest arise, I will obtain advice from a Coast Guard ethics official and follow that advice.

6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy.

In relation to my nomination to Rear Admiral (lower half), I previously reported that from 2014-2017, I was assigned as the Coast Guard Liaison to the U.S. House of Representatives in the Coast Guard's Congressional and Governmental Affairs Office. In this role, my duties included: coordinating engagements with Congressional members and staffs to provide timely, accurate, and detailed information regarding the Service and its missions; justifying and defending the President's annual budget request for the Coast Guard; preparing Coast Guard witnesses for Congressional testimony, and advocating the Coast Guard and Administration's position for pending legislation. These interactions provided Congressional members and staffs the information needed to draft and pass a variety of legislation during this time period.

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, an Inspector General, the Office of Special Counsel, professional association, disciplinary committee, or other professional group? If yes:
 - a. Provide the name of court, agency, association, committee, or group;
 - b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
 - c. Describe the citation, disciplinary action, complaint, or personnel action;
 - d. Provide the results of the citation, disciplinary action, complaint, or personnel action.

No.

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, or municipal entity, other than for a minor traffic offense? If so, please explain.

No.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation? If so, please explain.

No.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense? If so, please explain.

No.

5. Have you ever been accused, formally or informally, of sexual harassment or discrimination on the basis of race, color, national origin, religion, sex (including gender identity, sexual orientation, and pregnancy), age, disability, genetic information, marital status, parental status, political affiliation, engagement in a protected Equal Employment Opportunity/Equal Opportunity

(EEO/EO) activity, whistleblower activity, or any other basis? If so, please explain.

I have no new matters that weren't previously disclosed in my O7 Senate Questionnaire. The matter I previously disclosed is as follows:

In August 2020, I was the second line supervisor for a civilian employee who made two claims of discrimination against me based on National origins, age, disability, and reprisal. I participated fully with the investigation into the claims. Both cases were settled through a global settlement agreement without a finding of fault against me or the Coast Guard. The civilian employee also made allegations against me to my superior commander in August 2020. Those allegations were investigated and found to be unsubstantiated. The matter is closed.

6. If you have ever served as a general court-martial convening authority involving sexual misconduct or assault, have you ever disapproved the findings of a court-martial related to the offense(s) or reduced the sentence adjudged by a court-martial, other than in connection with a pre-trial agreement?

I have never served as a general court-martial convening authority involving sexual misconduct or assault.

7. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination.

I have no new matters that weren't previously disclosed in my O7 Senate Questionnaire or provided to the Committee during the O7 confirmation process.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency complies with deadlines for information set by congressional committees, and that your department/agency endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority?

Yes.

2. Will you ensure that your department/agency does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures?

Yes.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee?

Yes.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so?

Yes.

5. Do you agree, if confirmed, to keep this Committee, its subcommittees, other appropriate Committees of Congress, and their respective staffs apprised of new information that materially impacts the accuracy of testimony, briefings, reports, records—including documents and electronic communications, and other information you or your organization previously provided?

Yes, in accordance with law and DHS policy and guidance.

6. Do you agree, if confirmed, and on request, to provide this Committee and its subcommittees with records and other information within their oversight jurisdiction, even absent a formal Committee request?

Yes, in accordance with law and DHS policy and guidance.

7. Do you agree, if confirmed, to ensure that you and other members of your organization protect from retaliation any military member, federal employee, or contractor employee who testifies before, or communicates with this Committee, its subcommittees, and any other appropriate committee of Congress?

Yes.

(Nominee is to include this signed affidavit along with answers to the above questions.)

F. AFFIDAVIT

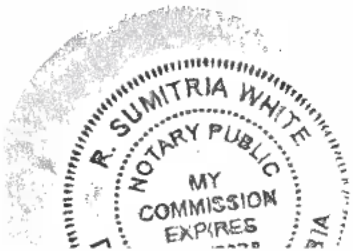
Jo-Anne F. Burdian being duly sworn, hereby states that he/she has read and signed the foregoing Statement on Biographical and Financial Information and that the information provided therein is, to the best of his/her knowledge, current, accurate, and complete.

Jo-Anne F. Burdian
Signature of Nominee

Subscribed and sworn before me this 02 day of NOV, 2023.

R. Sumitra
Notary Public

District of Columbia
Signed and sworn to (or affirmed) before me
on 11-02-23 by Jo-Anne Burdian
Date Name(s) of Individual(s) making Statement
R. Sumitra
Signature of Notarial Officer
Notary
Title of Office
My commission expires: 01-31-2028





Rear Admiral Jo-Ann F. Burdian

Assistant Commandant for Response Policy

U.S. Coast Guard



Rear Admiral Jo-Ann Burdian assumed the duties as the Coast Guard Assistant Commandant for Response Policy in May 2022. In this capacity, she is responsible for the development of strategic response doctrine and policy guidance for all Coast Guard forces. These policies encompass eight of the eleven operational maritime missions in the areas of law enforcement, search and rescue, maritime security, counterterrorism, defense operations, marine environmental response, and emergency management and disaster response.

RDML Burdian previously served as Commander, Coast Guard Sector Miami. She directed all Coast Guard missions along 182 miles of Florida coastline, including Port Miami, the Miami River, Port Everglades, and the Port of Palm Beach. She served as Captain of the Port, Officer in Charge of Marine Inspection, Federal Maritime Security Coordinator, Search and Rescue Mission Coordinator, and Federal on Scene

Coordinator for the over 250,000 square miles that constitute the Sector Miami area of responsibility.

RDML Burdian is a Coast Guard Permanent Cutterman and Honorary Chief whose previous operational assignments include Chief of Response at Sector Puget Sound, Commanding Officer of USCGC KEY BISCAZYNE in St. Petersburg, Florida, and Executive Officer, USCGC ATTU in San Juan, Puerto Rico. She began her career as First Lieutenant, onboard the USCGC COURAGEOUS, in Panama City, Florida. Additionally, she served as the Coast Guard Liaison to the U.S. House of Representatives in Washington, D.C., where she managed all service engagements with Members of Congress, advised senior Coast Guard leaders on all matters related to the House of Representatives, and advocated for multi-billion dollar acquisition programs and advancing authorizing legislation. In addition, she served as the Senior Duty Officer in the White House Situation Room. RDML Burdian took advantage of the Coast Guard Temporary Separation program to care for her sons and drilled as a member of the Selected Reserve at Sector St. Petersburg, Florida.

Originally from Queens, New York, Rear Admiral Burdian is a 1997 graduate of the U.S. Coast Guard Academy where she earned a Bachelor of Science in Government. She also holds a Masters in Public Administration from Florida State University. She has been awarded numerous personal, unit, campaign, and service awards. Her military awards include the Armed Forces Service Medal, Defense Meritorious Service Medal, Coast Guard Meritorious Service Medal, Coast Guard Commendation Medal, Global War Terror Service Medal, National Defense Service Medal, Coast Guard Achievement Medal, and Humanitarian Service Medal. She is married to Captain Stephen Burdian, USCG (ret.) of Briarcliff, New York. Together they have three handsome sons – Jack, Sean, and James.

REAR ADMIRAL Jo-Ann F. Burdian

Current Assignment

May 22 – Present CG-5R, Assistant Commandant for Response Policy, RDML

Assignment History

May 19 – May 22 USCG Sector Miami, Sector Commander, CAPT
Jul 17 – May 19 USCG Sector Puget Sound, Response Chief, CDR
Jul 14 – Jun 17 CG-0921, U.S. House of Representatives Liaison, CDR
Dec 13 – Jul 14 SAPR Military Campaign Office, Victim Response and Recovery Care Committee Chair, CDR

Jul 12 – Dec 13 Florida State University, Duty Under Instruction, LCDR/CDR
Jun 10 – Jun 12 USCG Sector Miami, Sector Commander Center Chief, LCDR
Jun 08 – Jun 10 USCG Sector St. Petersburg, SELRES Duty, LCDR (USCGR)
Jul 06 – May 08 White House Situation Room, Senior Duty Officer, LCDR
Jul 04 – Jun 06 USCGC KEY BISCAYNE, Commanding Officer, LT
Jul 01 – Jun 04 CG-0921, Assistant House of Representatives Liaison, LTJG/LT
Jun 99 – Jun 01 USCGC ATTU, Executive Officer, LTJG
Jun 97 – Jun 99 USCGC COURAGEOUS, First Lieutenant, ENS/LTJG

Educational Summary

2012 – 2013 Florida State University, Masters of Public Administration
2012 – 2013 Florida State University, Masters Certificate in Government Financial Management
1993 – 1997 United States Coast Guard Academy, Bachelor of Science in Government

Military Personal Awards and Significant National Recognition or Achievement

2022 Meritorious Service Medal
2021 Latina Style Military Service Award
2020 Honorary Chief Petty Officer
2019 Meritorious Service Medal
2017 Meritorious Service Medal
2012 Commendation Medal
2010 Achievement Medal
2008 Defense Meritorious Service Medal
2006 Commendation Medal
2004 Commendation Medal
2001 Achievement Medal
1999 Achievement Medal

Significant Current Professional Credentials or Recent Activities

Co-Chair, Maritime SAFE Act Interagency Working Group
Co-Chair, National Fleet Board
NIMS Type 3 Incident Commander
Search and Rescue Mission Coordinator and Active Search Suspended (ACTUS) certified
Permanent Cutterman

**Addendum to the questionnaire submitted to the Senate Committee on
Commerce, Science, and Transportation, 118th Congress by Rear Admiral
(Lower Half) Jo-Ann Burdian.**

Please find below the requested digital platform hyperlinks in response to question A.20 on the Committee's questionnaire:

- Facebook: [Facebook](#)
- Instagram: [Jo-Ann Burdian \(@jo_burdian\)](#) • [Instagram photos and videos](#)
- X: [Jo-Ann Burdian \(@joburdian\)](#) / [X \(twitter.com\)](#)
- LinkedIn: [\(4\) Jo-Ann Burdian | LinkedIn](#)

The undersigned certifies that the information contained in the public addendum is true and correct.

BURDIAN.JOANN. Digitally signed by
FEIGOFSKY.10197 BURDIAN.JOANN.FEIGOFSKY.1
019731657
Date: 2024.01.16 12:21:19
Signed **31657** -05'00' Date: January 16, 2024



TESTIMONY OF
REAR ADMIRAL JO-ANN F. BURDIAN
ASSISTANT COMMANDANT FOR RESPONSE POLICY

ON
“SECURING AMERICA’S MARITIME BORDER – CHALLENGES AND SOLUTIONS”

BEFORE THE
HOUSE COMMITTEE ON HOMELAND SECURITY
TRANSPORTATION & MARITIME SECURITY SUBCOMMITTEE

MARCH 23, 2023

Introduction

Good afternoon, Chairman Gimenez and distinguished Members of the Subcommittee. I am honored to be here today to discuss the Coast Guard’s role in securing America’s maritime border.

The United States is a maritime nation with 95,000 miles of shoreline and 361 commercial ports connecting 25,000 miles of navigable channels facilitating the flow of \$5.4 trillion dollars of maritime economic commerce. More than 90 percent of the volume of overseas trade enters or leaves the United States by ship. Your Coast Guard is a unique, complementary organization within the Department of Homeland Security enterprise. We are at all times an Armed Force, a federal law enforcement agency, humanitarian first responders, environmental stewards, a regulatory agency, and a member of the Intelligence Community. Your Coast Guard is a nimble instrument of national power. We protect the Homeland, save lives, and preserve the world’s ocean. I am pleased to share with you how we leverage our unique authorities and capabilities, and relationships with international, federal, state, local, and tribal partners to operationalize a layered approach to maritime border security. I am pleased to share what America’s Coast Guard is doing to protect our communities from transnational threats.

Maritime Drug Interdiction

Transnational Criminal Organizations (TCO) pose a significant threat to our nation’s maritime border security. TCO enterprises are diffuse, agile, and independent organizations that engage in drug trafficking, human smuggling, and other types of illicit activity. TCOs operate throughout our hemisphere, sowing regional instability and corruption, and threatening our shared security and prosperity. No single agency can dismantle this threat alone. The Coast Guard collaborates with partners across all levels of government, as well as international partners, to combat TCO activities.

The Coast Guard is the lead federal agency for maritime law enforcement, including drug interdiction on the high seas. We share the lead for drug interdiction in U.S. territorial seas with U.S. Customs and Border Protection (CBP). The Coast Guard partners with the Department of Defense, through Joint Interagency Task Force – South (JIATF-S), for detection and monitoring of illicit drugs bound

for the United States, and the Department of Justice and the Organized Crime Drug Enforcement Task Forces (OCDETF) to target, detect, interdict, and prosecute transnational organized criminals to dismantle their networks.

From Fiscal Years (FY) 2018 through 2022, the Coast Guard removed 888 metric tons of cocaine from the transit zone, worth an estimated wholesale value of \$25.75 billion, and detained 2,776 drug smugglers for U.S. prosecution; in FY 2020, 92 percent of the cocaine destined to the United States departed South America through the maritime domain, using commercial and non-commercial conveyances. Our layered approach to combat TCOs, as far away from U.S. shores as practical, is through security cooperation and integrated out of area deployments, and while we mitigate the threat of all narcotics and recognize the impact of synthetic opioids such as fentanyl on the United States, the most significant drug threat in the maritime domain remains cocaine.

The Coast Guard maintains a physical presence in 30 countries around the world, of which about half of these countries are in the Western Hemisphere. Coast Guard personnel serve in various capacities as security cooperation officers, maritime advisors, attachés, liaisons, support to interdiction and prosecution teams, or technical experts. Through these integrated touchpoints we work with our partners to identify challenges and opportunities to increase their capabilities to combat TCOs inside their borders and maritime jurisdictional zones.

The Coast Guard also maintains more than 40 bilateral agreements. These agreements enable operations on partner-nation flagged vessels suspected of illicit activities on the high seas and in waters subject to their jurisdiction. In FY 2021, partner nations were responsible for more than 60 percent of cocaine removals in the Western Hemisphere transit zone, and in FY 2022, our South and Central American partners contributed to 75 percent of drug disruptions. These types of international activities, in addition to participation in combined exercises and Coast Guard provided training, enable partner nations to increase the professionalization of their workforce, enhance their maritime capabilities, and empower regional countries to lead coordinated efforts to combat TCOs at the source.

Coast Guard forces deploy to the Eastern Pacific and Caribbean to patrol the transit zone to deter, detect, and interdict maritime drug trafficking events. Coast Guard deployments are complementary to U.S. Navy, Canadian, British, and Dutch naval deployments with embarked Coast Guard Law Enforcement Detachments, capitalizing on the Coast Guard's authorities and expertise to interdict narcotics before they approach our borders. These surface assets are supported by Coast Guard, CBP, U.S. Navy, and Dutch fixed-wing aircraft. These aircraft conduct detection and monitoring, with intelligence and investigative support through JIATF-S embedded liaisons.

In FY 2022, following Coast Guard-led maritime interdictions, intelligence, and investigative support to our interagency and partner nation teammates, the Department of Justice successfully extradited and indicted Julio De Los Santos-Bautista, a Consolidated Priority Organizational Target and TCO leader responsible for smuggling cocaine from South America into the United States, via Puerto Rico. In addition to the indictment, an additional 18 members of Mr. De Los Santos-Bautista's TCO were arrested, and 16 properties were seized by Dominican partners. Successes like this investigation are the result of the Coast Guard's integrated efforts with partners to combat TCOs attempting to exploit our maritime borders.

Migrant Interdiction

Another threat to our maritime border security is irregular maritime migration. We approach maritime migration operations as a lifesaving mission. Migrants can take to the sea in a variety of conveyances, which are often overloaded with little to no safety equipment nor experience piloting vessels, especially in adverse weather conditions. Over the last five years, approximately 341 migrants who embarked on a vessel to enter the United States did not survive the journey and were either recovered by the Coast Guard or were presumed lost at sea. It is not uncommon for migrants to pay a smuggler or organizer upwards of \$10,000 to embark on the unsafe journey to the United States.

Coast Guard policy to interdict migrants at sea is rooted in national-level policy, established following maritime mass migrations in the 1980s and 1990s. The key tenets of those policies are to: interdict individuals at sea, as far away from U.S. shores as possible, and collaborate with the Department of State to enter into international agreements with countries to enable direct maritime repatriations, when appropriate. The Coast Guard maintains international agreements and liaisons with the Bahamas, Cuba, Dominican Republic, and Haiti to support safe, direct repatriations of interdicted migrants, consistent with international rules and norms and with U.S. policy on protection screening relating to fear of persecution or torture upon return. During instances when a migrant warrants protection screening by U.S. Citizenship and Immigration Services, the Coast Guard works through an interagency process, as outlined in the Maritime Operational Threat Response Plan, and may transfer them to a safe location for further screening. For migrants who do not warrant further protection screening, the Coast Guard works closely with the interagency and international partners to ensure a safe repatriation.

Over the last year and a half, the Coast Guard observed an increase in irregular maritime migration, above historical norms, across our southern maritime border. This is a difficult mission for our crews. The desperation of these individuals we encounter is palpable, and the human smugglers associated with these voyages are devoid of compassion. For example, patrolling the waters of the South Florida Straits can be compared to patrolling a land area the size of Maryland with seven police cars limited to traveling at 15 miles per hour. It requires exceptional tactical coordination between aircraft, ships, boats, and supporting partners ashore. It is not uncommon for migrant vessels we encounter to be non-compliant, threatening the lives of other migrants on board through acts of violence, ingesting hazardous chemicals, even holding small children over the side of the vessel to deter a Coast Guard rescue. Once on board our ships, Coast Guard personnel humanely tend to the needs of migrants, providing food, shelter from the elements, and medical care where required. Every person we encounter is treated with dignity and respect, and full acknowledgment that those individuals are seeking a better quality of life.

Coast Guard operators are professionals, but also spouses, parents, siblings, aunts, uncles, and sometimes grandparents. These operations are deeply impactful to our people, who have demonstrated remarkable resilience in the face of an increasingly challenging operational environment.

Southeast United States, including Puerto Rico and U.S. Virgin Islands

The southeast maritime approaches encompass much higher levels of irregular maritime migration as compared to the other U.S. southern maritime vectors. In this region, from FY 2020 to 2022, migrant flow increased by 521 percent, from 5,670 to 29,520. Notably in this vector, Cuban irregular maritime migration flow early into the second quarter of FY 2023 is 10,964, as compared to the total Cuban

maritime flow for FY 2022, 9,538. Primary nationalities encountered in this region are Cubans, Haitians, and Dominicans, in addition to much smaller populations of other nationalities. Most Cuban and Haitian migrants use transit routes into Florida, either directly or via the Bahamas. Alternatively, Dominican and some Haitian migrants use shorter transit routes across the Mona Passage to Puerto Rico and the U.S. Virgin Islands. Common conveyances used in this region range from fishing vessels, coastal freighters, sail freighters, go-fast type vessels, and “rusticas.”

These conveyances can transport as few as 10 migrants on a “rustica” to hundreds on a sail freighter, or coastal freighter. Interdicting and rescuing migrants from these types of conveyances is dangerous, not only for the migrant, but also for our crews and partners. On March 6, 2022, a Haitian coastal freighter ran aground near Key Largo, Florida, attempting to offload passengers on U.S. shores. Of the 356 migrants on the vessel, 158 jumped off the vessel and attempted a perilous swim to shore without any safety equipment. Responses to incidents of this magnitude require a robust response both on the water and on shore, what the Coast Guard would refer to as a mass rescue operation. Despite the quick and effective coordination on scene, it is not uncommon for responders to be overwhelmed.

In 2003, DHS established an interagency task force called Homeland Security Task Force – Southeast, to prepare for, prevent, deter, and respond to a potential or actual maritime mass migration.

The task force is made up of DHS components, the Department of Defense, and state and local agencies, optimizing authorities, capabilities, and manpower to prevent a mass maritime migration, which presents a risk to both national security and our maritime border security. The Coast Guard integrates its coastal, offshore, aviation, and intelligence resources to support DHS’s operational plan, Operations Vigilant Sentry. This plan is DHS’ standing interagency response plan to deter irregular maritime migration.

Southwest Maritime Border

The southwest maritime border vector also recorded significant surges in irregular maritime migration, but not to the scale of the southeast maritime approaches. FY 2022 marked a ten-year record high of migrant flow¹ or a 200 percent increase from FY 2019. Human smugglers rely on recreational vessels or “panga” style vessels to transport as many as 30 migrants at a time; other common conveyances include personal watercraft. Although migrants with a variety of nationalities are interdicted in this vector, the vast majority are Mexican nationals. The Coast Guard does not have an agreement with the Government of Mexico to directly repatriate migrants through the sea. In these situations, the Coast Guard transfers the migrants to CBP for an appropriate processing including expedited removal.

The Gulf of Mexico

In the Gulf of Mexico, irregular maritime migration events increased by 530 percent from FY 2018 through FY 2022. In this vector, migrant events are organized and facilitated by human smuggling networks, or TCOs, using “pangas” or recreational vessels. As with the southwest maritime border, the vast majority of migrants interdicted in this vector are Mexican nationals. In FY 2022, there were 20 instances resulting in the interdiction of 14 Cuban migrants. In these cases, the Coast

¹ The Coast Guard characterizes “flow” as known landings, other known departures, and Coast Guard, U.S. partner agency, and foreign partner interdictions, turn-arounds, and estimates of the number lost at sea.

Guard works through regional interagency partners to transfer interdicted migrants ashore to CBP.

Northern Border

The northern border is expansive and diverse with numerous islands, waterways, short distances between United States and Canadian territorial seas creating opportunities for transnational actors to exploit vulnerable maritime areas with relatively reduced law enforcement presence.

Maritime security threats along the northern border include both irregular maritime migration and drug trafficking. Known irregular maritime migration flow averages 30 per year, primarily across the Great Lakes and St. Lawrence Seaway. TCOs traffic Canadian marijuana, fentanyl, methamphetamines and other synthetic drugs near the Strait of Juan de Fuca, the Great Lakes, and other less populated areas.

The United States signed the Framework Agreement on Integrated Cross-Border Maritime Law Enforcement Operations (ICMLEO) with Canada in 2009 and began to operationalize ICMLEO in 2012. Since then, the Coast Guard and the Royal Canadian Mounted Police (RCMP) developed a program to train and designate officers to co-crew one another's boats and aircraft to enforce Canadian and United States federal laws on either side of the shared border. Since then, 713 boat crews and 349 aircrews from the Coast Guard and RCMP were trained to conduct ICMLEO operations. From calendar year 2016 through 2019, ICMLEO units made 32 arrests, interdicted 57 migrants, and seized 150 kg of cocaine, 1,600 kgs of liquid methamphetamines, and 10 kgs of barbiturate and ketamine. In April 2021, Coast Guard, RCMP, and CBP partners interdicted more than 342 pounds of methamphetamine worth more than \$1.5 million near Port Angeles, Washington. The ICMLEO program is a fantastic example of how the Coast Guard teams alongside the RCMP, CBP, and other state and local law enforcement to prevent TCOs from exploiting our northern border.

Secure U.S. Ports

Although the Coast Guard works to interdict threats as far from the United States as possible, we also have key maritime security roles in our near-shore and port environments. We leverage our unique authorities as Captain of the Port, Federal Maritime Security Coordinator, and Officer in Charge Marine Inspection to protect America's ports and waterways. Area Maritime Security Committees are established in each port to identify critical port infrastructure, operations, risks, and mitigation strategies; and to develop, train, and exercise the Area Maritime Security Plan. The Coast Guard conducts foreign and domestic vessel inspections and security boardings, container and facility inspections, and marine casualty investigations to prevent marine casualties and property losses, minimize security risks, protect the marine environment, facilitate the legitimate use of waterways, and suppress violations of federal law.

The Coast Guard, CBP, and U.S. Immigration and Customs Enforcement have established Regional Coordinating Mechanisms (ReCoM) to further interagency and port partner collaboration through intelligence integration, operational planning, and interagency operations to target and disrupt TCOs and threats to protect our marine transportation system. Additionally, ReCoM partners conduct surge operations such as Multi-Agency Strike Force Operations which leverage the jurisdictions, authorities, and resources of multiple agencies to ensure the safe and legal movement of containerized

cargo and waterside facility security. Another aspect of the Coast Guard's role in securing U.S. ports is through conducting international port security assessments. These assessments adhere to the International Ship and Port Facility Security Code which serves as a framework through which countries cooperate to deter and prevent maritime threats from entering ports.

The Importance of Investment in Capability

To sustain and improve on these operational successes, the Coast Guard needs to continue recapitalizing its patrol boats and major cutters. The Coast Guard has nearly completed its replacement of legacy 110-ft Patrol Boats with more capable Fast Response Cutters (FRC). These ships play key roles every day in both drug and migrant interdiction missions.

Additionally, National Security Cutters (NSC) demonstrate tremendous capability and make unique contributions, particularly to the drug interdiction mission. One of the Coast Guard's highest priorities is the acquisition of 25 Offshore Patrol Cutters (OPCs). The OPC will be the backbone of Coast Guard offshore presence and will replace the 30- to -50-year-old Medium Endurance Cutters that are operating well beyond their service lives. These assets are essential to interdicting drug smugglers and irregular migrants at sea, as well as rescuing mariners, enforcing fisheries laws, responding to disasters, and protecting our ports. I would like to acknowledge and thank Congress for the support of the Coast Guard's FRC, NSC, and OPC acquisition programs; our crews are fighting for the American people every day, and with the addition of the OPC, we will be able to extend our presence even further to combat shared transnational threats.

Conclusion

The Coast Guard's layered approach to maritime border security relies on our unique authorities, capabilities, and partnerships to address threats as far away from U.S. shores as possible. To do this, we must continue to invest in our workforce, re-capitalize aging assets and infrastructure, and explore and integrate new technologies that enhance our interoperability with partner agencies across all levels of government, including our international partners. The Coast Guard is a team player in protecting our maritime border security. We recognize the importance and value of working by, with, and through our partners, because we cannot do this alone. Our hemispheric security is a shared responsibility, and your Coast Guard is all-in, complementing our capabilities and resources through regular collaboration, sharing information, and innovating in ways to protect the American people.

Thank you for the opportunity to testify today and thank you for your continued support of the U.S. Coast Guard. I would be pleased to answer your questions.