

CANUS Maritime Information Sharing: Operational Strategies

Year 2 Evaluation and Recommendations

Executive Summary

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Executive Summary

This report covers the second year of the United States-Canada Maritime Information Sharing Pilot Project: Puget Sound (CANUS). While Year 2 was planned to include testing and analysis of costs and benefits desirable for justifying possible acquisition of a new system, there were limitations and circumstances that prevented thorough quantitative analysis. Many of these limitations were attributable to maintenance issues and complications stemming from the purchase of the target system by Airbus early in Year 2. Despite the unanticipated technical and transitional issues, Year 2 provided an opportunity to:

- Extend the CANUS pilot to include United States Border Patrol and coordinated maritime/land operations.
- Expand technical and operational knowledge of the system, building on the Year 1 proof of concept.
- Gather mission-oriented insights from agency field operators.
- Facilitate Year 3 extension of CANUS to enable regional agencies to provide missing quantitative measures and qualitative arguments necessary for making decisions on system acquisition. While this agreement does not include funding for analysis to support an acquisition decision, once the system is stabilized and functioning properly, such an analysis is advisable.

After a second year of the CANUS pilot, it is clear that enhanced radar for small vessel detection, tracking, zone restriction, intelligence and analysis is a desirable and achievable enhancement to maritime and coastal security unit capabilities. When working as intended, these capabilities transform a large dark maritime border with vessel visibility limited to self-identified AIS radar transmission and on-water patrol sightings, into a well-lit waterway with non-AIS vessels detected and tracked at a command center workstation. Year 2 CANUS extended these capabilities to a USBP station where they were found to be equally useful for coastal awareness as they were for their AMO and USCG partners. However, it is not clear whether Airbus STYRIS should be the Department of Homeland Security's solution of choice for delivering small dark vessel capabilities on a nation-wide basis.