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South Central Region
LIVE INTERACTIVE WEBCAST
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PANEL:

**Stan Cunningham,
DHS S&T Borders & Maritime Division
"S&T in the Border Environment"**

The next speaker on this panel, is from our shop at home. Stan Cunningham is the technology transition manager for the Borders and maritime division. He has been at DHS little over three years. The Borders and maritime division tries to address customer technology gaps in three areas. Border security, harbor security, and maritime security.

Here we are focused on border security. I hope this shows on the camera. Have you seen the screen book? The gaps are listed on page 7 in the Green book, border security gaps. In his stands -- Stan Cunningham challenged her close some of those. >> Being lasted does have some advantages as well as disadvantages. So I wrote down a couple of notes to follow up some of the things that were put out yesterday. I took notes yesterday and tailored my comments to some of the things that I heard.

10 minutes is not a lot of time and Borders and maritime security division has a wide Brett -- Brad -- a wide-area projects we are working.

We have three main areas of focus.

We managed and facilitate three, Borders Curie, maritime, and cargo. I will not spend a lot of time on the IPT process. If your questions pertain to those areas, I be more than happy to take those or to network with you afterwards.

What I want to do is start off by saying that when I was asked to present, given the wide area of projects, I was not is that they sure what approach to take.

So I decided to take three were presented of projects that we've got and try to show those to you and explain the relevance that I thought they would have to this particular audience.

And hopefully, let that generate some additional questions you may have about some of the other things that we may be doing within our division.

What I want to do is, why we are on the slide, I want to leave you a take away on it.

Just know that with the resources that we do have, that we do spend an awful lot of time trying to maximize the needs and requirements of our customers and to be able to increase their operational capability.

Know that technologies that we are working on in these three main focus areas, there is some leverage across those boundaries, shall we say, between Borders and maritime and cargo

A border is a border is a border. Whether you are talking to restroom border or maritime border, or cargo that reverses across the border. And the air piece of the equation, because we do work in partnership with our error in the rain component -- error and Marine.

There are technologies that will work across the borders. We get more bang for our buck with limited resources.

Time does not really permit me to go into a whole lot of depth and some of the things that we do. For the sake of this discussion, I wanted to talk about in her him -- and her of operational capability that we provided the border patrol with order net -- border net. Relevance for this audience is that it is a representative capability. It is almost like SBI net. We did a lot of work with testing before SB I. Knowing that that was coming on, we wanted to show the efficacy and be able to take different types of technologies, some of them cut and some of them developmental, and put them together and show the operational capability to give additional infield capability to the border patrol would work.

Now, clearly SB I have succeeded while we have been able to do with border net. But the take away on border net is, we were able to provide the capability to address some different geographical challenges. Particularly in the Southwest border.

We want to build a give the patrolling officer and his associated command center a sense of geospatial awareness. We want to provide real-time capability in the field. Such as background checks and provide mobile enrollment of personnel. And the ability to consolidate that input from a variety of sensors.

Using wireless connectivity. To be able to do data fusion. And to provide automated alerts. To provide the command center with information.

As was mentioned earlier, and we hear about it all the time, there was a comment that was made yesterday, how do you take all of this myriad of data and avoid data prowess is.

What border net intends to do is try to provide a little bit more automation and to be able to help the operator and the end-user to prior ties -- prioritize his alerts and put forces on to the problem.

Our plan with order net is to maintain it as then -- test lab for improvement of current and development of new technologies.

So even after SBI comes in and goes through, it will still be a testbed for us. We will still be able to work in partnership with other entities. Leo, we would be more than happy to collaborate with you and share resources. And be able to use that test bit as a means to try new technologies out before they are put out in an operational environment.

Just know that for this audience, we are talking border net. But we have three other test beds. One of them is the Northeast. We are looking at a variety of environments out there. Different line of site restrictions him attorney in restrictions, inland waterway environments . So if in your state, you are looking at border net and saying that is not the environment we are looking for, we are probably working on newer type of environment -- working on your type of environment and other test beds.

Electronic chain of custody devices. I picked this one, because of the relevance, and I'm looking at Tony with FEMA. We have had some issues with this. You certainly have cargo that are going to and from emergency sites that may be highly -- and this may be a solution. Electronic chain of custody with, along with the manufacturer, which is a Marine asset tracking system, in the course of its development, we found that, just like with discussions with female, that there may be other uses them for what it was originally designed to do. Which was to track cargo and maritime environment on shipping vessels.

You can see from the slide is designed to prevent communications for close to cargo containers. Our customers and then you see a variety of customers, cargo and maritime trade policy, an office in DHS. Primarily they are, because as we originally envisioned, it would be commercial shippers which would be the end users for this. Not a federal entity.

So we decided to do, with this particular technology, is to generate open standards. Whereby our customers can, and end-users, can improve the efficacy of the technology and end-users can prove the science. And they can take a very and other technology and able to use it in their current tracking systems.

We did not going to try to build a system to track it. It could be as simple as an alert. The communications capability of the system has the capability to transmit data messages. And or pages. Also it could be something a little bit more command center. -- Command center centered. >> The standard, we are going to deliver a requirements document. You can take that document and you would be able to write a stack -- a spec. Because you know that someone has used this and the vendor can produce it.

This will be my last technologies lied Erie at real-time image transmission device. Law enforcement and order patrol -- border patrol can use this document to do on-site processing or verification of documents.

But a state law enforcement entity could take it and do a verification of certain security features on drivers licenses. So this is a good tool used technology -- to use -- multiple use technology.

We did not even ask to try to push it out . It was more or less pulled from us. Certain subcomponents of this device were taken down to Haiti for the recent earthquake.

The big take away from this is, even if you are out on some night in some isolated border, or someplace like in Haiti where your communications are down, this particular device has satellite communication. But it can also transmit in real-time images for examination at places such as the ice friend sick document lab -- forensic document lab. So as not to impede the flow of people trying to cross the border.

I know I am running out of time. The summary is, that there are opportunities that exist to develop technologies that satisfied both DHS requirements as well as certain state, local, and tribal needs. We have common or overlapping mission areas and operational.

We are looking at detection, surveillance, deterrence, those were the core drivers for some of the things that we work as we created a capstone IBT process. Let's be a little more offense to about our operation will -- operational capabilities. Let's talk about the people that will create a threat to us as a nation, and also in a state environment.