

REBUTTAL TESTIMONY

of

WILLIAM McCOMBE

before the

PUBLIC UTILITIES COMMISSION

DOCKET No. 3573

FOR

GENERAL RATE RELIEF

for

INTERSTATE NAVIGATION COMPANY

April, 2004

1 **Q: What is your name?**

2 A: William A. McCombe

3 **Q: What is your law enforcement experience?**

4 A: I am and have been in law enforcement for over twenty-three years, serving in the
5 ranks as a police officer, Sergeant, and a Police Chief for twelve years.

6 **Q: What law enforcement training have you had?**

7 A: I have attended numerous schools over the course of my career, including the Rhode
8 Island Municipal Police Academy, Babson Command Management School, the Secret
9 Service Diplomatic Protection School and the FBI National Academy. I have a degree in
10 Criminal Justice from Roger William's University. I have also attended yearly in-service
11 training seminars for the past twenty years in all areas of law enforcement, from
12 community policing to narcotic and crime scene investigation.

13 **Q: Do you belong to any law enforcement associations?**

14 A: I am a member of the Rhode Island Police Chiefs' Association and I am the Past-
15 President from 1999. I currently serve as the Fifth Vice-President of the New England
16 Police Chiefs' Association. I am an active member of the International Police Chiefs'
17 Association. I currently serve on the FBI Advisory Committee for the Criminal Justice
18 Information System.

19 **Q: Do you work or consult privately?**

20 A: Yes, I consult privately on security matters. I am currently a security consultant for
21 the Interstate Navigation Company and I serve as their Company Security Officer.

22 **Q: What is your role and function in that position with Interstate Navigation?**

1 A: Interstate Navigation is required by United States Coast Guard (USCG) rules and
2 regulations to have a company security officer to address Homeland Security issues and
3 security measures. I have assisted the company in preparing their security assessments
4 and in addressing future security needs. Also, as part of the Homeland Security
5 requirements, I have created security plans for the company as required by the USCG to
6 meet the newly implemented rules and regulations set forth by the USCG.

7 **Q: What are the security needs?**

8 A: The security assessment along with the security plan are required to be held
9 confidential by USCG rules and regulations. However, Interstate Navigation, like many
10 ferry companies before September 11th, had very little need for resources and funding for
11 security needs. Interstate Navigation was required to submit security plans to the USCG
12 by January 1, 2004, addressing the means and measures it would use in meeting the
13 security requirements that are required to be in place by July 1, 2004. Currently the plans
14 are in the review stage by the USCG.

15 **Q: How much funding is needed for security needs and to implement the security plan?**

16 A: The security cost will vary depending on a number of factors, starting with the
17 requirements that will be set forth based on the review and acceptance of the security
18 plans by the USCG. We do know the requirements set forth by the USCG will require
19 ongoing detailed security plans that include such things as training, personnel, and
20 equipment. Each company must have a company security officer, and each vessel must
21 have a vessel security officer, and each landing facility must have a facility security
22 officer. The company must also have appropriately trained personnel in order to assure
23 that the plans are being maintained and followed as adopted and approved by the USCG

1 as well as reviewing and adjusting the plans to meet the company's needs. The cost
2 factor, even after the USCG approves the plan, will still have major variable factors based
3 on the MARSEC threat levels set forth by the USCG and Homeland Security. Additional
4 law enforcement personnel, equipment, and professional security experts may need to be
5 called upon, depending on the MARSEC threat level. The USCG has provided estimates
6 per facility, per company, and per vessel as a guide for companies to allocate resources
7 pertaining to the requirements set forth by the USCG. My recommendation to the
8 company is that based on the unknown foreseeable restrictions, mandates, and stability of
9 the MARSEC level, that they follow the USCG guidelines for funding at this time. I feel
10 the safety of the passengers is paramount and with that in mind I would not want to limit
11 or compromise the safety of the passengers based on funding.

12 **Q: What is the MARSEC level?**

13 A: The MARSEC level is the marine equivalent of the color code Homeland Security
14 warning system. The MARSEC level will often change levels with threats, incidents and
15 Homeland Security issues. This level can be changed at a moment's notice and all the
16 security set forth at each level must be engaged.

17 **Q: Do you foresee outside professional law enforcement personnel being required?**

18 A: This is a strong possibility, again based on the MARSEC level.

19 **Q: Does this conclude your testimony?**

20 A: Yes.

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