

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector Juneau

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16711
April 10, 2023

Alaska Wildlife Troopers
Attn: Misha Bogart
2760 Sherwood Lane Suite 1A
Juneau, AK 99801

Dear Mr. Misha Bogart,

This letter is in regards to your efforts to replace the soon to be decommissioned Patrol Vessel ENFORCER. The United States Coast Guard (USCG) has a longstanding partnership with Alaska State Troopers (AST) and Alaska Wildlife Troopers (AWT) in how we support one other to accomplish Law Enforcement and Homeland Security missions throughout the state of Alaska.

As the Commander for United States Coast Guard Sector Juneau I am also the Captain of the Port for Southeast Alaska. I am responsible for ensuring the region's waterways and critical infrastructure are safe and secure from hostile threats and natural disasters.

The success of completing our shared Law Enforcement and Homeland Security missions requires expansive maritime asset coverage involving numerous remote locations that are accessible by vessel only. P/V ENFORCER assists this effort and provides critical coverage of over 10,000 miles of remote Southeast Alaskan waters, spanning a very rural population base. Additionally, P/V ENFORCER works closely with Customs and Border Patrol (CBP), National Oceanic Atmospheric Administration (NOAA), Drug Enforcement Agency (DEA), and National Park Service (NPS) to support law enforcement, search and rescue, anti-terrorism force protection, fisheries, drug interdiction and transboundary river interdiction on our US/Canadian border.

In accordance with 40CFR1068.225(d) you have requested a federal agency endorsement to allow an exemption from EPA requirements of meeting Tier four engine over 600 KW emission standards. Based on the following, I **positively endorse** your request for a National Security Exemption of the Tier 4 engine requirement for the proposed new construction vessel replacement of P/V ENFORCER.

The installation of Tier four engines over 600KW would typically require the use of atomized urea being sprayed into the exhaust to reduce NOx emissions. The remote nature and sustained travel throughout Southeast Alaska and across the Gulf of Alaska to support law enforcement operations creates a difficult challenge to maintain availability and temperature storage requirements of which the product "urea" requires. I am also very aware of our geographic environment that results in heavy sea conditions and gale force winds that would require engines of adequate size and horsepower for you to safely conduct your year-round operations. To reduce to a Tier 3 size engine below 600KW would prove to be unacceptable. Due to the isolated location of which your vessel operates and in consideration of our shared Law Enforcement and Homeland Security

missions, I fully support your efforts and approach to replace the P/V ENFORCER with a highly capable asset with a suitable engine arrangement as provided for with a National Security Exemption.

If you have further questions, you may contact Sector Juneau Inspections office at (907) 463-2477 or sectorjuneauinspections@uscg.mil.

Sincerely,

A handwritten signature in blue ink, appearing to read 'DAJ', followed by a horizontal line extending to the right.

D. A. JENSEN
Captain, U. S. Coast Guard
Captain of the Port, Southeast Alaska