Marine Corps Announces Project Dynamis to Accelerate AI-Powered Decision Advantage

From Communications Directorate, Headquarters, U.S. Marine Corps, Sept. 23, 2025

WASHINGTON, D.C. – The Assistant Commandant of the Marine Corps, Gen. Christopher J. Mahoney, signed a memorandum Sept. 10 to formally establish Project Dynamis, an initiative to accelerate the modernization of Marine Corps contributions to Combined Joint All-Domain Command and Control (CJADC2) in partnership with the Department of the Navy's Project Overmatch.

This effort is aligned with the Marine Corps' broader Force Design concept with a specific focus on developing end-to-end, joint interoperable capabilities that enable Marines to act as the forward element of the Joint Force—sensing, making sense, and communicating weapons quality data at the speed and scale of relevance.

The memorandum established a 3-star council comprised of the Deputy Commandant for Combat Development and Integration (DC CD&I) and the Deputy Commandant for Information (DC I) to govern the project.

"The Marine Corps has been moving fast to modernize for the future," said Lt. Gen. Jerry Carter, DC I. "To outpace the threat, we realized we needed a dedicated cross-functional team laser focused on prioritizing and accelerating the deployment of advanced technologies to enable AI-powered decision advantage at the tactical edge. That's what Project Dynamis does in partnership with the Navy's Project Overmatch."

The memorandum tasks the council to present an initial plan and a charter for governance, organization, authorities, and responsibilities within 30 days. The ACMC has also tasked the council to coordinate with the Assistant Secretary of the Navy for Research, Development and Acquisitions to designate a USMC Deputy Direct Report Program Manager within Project Overmatch.

Colonel Arlon Smith has been appointed as the Director of Project Dynamis.

“As Marines, our ability to aggregate, orchestrate, analyze, and share fused data at machine speeds is a warfighting imperative,” said Smith. “It is central to our value proposition. Project Dynamis is our bid for success to realize that vision.”

Although it had not yet been formally established, Project Dynamis already helped orchestrate the Marine Corps’ recent enterprise-level contract with Maven Smart System and was integral in September deployments of a Marine Air-Ground Task Force Command and Control Prototype (MCP) to the 12th Marine Littoral Regiment in Okinawa, Japan and the 15th Marine Expeditionary Unit in Camp Pendleton.

Honeywell Successfully Demonstrates Counter Swarm Drone Technology to Military

Operators

PHOENIX, Sept. 22, 2025 – Honeywell (NASDAQ: HON) announced it has successfully showcased its Stationary and Mobile UAS Reveal and Intercept system (SAMURAI) and its ability to counter swarm drones in two recent demonstrations to local military operators in the United States. The system was utilized in a format in which it can be operated directly from a ground vehicle. Key elements were also demonstrated from an aerostat at more than 1,000 feet above the ground.

“Swarm drones pose increasing risks to high-value assets – as a result, the ability to detect, track and counter them is a crucial part of modern military operations,” said Matt Milas, president, Defense and Space, Honeywell Aerospace Technologies. “Our recent successful demonstrations not only provided strong examples of how Honeywell’s SAMURAI system can provide critical capabilities on the battlefield, but they

also proved the technology is highly reliable, scalable and ready to integrate into existing defensive systems.”

Using Model Based System Engineering (MBSE), the SAMURAI system provides a turnkey solution that integrates customer-selected detectors and effectors and meets Modular Open Systems Approach (MOSA) compliance standards for customer modeling, visibility and sustainment. It is designed to be easily operated by security forces or tower personnel. Honeywell also demonstrated the ability for rapid integration for new detectors and effectors to support operator requirements.

With the Honeywell system, military operators can save time and money by optimizing prior investments into key components and integrating them into the overall solution. The system’s reliability is also key – Honeywell provides a single point of contact for updating all components as threat systems evolve.

The system has been developed by integrating components from defense manufacturers such as Blue Halo, Leonardo DRS, Pierce Aerospace, Silent Sentinel, Walaris, Rocky Research and Versatol. These components include radio frequency detection with sensor technology that uses light to detect, track and identify objects as well as offensive drones to counter swarms.

Additional demonstrations are available to both local and international operators seeking a commercial Counter-UAS offering.

CENTCOM Launches Innovation Joint Task Force to Rapidly Equip Warfighters

From U.S. Central Command, Sept. 23, 2025

TAMPA, Fla. – On Sept. 23, U.S. Central Command (CENTCOM) announced the establishment of an innovation task force designed to accelerate the delivery of combat capabilities to warfighters.

The new organization, called the Rapid Employment Joint Task Force (REJTF), will be led by CENTCOM's chief technology officer to fast-track processes for outfitting deployed forces with cutting-edge capabilities.

"This is about getting new warfighting capabilities into the hands of our skilled warfighters faster," said Adm. Brad Cooper, CENTCOM commander. "The new task force will synergize existing efforts among our Service components and support Secretary Hegseth's drive to rapidly equip our warriors."

In July, Secretary of War Pete Hegseth issued a directive to accelerate the acquisition and fielding of affordable drone technology for combat units. CENTCOM's creation of the REJTF supports this initiative.

The joint task force will coordinate innovation efforts in three focus areas: capability, software, and tech diplomacy – building on progress achieved by Service-component task forces in prior years.

"Our goal is to rapidly deliver innovation, meaning putting combat-credible capability into the hands of our warfighters in 60 days or less," said Joy Shanaberger, CENTCOM's chief technology officer. "Equipping skilled warfighters faster with

cutting-edge capabilities will deter bad actors.”

The REJTF will include a cross-section of experts in resourcing, assessments, information systems, data integration, acquisitions, logistics and warfighter integration.

“We will find newer, better, and more efficient ways to equip our forces while working alongside our regional partners,” said Shanaberger.

Last week, U.S. and Saudi forces completed the Middle East region’s largest live-fire counter-unmanned aerial system exercise called Red Sands. The multi-day event featured more than 300 personnel who fielded 20 counter-unmanned aerial systems at the Shamal-2 Range in northeastern Saudi Arabia.

“Red Sands brought together U.S., Saudi and industry capabilities and expertise to identify ‘best in breed’ systems for detecting, tracking and eliminating modern aerial drone threats,” said Cooper. “Working shoulder-to-shoulder with regional partners to innovate and adapt is more critical than ever.”

Navy Demonstrates AI Autonomy on BQM-177A Target

The Navy’s Strike Planning and Execution (PMA-281) and Aerial Targets (PMA-208) programs demonstrate artificial intelligence-based autonomy on BQM-177A aerial target during a test event Aug. 5 at Point Mugu Sea Test Range, Calif. (Photo courtesy of Shield AI)

From Naval Air Systems Command, Sep. 22, 2025

NAS PATUXENT RIVER, Md. – The Navy’s Strike Planning and Execution (PMA-281) and Aerial Targets (PMA-208) programs recently partnered with Shield AI to demonstrate artificial intelligence-based autonomy on the BQM-177A aerial target.

During the Aug. 5 event at Point Mugu Sea Test Range in California, Shield AI successfully flew two BQM-177As – one demonstrating Advanced Vehicle Control Laws (AVCL), a core capability for integrating autonomy, and the other incorporating additional autonomous behaviors.

AVCL is a foundational software layer that enables aircraft to fly complex, dynamic maneuvers by translating high-level mission commands into real-time flight control inputs. For the BQM-177A, AVCL allows for more threat-representative flight profiles and the kind of maneuvering seen in adversary tactics.

“The team has successfully demonstrated Advanced Vehicle Control Laws (AVCL) while adding some autonomy elements on our BQM-177A aerial target. When fully integrated, this capability will enhance the BQM-177A’s ability to execute more threat-representative maneuvers and simulate realistic interactions with fleet assets, providing more effective test and training scenarios for the Warfighter,” said Greg Crewse, PMA-208 program manager.

The BQM-177A replicates modern subsonic anti-ship cruise missile threats and supports a range of missions with its internal and external payload options. It plays a key role in both developmental and operational testing for fleet training.

Kratos, the BQM-177A’s manufacturer, integrated AVCL into the air vehicle as part of a broader development effort. Once fully implemented, AVCL will enable the BQM-177A to perform more advanced maneuvers and closer engagements, allowing the target to more accurately simulate interactions with manned ships.

“This is a significant step in demonstrating how the Navy can plan and execute missions with a combination of manned and unmanned aircraft. The use of a combination of virtual and low-cost live air vehicles allows us to evaluate the effectiveness of multi-platform missions at a fraction of the cost of a full-scale live exercise,” said Capt. Toby Keith, PMA-281 program manager. “Integrating autonomy into existing systems allows us to fly and evolve how we plan and execute autonomous platform missions before the air vehicles are even built.”

The Navy and Shield AI plan to conduct a second technology demonstration later this year, featuring up to two BQM-177As flying simultaneously. The event will test multi-platform coordination, mission planning, and human-machine interface integration to assess how operators interact with and direct

multiple autonomous systems in real time.

The Navy awarded a contract to Shield AI in August 2024 to integrate its Hivemind AI pilot software and deliver a robust prototype test bed using the BQM-177A to demonstrate autonomous operations during flight. Hivemind allows aircraft to operate independently using real-time sensor data and onboard processing to make decisions, plan routes and execute maneuvers without remote input. The software is designed as an open, modular platform that can be used across a range of DoD systems.

GA-ASI Line of UAS Passes 9 Million Flight Hours

From General Atomics Aeronautical Systems, Inc.

SAN DIEGO – 21 September 2025 – Ongoing flight operations of the new YFQ-42A Collaborative Combat Aircraft helped General Atomics Aeronautical Systems, Inc., set a new company record this week, pushing past a total of 9 million flight hours.

GA-ASI has been tracking total flight hours across its fleet of unmanned aerial systems since the company's inception 33 years ago. Its line of UAS includes iconic aircraft such as the Predator®, Reaper®, Gray Eagle®, Avenger®, and MQ-9B SkyGuardian®/SeaGuardian®

"What an amazing moment," said GA-ASI President David R. Alexander. "Having spent so much time supporting the U.S. military and its allies around the world with our other aircraft, it seems fitting that flight testing our new unmanned fighter jet for the U.S. Air Force was what helped bring us past this milestone as we look ahead to a program that will change air dominance again."

YFQ-42A's ongoing flights are only part of GA-ASI's unmanned operations. At any point in time, as many as 50 GA-ASI aircraft are in flight supporting global security for U.S. and allied users worldwide.

GA-ASI's aircraft have been a mainstay for the United States, allies and partners since the first flight of what was then called the RQ-1 Predator on July 3, 1994. The U.S. Air Force changed the designation to MQ-1 Predator in 2002. Other aircraft, including the MQ-1C Gray Eagle, MQ-9A Reaper, and MQ-20 Avenger, followed as GA-ASI drove forward the capabilities and employment of uncrewed aircraft.

More recently, GA-ASI has begun deliveries of its new MQ-9B SkyGuardians and SeaGuardians. MQ-9B is the world's most advanced Remotely Piloted Aircraft System, delivering exceptionally long endurance and range – with automatic takeoff and landing under pole-to-pole satellite-only control – and will be able to operate in unsegregated airspace using

the GA-ASI-developed Detect and Avoid system.

GA-ASI has made deliveries to the U.K.'s Royal Air Force (Protector) and the Belgian Air Force, and are fulfilling orders from Canada, Denmark, Poland, Japan, Taiwan, India, and the U.S. Air Force in support of the Special Operations Command. MQ-9B has also supported various U.S. Navy exercises, including Northern Edge, Integrated Battle Problem, and Group Sail.

Meanwhile the company has been supporting the development of new aircraft and concepts of operation for the future of airpower. GA-ASI built and flies the XQ-67A Off Board Sensing Station – its second uncrewed combat jet – for the U.S. Air Force Research Lab. Just last month, GA-ASI announced the start of flight testing for its third, the new YFQ-42A Collaborative Combat Aircraft. The new unmanned fighter jet has been designed and developed by GA-ASI and is built for rapid production, in large quantities, at an affordable price.

Coast Guard Awards Contract to support Mariner Credentialing Program Modernization

WASHINGTON – The U.S. Coast Guard awarded a blanket purchase agreement Sept. 12 to Stealth Solutions Inc. to modernize the service's Mariner Credentialing Program (MCP) information technology system and support revitalization of the maritime workforce and industry.

The MCP is essential to vetting and denying criminals access to critical maritime infrastructure and supporting the Marine Transportation System (MTS). The National Maritime Center (NMC) processed nearly 75,000 credential requests and 66,000 medical certificate applications in 2024. These actions underscore the Coast Guard's unwavering commitment to

facilitating commerce through operations to control, secure, and defend ports, waterways, and shipping in the physical and cyber domains, and to restore U.S. maritime dominance.

The blanket purchase agreement, with a total potential value of $49.6 million and a five-year period of performance, will include comprehensive efforts to update and streamline the merchant mariner credentialing process and other mariner credentialing requirements.

Concurrent with the award, the Coast Guard issued a $3.8 million order for development of the first release of NAVITA™, a modernized system for issuing merchant mariner credentials and medical certificates to U.S. merchant mariners. This new system will replace the current labor-intensive manual process with a modern, user-friendly automated system, making the application process faster and more efficient. Mariners will benefit from on-line applications, mariner profiles, and self-service features supporting the timely issuance of mariner credentials.

“The Navita™ system represents a transformative leap forward in supporting America’s maritime industry, providing our merchant mariners—who are vital to our nation’s economy and security—with a streamlined process to receive their credentials with speed and focus,” said Rear Adm. Wayne Arguin, Assistant Commandant for Prevention Policy. By improving our service delivery, we are advancing the effort to Restore American Maritime Dominance and supporting the flow of commerce vital to economic prosperity and strategic mobility through our Marine Transportation System.”

These efforts are supported in part by the historic investments made through the One Big Beautiful Bill Act. Modernization of the MCP aligns with Force Design 2028, the Coast Guard’s strategic plan to leverage advanced technology, modernize operations to improve service delivery, and transform into a more agile, capable and responsive force.

For media inquiries contact **mediarelations@uscg.mil**.

About the U.S. Coast Guard

With more than 95,000 miles of shoreline, 25,000 miles of navigable rivers and 4.5 million square miles of U.S. exclusive economic zone, the U.S. Coast Guard defends the Nation, protects the marine transportation system, regulates and safeguards ports and waterways, leads the Nation in drug interdiction and secures the maritime border. As a member of the joint force, a law enforcement organization, a regulatory agency and a member of the U.S. intelligence community, the Coast Guard employs a unique mix of authorities to ensure the safety and integrity of the maritime domain to protect the economic and national security of the nation. The more than 55,000 members of the Coast Guard operate a multi-mission, interoperable fleet of more than 250 cutters, 200 fixed and rotary-wing aircraft, 1,600 boats and its own dedicated cyber command to protect critical maritime infrastructure.

More information about the U.S. Coast Guard can be found at **www.uscg.mil**. Follow @USCG on **X** and **Instagram**, like us on **Facebook**, subscribe on **YouTube** and follow **LinkedIn** – connect with us.

-USCG-

Coast Guard Cutter Alert Returns to Florida Following

58-Day Patrol

Illicit contraband sits on the deck of the Coast Guard Cutter Alert (WMEC 630) during transfers with Coast Guard Cutter Hamilton (WMSL 753), off the coast of Haiti, Aug. 11, 2025. During their patrol, Alert's crew conducted 10 transfers of contraband and detainees in under two weeks. (U.S. Coast Guard photo by Ensign Nicholas Reeser)
From U.S. Coast Guard Atlantic Area, Sept. 19, 2025

CAPE CANAVERAL, Fla. – The crew of the Coast Guard Cutter Alert (WMEC 630) returned to their home port in Cape Canaveral, Friday, following a 58-day Windward Passage patrol.

Alert's crew deployed to the Coast Guard Southeast District area of responsibility. While in transit to the Windward Passage, the crew responded to an activated emergency position indicating radio beacon in the vicinity of the Old Bahama Channel and came to the aid of U.S. fishing vessel Calico Jack. The vessel experienced a major engine causality. Alert's

crew escorted the Calico Jack to Great Inagua, Bahamas, where they were able to make repairs.

While operating in the Windward Passage, the crew carried out transits of the Canal de la Tortue, Haiti, maintaining a continuous presence in support of Operation Vigilant Sentry to protect the safety of life at sea while preventing unlawful maritime entry to the United States and its territories.

“The integrity of our maritime borders is vital to national security,” said Cmdr. Mario Gil, commanding officer of Alert. “I am proud of our crew’s leadership, professionalism and teamwork throughout this demanding patrol. Their dedicated commitment to deterrence of illegal maritime migration saved lives from dangerous ventures at sea while safeguarding our nation’s borders.”

While in support of **Operation Pacific Viper**, Alert’s crew conducted 10 transfers of illicit contraband and detainees in under two weeks. These transfers were carried out with Coast Guard cutters **Mohawk**, Spencer, **Vigilant**, Diligence, Joseph Tezanos, as well as the **USS Minneapolis Saint Paul** and the Royal Netherlands Navy Holland-class offshore patrol vessel **HNLMS Friesland (P842).** The transfer involved the movement of over 12 tons of contraband via small boat operations. These transfers culminated in the largest ship-to-ship drug transfer in Coast Guard history with **Coast Guard Cutter Hamilton (WMSL 753)** prior to their drug offload in Port Everglades.

In addition, Alert hosted the Turks and Caicos Islands Minister of Public Safety, members of the TCI Police and the TCI Regiment for tours while on a port call. Alert’s crew assisted members from the TCI Department of Disaster Management & Emergencies with a beach cleanup where they removed trash and unwanted materials that had washed up during Tropical Storm Erin.

Alert is a 210-foot medium-endurance cutter homeported in Cape Canaveral under **U.S. Coast Guard Atlantic Area Command**. The cutter's primary missions are counter-narcotics operations, migrant interdictions, living marine resources protection and search and rescue in support of U.S. Coast Guard operations throughout the western hemisphere.

To learn more about the OVS mission, watch these videos:

- **Coast Guard executes Operation Vigilant Sentry in the Caribbean Basin**
- **Coast Guard maritime interdiction and repatriation b-roll video**
- **HSTF-SE OVS maritime detection and interdiction b-roll video**

Watch Coast Guard drug interdiction in action here: **How the Coast Guard Seizes 45,000 lbs of Cocaine at Sea – YouTube**

$2.2 Billion Seized in Drug Interdictions

The Southeast District is responsible for Coast Guard activities throughout a 1.7 million square mile area including Puerto Rico, the U.S. Virgin Islands, Florida, Georgia, South Carolina, as well as 34 foreign nations and territories.

Eastern Shipbuilding Group

Inc. to Support Unit Production of U.S. Navy Destroyers

A grand block for DDG 135 arrives by barge for final integration at HII's Ingalls Shipbuilding division in August 2025 after being constructed, inspected and accepted at Eastern Shipbuilding Group's Nelson Facility.
From Eastern Shipbuilding Group Inc.

PANAMA CITY, Fla. – Eastern Shipbuilding Group, Inc. (ESG) is pleased to announce an agreement with HII's Ingalls Shipbuilding Division to support the limited production of outfitted structural units for the U.S. Navy's Flight III Arleigh Burke-class (DDG 51) guided missile destroyers.

Building on the success of a recent pilot program in which ESG constructed a limited number of DDG units at its Nelson Street Facility in Panama City, Florida, the two companies have entered into an agreement that supports the expansion of the

domestic industrial base and advances the U.S. Navy’s surface combatant fleet.

“With nearly fifty years of experience delivering some of the most reliable and highest-performing steel and aluminum vessels, we’re proud to partner with HII to support production of the U.S. Navy’s destroyer fleet,” said Joey D’Isernia, CEO of Eastern Shipbuilding Group, Inc. “This collaboration strengthens our national shipbuilding capability—expanding industrial capacity and enhancing our nation’s competitive advantage.”

The collaboration allows ESG to leverage the company’s expertise, resources, and capabilities, ensuring that the U.S. Navy receives the necessary vessels to maintain its global readiness and superiority. With the growing demand for advanced naval vessels, this alliance provides a much-needed boost to America’s shipbuilding capacity.

ESG is making investments to support these goals and is scheduled to complete a significant infrastructure improvement project at its Nelson Street government shipbuilding facility this summer. The expansion will significantly increase ESG’s capability to construct and deliver multiple ships per year.

About Eastern Shipbuilding Group, Inc. (ESG)

Eastern Shipbuilding Group, Inc. is an American owned and operated shipbuilder with three shipyards on the Florida Gulf Coast. They build world class vessels for national defense and commercial clients, including the U.S. Coast Guard’s Heritage Class Offshore Patrol Cutters and the U.S. Army Corps’ new Medium Class Hopper Dredge. ESG is the largest private sector employer in Northwest Florida and is a 2017 recipient of the U.S. Department of Homeland Security Small Business of the Year award. With a portfolio of over 350 vessels and Defense Contract Management Agency (DCMA) and Defense Contract Audit Agency (DCAA) certified systems, ESG is known as one of the

most diverse vessel construction companies in the country. www.easternshipbuilding.com

---

Navy Determines Planned Ship Inactivations for Fiscal 2026

Henry J. Kaiser-class underway replenishment oiler USNS Pecos (T-AO-197) sails during the at-sea phase of Exercise Rim of the Pacific (RIMPAC) 2024. (U.S. Navy photo by MC2 Terrin Hartman)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The U.S. Navy plans to inactivate or transfer eight ships during fiscal 2026, including two warships and six

auxiliary ships, the service said in a Sept. 12 internal message to the force.

The navy plans to inactivate two Los Angeles-class attack submarines, USS Newport News (SSN 750) on Jan. 31, 2026, and USS Alexandria (SSN 757) on Aug. 4, 2026. The two submarines will be scrapped in Puget Sound Naval Shipyard, Washington.

Two Henry J. Kaiser-class fleet replenishment oilers will be withdrawn from service with Military Sealift Command by July 31, 2026. USNS John Ericsson (T-AO 194) will be retired but retained as a logistics support asset as a parts source for remaining ships of its class. USS Pecos (T-AO 197 will be transferred to the Maritime Administration (MARAD).

Three Watson-class large, medium-speed roll-on/roll off ships will be transferred from the Military Sealift Command's Prepositioning Force: USNS Pomeroy (T-AKR 316) by Apr. 1, 2026; USNS Watkins (T-AKR 315) by July 1, 2026; and USNS Red Cloud (T-AKR-313) by Sept. 30, 2026.

Also being transferred to MARAD on July 1, 2026, is the USNS VADM K.R. Wheeler (T-AG 5001), a ship which uses an offshore petroleum distribution system to pump fuel ashore from a distance of eight miles to U.S. forces ashore.

U.S. Coast Guard Awards Contract for Reconstruction of Pier 1 at Coast Guard

Yard

Aerial view of Coast Guard Yard in Baltimore. The Coast Guard awarded a contract for the reconstruction of Pier 1 (first from the left) on Sept. 9, 2025, to support future depot-level maintenance of the offshore patrol cutter class. (U.S. Coast Guard photo)

From U.S. Coast Guard Headquarters, Sept. 17, 2025

WASHINGTON – The Coast Guard awarded a contract valued at nearly $11 million to Ocean Construction Services Inc. on Sept. 9 for comprehensive modifications to Pier 1 at the Coast Guard Yard in Baltimore, Maryland.

The scope of work includes lengthening of the pier, construction of new fenders and robust fender boards, removal of deteriorating timber curbs that line the current pier, installation of upgraded shore ties and pier electrical capacity, and strengthening the existing pier's horizontal load-bearing strength to support the future Coast Guard cutter fleet.

“For more than a century, the Coast Guard Yard has provided critical maintenance and repair services to the Coast Guard’s surface fleet, and this contract will deliver the improvements necessary to continue that long record of success, including the future sustainment of the Offshore Patrol Cutter class,” said Rear Adm. Michael E. Campbell, director of systems integration and chief acquisition officer of the Coast Guard. “Additionally, this work lays the groundwork for future improvements at the Coast Guard Yard – supported through the truly historic investments of the One Big Beautiful Bill Act – to fully transform the facility to meet the needs of the Coast Guard’s modern surface fleet.”

The Coast Guard Yard is the service’s only organic shipbuilding and repair facility. It is the Coast Guard’s largest, most modern industrial plant. The Coast Guard Yard is responsible for construction, repairs and renovation of vessels and various aids to navigation, and for the manufacturing of miscellaneous Coast Guard equipment.

Reconstruction of Pier 1 is critical to maintain the Coast Guard’s organic capabilities to perform depot-level maintenance for the fleet and to prepare for post-delivery activities as new cutters are delivered. The work awarded is a critical enabler of the larger Coast Guard Yard modernization initiative, which will leverage the historic investments made available under the One Big Beautiful Bill Act to support future sustainment and maintenance of the Coast Guard fleet. The Coast Guard Yard modernization project will be the largest infrastructure project in Coast Guard Yard’s history, and Pier 1 improvements will ensure continuity of operations at the Yard while future construction work proceeds.

Reconstruction of Pier 1 is expected to be substantially completed in 2027.

As part of the Force Design 2028 initiative, the Coast Guard established the new Program Executive Office (PEO) Shore under

the Systems Integration Directorate to implement a fully integrated, systems-based approach to asset lifecycle management. The PEO provides comprehensive oversight, planning and execution of shore infrastructure and facilities projects through the capabilities of the Shore Infrastructure Logistics Center, the Facilities Design and Construction Center and six civil engineering units that provide program management and execution capabilities at the regional level. Civil Engineering Unit Cleveland serves all Coast Guard entities in the Great Lakes and Mid-Atlantic regions, which include over 132 facilities, 368 aid to navigation towers and lighthouses, 4,970 small aid to navigation structures and over 8 million square feet of buildings valued at over $3.9 billion.