**Table 2**

**Panel 3, National Security**

**Wiebke Lamer**

**Jan-Joel Andersson**

***Question 1****: How should projected sea level rise over the lifespan of new or replacement infrastructure be factored into the design of new facilities, and should it be a factor in prioritizing projects?*

***Answer/Notes:* The difference between commercial ports and military bases is that the latter have access to federal resources. Is it a question of breaking out the naval bases or focusing on general costal issues? They are all interrelated. But there are a lot of stakeholders and many of them are private, which adds another layer of complexity to the discussion. There are a lot of stakeholders, which also means that in many cases responsibility gets pushed from one to the next.**

**Becker’s research was very interesting, especially how important the state and local stakeholders are vis-a-vis the federal stakeholders.**

**You want to bring in infrastructure stakeholders, but how do you make them pay/invest? Explain the interdependence. It’s difficult to make people realize that they *are* stakeholders of ports, but we need to make them understand that. If Hampton Roads ports don’t adopt, business will go to other ports on the East Coast.**

***Question 2:*** *Should assessments of the vulnerability of military bases, port facilities, shipyards and other coastal facilities to sea level rise, and adaptation planning for them, include local and regional critical infrastructures, such as electrical power, transportation, and water and sanitation systems? What entity should take the lead in assessments of critical infrastructures, given that their ownership and operation cuts across a wide range of private and public sector organizations?*

***Answer/Notes: Cooperation within the community, but also between coastal communities. Also transatlantic cooperation to solve similar SLR problems, Hamburg and Norfolk for example. A lot of climate change networks are being formed right now, not necessarily on SLR, though.***

***There seem to be more coalitions being formed on the academic level, but when it comes to the implementation it is more difficult to get past political issues.***

***Adapting port facilities is a way of staying competitive to a certain level. But it’s also a systemic issue, because if the port is affected in a negative way, the whole community is affected. Who do you expect to take the lead? The port operators, even though a lot of port policies are dependent on the state?***

***It’s a tricky question, but there are opportunities for partnerships with other ports, even though they are in direct competition. But who should take the lead? That’s difficult because it includes the responsibility of financial expenditure. It’s not unreasonable to expect private operators to take on some of that responsibility/expenditure, but it’s also unreasonable to expect private operators to take on national responsibility. There is an argument for MNCs, Maersk for example is set to invest a lot in Norfolk port. But private operators are even more limited in affecting change if they go to DC to lobby for their interests than the military for example.***

***Question 3****:* *Where should future research on the impact of sea level rise and adaptation to sea level rise be focused, and what are the opportunities for collaboration on research and the development of adaptation strategies and measures – both international, and among government, private sector and academic institutions?*

***Answer/Notes: Get MNCs to fund research on SLR and port security/safety because that’s in their interest.***

***Can ports in the US work together? Yes, they can learn from each other. If Gulfport was affected, Providence can learn from these events and how to prevent similar incidents.***

***Also see Q2 comments: Cooperation within the community, but also between coastal communities. Also transatlantic cooperation to solve similar SLR problems, Hamburg and Norfolk for example. A lot of climate change networks are being formed right now, not necessarily on SLR, though. And more research should be directed towards solving implementation obstacles.***

***General Question****: Given what you've learned during this panel, what types of collaborative research and action might be most useful in affecting adaptive policy?*

***Answer/Notes:***

*Consensus Points: It’s difficult to decide on who should take the lead in preparing infrastructure.*

*It’s important to make local communities and businesses understand that they are stakeholders in port infrastructure and consequently securing ports.*

*Takeaways/Action Items: Educate people about the interdependence of the issue of SLR. If one community is affected, so are others across the region, state, and nation.*

*Points of dissent: None*

*Miscellaneous/Interesting:*