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What are the most important one or two ways that you see your end of the industry changing?
(300 words w/o using USCG reference)

The need for a significantly enhanced security and safety culture within the global maritime industry will be a dominant theme and will drive accountability, transparency and renewed partnership throughout the “system.” Implementation of new domestic and international vessel and port security regulations will provide the initial framework for this security transformation.

Increasingly, the seas are serving as the highways for a bewildering variety of transnational threats – and challenges that honor no national frontier. Many of these threats are conveyed in ways that are not effectively countered by naval forces. They look and mingle with legitimate commerce and recreational traffic. One must engage them up close and personal – to determine their intentions and sort the suspicious from the innocent. In this security environment, the United States needs new thinking and new partnerships to successfully mitigate these threats.

Effective integration of civil law enforcement authorities, private sector maritime stakeholder knowledge and competencies, and military might has to be part of the security solution. To reduce maritime security risks we must: (1) increase our awareness of all activities and events in the maritime; (2) build and administer an effective security regime – both domestically and internationally - (ISPS code and U.S. Maritime Transportation Security Act regulations); (3) increase military and civil operational presence in ports and coastal zones and beyond for a layered security posture; and (4) improve our response posture in the event a security incident does occur.

The highest return element of this strategy is increasing our nation’s maritime domain awareness, or MDA, with accurate information, intelligence, and knowledge of vessels, cargo, crews, and passengers. The goal is to know the difference between friend and foe, so that legitimate commerce can move through our coastal and port areas unimpeded while we

interdict contraband cargo and illegal activity of all types at sea before it reaches our homeland. It is interagency in approach, leverages information technology and multiple information sources and includes active involvement of the private sector.

The second highest pay off of our strategy is the development, maintenance and enhancement of security partnerships. Intergovernmental, public-private, regional and international partnerships are absolutely essential if we are to enhance the security and safety of our global transportation system. These partnerships are critical to the successful implementation of new global port and vessel security codes.