

Panel Discussion: Strategic Value of Maritime Cooperation Worldwide Maritime
Intelligence
International Seapower Symposium — 28 October 2003

Admiral Clark, fellow delegates; it's my great pleasure to participate in this panel. The panel topic, strategic value of maritime cooperation, is a particularly germane to this symposium ... and a concept that I strongly stressed during my talk at lunch yesterday... it's the cross cutting theme to every panel. If you recall in yesterday's discussion, both Admiral Clark and I made the case for a vision of collaborative 21st century seapower ... a robust blending of naval power and maritime power geared to a new and very challenging security environment ... allowing all of us to enjoy, through partnerships, the ability of our nations to use the seas safely, securely, fully, and wisely so as to achieve national, regional and international objectives ... enabling as CNO indicated "the robust development and sustainment of our economies."

In pursuit of these objectives and to mitigate security risks, I spoke about a need for a maritime security strategy premised on four overarching precepts: (1) enhanced awareness; (2) the creation and oversight of an effective maritime regime; (3) increased military and civilian maritime law enforcement presence; and (4) an improved response posture in the event a security event does occur. I emphasized awareness as the critical foundation piece ... building maritime domain awareness ... building MDA. I stressed the need for effective integration of both civil law enforcement authorities, private maritime stakeholders, and military might...and suggested that the classic notions of strategic partnerships must change if we are to be successful collectively and individually. MDA/intelligence/information sharing is the glue here.

I would like to spend a few minutes providing you some food for thought on this issue. To gain a true and effective, integrated approach to MDA is a difficult challenge. As I discuss my own thoughts on this issue, and how we have approached it in the United States, let me ask you to be thinking about this same challenge in the context of your own professional situation. For example — who do you share information with today...with what organizations inside your country...outside your country...military organizations... civilian law enforcement agencies ... private sector companies? If you are the CNO of your country's navy, do you have a personal relationship with the head of your country's lead law enforcement investigative agency? I think you should, because in today's security environment, those kinds of agencies, and coast guards, and maritime administrations, and port authorities, and maritime industry are very likely to hold some of the essential information you need to do your job for your country.

I would like to outline some of the initiatives we have taken to enhance security awareness capabilities in the hope it may be instructional to all of us as we collectively build worldwide MDA and its subset ... maritime intelligence. The core of any MDA program is accurate information, intelligence, and knowledge of vessels, cargo, and crews, and passengers, and extending this well beyond our traditional maritime boundaries. We are building our MDA program to specifically address the conflicting

interests of security and the flow of commerce in our ports and waterways. 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. Our ability to achieve better MDA will allow us to better focus our security efforts on those contacts and activities of real interest. To be effective, it must be an “all hands affair.”

Within the U. S. Coast Guard, we had actually started to work on this MDA concept in late 2000 in partnership with the USN. While the problems we were anticipating were less extreme, the nature of the asymmetric threats was indicative of what we face today. Since 9/11 we have had an increased sense of urgency about steps to increase MDA ...:

- Within 30 days of those attacks we amended our regulations so that ocean-going vessels approaching the U.S. were required to provide 96-hr advance notice of arrival (ANOA) at our ports up from a previous 24 hr requirement.
- We also centralized reporting from our individual 47 Captains of the port to a single location, enabling better coordination and analysis of information and more rapid dissemination to other agencies ... both military and civil agencies were integrated early in our efforts. We created a National Vessel Movement Center to catalogue and assess ship movements.
- With passage of enabling legislation from our Congress, we became full members of the national intelligence community ... and have invested considerable resources in expanding our intel program and associated competencies ;
- Improved ongoing partnership with ONI (acknowledge RADM Porterfield – N2) by establishment of Coastwatch...a new process for analyzing risk associated with vessels entering U.S. ports; We established a joint National Maritime Intel Center which uses ANOA reports and other available information, to sort and classify vessels of interest so we can board those vessels before they reach port, if deemed necessary.
- We have established additional Maritime Intel Fusion Centers on the east and west coasts for both military intelligence & law enforcement sensitive information;
- and established subordinate Field Intel Support Teams (FISTS) in key ports. These teams are actively engaged in intel collection and first order analysis in coordination with federal, state and local enforcement and intel agencies ... they are “joint” in the broadest sense. This gives us a top-down and bottom-up information and intelligence continuum.
- Leveraged government/industry port safety committees to address security and info sharing at the local level in a very collaborative way;

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- And of course, effective 1 March of this year, we moved into the new Department of Homeland Security... facilitating an electronic sharing of law enforcement sensitive information between Coast Guard, customs and immigration agencies;
- Collectively partnered with many of your governments to establish a multilateral set of protocols in order to create an international security regime; which included the ISPS Code and accelerating the introduction of AIS to increase awareness of approaching vessels;
- Performance security record of all vessels/companies/classification societies - which we will share with our international partners.
- In partnership with the CNO, we are establishing interagency prototype joint harbor operations centers in Coast Guard and Navy ports improving both port security and force protection;
- Upgraded VTSs to enhance security including AIS;
- Launched Deepwater... a complete recapitalization of the Coast Guard's major cutters, aircraft, uav's, sensors and C4ISR furthering the National Fleet concept developed with CNO... a network centric system that gives us much enhanced MDA in the littorals and beyond.

As you can see, we've taken some positive steps...but much remains to be done. We plan to:

- Move aggressively ahead with Deepwater;
- Fully implement the Maritime Transportation Security Act;
- Complete comprehensive port security assessments of 55 militarily and economically significant ports;
- Aggressively engage the international community at IMO on issues such as: long range tracking, enhanced flag state responsibility/transparency;
- Work with your governments and global industry and assist U.S. Customs in developing a system that enables all of us to track cargo from origin to destination;
- We've gained enormously positive experience in a joint and interagency effort in JIATFS ... which could and should serve as a model for intel collaboration around the world ... it is readily expandable to transnational issues that extend beyond CD
- Ultimately what we need is what CNO spoke about yesterday ... a maritime NORAD. In the U.S. Coast Guard, our plans are to establish a robust MDA program office to help develop that architecture in partnership with USN and Northcom.

So where does this leave us? As we've all recognized throughout this symposium, there is much more for all of us to do. First of all, I would certainly be the first to admit that we certainly do not have all of the answers. But I would offer the steps we have taken are steps down the right path. Between all of us in this room, we hold the keys to building an effective, integrated, collaborative worldwide maritime intelligence

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network ... as Adm Clark put it “an opportunity of historic proportions”. ...especially if we think in terms of maritime power and a broad and new definition of jointness.

I'll close with one final thought ... I would ask us all to consider how your local information sharing systems might fit into a regional construct suggested by several panelists yesterday (acknowledge VADM De Leon (Philippines) and RADM Tay (Singapore)...and how such regional systems will build to a worldwide maritime intelligence network.

I look forward to your questions at the end of our panel. Thank you!