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Global Maritime Information Sharing Symposium

Law and Policy

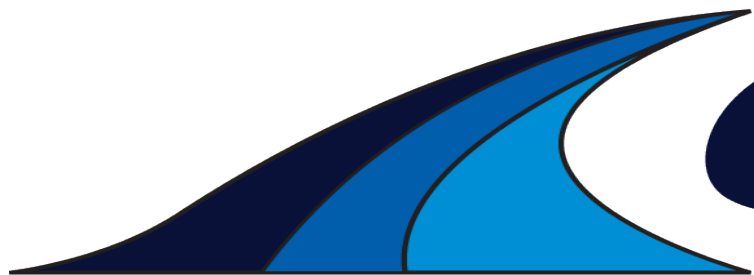
Moderators

Mr. Dominick Donald

Mr. Robert Crane



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Discussion

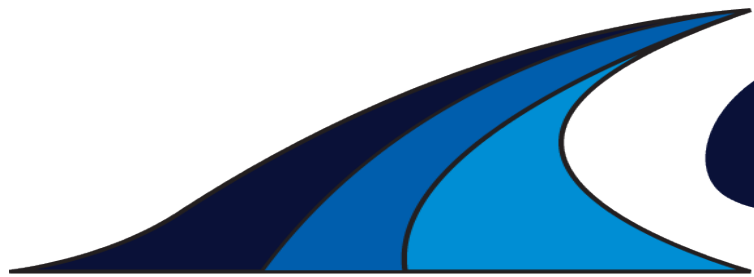
“Transparency and Trust”-Watchwords for MDA Information Sharing...

BUT

Case studies of Ocean Policy Development and recently issued Executive Order on Piracy showed the contrary to be true!!



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In both cases, industry felt it had NOT been adequately engaged...

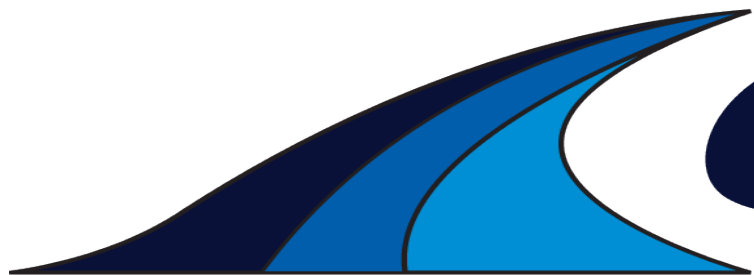
Once group scratched this sore, a litany of other inequities were tabled:

Ballast water treatment

Low sulfur fuel requirements

Prohibitions on mariner shore leave

Inaction on the “Law of the Sea” Treaty



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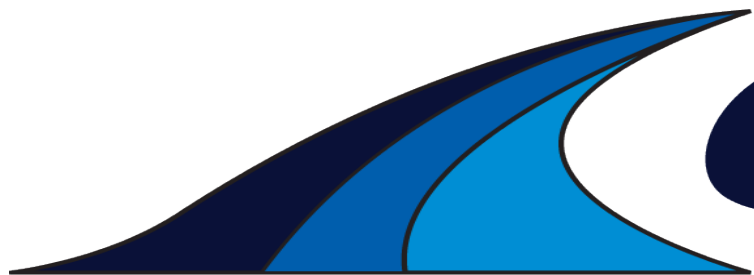
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Why is this important to this symposium and how does it relate to charting the course of the future of MDA information sharing?

Each of the ‘real world’ disappointments translates into industry skepticism and heightens the unwillingness on the part of industry to share further information when its input is not solicited or not considered and policies with adverse consequences proliferate.



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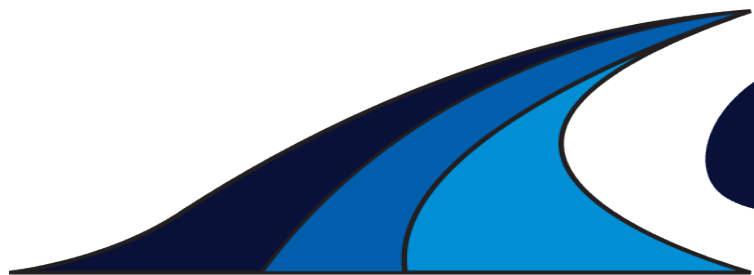
“Axe to grind”

The working group was *ADAMENT* in its frustration over the E.O. on Piracy, development review and publication, and pointed to it as a timely example of harm to the industry and, indeed, globally.

Result: Questioning the value of information sharing with U. S. Government



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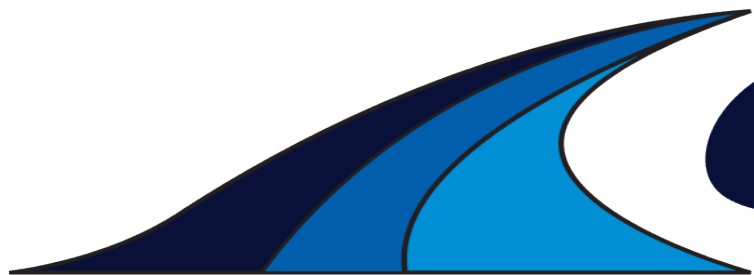
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Questions from Group 1

- 1. What is the point of industry participating in discussions such as this conference when policy overrides that advice and damages the industry and global commerce?**
- 2. The Executive Order on Somali piracy is ineffective, counter-productive, and issued against industry advice. It has raised costs for the maritime industry and damaged U.S. credibility on this issue, without the prospect of substantially affecting the pirates and their financiers. What can industry and the executive branch do to get the E.O. rescinded?**



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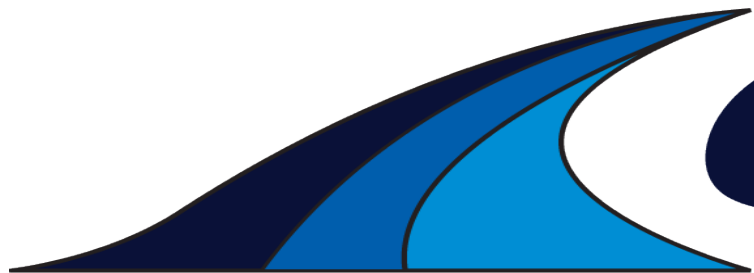
Questions from Group 1

3. The U.S.'s failure to ratify UNCLOS undermines its credibility in the international maritime arena and hampers its efforts to address a range of policy issues. What can industry and the executive branch do to get it ratified?

4. U.S. maritime initiatives have global maritime consequences which are then felt in the U.S., in terms of jobs lost, industries affected, and supply chains disrupted. The U.S. has in the past successfully used the I.M.O. as the forum for these initiatives, which, like ISPS, are vital to its interests. Recent examples of unilateral policy-making, such as the E.O. on Somali piracy, have not been successful. How can U.S. counter-piracy policy be returned to the IMO?



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Science and Technology

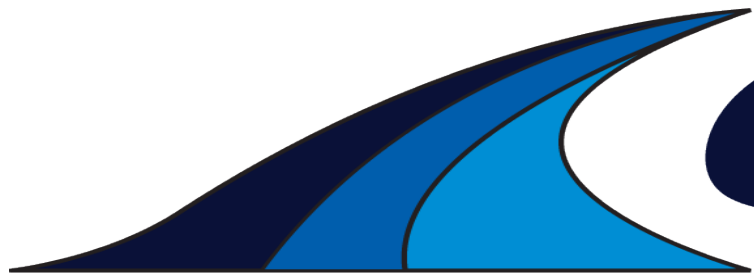
Moderators:

COL Gary Supnick

Mr. Stephen D. Austin



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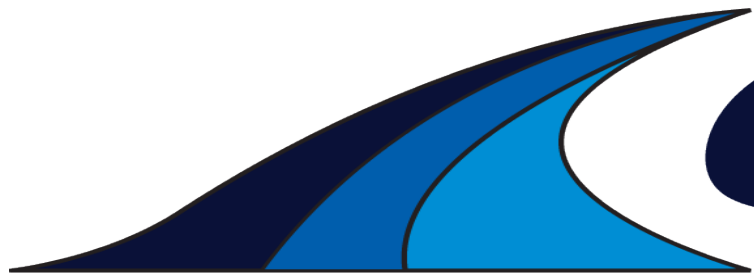
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Some prevailing themes:

- **A desire for tangible, visible progress**
- **Focus on the right perspective**
 - **Context vs. content**
 - **Activities vs. data**
 - **Knowledge vs. information**
- **Employ existing capabilities innovatively**
 - **Google**
 - **Commercial satellites**
 - **LexisNexis**



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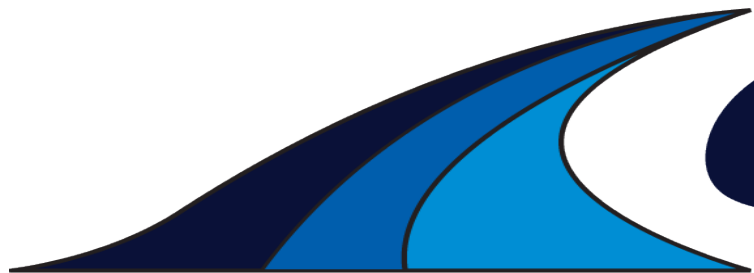
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Themes (cont.):

- **Engaging industry/fostering partnerships globally**
 - **Trust**
 - **WIIFM**
 - **Inclusion**
 - **Collaboration**
- **Cross coordination among FED agencies on similar/synergistic efforts**
 - **NMIC Cloud concepts and the National Information Sharing Exchange (PM-ISE)**



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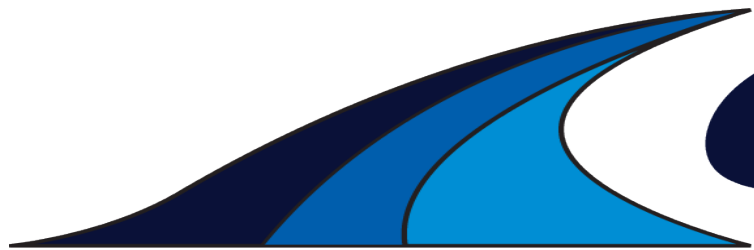
1. In support of their strategic plans, DHS, DOD and DOT have published extensive lists of the key Science and Technology objectives the three departments feel must be achieved to accomplish their primary goals. As might be expected, the lists are quite different for each department due to very different missions.

From the perspective of Maritime Domain Awareness and Maritime Information sharing, which area of focus for Science and Technology does the panel feel is the most important:

- Needs/Requirements definition,***
- Systems development/CONOPS, or***
- Data acquisition/sensor development?***



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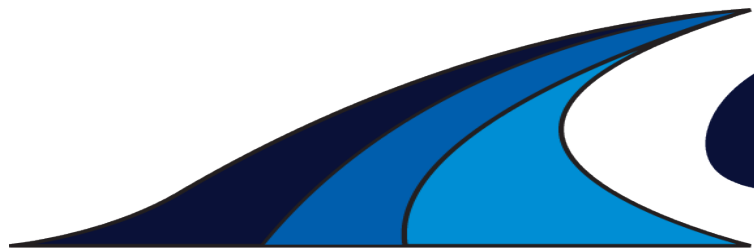
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2. Recent discussions have centered on the context of information as it becomes useful intelligence or knowledge. An example is the Christmas bomber incident in which a great deal of data was known about the individual, but it had not been coalesced into information that was actionable prior to the aircraft's arrival in Detroit. Currently the primary purpose of maritime intelligence would seem to be the identification of the "bad actors". Of the sectors and activities identified in the definition of Maritime Domain Awareness as those being of primary importance are people, cargo, vessels and other conveyances.

- What does the panel feel is the highest priority of intelligence data or security information that is needed in the context of MDA – that on people, cargo or vessels?***



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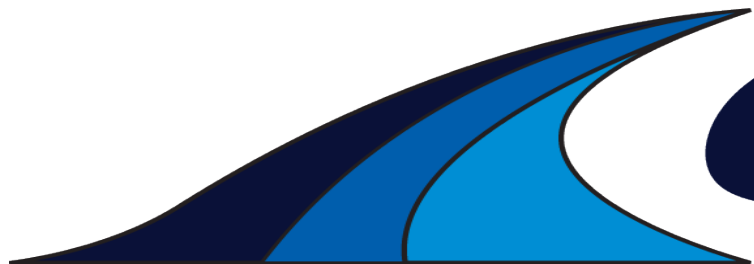
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3. There have been a number of government and commercial data information collection systems identified that could be made available to the maritime community in support of MDA. Currently substantial hurdles exist that either prevent or are a disincentive to the open exchange of this data between public and private organizations, such as security classification, the business interests of commerce and industry and the competitive nature of business sensitive information.

- How might the government gain the trust of and/or incent private industry to collaborate on the development and implementation of a maritime information sharing tool?***
- Does the panel feel that a government sponsored test bed would be an effective method to achieve improved information sharing?***



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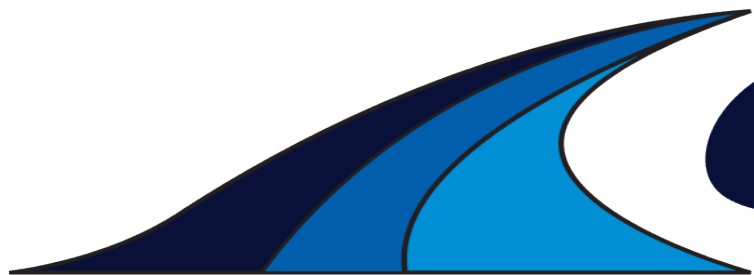
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4. Unique approaches to maritime information sharing are being evaluated in Europe – Multi-National, Inter-Agency Information Sharing in the Extended Maritime Environment (MISA-EM) in the Mediterranean and a similar Swedish system employed in the Balkans – that are federated, regional, unclassified, subscription based, vetted and provide information to stakeholders on a contextual, access specific basis from a virtual internet based platform employing open source technology. Reports on the efficacy and effectiveness of the approaches are very promising.

- Does the panel see this or a similar approach as a possible model for a US national maritime information exchange that could provide access to both industry and global partners?***



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Regional & Global Collaborative MDA

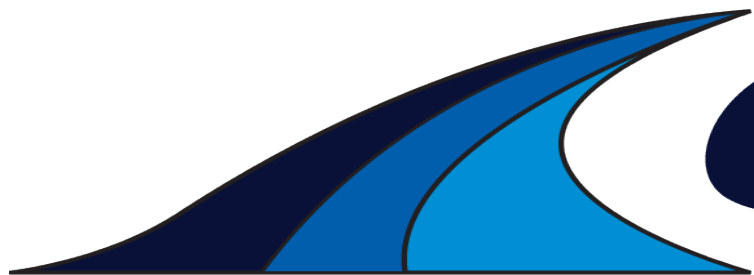
Moderators

Mr. Demetrio Veteri

VADM Patrick Hebrard



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Discussion

Trust....Mutual respect for rules and responsibilities

Cooperation

Collaboration

Coordination

Regional vs. Global

Start w/ regional, build out

Excellent examples

Need next steps towards global

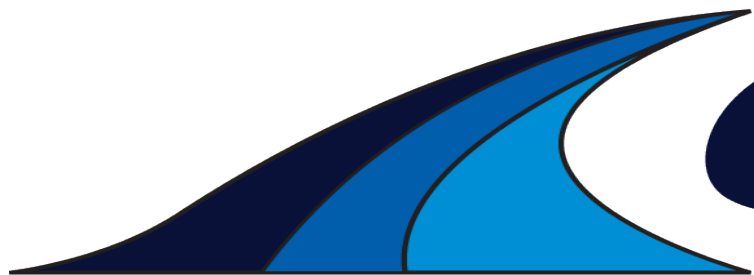


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Additional Inputs

- **Need International broker for MDA information (neutral, respected)**
- **Need basic information sharing “message” to all marine entities**
- **Information to International Navies; conducting Global Partnership Game**
- **Continue to develop regional MDA organizations**
- **Need to transform sea into controlled environment (i.e. aviation)**



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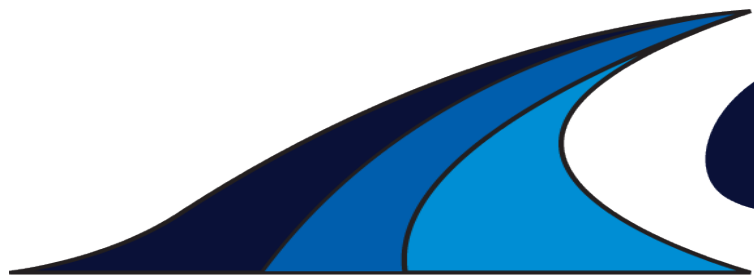
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Questions from Group 3

- 1. Do you have a global MDA roadmap (a plan to get there)? If yes, where is it? If not, why not?**
- 2. Based on the EU experience of a step by step process to build MDA, what are your initial steps to pursue global MDA?**
- 3. Who will fund & build an International Web Portal for various MDA inputs?**
- 4. An inventory of MDA systems in the U.S. is underway now. Is there an international inventory of regional MDA systems? If so, how can it be accessed?**
- 5. Has NORAD completed an assessment of CANUS MDA progress? Is there any comparison to what has been done in other regions of the world?**



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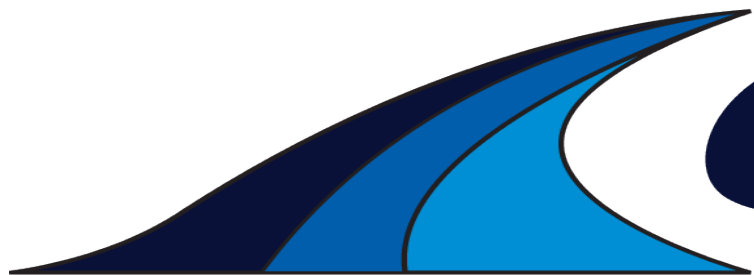
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Questions from Group 3 (cont.)

- 6. Is the idea of Global MDA a reality anytime soon? How can we get there? What is the framework?**
- 7. From the international perspective, who is the single contact point in the U.S. for international inputs and engagement?**
- 8. Where is the single portal for industry to input all MDA data that is required? This includes customs information, immigration, cargo, advanced notice of arrival, etc.**
- 9. If you want global MDA, what is being shared currently with other countries and the worldwide shipping industry?**
- 10. What is the problem with information sharing?**



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Port Level Information Exchange

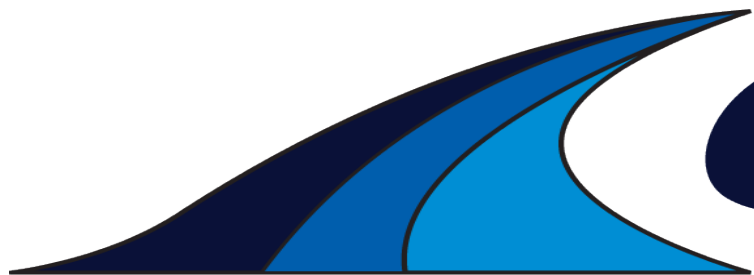
Moderators

Captain Mike Goldsmith

Ms Wendy Walsh



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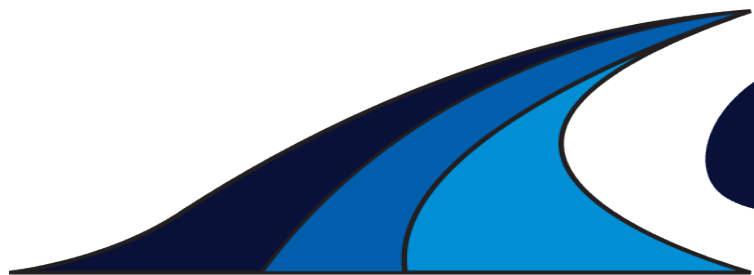
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- **Government and industry express real and perceived needs for classification of MDA information exchange**
 - **Tear line requirements, law enforcement sensitive, commercially sensitive classifications**
 - **Can delay or block actionable information from getting to those who could use it to provide risk mitigation value**
- **New Executive Order has been promulgated to facilitate transfer of classified information**
- **New technology exists for a rapid disaggregation of information below the tear line**
- **With the E.O. as a catalyst, how quickly could classification problem be lessened?**



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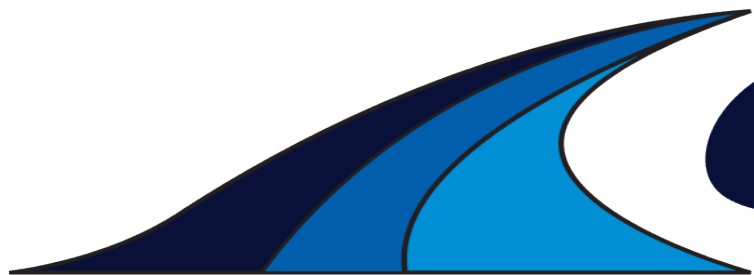
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- **The multitude of information sharing vehicles detracts from information sharing and acting on information at the local level**
 - Joint Terrorism Task Forces
 - Fusion Centers
 - Area Maritime Security Committees
 - Joint Harbor Operation Centers
 - Integrated Operation Centers
 - Local work-arounds
- **Would you support merging elements of JTTFs and Fusion Centers, from the government side; explore establishment of a maritime industry ISAC; and more JHOC-type organizations for a more singular information sharing entity?**



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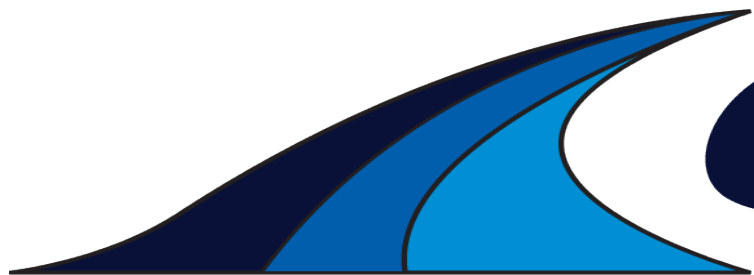
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- **Social networks are emerging at local levels**
 - Exchange information more rapidly with those one trusts
 - Express information needs of each party
- **More participants of these networks are comfortable taking advantage of the potential offered by the internet and its components, bypassing traditional information sharing systems**
 - However, some of these networks are one transfer away from losing their value
- **What can be done to formalize this reality and be prepared to take advantage of the technology that supports this, given that future users are already there?**



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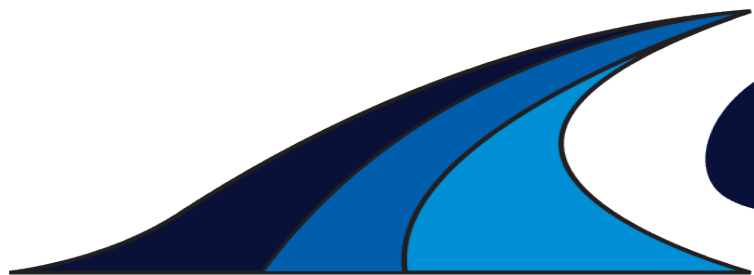
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- 1. Both partners in the MDA process (government and industry) are seeking incentives that could be provided to enhance information sharing participation**
- 2. Who in government that could integrate incentives into the information sharing system should be told about what might be valuable to both stakeholder sides?**
- 3. Who could provide a menu of available incentives to stakeholders?**



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- 4. Would you support the establishment of a group to seriously address the MDA issues that have been raised at this year's GMISS conference, many of which were the same as previous GMISS conferences—that includes all the relevant stakeholders from both industry and government?**



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