



Figure 1. Continuum of Modalities for Working Together in Maritime Safety & Security

The United States believes that the pursuit and achievement of maritime safety and security requires cooperation, coordination, and integration on an international scale; however, we recognized that we likewise needed to improve our application of these modes and principles within our own Government. So, in December 2004, the Government of the United States undertook to coordinate its maritime safety and security policies, as well as the supporting actions of its various departments and agencies.² That undertaking resulted in the *National Strategy for Maritime Security*³ and its eight supporting plans.⁴ We also established an integrated infrastructure of policy and implementation bodies (depicted in figure 2) to coordinate and continuously assess the realization of the

² See Homeland Security Presidential Directive 13 of December 21, 2004, available at www.fas.org/irp/offdocs/nspd/nspd41.pdf.

³ Available at <http://www.whitehouse.gov/homeland/maritime-security.html>.

⁴ See http://www.dhs.gov/xprevprot/programs/editorial_0608.shtm.

Strategy and plans. My written submission provides details about the *Strategy* and plans, as well as hyperlinks to those that are available to the public.

I can summarize the core principles like this: We need to work together to identify threats to maritime safety and security, share that information, and allow the nation or nations directly involved to use that shared information to take appropriate action against those threats aboard vessels and in waters subject to their jurisdiction. Where the nation or nations directly involved lack the capability or capacity to take timely and appropriate action, we seek opportunities for partnership to ensure that particular threats can be addressed effectively. We've applied these same principles to our domestic interagency relationships.

In furtherance of our *National Strategy for Maritime Security* and its eight supporting plans, the United States has undertaken or is participating in many initiatives intended to enhance cooperation, coordination, and integration among the many stakeholders in maritime security and safety. Each of these initiatives is based on shared objectives and intended to address different aspects of the overall challenge of achieving maritime security and safety in an interconnected world. Many of these undertakings require us to harness both available and emerging technologies to develop our maritime situational awareness. They also require nimble decision-making architectures and appropriate threat responses based on agency, ministerial, and international levels of cooperation, coordination, and information-sharing.

My written submission provides a non-exhaustive list of initiatives, but I'd like to focus for the remainder of my time on just one example of a very recent multilateral operation during which a law enforcement detachment of Cape Verde Coast Guard officers embarked in the United States Coast Guard cutter DALLAS to conduct maritime law enforcement patrol and interdiction operations in and around Cape Verde's 200 nautical mile exclusive economic zone (EEZ). This pilot project featured a fully integrated maritime partnership between the United

States and Cape Verde and was the culmination of a

cooperation in the form of training and assessments, and advancing to coordination and integration through maritime law enforcement operations conducted with or from partner nation vessels in order to improve maritime governance in Cape Verde's national waters. During the operation, several States shared tactical information and others provided maritime patrol aircraft to improve maritime domain awareness. The first integrated Shiprider patrol lasted about two weeks, and included several boardings and surface and air patrols in maritime space that has largely gone unmonitored for many years. This convergence of conditions, opportunities, and interests presented a superb opportunity for maritime law enforcement capacity building and to explore a different way of combating maritime threats.

We think the model of placing law enforcement detachments of one State aboard patrol vessels of opportunity of another State supported by maritime patrol aircraft and information sharing from still more States is a promising model for West Africa in the near term. It is relatively quick and cost effective to build capacity by training and regularly deploying coastal State law enforcement teams on board existing partner nation hulls of opportunity, than it is to acquire and maintain multiple naval or constabulary fleets. To be sure, there are challenges in sorting out criminal jurisdiction, disposition of persons, vessels, and seized goods and contraband, information sharing protocols, and aligning tactics, techniques, and procedures. There is no lack of work to do. I have a good friend who is a prosecutor and he always tells me: little case, little problems; big case, big problems; no case, no problems! So, we'd much rather mobilize to meet the challenges of integrated multinational operations than abdicating the oceans to poachers, smugglers, and transnational criminals.

The Cape Verde operation demonstrates how the international community has come to unders

operations complement the counterterrorism and security efforts of regional nations and seek to disrupt violent extremists' use of the maritime environment as a venue for attack or to transport personnel, weapons or other material. Since its inception, CTF 150 has been commanded by France, Netherlands, UK and Pakistan.

Many of today's maritime dangers threaten the terri