PANEL V:

MARITIME INFORMATION SHARING
Maritime Information Sharing Panel Discussion

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Abstract

In September 2005 the President of the United States approved the nation’s first-ever National Strategy for Maritime Security (NSMS), a comprehensive strategy intended to integrate all federal government maritime security programs, plans and initiatives into a cohesive national effort. Three broad principles provide overarching guidance to the NSMS—(1) preserving the freedom of the seas; and (2) facilitating and defending commerce—the movement of desirable goods and people across the U.S. borders; while (3) screening out dangerous people and material. The NSMS identifies five strategic actions that are necessary to achieve these objectives—(1) enhancing international cooperation; (2) maximizing awareness of the maritime domain; (3) embedding security into commercial practices; (4) deploying layered security; and (5) assuring the continuity of the maritime transportation system. The NSMS recognizes that significantly improved intelligence and information sharing is a critical enabler for all of these strategic actions.

Eight supporting plans were developed to implement the NSMS by providing amplifying detail and specificity. Two of these plans, the National Plan to Achieve Maritime Domain Awareness (MDA Plan) and the Global Maritime Intelligence Integration Plan (GMII Plan), specifically deal with, and their success is premised on, significantly enhanced information sharing amongst the Global Maritime Community of Interest (GMCOI)—the US federal, state, local and tribal departments and agencies with maritime responsibilities, as well as public, private, commercial, foreign government, and international stakeholders.

As the Director, Global Maritime Intelligence Integration, I am charged with implementing the GMII Plan. Establishing the improved access to maritime data, information and intelligence envisioned by the Plan will be difficult. The shared common awareness between the

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1 USCG. Admiral Kelly’s hectic schedule did not permit him to submit a paper for this volume; in its place Captain Dana Goward has provided a paper which follows below.