Conference Report

On the

Held at
Scandic Copenhagen Hotel
Copenhagen, Denmark

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Multilateral Planners Conference VI
Scandic Copenhagen Hotel
Copenhagen, Denmark
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Conference Report
Executive Summary

Purpose and Overview

The United States (Lieutenant General John F. Sattler, USMC[1], Director for Strategic Plans and Policy, United States Joint Staff) and Denmark (Major General Peter Kühnel, RDA[2], Deputy Chief of Staff, Operations, Defence Command Denmark) jointly hosted the sixth Multilateral Planners Conference (MPC VI), at the Scandic Copenhagen Hotel, Copenhagen, Denmark. A record two hundred and thirty-four participants from sixty-one nations, nine international and non-governmental organizations[3], and seven US interagency organizations[4] gathered to collectively address global maritime security cooperation in an age of terrorism and transnational threats at sea. Previous multilateral conferences were held in Seoul, Republic of Korea (April 07); Bucharest, Romania (May 05); Warsaw, Poland (October 04); and at the National Defense University in Washington, D.C. (May 04 and April 06).

MPC VI provided invited countries the opportunity to improve mutual understanding of global and regional security issues and help develop a common vision for confronting security challenges. The desired outcomes for MPC VI included enhanced awareness of maritime security issues, improved levels of maritime cooperation, and increased commitments to key treaties, agreements and protocols.

The theme for MPC VI was "Global Maritime Security Cooperation in an Age of Terrorism and Transnational Threats at Sea." The theme's supporting rationale was three-fold:

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[1] United States Marine Corps (USMC)
[2] Royal Danish Army (RDA)
[3] The Inter-American Defense Board (IADB), the North Atlantic Treaty Organization (NATO), Supreme Allied Commander Transformation (SACT), the Organization for Security and Co-Operation in Europe (OSCE), the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), the Baltic and International Maritime Council BIMCO), the Danish Shipowners' Association (DSA), the International Maritime Bureau (IMB), and the International Association of Independent Tanker Owners (INTERTANKO).
[4] The George C. Marshall European Center for Security Studies, the Near East South East Center (NESA), the Asia Pacific Center, the Africa Center, the Center for Hemispheric Defense Studies, the Office of the Secretary of Defense (OSD), and the United States Department of State (DOS).

1) Currency – Prior MPCs focused on counterterrorism and stability operations. Attendee feedback, over the past two MPCs, indicated that repeating the counterterrorism and stability operations themes were getting stale and repetitive; therefore, investing in a focused theme (a subset of security cooperation) should produce a fresh, vibrant conference.

2) Security Interests – All nations have an interest in global security, stability, and economic prosperity and depend on the rule of law in the maritime domain because threats emanating from the seas impact all nations and require collective efforts to counter them.

3) Applicability -- Insights, observations and discussions gained from employing a focused theme at MPC VI are applicable beyond the maritime domain and should interest all countries, including those nations who do not have a maritime component.

Day One started with an overview of critical maritime agreements by Commander James Kraska, USN[5], who introduced a primer highlighting important mechanisms for expanding international maritime security cooperation. The review was followed by a roundtable discussion on "maritime security perspectives" with comments from Commodore Ravindra Wijegunaratne, Director of Operations, Maritime Surveillance and Special Forces of the Sri Lanka Navy; Vice Admiral Edgar Augusto Cely Nunez, Chief of Naval Operations, Colombian Navy; Air Vice Marshall Surya Dharma, Senior Staff Lecturer, Indonesian National Resilience Institute; and Vice Admiral Shanin Sultanov, Chief of Naval Forces, Azerbaijan Navy. The morning session concluded with briefings from Rear Admiral Nils Wang, Admiral Danish Fleet, who presented "The Weak Link in Maritime Security," and Admiral Gary Roughead, USN, Chief of Naval Operations, United States Navy, who presented a briefing titled "21st Century Seapower."

The afternoon session began with a briefing by Vice Admiral Kevin Cosgriff, USN, Commander, United States Naval Forces Central Command (COMNAVCENT) and Commander, Combined Maritime Forces (CFMCC), titled "Maritime Security Challenges in the Middle East." Vice Admiral Cosgriff then moderated a follow-on panel discussion on "Middle East Maritime Security." The panel consisted of Rear Admiral Ahmed Al-Tenaiji, Commander of Naval Forces, United Arab Emirates (UAE); Commodore Khan Siddique, Commandant, Pakistan Navy War College; Rear Admiral Fahad Al-Kayyal, Commander Eastern Fleet, Saudi Arabia, and Captain Robert Bauer, RNLN[6], Chief, Joint Plans (J-5), The Netherlands. The goal of this panel was to highlight the spectrum of maritime security issues and associated challenges for follow-on discussion during the remainder of MPC VI. Conference attendees then conducted regional "breakout sessions" to discuss regional maritime threats, concerns and solutions. Each regional group provided "briefbacks" to the conference summarizing their discussions. Day One concluded with a briefing by Colonel Dexter Chia, Project Director, Changi Naval Base Project Office, Republic of Singapore Navy, called "Navies and Maritime Security – A Republic of Singapore Navy Perspective."

Day Two began with two briefings: Admiral Thad Allen, USCG[7], Commandant, United States Coast Guard, briefed "Maritime Security Capacity and USG International Outreach

[5] United States Navy
[6] Royal Netherlands Navy
[7] United States Coast Guard

Programs," and Mr. Francis Zachariae, Deputy Director General, Danish Maritime Safety Administration (DaMSA), briefed "Baltic Sea AIS & VTS – The Danish Model."

Day Two also included two additional panel discussions which were each again followed by "breakout sessions" and associated conference "briefbacks." Vice Admiral John G. Morgan, Jr., USN, Deputy Chief of Naval Operations for Information, Plans and Strategy (OPNAV N3/N5) moderated a panel consisting of Admiral Allen, Commandant, United States Coast Guard; Rear Admiral Juan Martinez, Chief of Plans and Policy Division, Spanish Naval Staff; Captain Jan Leisborch, Denmark, Admiral Danish Fleet HQ; and Rear Admiral Xavier Magne, Deputy Chief of Staff, Naval Aviation Operations, Navy Chief of Staff, France. The panel discussed maritime security capacity building, international efforts and associated protocols. It also focused on capacity building, interoperability, training and equipping requirements, collective measures, as well as international protocols and measures.

The conference's third and final panel discussed piracy and maritime crime and its impact on countries, regions, international commerce and law enforcement. The panel moderator was Commodore Henrik Andersen, Chief of Staff to the Admiral, Danish Fleet. Members of the panel included: Rear Admiral Hiroo Hatanaka, Japan, JMSDF[8], Director J-5 Joint Staff; First Admiral Nasaruddin bin Othman, Malaysia, Assistant Chief of Staff, Communication and Electronic Division; Mr. Ka Leong Toong, Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre (ISC); Mr. Michael Howlett, Assistant Director, Piracy Reporting Centre, International Maritime Bureau (IMB); and Mr. Giles Noakes, Head of the Maritime Security Department, Baltic and International Maritime Council (BIMCO).

MPC VI – Day One

Day One was dedicated to a roundtable on maritime security perspectives, four related briefings, and a panel and breakout sessions on Middle East Maritime Security.

Lieutenant General Sattler opened the conference by welcoming all attendees. He stated he was honored to co-host the conference with his Danish counterparts. He reminded everyone that the theme for MPC VI is "Global Maritime Security Cooperation in an Age of Terrorism and Transnational Threats at Sea" and encouraged all to use the forum to discuss and share best practices. Lieutenant General Sattler noted that all countries rely on global trade on the seas. The existence of terrorist factions, pirates and others can disrupt the flow of global commerce to the detriment of all. He emphasized the importance of the topic to all countries, even those landlocked or with smaller navy and coast guard capabilities.

Major General Kühnel also welcomed participants to the conference. He stated that Denmark was very pleased to co-host MPC VI. He concurred with Lieutenant General Sattler's remarks and emphasized that all are affected by actions within the maritime domain. He noted that Denmark's location and its history as a maritime nation positioned it well to bring its

[8] Japan Maritime Self-Defense Force

experiences to bear on these issues. He stated that Rear Admiral Nils Wang, Admiral, Danish Fleet, Mr. Francis Zachariae from the Danish Maritime Safety Administration and representatives from the Danish Shipowners' Association and the A.P. Møller-Mærsk Group would either make presentations or be available for discussion during MPC VI. Major General Kühnel also emphasized taking advantage of the expertise at the conference to build informal networks. He closed by stating his confidence for the success of the conference.

Critical Maritime Agreements

Commander James Kraska, JAGC[9], USN, Joint Staff/J-5, began the formal program by introducing the conference Maritime Security Primer and the associated Maritime Security Document Supplement. He noted that the primer is a review of some of the more important mechanisms addressing international maritime security cooperation. Commander Kraska explained that the primer was a "working draft" and solicited comments from attendees. He stated another purpose of the document was to socialize key components of the maritime security architecture in order to build a common baseline for partnership interaction. Additionally, the supplement contained excerpts from extant conventions, agreements and other texts relevant to maritime security. The goal behind both documents is to develop uniform standards and a common operating picture to extend the rule of law in the maritime environment.

Roundtable: Maritime Security Perspectives

Representatives from Azerbaijan, Colombia, Indonesia and Sri Lanka opened the roundtable by providing comments concerning maritime security considerations from each of their countries' unique perspectives.

The first presenter, Commodore Ravindra Wijegunaratne, Director of Operations, Maritime Surveillance and Special Forces of the Sri Lanka Navy, began with **"Maritime Terrorism – Sri Lanka's Experience."** He stated that he hoped to provide an overview of Sri Lanka's maritime security experiences and the realities of maritime terrorism, particularly in light of the country's location in the center of the international sea route from the East to West of the Indian Ocean. As such, Sri Lanka sits amidst a significant flow of commerce including transit of 60 percent of South East Asia's containerized cargo through the port of Colombo.

Commodore Wijegunaratne highlighted his country's efforts to quell the maritime crime and terrorism of the Liberation Tigers of Tamil Elam, especially its sea arm known as the Sea Tigers. He noted this arm has long operated in the Indian Ocean and is involved in smuggling weapons, attacking naval vessels and boarding, damaging and destroying foreign owned civilian vessels in Sri Lankan and adjoining international waters. He detailed several Sea Tiger attacks from 1993 to 2007. He highlighted their capabilities including use of underwater demolitions, human suicide torpedoes, attack boats, logistics transfer ships, fishing boats to carry explosives and sea mines. Additionally, members of the Sea Tigers prefer committing suicide rather than be captured by authorities. Typically, the Sea Tigers take International Maritime Organization (IMO) registered ships loaded with weapons and explosives then unload them in international

[9] Judge Advocate General Corps (JAGC)

waters onto trawlers -- outside the reach of the Sri Lankan Navy. The trawlers then return to Sri Lanka. These challenges to maritime security face not only Sri Lanka, India and Maldives, but all maritime users of the Indian Ocean. The tactics and methods could become a basis for copycat efforts.

Commodore Wijegunaratne next described the Navy's efforts to push these vessels further from Sri Lanka and take concerted efforts against them. He showed footage from naval operations used to reach distant ships used for smuggling and sink them. Additionally, he championed the need for Global Maritime Awareness noting that the Sri Lankan Navy developed an effective maritime surveillance system by using the 3,000-plus Sri Lankan registered multi-day trawlers fishing within the Indian Ocean. The Navy runs Maritime Control Centres that maintain a 24-hour high frequency communication link so that these ships can provide information on suspicious ships, poachers and trawlers. Lastly, Commodore Wijegunaratne noted the Regional Maritime Security Initiative is a long-term, multi-national approach to counter transnational threats, including terrorism, maritime piracy, illegal trafficking and other criminal activities in the maritime domain. He stated Sri Lanka is a willing partner in such an initiative and he can share their experiences fighting a maritime terrorist organization.

Vice Admiral Edgar Augusto Cely Nunez, Chief of Naval Operations, Colombian Navy, provided the Colombian perspective: **"Colombian Navy: The Naval Strategy Against Narco-Terrorism."** Narco-terrorist groups use enormous profits from chemical and drug trade to boost terrorism financing. He noted that the Colombian Navy places extensive operational emphasis on riverine control and interdiction as well as maritime interdiction of drugs and other criminal activities. He reviewed various scenarios facing Colombia to discuss the interplay of naval, coast guard and riverine (and ground) components to provide capabilities in these environments.

Vice Admiral Cely noted narcotraffic involves convergence of many geopolitical factors including globalization and transnational terrorist threats. These contain local (production), regional (logistics), national (distribution) and international (transnational crime organizations, demand) aspects. He highlighted the emergence of newer tactics such as use of self-propelled semi-submersibles (SPSS) and dissolving cocaine in liquids stored on board ship tanks in order to avoid authorities. SPSS are efficient, speedy, have good cargo capacity, and can be difficult to detect. He also added that up to 1,400 kilograms of cocaine can be extracted from 500 gallons of dissolved cocaine.

Vice Admiral Cely next reviewed the Colombian Navy's mission "to close the gap that narco-terrorists have opened in seas, rivers, and coastal areas in order to economically eliminate the terrorism" affecting Colombia. The strategy is to deny use of maritime, riverine and land areas as narco-trafficking routes and supply lines for terrorist activities. He provided an overview of naval and riverine assets, capabilities and equipment used to provide coverage of territorial seas, contiguous and exclusive economic zones as well as secondary and primary tributaries and principal rivers. He explained the detailed interaction among these assets to provide permanent intelligence, surveillance and reconnaissance operations in Colombian jurisdictional waters. He reviewed statistics from 2002 to 2007 showing that the Colombian Navy seized 451 tons of cocaine during that time (over 55 percent of the national total during that same period). Vice Admiral Cely closed his presentation by noting that the Colombian

Navy efforts have seriously affected the financial and logistics structures of narco-terrorists. Every US dollar invested by Colombia in maritime, riverine or terrestrial interdiction operations resulted in 41 to 1 and 125 to 1 return, for the United States and Europe respectively, when compared to the total estimated value of cocaine seized by the Columbian Navy.

The next speaker was Air Vice Marshall Surya Dharma, Senior Staff Lecturer, Indonesian National Resilience Institute, who presented a briefing on **"Counter Piracy and Maritime Crime (An Indonesian Perspective)."** Air Vice Marshall Dharma opened his presentation by noting that sea piracy and maritime crime (piracy, hijacking, terrorism) focus on economic interests that can be used for personal enrichment, funding criminal organizations, separatists movements, and transnational organized crime. Based upon Indonesia's geography, with three sea lanes of communication and four choke points, Indonesia is either a prime target or a springboard for criminal actors. He noted that the Malaccan Strait patrol operation has successfully reduced the combined number of piracy and hijacking incidents in 2005 (17 incidents), 2006 (10 incidents), 2007 (13 incidents), and 2008 (1 incident) when compared to 2002 (66 incidents).

Air Vice Marshall Dharma also noted Indonesia's strong commitment to the War on Terror (WOT) and its willingness to cooperate on maritime security issues. He noted that Indonesia fully supports strengthening international maritime security regimes. Indonesia established nine surveillance posts in the Strait of Malacca and established a trilateral maritime cooperation agreement with Malaysia, Singapore, and Indonesia (MALSINDO). He noted that international cooperation is critical as threats of maritime terror and crime involve global networks and operate without boundaries.

Indonesia shares maritime borders with ten countries necessitating a common regional understanding, synthesis of capabilities and increased capacity. Air Vice Marshall Dharma stated that constraints and limitations impact maritime security capabilities such as resource availability, lack of internal coordination and domestic economic uncertainty. He stated regional solutions require a comprehensive strategy, capacity building for littoral states and empowering organizations such as the Association of Southeast Asian Nations (ASEAN) to establish regional security. He also reemphasized the need for intelligence sharing, enhanced communications systems, better databases and mutual cooperation in the fight to eradicate sea piracy and terrorist crime.

Vice Admiral Shanin Sultanov, Chief of Naval Forces, Azerbaijan Navy, completed the roundtable by presenting a brief entitled **"Maritime Security"** which addressed concerns within the Caspian Sea region. He noted the unprecedented threat presented by terrorist acts occurs across all borders and among all states. Vice Admiral Sultanov then explained the Azerbaijan Navy's efforts to provide maritime security in the region. He highlighted the strategic importance of the region in light of its oil and gas facilities, as well as key role in transit for energy supplies and traditional trade routes, make security critical. Vice Admiral Sultanov added that several security factors influence maritime security to include regional conflicts, settlement of Caspian Sea status related to oil resources and sectorial division of the seabed among the five bordering countries. The importance of the region for transit of energy supplies

is clear. The ability to control and monitor navigation as national, merchant marine, oil, commercial and fishing fleets continue to develop and grow in size is also important as well.

Vice Admiral Sultanov noted that following Azerbaijan's signing of oil contracts with major oil states in 1994, the world's leading oil companies began exploration and extraction of oil and gas from the region. He added that the amount of energy supplies moving through the Baku-Tbilisi-Jeyhan oil pipeline, the Baku-Tbilisi-Erzurum gas pipeline and others considered as key transit lines is increasing, and that up to 25 percent of the annual global reserves of energy supplies will move to Europe from the Caspian region. This fact increases the importance of the region and makes its maritime area one involving great risks that requires a high degree of maritime security.

He noted that the nature of the transnational threats facing the region and absence of clear fronts for action requires an interagency approach rather than a purely military solution. To preclude threats to its interests the Azerbaijan Navy is taking active steps to include increasing detection, deterrence and defeat of threats, increasing its domain awareness to allow for rapid decision-making, upholding the rule of law and international regimes to guarantee freedom of navigation, and maintaining the economic viability of the Caspian Sea.

Vice Admiral Sultanov concluded that achievement of regional results was possible through concerted efforts of state and private institutions within Caspian states. He emphasized the need of further expansion of cooperation, enhancement of confidence building measures to develop trust, integration of various capabilities among states in the region, and increased information. The combination of such efforts will enhance security throughout the maritime space of the Caspian Sea region.

Brief #1: Maritime Security and Ambitions of North Atlantic Coast Guard Forum

Rear Admiral Nils Wang, Admiral Danish Fleet, presented the first briefing of the conference titled **"The Weak Link in Maritime Security."** He stated that maritime security is a key facilitator for global security and growth. His goal was to give a Danish approach and personal reflections on the wider scope of Maritime Domain Awareness. He began noting Denmark's interest is a natural product of its Kingdom stretching from Greenland through the Faroe Islands to southern Denmark. Denmark has a position at the bottleneck in the Baltic Approaches in which 80,000 ships pass through Danish straits annually. The fact that 10 percent of all seagoing trade is carried by Danish flagged or owned ships places it among the world's leading seafaring nations.

He noted numerous global initiatives face new challenges in maritime security. Seas have become more accessible for criminal activities and potentially hostile organizations. Such activities range from illegal immigration, human trafficking, weapons smuggling, narcotics trafficking and piracy to terrorism and the proliferation of weapons of mass destruction (WMD). These challenges require a comprehensive approach involving not only navies and coast guards, but other departments and agencies such as police and customs.

Rear Admiral Wang then introduced the North Atlantic Coast Guard Forum (NACGF), an 18-nation organization seeking an interagency approach to maritime security in order to ensure synergy and concerted action with other international initiatives. One focus of NACGF is development of participating nations' abilities to counter challenges through increased sub-regional and regional cooperation in areas such as maritime security, illegal migration, fisheries enforcement, environmental response, as well as search and rescue. Because the North Atlantic region contains many of the world's most developed coast guard capabilities, it also presents an opportunity to be a platform for capacity building. Rear Admiral Wang discussed use of NACGF to promote international efforts that enhance the security of the maritime commons. Such operational coast guard expertise could be made "exportable" by using NACGF as a clearinghouse where individual countries and organizations can seek assistance and be linked with one, or more, of the NACGF countries interested in the task.

He then highlighted the United States-led "Africa Partnership Initiative" as an interesting example of how to overcome challenges to capacity building in remote areas that pose logistic challenges and political friction of a land footprint that is too visible. For example, a support ship travels along the West African coastline on a pre-planned schedule with experts from several nations on board offering training to nations with a minimum footprint ashore. NACGF could provide an international flavor that could be relevant in such an operation. West African states could draw inspiration from Denmark or Iceland in development of a fisheries inspections regime, rather than copying some of the world's largest coast guard organizations.

Rear Admiral Wang emphasized that NACGF could make a difference using both "internal" and "external" tracks to develop the forum's own capabilities and contribute to global maritime security. He added that NACGF could serve as a clearinghouse and gateway between nations needing support and nations with relevant competencies. He urged that operations in the capacity building arena begin towards the end of 2008.

Brief #2: 21st Century Seapower

Admiral Gary Roughead, USN, Chief of Naval Operations, United States Navy, presented the next briefing to MPC VI attendees titled, **"21st Century Seapower."** He provided copies of **"A Cooperative Strategy for 21st Seapower"** and used it as a basis for discussion including its origins and strategy development. The strategy addressed questions about needs, United States citizens expectations, and how to best gain cooperation around the world. Admiral Roughead indicated the strategy represented unprecedented collaboration between the United States Navy, the United States Marine Corps, and the United States Coast Guard.

Admiral Roughead noted the importance of seapower in securing the world's waterways and oceans. The timeliness of goods movement is critical to the world economy. Products everywhere come from across the seas. It is imperative that sea lanes remain available for peaceful purposes. We must deny criminal acts that interfere with these purposes such as drug smuggling, trafficking in persons, proliferation of WMD, and terrorism. The cooperative strategy focuses on core capabilities and reflects increased emphasis on preventing war and building partnerships. These core capabilities include: a forward presence through global, forward deployed maritime forces; deterrence of aggression; sea control to allow freedom of

operations at sea; power projection; maritime security (emphasizing maritime domain awareness and sharing of information); and inclusion of humanitarian assistance and disaster response from the sea.

He added that international engagement is central to meaningful cooperation. The strategy is largely about engaging with other navies and nations to develop capabilities as exhibited in ongoing operations in the Arabian Gulf, Indian Ocean and elsewhere around the world. Admiral Roughead noted numerous security cooperation programs currently exist. He highlighted the United States Naval War College-sponsored Combined Maritime Forces Component Commander Conferences being held in the Pacific, Middle East, and Mediterranean. Another example of cooperative operations is the Africa Partnership Station. This initiative brings sea services to the West Coast of Africa for training, cooperative engagement and capacity building opportunities. He added that the Maritime Security Safety Information System is now the benchmark for regional information sharing. The MALSINDO operation, previously mentioned by Air Vice Marshall Dharma in the roundtable, which dramatically reduced incidents, is another great example of the level of cooperation required to address maritime security matters.

Admiral Roughead stated that an important process in maintaining capabilities is budgeting accordingly to ensure nations make proper investments in maritime domain awareness. Creating functional headquarters and operations centers is critical. Likewise, regular scheduling of proactive measures and exercise of capabilities allows nations to better plan their budget requirements. Admiral Roughead closed noting that trust is a key component of any security regime. While forces can surge to meet crises, trust and cooperation can not be surged. These must be built over time so that strategic interests of participants are considered while promoting mutual understanding and respect.

Brief #3: Middle East Security Overview

Vice Admiral Kevin Cosgriff, USN, Commander, United States Naval Forces Central Command (COMNAVCENT) and Commander, Combined Maritime Forces (CFMCC) provided the next briefing titled, **"Maritime Security Challenges in the Middle East**." He noted the Coalition's mission is to provide maritime security and is the incarnation of the cooperative maritime strategy presented by Admiral Roughead. He noted that the Middle East maritime security context contains all significant issues including violent extremists, human smuggling, piracy, and infrastructure protection. The Middle East is a vital market and an inseparable part of the world economy. The region's oil and gas resources are central to economic global security concerns. The amount of trade in the region assumes a generally secure environment. This security protects an expansive view of maritime infrastructure including vessels, ports, desalinization plants, and pipelines.

Vice Admiral Cosgriff noted that the ability to cope with the challenges of globalization in the Middle East, and the opportunities they present, will set the stage for world events for years to come. Regional dynamics present three principal concerns: actual and potential action of violent extremists; tensions involving nation-state politics; and risk and consequences of natural or man-made disasters. He noted that coalition maritime forces interact with virtually

every country in the region. The combination of persistent, credible naval power provides security. He added the key to Maritime Security Operations success is the fullest possible integration of coalition and regional partners. Coalition efforts are guided by principles of respect for the rule of law, customs and traditions, determination to broaden and deepen regional partnerships, persistence in maritime security presence, and strength through exercising and operating across all capabilities.

Vice Admiral Cosgriff reviewed the organization, mission and objectives of NAVCENT and CFMCC. He noted that both organizations have missions that involve working with partners to strengthen maritime capabilities in order to improve security and stability. They share collective objectives to maintain maritime security, ensure regional access for peaceful commerce, confront and defend against violent extremists, and assist regional partners to improve their capabilities. Three major Coalition Task Forces (CTFs) conduct maritime security operations within the region. Bahrain commands CTF 152 in the Central and Southern Gulf; the United Kingdom commands CTF 158 in the Northern Gulf; and France commands CTF 150 outside the Gulf. Maritime Security Operations in the region focus on terrorism, drug/weapons trafficking, maritime infrastructure protection, piracy, smuggling migrants, and trafficking in persons.

Vice Admiral Cosgriff highlighted the NAVCENT-sponsored Maritime Infrastructure Protection Symposium held in Bahrain during February 2008 which addressed threats and ways to deal with related challenges. The symposium assembled representatives from 28 countries to discuss ways to improve defense and crisis response of Coalition industry, security. and maritime organizations. He noted that maritime defense historically focused on defensive warfare that protected ships from attack at sea. Maritime infrastructure protection goes beyond defending ships. It includes protection of ports and critical areas such as desalinization plants, oil and gas facilities, and power generation plants among others. The large amount of infrastructure in the Gulf area cannot be entirely defended and protected by business and regional nations alone. The Coalition can serve as an outer layer of maritime infrastructure protection and can be an integrating enabler for interested countries and maritime entities. He closed noting the forces he commands as CFMCC represent 22 nations that are facing the day's challenges together. Through constant presence, they stand for regional security and stand against those who would threaten it.

Panel #1: Middle East Maritime Security

Following his presentation, Vice Admiral Cosgriff moderated the conference's first panel consisting of Rear Admiral Ahmed Al-Tenaiji, Commander of Naval Forces, United Arab Emirates (UAE); Commodore Khan Siddique, Commandant, Pakistan Navy War College; Rear Admiral Fahad Al-Kayyal, Commander East Fleet, Saudi Arabia, and Captain Robert Bauer, RNLN[10], Chief Joint Plans (J-5), The Netherlands. The goal of the panel was to highlight the region's maritime security issues for follow-on discussion in the subsequent breakout session.

[10] Royal Netherlands Navy

Rear Admiral Al-Tenaiji began the panel by highlighting the UAE's unique position in the Gulf Region with coastal borders on the Persian Gulf and Arabian Sea, as well as land borders with Saudi Arabia and Oman. He noted that approximately 17 million barrels of oil (nearly 20 percent of the world's supply) transit the Strait of Hormuz each day. He stated the UAE is dependent on secure shipping and the strait plays a vital role. In light of this, maritime security is among UAE's top priorities. He noted threats to maritime security are transnational in character and require close, continuous cooperation between countries and other authorities.

Rear Admiral Al-Tenaiji also reviewed the pervasive nature of piracy in the modern day. He distinguished between petty and organized piracy and mentioned three main types of attacks: opportunity theft, planned robbery and permanent hijacking of ships, cargo and crew. He noted that, standardizing security procedures for all UAE ports remains a high priority for federal authorities. He emphasized the importance of cooperation, coordination and information sharing to detect, deter, interdict and defeat terrorist attacks, and other criminal activity and prevent its exploitation of the maritime domain. Close cooperation among countries bordering the Strait of Hormuz enhances monitoring of shipping and illegal pollution of seas. Each Gulf Cooperation Council (GCC) country has competent navies, coast guards and marine police available to conduct law enforcement to secure their territorial waters. Homeland and maritime security has remained a top priority for UAE administrations over the past several years.

Rear Admiral Al-Kayyal addressed the conferees next and stated that maritime security is highly dependent on the speed and quality of information available. Saudi Arabia has experiences in piracy. He added that solutions require both land and sea approaches. There is already significant work being done to develop a greater maritime policing capability. Concerted efforts to disrupt and stamp out land sources of piracy by denying safe havens, however, will significantly impact the ability to conduct operations.

Commodore Siddique noted his nation's involvement with CTF 150 and related his impressions of maritime security. He mentioned that globalization, increased world commerce and trade, and the massive supporting transportation infrastructure all have a profound impact on maritime security. He noted that CTF 150 must remain flexible and dynamic to address the complex problems presented in the maritime domain. Commodore Siddique viewed the primary threats to security as involving the range of transnational activities, including human smuggling and trafficking, and drug smuggling. He noted good success on drug interdiction. At the same time, piracy remains persistent off the coast of Somalia. In order to become more effective, all countries must form better partnerships in order to combine their strengths. The linchpin to effectiveness is better communications which will lead to enhanced levels of cooperation.

Captain Bauer noted the involvement of The Netherlands in command of CTF 150 and its regular contribution to coalition efforts by providing staff officers. The Netherlands actively escorts vessels working with the World Food Program (WFP). He noted both private companies and sovereign countries operate within the maritime domain and security is all about protecting economic benefits. Warehouses are no longer simply located in ports on land, but also at sea. Captain Bauer commented that the demands of a "just in time" economy require increased capabilities across the maritime domain. There are an ever-increasing number of assets focused on security that require better coordination. The focus needs to be on chokepoints and coastal

areas which require coordination with regional coast guards. He noted that the Netherlands continues to look for further opportunities to work in the region.

Breakout #1: Maritime Security Briefbacks

After the conclusion of the Middle East Maritime Security panel, conference attendees then conducted breakout sessions by regional groups. Groups discussed their region's maritime threats, concerns, and solutions. Each group briefed general responses to the following questions:

1) What are the region's top maritime threats and concerns?

2) What can the region do to counter these threats (terrorism, WMD transport, infrastructure protection, resource protection, etc.)?

3) What cooperation mechanisms, key treaties, protocols, and other agreements exist or are needed?

The **Eastern Atlantic** breakout group summary, presented by Major General Morten Lunde, the Norwegian delegate, indicated an overarching concern about maintaining sea lines of communication. They highlighted threats from environmental issues regarding: fishing and fuel; increased naval activity and sea going traffic; undocumented or ungoverned arms transfers and proliferation; human trafficking and illegal immigration, and flow of narcotics. Ways to counter these threats focused on building domestic and partner capacity to increase overall ability to: detect and appraise emerging threats (monitoring blind spots); respond to threats, and establish/distribute Maritime Situation Awareness. The Eastern Atlantic breakout group also noted the need to dramatically improve domestic interagency communication and coordination. Additionally, they saw a need internationally to better enforce extant treaties, protocols and agreements, as well as foster newly emerging partnerships.

The **Pacific** breakout group findings, presented by Commodore Richard Menhinick, the Australian delegate, highlighted the following threats: transnational crime including smuggling; illegal immigration and piracy; global warming; transnational diseases; natural disasters; exploitation of resources; energy security; uneven application and interpretation of law of the sea, and lack of information sharing mechanisms. To counter these threats countries need common equipment, training, as well as combined exercises. There needs to be a common understanding among partners and further development of trust, confidence, willpower and national interest. The Pacific breakout group noted that bilateral exercises can build confidence and trust. They highlighted the need for greater maritime surveillance in the southwest Pacific and emphasized the potential of the Pacific Island Forum. The group recognized there is no mechanism to deal with all threats, all the time and there needs to be greater implementation of Maritime Domain Awareness constructs.

The **Latin America** breakout group, represented by Rear Admiral Wagner Zamith, the Brazilian delegate, highlighted the following threats and concerns: trafficking of arms, drugs, and people, as well as corresponding corruption; money laundering and increased gangs; narco-terrorism; illegal fishing; flow of precursor chemicals; environmental degradation of seas and rivers; critical infrastructure protection; commercial and private seamanship standards, and humanitarian assistance/disaster relief. The Latin America breakout group indicated measures to

counter these threats included confidence building measures such as joint exercises and operations, as well as bilateral and multilateral agreements with the United States Coast Guard. Additionally, the group emphasized a need for enhancement of both intra- and inter-regional information sharing that would lead to a common agenda and include real-time networks to build a common operating picture.

The Latin America breakout group also urged the following: cooperation among sub-regional organizations; the need for increased visibility of precursor production and distribution networks, and greater support and cooperation from the United States (and other regional partners) on resources (material, equipment, education and training) in order to reduce technology gaps and increase interoperability. The group also emphasized several methods for cooperation including membership in the Organization of American States/Inter-American Defense Board, Inter-American Counter-Terrorism Council, Inter-American Counter Drug Council, as well as other regional cooperative organizations such as the South American Defense Council and Central American Armed Forces Conference. The group further highlighted the benefits from development of specialized task forces and use of thematic conferences.

The breakout group for the **Indian Ocean-Arabian Gulf** region, whose spokesman was Commodore Siddique, the Pakistani delegate, emphasized similar threats and concerns including: piracy and its effects; terrorism; transnational crime such as smuggling, human trafficking, environmental threats; WMD transshipment and weaponization, and the potential for maritime territorial disputes. To counter these threats the group noted a need for United Nations identification of shore site support for piracy. The Indian Ocean-Arabian Gulf breakout group emphasized: the need for increased coordination between nations and Intergovernmental Organizations; strengthened international exchange agreements between nations; better strategic communications through increased media involvement, and information sharing with nongovernmental organizations. The group further highlighted the need for continued deconfliction, coordination, cooperation and integration of capabilities.

The **Mediterranean, Black and Caspian Seas** breakout group findings, presented by Admiral Nozzoli, the Italian delegate, provided multiple briefbacks to address the unique concerns of each area. Collectively, this regional breakout group noted maritime risks or concerns involved illegal immigration, terrorism, illegal trafficking, environmental hazards, illegal fishing, and WMD material transit. They highlighted the importance of NATO operations, bilateral and multilateral cooperation, confidence building measures, and maritime awareness systems. Additionally, cooperation with civil authorities on immigration and other laws, fostering inter-ministerial dialogue, intelligence, and other information exchanges would likewise serve to counter threats. The Black and Caspian Seas representatives of this breakout group also expressed concern about regional frozen conflicts. Other concerns involved resolving the legal status of the Caspian and energy transit risks.

The Mediterranean group representatives saw a need for improving the 17-country Virtual Regional Maritime Traffic Center, improving on the 5 Plus 5 training and cooperation initiative, and operations like Active Endeavor focusing on the southeast Mediterranean. The Black Sea group noted the Black Sea Harmony initiative for maritime traffic; expanded exercises and cooperation among the six countries of the BLACK SEA FORCE initiative; expansion of

Active Endeavor to the Black Sea for terrorism operations; and a border police initiative. The Caspian Sea delegates urged resolution of the sea's legal status, as well as the need for agreements on search and rescue, environmental pollution, and innocent passage.

Brief #4: Piracy -- Strait of Malacca

The first day concluded with a briefing from Colonel Dexter Chia, Project Director, Changi Naval Base Project Office, Republic of Singapore Navy, titled **"Navies and Maritime Security – A Republic of Singapore Navy Perspective**.**"** He noted the changing strategic environment makes maritime security critical. Thirty percent of world commerce and 50 percent of world oil supplies move through Southeast Asia. Additionally, he noted the USS Cole and MV Limburg incidents highlight the maritime security context today. Threats have both strategic and economic effects and are trans-boundary. Colonel Chia further explained that the Republic of Singapore Navy's role was to ensure the territorial integrity of the nation and the safety of its citizens. To do so, the Navy must be able to respond decisively when threatened. He noted that globalization and its impact on the flow of goods worldwide are part of the changing strategic context that greatly impacts maritime security. In this environment, no single country can do it alone. Strong interagency and international collaboration are required.

Colonel Chia explained that Singapore's Maritime Security Committee embodies this interagency approach at the national level. The Maritime Security Strategy consists of three areas: Maritime Situation Awareness, Credible Presence and Capability (as seen by development of accompanying sea security teams), and Flexible and Calibrated Capabilities. He explained that situational awareness was enhanced by re-routing ferry and small craft routes around critical port facilities, requiring use of transponders for harbor craft, thereby increasing port security. The Navy demonstrates its capabilities through an increased show of naval presence, selective escorts of merchant ships, use of Accompanying Sea Security Teams , and enhanced patrol coverage for vital installations and anchorages. Colonel Chia further emphasized that international collaboration is a must for progress in the maritime security domain. Dialogue is the starting point.

He also outlined the principles of maritime security cooperation in the Malacca Straits. Security is the primary responsibility of littoral states; other principles include the development of possible roles for the international community and user states, and adherence to international law and respect for the sovereignty of littoral states. He discussed how Malaysia, Indonesia and Singapore teamed to conduct Malacca Strait naval and air patrols which have greatly decreased the number of piracy incidents. He highlighted the Malacca Strait Patrol – Information System and the Western Pacific Naval Symposium (WPNS). These promote sharing of information on maritime incidents during patrols and benefits of exercises. The WPNS Regional Maritime Information exchange provides a platform for information sharing to include shipping data, analysis and resource functions. Colonel Chia also highlighted other initiatives like the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP). Lastly, Colonel Chia noted the Changi Command and Control Centre is an open information center for maritime security to promote regional and extra-regional collaboration in maritime security matters. The centre serves as an operational nucleus of joint maritime security

operations by international forces and both an exercise headquarters and combined joint task force headquarters for humanitarian operations.

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Brief #5: International Outreach and United States Maritime Security Improvements

The conference's second day started with a briefing from Admiral Thad Allen, USCG, Commandant, United States Coast Guard, titled **"Maritime Security Capacity and USG International Outreach Programs**.**"** Admiral Allen began his remarks by underscoring the groundbreaking effort among the United States Coast Guard, United States Navy and United States Marine Corps to publish "A Cooperative Strategy for 21st Century Seapower." The strategy created a way-in for coast guards to work arm in arm with other maritime services. He reviewed the core competencies from the strategy noting the USCG focuses largely on maritime security, humanitarian assistance, and disaster response. Admiral Allen noted coast guard agencies should look to move beyond military to military frameworks in extending partnerships and developing maritime cooperation.

He noted that the USCG has broad authorities to conduct missions to board, search, and seize. The USCG is also involved in: maritime transport regulation; port, waterway and coastal security; defense through interoperability with the navy; search and rescue, and environmental responses. The Coast Guard operates with foreign countries and also from the high seas to internal waters and ports. He noted the organizing frameworks of coast guard agencies will vary based on unique regional attributes--all are different. Coast guard agencies must focus on coordinated operations and be mindful of resource limitations. The ability to project two to three years in advance for exercises in order to ensure adequate funding in budget cycles is critical. In the end, there must be demonstrated results to make invested expenditures worthwhile.

Admiral Allen then highlighted several examples of cooperation such as the North Pacific Coast Guard Forum (NPCGF) and the newly formed North Atlantic Coast Guard Forum (NACGF). He highlighted NPCGF efforts on unreported illegal fishing, as well as environmental and pollution response. He noted the NPCGF sent advisors to the Republic of Korea to provide support following an oil spill. He also mentioned NACGF exercises between the United States and Denmark, as well as the conclusion of a search and rescue agreement between the United States, United Kingdom and Canada and its implementation off America's northeast coast. He noted when USCG helicopters in New England were sent to assist efforts following Hurricane Katrina, Canadian coast guard assets flew down from Halifax, Nova Scotia to stand watch inside the United States.

He then discussed current USCG activities. He noted how climate changes have created issues. As the sea-ice retreats in the Arctic Ocean, the sea and water areas grow driving a need for greater search and rescue resources. The USCG also sent a C-130 to the North Pole to test operational conditions. He highlighted the need to build capacities, as transit straits develop, to include navigational aids to facilitate shipping in the north. Admiral Allen noted cooperation with the IMO efforts on piracy, ship pollution, maritime safety and security. He also mentioned

the shifting routes of cocaine flow to Europe and Africa. The strength of Euro currency, coupled with limited West African capability to challenge traffickers makes these new routes appealing. Law enforcement efforts must work with coast guards and militaries to address this issue. He stated there is no way one agency can tackle this challenge alone. The United States also has bilateral agreements throughout the Caribbean region that allow for exchange of ship riders, overflight, and entry on hot pursuit. Coordinated efforts caused modifications in traffickers behavior. There are now new narco-trafficking threats involving use of container ships and self-propelled semi-submersibles. (SPSS). As SPSS can not be registered, they present additional problems as they are essentially stateless.

Admiral Allen closed his remarks noting that looking from space one would call our planet an ocean. The maritime domain should be managed as the last global commons. He emphasized the need for transparency in order to discern legitimate and non-legitimate uses. The need for transparency makes maritime security awareness critical. Coast guards need to build capacity, develop interoperability, train, acquire common equipment and continue development of long-range tracking like the Automatic Identification System (AIS). Admiral Allen emphasized three prongs for success: creation of legal regimes and government structures to support; establishment of maritime awareness programs; and developing an operational capability to react with a desired endgame taken on chosen terms.

Brief #6: Baltic Sea AIS and VTS – The Danish Model

Mr. Francis Zachariae, Deputy Director General, Danish Maritime Safety Administration (DaMSA), presented the next briefing titled **"Baltic Sea AIS & VTS – The Danish Model."** Mr. Zachariae explained the Danish Maritime Safety Administration was a civilian organization operating under the Danish Ministry of Defence. The organization's focus is to ensure maritime security and safety for both military and civilian entities. Their mission is to ensure safety of navigation in Danish waters. The corresponding vision is to have Danish waters be the safest in the world to navigate. He noted Denmark's geography presents unique safety concerns as it is both an entrance and exit to the seas.

Mr. Zachariae explained DaMSA's principal organizational tasks were to: exercise jurisdiction and issue nautical publications; provide aids to navigation; provide coastal rescue service; provide pilotage service, and conduct hydrographic surveys and oceanographic information. The maritime environment in Denmark is complex involving many agencies. The AIS involves ships transmitting their own data (ID, position, course, heading and speed) to other ships and shore stations. The Danish shore-based AIS network includes 18 base stations. AIS provides better information than radar. It is mandatory for all ships greater than 300 gross tons.

Mr. Zachariae further explained that AIS plots were instrumental in investigating the grounding of a ship in the Hatter Area and determining placement of warning buoys to alert ships of the danger. Additionally, AIS was useful to show effects of sea route changes following implementation of traffic separation schemes. Regional cooperation allows data exchanges between national servers and the Helsinki Commission and North Sea databases. DaMSA is also investigating the use of satellites to transmit AIS data particularly in regard to Greenland. The cruise industry continues to sail in Greenland, and not all ships are able to be tracked. There

would be a major problem if a ship was in distress. DaMSA is collaborating with Aalborg University to determine effectiveness of AIS via satellite in Greenland and the polar areas.

Sound vessel traffic service (VTS) is a cooperative effort between Denmark, Sweden and maritime partners. Its purpose is to establish a mandatory ship reporting system including a joint Swedish/Danish VTS that provides navigation assistance service to shipping. Its goal is to improve the maritime safety and efficiency of navigation, safety of life at sea and the protection of the marine environment and/or the adjacent shore area, worksites and offshore installations from possible adverse effects of maritime traffic in the Øresund area. This system will be fully implemented in 2010, but has already proven its ability to prevent incidents. Mr. Zachariae noted the future goal to extend VTS capabilities to a joint Germany/Denmark program.

Panel #2: Building Maritime Partnership Capacity

The second conference panel discussed maritime security capacity building. Vice Admiral John G. Morgan, Jr., USN, Deputy Chief of Naval Operations for Information, Plans and Strategy (OPNAV N3/N5) moderated the panel which consisted of Admiral Allen, Commandant, United States Coast Guard; Rear Admiral Juan Martinez, Spain, Chief of Plans and Policy Division, Spanish Naval Staff; Captain Jan Leisborch, Denmark, Admiral Danish Fleet HQ; and Rear Admiral Xavier Magne, Deputy Chief of Staff, Naval Aviation Operations, Navy Chief of Staff, France. The group focused on capacity building, interoperability, training and equipping requirements, collective measures, as well as international protocols and measures.

Vice Admiral Morgan stated that the idea was to encourage thought about interoperability across countries as well as to share and discuss best practices. He emphasized that it is important to distinguish between wants and needs when discussing capacity. He noted that following development of "A Cooperative Strategy for 21st Century Seapower," United States Navy representatives visited 13 American cities to talk about seapower. He noted a general impression that seapower is often taken for granted and not really understood.

Rear Admiral Martinez noted that Spain is on the front-lines of some of the most important maritime security threats, such as illegal immigration, drug trafficking and piracy. Its location as a European gate to America and the African continent places its sea lines of communication in an area of high socio-economic contrast and corresponding illicit activity. Spain subscribes to international agreements with allied and transit countries to enhance mutual maritime situational awareness.

Rear Admiral Martinez also stated that the international community can improve its capabilities by proceeding along three lines of development: information exchange agreements to enhance maritime situational awareness; cooperative action at sea, and a comprehensive interagency approach. He explained how Spain's Maritime Action Force Surveillance Center provides for management of permanent surveillance information, military intelligence and operations information through both unclassified and classified systems. This system allows the Spanish Navy to provide warnings to law enforcement agencies when suspicious threats are detected, as well as to naval commanders at sea to counter asymmetric threats.

Captain Leisborch stated that capacity building is a complicated issue. He noted that proceeding on the North Atlantic Coast Guard Forum external track will facilitate capacity building and maritime partnerships. He stated that Denmark rejoined the United Nations Interim Force in Lebanon (UNIFIL) Maritime Task Force (MTF) operating off the Lebanese coast. It is the UN's first maritime endeavor and has the mission to prevent smuggling arms into Lebanon from the sea and to build capacity. He noted that Germany had donated land-based radar, communications and two patrol boats to the UNIFIL MTF while other nations donated speedboats. The MTF is also engaged in training and exercises with the Lebanese Navy. He noted communications with non-NATO partners presented a big challenge during operations and highlighted the need for compatible equipment, common procedures and standards, as well as better intelligence sharing. Captain Leisborch also highlighted that Denmark looks forward to joining TF 150 later in 2008 and participating in operations. Lastly, he offered several issues to consider regarding capacity building and international cooperation to include: building trust, logistics, funding, language, training requirements, and political will and diplomatic focus.

Rear Admiral Magne noted the varied aspects of building partnership capacity. He emphasized a practical approach and highlighted the decision to provide escorts for World Food Program ships. He noted his nation's involvement in TF 150 from its beginning and that the mandate has extended to counter-piracy, drugs and trafficking. He cautioned that vocabulary and choice of words is important, for example "pirates" versus "gangsters," when discussing maritime security. Rear Admiral Magne noted that we need to make sure we are going down the right line of thinking and that illegal activities are not always terrorism. He recognized partners plan for the same contingencies, but execute them differently. He noted that there needs to be flexibility in operations to allow for varying partner capacities. Rear Admiral Magne noted that keys to building maritime partnerships are trust, standardization and interoperability, and actual capabilities that can be utilized. He closed emphasizing patience with the process of building maritime partnership capacity in order to allow for progress by countries involved. He noted that communication is critical as the sea is the only place allowing for prevention through cooperation, as land is sovereign.

Breakout #2: International Cooperation Briefbacks

Immediately after the panel, moderated by Vice Admiral Morgan concluded, conference attendees proceeded to breakout sessions allocated by international groups to discuss their maritime capacity building and international initiatives. Groups consisted of a mix of regions and capacities. Each group briefed general responses to the following questions:

1) What is needed to build maritime security capacity?
2) What interoperability and cooperation is needed?
3) What key international treaties, protocols, and other agreements could advance global maritime security?

International Group 1, represented by Commodore Simon Williams from the United Kingdom stated that building maritime security capacity requires a mix of both top-down and bottom-up approaches. Physical domestic infrastructure for joint maritime operations such as docks, ships, surveillance systems, etcetera, is a necessary starting point. It also requires the

appropriate level of domestic interagency commitment, government vision, and a sound judicial base that can facilitate state use of its physical assets. All of which leads to a comprehensive strategy. Building security capacity also benefits from an agreed set of international protocols that ensure the state builds capacity that seamlessly fits international maritime operations. An agreed upon system of internationally recognized practical measures, such as communications, is needed to complement these international protocols.

The group emphasized that cooperation among states and multilateral agencies and organizations is central to building capacity. They noted that creation of a database identifying points of contact within states and agencies for maritime, port, and commercial issues would facilitate such cooperation. They identified communications systems and agreed upon tactics, techniques and procedures as specific interoperability needs.

International Group 1 further added increasing the number of signatory countries to extant agreements will continue the advance of global maritime security. Additionally, creation of regional, tailored agreements that do not contradict or unduly restrain others agreements could potentially serve such a purpose as well.

International Group 2 findings**,** presented by Rear Admiral Tenaiji from the United Arab Emirates, stressed the importance of a common goal and purpose as a primary basis for working together to build maritime security. The group highlighted the need to build on bilateral relationships in order to build trust. The group added that increasing interoperability, exchange of information and analysis, and reliance on international assistance (when required) will all aid the building of maritime security.

International Group 2 also stated that an international information sharing system that is open to national authorities is needed to enhance interoperability and cooperation. They urged a regional focus that emphasizes an international interagency approach. The group noted the United Nations Convention on the Law of the Sea, together with ReCAAP and Caspian Sea models, could be adapted regionally for evolving challenges. Continued expansion of both bilateral and multilateral agreements and development of new agreements is also important to advance global maritime security.

International Group 3, represented by Commodore Peter Ilau from Papua New Guinea, noted that shared visions and principles, coupled with a common understanding of the problem are key ingredients needed to build maritime security. This must include an accurate assessment of current capabilities at local, regional and international levels, as well as understanding and defining gaps and seams. Areas of interoperability and cooperation needed involved: information sharing among government, nongovernmental organizations and private sectors; building trust to aid identification of shared interests and needs, and exploring material versus non-material solutions. International Group 3 also urged a review of current international conventions to include updating and expanding where necessary.

International Group 4, whose spokesman was Major General Lunde from Norway, addressed the needs for building peacetime maritime security capacity at local, regional and global levels. At the local level, the group highlighted: the needs for a legal framework within

which to act; mechanisms for Maritime Domain Awareness; capabilities and skills to act; interagency coordination; the political will to act, and the resources to build capacity. At regional and international levels, the group noted: communications; standardization of procedures and authorities; regional training and exercises; sharing of Maritime Domain Awareness; exchanges of experience; development of framework institutions, and a need for agreements to address issues like bilateral coordination across territorial seas (hot pursuit).

International Group 4 also identified the need to strengthen and expand the IMO to increase enforcement authorities and information exchange. The group further added that nations must prioritize their efforts and resources to determine how best to spend on local, regional and global initiatives; however, work at all levels should proceed simultaneously.

The group stated that the focus of interoperability and cooperation varies among these levels and includes bilateral, multilateral, and the United Nations. The group also stated that regional organizations and the IMO were key forums helpful for advancing global maritime security.

International Group 5, represented by Mr. Giles Noakes from the Baltic and International Maritime Council (BIMCO), briefed the need to determine the goal for building maritime security capacity whether that is defending population, territory, or national interest. The group added that maritime security is informed by globalization which drives the need for protection of the world economy. The starting points should be domain awareness of national waters and efforts to identify common regional threats. This will lead to cooperation and further capacity building initiatives. The group noted that there is a land component to maritime security that must be considered.

The group highlighted several areas of interoperability and cooperation including the need for a network of bilateral, multilateral, as well as interagency cooperation. They also highlighted the need for expanded joint, multinational and interagency exercises with involvement across all levels. Additionally, they urged education on law of the sea and building consensus on existing laws. The group urged development of common doctrine, standard level of ship registration, and higher shipping safety standards worldwide.

International Group 5 also added that global maritime security could be advanced by developing regulations and control for international seaspace similar to those for airspace. Other advancements included improving tracking systems for freight and ships, strengthening the IMO and empowering the United Nations. The group recognized the difficulty for protocols to reflect advances in maritime trade in light of increased volume, speed and number of ships. Additionally, the demands of a “just in time” economy will continue to present challenges and demands for global maritime security.

Panel #3: Piracy and Maritime Crime

The conference's third and final panel discussion highlighted piracy and maritime crime and their impact on countries, regions, international commerce and law enforcement. The panel moderator was Commodore Henrik Andersen, Chief of Staff to the Admiral Danish Fleet. Members of the panel were: Rear Admiral Hiroo Hatanaka, Japan, JMSDF[11], Director J-5 Joint Staff; First Admiral Nasaruddin bin Othman, Malaysia, Assistant Chief of Staff, Communication and Electronic Division; Mr. Ka Leong Toong, Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre (ISC); Mr. Michael Howlett, Assistant Director, Piracy Reporting Centre, International Maritime Bureau (IMB); and Mr. Giles Noakes, Head of the Maritime Security Department, Baltic and International Maritime Council (BIMCO).

Rear Admiral Hatanaka noted Japan is particularly reliant on safe maritime operations because of its scarcity of national resources and its position surrounded by seas. All trade partners share the benefit of secure maritime transportation. Southeast Asian waters are important, as over 80 percent of oil transported to Japan transits the Strait of Malacca and other Indonesian Straits. Additionally, the majority of vessels passing these straits are owned or operated by Japanese merchant entities. He added that safety of maritime operations in multinational environments is a common benefit that requires all of us to cooperate in fighting piracy and maritime crime.

Rear Admiral Hatanaka highlighted two steps for maintaining maritime security for critical choke points for trade. The first step is the capacity building of coastal countries to counter threats. The second is the establishment of an international cooperation framework to share information and coordinate efforts. The Japanese Coast Guard (JCG) contributed to capacity building by sending instructors to the Philippines, Indonesia and Malaysia. The JCG also conducted antipiracy bilateral exercises with several regional nations.

He noted that establishment of international cooperation has both domestic and international aspects. Domestically, interagency efforts are imperative. Rear Admiral Hatanaka highlighted joint training exercises between the JCG and Japan Maritime Self-Defense Force to ensure interoperability, information sharing and cooperation. Internationally, Japan supports dialogue initiatives among ASEAN coast guard agencies and led establishment of the ReCAAP and the CounterPiracy Information Sharing Center. The country also operated in combined patrols with Malaysia, Indonesia and Singapore.

Rear Admiral Hatanaka closed his comments noting that trust and confidence building among partner countries is a prerequisite to success against piracy and maritime crime. Information sharing, as well as activities of foreign fleets in territorial waters can only be achieved based on mutual confidence. He noted, therefore, that mutual port visits, bilateral exercises and international conferences are vehicles to foster such confidence. All nations need to overcome these hurdles to secure the ocean from which we all benefit.

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[11] Japan Maritime Self-Defense Force

First Admiral Othman began by noting that maritime piracy is back on the foreign policy "radar screen." He stated there is a 10 percent increase in reported cases of piracy for 2007 compared to 2006, although there is a significant reduction in cases in the Strait of Malacca. Acts of piracy range from classic boarding and hijacking to petty theft from anchored ships. He stated the three components of maritime industry most affected by piracy are: shippers (manufacturers that own cargo); carriers (companies that own vessels), and insurers of cargo and ships. Carriers often fail to report incidents of piracy and prefer to cover losses rather than pay increased insurance premiums. First Admiral Othman reemphasized factors contributing to piracy such as the inherent vulnerability of deep sea vessels, the potential for easy escape, and that often poor governance and weak economies make piracy a viable means of survival.

He highlighted measures that could reduce piracy. Those included standardized crew security awareness and detection training that emphasizes proactive steps, development of special security units to increase port patrols and surveillance activities, as well as mandatory use of automatic identification systems and secured long range identification tracking systems to enhance overall awareness within the maritime community. First Admiral Othman also recapped efforts taken by littoral states to enforce security. He noted the combined navies of Malaysia, Singapore, and Indonesia (MALSINDO) conduct year round sea patrols in conjunction with a coordinated air patrol. This effort dramatically reduced pirate attacks in the Strait of Malacca from 38 cases in 2004 to seven in 2007. Malaysia also formed the Malaysian Maritime Enforcement Agency which performs coast guard-type functions and took over responsibilities of maritime surveillance and policing services. In addition, he noted that Malaysia has robust information sharing programs with neighboring countries.

First Admiral Othman closed noting that trust, cooperation and consensus are prerequisites for actions against regional maritime security threats. He emphasized the importance of building both the trust and political will to cooperate successfully.

Mr. Howlett stated the IMB's Piracy Reporting Centre operates 24/7 to monitor attacks on worldwide maritime shipping. He stated the Piracy Reporting Centre is the conduit between law enforcement entities and victims of piracy and maritime crime. He highlighted a decreasing trend in number of attacks worldwide since 2000. Mr. Howlett also reviewed experiences in Somalia since 2006. Data showed the locations of attacks are generally moving north and east of the country. He also reviewed five incidents occurring between February and April of 2008. In addition to Somalia, he stated that Nigeria is another country of concern. The Port of Lagos is increasingly popular for piracy and armed robbery. He noted there were over 100 incidents against trawlers in 2007 and already over 30 in 2008.

Mr. Howlett reviewed the types of attacks typically involved in piracy and maritime crime. These include maritime mugging; hijacking of vessels and cargo for theft, and hijacking of vessels, cargo and crew for ransom. He noted armed violence against crew members remains high. Mr. Howlett further added that not all incidents are reported leaving some question of the full extent of incidents. Mr. Howlett stated that future comprehensive responses to piracy require proactive law enforcement, as well as close regional and international cooperation. The international community needs to leverage technology in order to enhance tracking.

Additionally, the use of unmanned aerial vehicles and establishing preventive deck watch are other measures. Mr. Howlett concluded by stating cooperation between industry and governments, especially coastal states, flag states and port authorities is critical. He noted international organizations will play a central role in addressing this issue.

Mr. Noakes, from BIMCO, presented a shipping industry overview. He stated that the role of industry in the debate is critical to any comprehensive approach to addressing piracy and maritime crime. He noted BIMCO is the world's largest shipping organization providing oversight and support to shipowners, managers, operators, shipbrokers and agents that account for approximately 70 percent of the world's shipping. It serves as an industry advocate for 2,396 members in 123 countries. The organization also has 16 memorandums of understanding with customs agencies on behalf of shipping lines.

Mr. Noakes recognized that terrorist and other threats to maritime security could lead to global economic turmoil. He stated that freedom of navigation is critical to world trade and security. The current shipping security interests involving piracy and armed robbery, drugs, stowaways, and fraud remain prevalent and of serious concern to the shipping industry. Mr. Noakes noted there is little evidence of terrorist involvement in those areas, although there is great concern about future terrorist activities against shipping.

He detailed several actions for consideration on the way ahead. A United Nations resolution supporting regional action and strategy is essential. Mr. Noakes stated that terms of reference and rules of engagement for regional maritime task forces need to be relaxed. He encouraged the development of regional focal points, but not to the detriment of the IMB's Piracy Reporting Centre, as each have important roles. Maritime domain awareness could be enhanced through greater communication with industry, as well as the USCG and BIMCO reporting systems. He stated cases should be prosecuted promptly through appropriate international and national courts. He also noted the shipping industry does not support armed guards on ships based on concerns about the risk of escalation, costs, potential for collateral damage during attacks, and risk of reprisals.

Mr. Toong presented a video detailing the role of ReCAAP ISC in information sharing, capacity building and developing cooperative arrangements. ReCAAP is the first government-to-government agreement addressing incidents of piracy and armed robbery in Asia. The initiative aims to enhance multilateral cooperation among sixteen regional countries. The roles of the ReCAAP ISC include exchanging information on incidents of piracy and armed robbery; facilitating operational cooperation; conducting research and analysis of the patterns and trends of piracy and armed robbery, and supporting capacity building efforts throughout the region. ReCAAP ISC is based in Singapore and is overseen by a Governing Council composed of one representative from each ReCAAP member state.

Breakout #3: Piracy and Maritime Crime Briefbacks

Conference attendees then conducted a final series of regional breakout sessions to discuss their regions' piracy and maritime crime issues, concerns, and solutions. Each group then briefed general responses to the following questions:

1) What is the regional impact of piracy and maritime crime?
2) What can each nation do to help?
3) How can navies and maritime security forces cooperate better?
4) What is the role and relationship of the nation's law enforcement agencies with piracy and maritime crime?
5) What cooperation mechanisms, key treaties, protocols, and other agreements exist or are needed?

The **Pacific** breakout group, represented by Commodore Kelly Williams, the Canadian delegate, noted that piracy and maritime crime challenges the essence of international law and order. As such, both are symptomatic of something larger. They impact trade and commerce by affecting sea lines of communication and increasing insurance costs. Additionally, reduced tourism and reduced investor confidence result. Additionally, the group noted terrorists could use piracy and maritime crime as a standard method of operation. Enhanced cooperation and development of international enforcement mechanisms or protocols will help address these concerns.

The group stated that navies and maritime security forces can improve cooperation by improving information sharing arrangements. They suggested building a regional common operating picture and linking it to other regions, as well as building upon the MALSINDO record of success. The group emphasized the importance of building national will which leads to bilateral and multilateral confidence building measures and cooperative efforts.

The Pacific breakout also noted that no single agency possesses the capacity to anticipate and respond to the full scope of maritime crime. Rather, combating maritime crime demands an integrated multi-national/interagency response. The group recognized that the functions of naval forces have always included military, diplomatic and constabulary elements. The more difficult challenge is addressing national jurisdictional limitations. Additionally, the group stated that building a series of regional centres like Changi and linking them together may allow better awareness of catastrophic, and other events, before they happen. Lastly, the group indicated the need to operationalize UNCLOS.

The **Mediterranean, Black and Caspian Seas** breakout summary, presented by Rear Admiral Niculae Valsan, the Romanian delegate, indicated that violent maritime crime is low to non-existent in the region, although other maritime crime varies. All associated crime has corresponding economic and environmental impacts. The group noted they should continue required cooperation and that each nation should provide maritime security expertise and training beyond their regional area. Other important actions include: making shipmasters aware of port risks and exchanging lessons learned for operations in risky waters; providing military and law enforcement armed guards in high risk areas; stationing navy and coast guard ships in high risk areas; and supporting maritime initiatives inside NATO, the European Union and other multinational organizations.

The group also indicated that clarifying responsibilities in territorial waters and sharing maritime domain awareness can help improve cooperation. They noted generally that national law enforcement agencies primarily operate inside the 12-mile territorial sea and on a case-by-

case basis in the Exclusive Economic Zone. The group emphasized the importance of interagency deconfliction and coordination for law enforcement. Lastly, it highlighted the need for strengthened regional organizations as well as a strengthened IMO. The group also supported a United Nations Security Council Resolution for Somalia and its extension to other high risk areas.

The **Latin America** breakout group results, summarized by Rear Admiral Zamith, the Brazilian delegate mentioned the economic impact of piracy and maritime crime. This impact includes: the increased overall costs of doing business, including higher insurance premiums; the need to alter supply routes; and the political cost of addressing piracy and maritime crime. Additionally, the group noted that the inability of failed states to secure their maritime border reflected the extent of the degradation of their sovereignty. To counter these threats, nations should share lessons learned on maritime crime, embark on education initiatives, ensure local agency participation, and establish overarching national policies.

The Latin America breakout group noted that navies and maritime security forces can improve cooperation through interagency agreements that seek to create synergy among parties. Other initiatives include: creating databases to counter criminal actions; identifying areas of vulnerability and taking preventive actions to increase security; establishing ship rider programs; and creating greater situational awareness by establishing standard reporting requirements. The majority of coast guards in this region are integral to the navies giving the ships' captains police powers in the law enforcement arena. Additionally, law enforcement agencies cooperate with the transfer of detainees and material. The group further emphasized the need for greater national and international will to better enforce existing United Nations, Organization of American States, bilateral and multilateral agreements.

The **Indian Ocean – Arabian Gulf** breakout findings, presented by Rear Admiral Al-Kayyal, the Saudi Arabian delegate, noted that piracy is not considered a major issue for the Arabian Gulf and Indian Ocean. All agreed that there are indirect effects from piracy that impact all nations. Piracy's effects do not generally rise to the level of military action. Maritime crime, however, is an issue that requires a coordinated enforcement response (e.g. drugs, human trafficking, illegal fishing, smuggling). The group observed that nations can help by assisting international and interagency information sharing, as well as adopting both national and international anti-piracy and maritime crime laws. It also identified bilateral information exchanges as ways to improve cooperation. Although it varied by nation, the group noted that combating maritime crime was primarily a coast guard effort supported by other law enforcement agencies. Typically, the coast guard may request support from naval assets as required.

The **Eastern Atlantic breakout group findings**, presented by Captain Bauer, the Netherlands delegate began by noting piracy and maritime crime have a negative (although relatively small) impact on worldwide trade, as well as local economic activities such as influence on the Nigerian fishing industry. The group stated the inability of states to effectively stop this activity indirectly empowers would-be terrorists or facilitators to transport materials via waterways. Additionally, piracy and maritime crime could serve as a model for future criminal activities.

The Eastern Atlantic breakout group noted nations need to increase domestic political attention to piracy, to include more effectively policing territorial waters. Nations need to influence a careful reexamination of existing international laws regarding the practical use of naval forces outside territorial waters. Additionally, the group stated that the increased capacity of maritime forces and related coastal infrastructure coupled with better land-based policing would help this issue. The group also highlighted the need, in coordination with the shipping industry, to abide by "flag state responsibilities."

Navies and maritime security forces can improve cooperation by establishing common communication procedures, increasing information sharing, and engaging in practical execution through training exercises or combined responses to incidents. The Eastern Atlantic breakout group noted generally that the role of a nation's law enforcement agencies in combating maritime crime focused on vigorous policing of land coastal areas, enforcement of flag state responsibilities, and ensuring appropriate laws are available and supported by a working judicial infrastructure that successfully prosecutes violators. The group emphasized the need for greater adoption of existing treaties and agreements and, when necessary, establishment of regional, tailored agreements.

Concluding Remarks

Lieutenant General Sattler thanked everyone for their participation and efforts during the conference. He hoped that all gained some perspectives from discussing the important issue of maritime security with their colleagues from around the world. He reminded everyone that the primer is a living, breathing document and he encouraged all to review it and provide comments.

Lieutenant General Sattler expressed his sincere thanks to Major General Kühnel and his staff for co-hosting such an outstanding conference. He then took the opportunity to urge participants to actively consider co-hosting the event for next year. He asked participants to discuss this possibility with their governments and contact the Joint Staff if interested.

Lieutenant General Sattler then reminded the MPC VI attendees that talking about desired outcomes is one thing, but that nations and governments must have the will and desire to go out and accomplish the effect. He asked that as each attendee reflects on the conference material and takes the information from the conference back to their leadership, each should ask an important question: **Is my country an active participant in the global maritime security environment or is my nation a tourist along for the ride?** He noted we all need to look at our policies, as well as bilateral, regional and international obligations. The international community can collectively present a message that says if an actor engages in behavior that threatens maritime security the international community is both capable and has the will to remove them from the equation.

Major General Kühnel stated that it was a privilege to co-host this conference and thanked all for participating. He noted that a major value of the conference was that it allowed participants to exchange their views, perspectives and experiences with maritime security. He observed that the participants generally shared similar views on the maritime security problems

facing nations today, as well as the ways to address them. Discussions showed that significant capabilities already existed to take on these challenges.

Major General Kühnel stated that maritime security awareness is both a joint and interagency matter. Additionally, states must have the political will to act. He urged continued work locally, regionally and globally to keep momentum for maritime security initiatives. States need to implement not only laws at home, but also fulfill their obligations regionally and globally. States should continue to explore bilateral and multilateral agreements and look to both short and long term solutions.

Lastly, Major General Kühnel thanked Lieutenant General Sattler for the opportunity to co-host the conference. He also thanked his staff for their hard work putting the event together and expressed appreciation for their efforts in making the conference such a success.

Following the conclusion of the conference attendees bid each other farewell and departed. MPC VI was a highly successful conference in which participants collectively addressed global maritime security cooperation in an age of terrorism and transnational threats at sea. The record participation from two hundred and thirty-four participants from sixty-one nations, nine international and non-governmental organizations, and seven US interagency organizations attested to the continued importance of the forum for discussion of topics of mutual concern.

MPC VI provided invited countries the opportunity to improve mutual understanding of global and regional security issues and help develop a common vision for confronting security challenges. MPC VI successfully met its desired outcomes of enhanced awareness of maritime security issues, improved levels of maritime cooperation, and increased commitments to key treaties, agreements and protocols.

Appendix A: Conference Agenda and Synopsi

Agenda, Day 1

	Times	Subject	Briefer/Facilitator*	J-5 POC
		Day 0 (13 May): 1900-2130 Icebreaker		
Day 1 (14 May)	0800-0820	Welcome & MPC V Connector	Co-hosts and MC	DDGSA
	0820-0845	Critical Maritime Agreements	CDR Kraska, USN JS	DDGSA
	0845-1000	Roundtable: Maritime Security Perspectives (with Q&A)	Azerbaijan, Colombia, Indonesia, Sri Lanka	DDGSA
	1000-1030	Break and Sidebars	Post Admin Slide	
	1030-1100	Brief 1: Maritime Security & Ambitions of N. Atlantic CG Forum	RADM Wang, Admiral Danish Fleet	DD-ENRA
	1100-1130	Brief 2: 21st Century Seapower	ADM Roughead, USN CNO	DDGSA
	1130-1300	Group Picture and Lunch	Post Admin Slide	
	1300-1320	Brief 3: Middle East Security Overview	VADM Cosgriff, USN CFMCC/USNAVCENT	DD-ME
	1320-1430	Panel 1: Middle East Maritime Security (with Q&A)	CFMCC*, UAE, Pakistan, Saudi Arabia, Netherlands	DD-ME
	1430-1545	Breakout 1: Maritime Security	Regional Centers*	DDGSA
	1545-1615	Break and Sidebars	Post Admin Slide	
	1615-1645	Breakout 1 Briefback	Breakout Group Reps / MC*	DDGSA
	1645-1715	Brief 4: Piracy – Strait of Malacca	COL Dexter Singapore Navy	DD-Asia
	1800-2200	Social Reception	Co-hosts	

Agenda, Day 2

	Times	Subject	Briefer/Facilitator*	J-5 POC
Day 2 (15 May)	0800-0845	Brief 5: International Outreach & US Maritime Security Improvements	ADR Thad Allen, USCG Commandant	DDGSA
	0845-0915	Brief 6: Baltic Sea VTS & AIS – The Danish Model	Mr. Zachariae, DepDir Danish Maritime Safety Admin	DD-ENRA
	0915-1030	Panel 2: Building Maritime Partnership Capacity (with Q&A)	US Navy*, Denmark, France, Spain & USCG	DDGSA
	1030-1100	Break and Sidebars	Post Admin Slide	
	1100-1215	Breakout 2: International Cooperation	Regional Centers*	DDGSA
	1215-1315	Lunch	Post Admin Slide	
	1315-1345	Breakout 3 Briefback	Breakout Group Reps / MC*	DDGSA
	1345-1500	Panel 3: Piracy and Maritime Crime (includes Q&A)	Denmark*, Malaysia, Japan, ReCAAP, IMB, BIMCO, DSA	DDGSA
	1500-1530	Break and Sidebars	Post Admin Slide	
	1530-1645	Breakout 3: Piracy/Maritime Crime	Regional Centers*	DDGSA
	1645-1715	Break and Sidebars	Post Admin Slide	
	1715-1745	Breakout 3 Briefback	Breakout Group Reps / MC*	DDGSA
	1745-1800	Conference Wrap-Up	Co-hosts	DDGSA

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Agenda Synopsis

- Maritime Security Perspectives Roundtable
  - Intent: Start the conference off by presenting the gamut of maritime security issues and regions; opportunity for smaller nations to speak
  - Format: Panelists provide 15-20 minute brief with questions at the end of all briefs (total time: 1:15)
  - Issues: Maritime Terrorism; Narcotics Trade; Piracy and Maritime Crime; and Building a Maritime Security Force
  - Participants:
    - ✓Sri Lanka: Commodore Ravindra Wijegunaratne – Director Naval Operations
    - ✓Colombia: Vice Admiral Edgar Cely – Chief of Naval Operations
    - ✓Indonesia: Air Vice Marshal Surya Dharma – Senior Staff Lecturer
    - ✓Azerbaijan: Vice Admiral Shahin Sultanov – Chief of Naval Forces

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Agenda Synopsis

- Middle East Maritime Security Panel
  - Intent: Highlight the region's maritime security issues and challenges – providing a primer for the breakout session
  - CFMCC opens the panel with a 15 to 20 minute brief on Middle East region's maritime security challenges
  - Format: Panel member short opening remarks (5-10 minutes), followed with moderated discussion and question / answer; (total time: 1:15)
  - Issues: Vital global resources transit the strategic waterways of the Middle East region which contends with the entire span of maritime threats and security challenges
  - Participants:
    - ✓Moderator: VADM Cosgriff, USN - CFMCC/USNAVCENT
    - ✓UAE: Rear Admiral Ahmed Al-Tenaiji – Commander of Naval Forces
    - ✓Saudi Arabia: Rear Admiral Fahad Al-Kayyal - Commander East Fleet
    - ✓Pakistan: Commodore Khan Siddique - Commandant Pakistan Navy War College
    - ✓Netherlands: Captain Robert Bauer - Chief Joint Plans (J-5)

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Agenda Synopsis

- **Maritime Security Breakout Session**
  - **Intent: Conference attendees breakout into regional groups and discuss their region's maritime threats, concerns, and solutions**
  - **Format: Breakout group discussion followed by a backbrief to the conference on selected topics/issues; moderated by Regional Centers (breakout time: 1:15 with a backbrief 30 minutes)**
    - **Proposed Regional Breakout: Mediterranean, Black and Caspian Seas; Indian Ocean and Arabian Gulf; Pacific; Latin America; Eastern Atlantic**
  - **Issues: Discuss questions and issues concerning:**
    - **What are the region's top maritime threats and concerns?**
    - **What can the region do to counter these threats (terrorism, WMD transport, infrastructure protection, resource protection, etc.)**
    - **What cooperation mechanisms, key treaties, protocols, and other agreements exist or are needed?**

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Agenda Synopsis

- **Building Maritime Partnership Capacity Panel**
  - **Intent: Discuss maritime security capacity building, international efforts and protocols**
  - **Format: Panel members with a moderator discuss and answer questions from the conference; short opening remarks (5-10 minutes each; total time: 1:15)**
  - **Issues: Capacity building, interoperability, training / equipping requirements, collective measures, international protocols and measures**
  - **Participants:**
    - ✓**Moderator: VADM John Morgan, USN - OPNAV N3/N5**
    - ✓**US Coast Guard: Admiral Thad Allen, Commandant USCG**
    - ✓**Spain: Rear Admiral Juan Martinez, Chief of Plans and Policy Division of the Naval Staff**
    - ✓**Denmark: CAPT Jan Leisborch, Admiral Danish Fleet HQ**
    - ✓**France: Rear Admiral Xavier Magne, Deputy Chief of Staff, Naval Aviation Operations, Navy Chief of Staff**

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Agenda Synopsis

- **Building Maritime Capacity & International Cooperation Breakout Session**
  - **Intent: Conference attendees breakout into international groups and discuss their maritime capacity building and international initiatives**
  - **Format: Breakout groups discuss then provide backbrief to conference on selected topics / issues; moderated by Regional Centers (breakout time: 1:15 -- backbrief 30 minutes)**
    - **International breakout groups – mix of regions and capacities**
  - **Issues: Discuss questions and issues concerning:**
    - **What is needed to build maritime security capacity?**
    - **What interoperability and cooperation is needed?**
    - **What key international treaties, protocols, and other agreements could advance global maritime security?**

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Agenda Synopsis

- **Piracy and Maritime Crime Panel**
  - **Intent: Highlight and discuss piracy / maritime crime and the impact on countries, regions, international commerce and law enforcement**
  - **Format: Panel members with a moderator discuss and answer questions from the conference; short opening remarks (5-10 minutes each; total time: 1:15)**
  - **Issues: Countering piracy / crime, impact of ungoverned areas, effect on regional and international trade, obligations of sea-faring states**
  - **Participants:**
    - ✓ **Moderator: Denmark – Commodore Henrik Andersen, Chief of Staff to the Admiral Danish Fleet**
    - ✓ **Japan – RADM Hiroo Hatanaka, JMSDF, Director J-5 Joint Staff**
    - ✓ **Malaysia – First Admiral Nasaruddin bin Othman – Assistant Chief of Staff, Communication and Electronic Division**
    - ✓ **Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) – Mr. Ka Leong Toong**
    - ✓ **International Maritime Bureau (IMB) – Mr. Michael Howlett**
    - ✓ **Baltic and International Maritime Council (BIMCO) – Mr. Giles Noakes**

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Agenda Synopsis

- **Piracy and Maritime Crime Breakout Session**
  - **Intent: Conference attendees breakout into regional groups and discuss their region's piracy and maritime crime issues, concerns, and solutions**
  - **Format: Breakout groups discuss then provide backbrief to conference on selected topics / issues, moderated by Regional Centers (breakout time: 1:15 -- backbrief 30 minutes)**
    - **Proposed Regional Breakout: Mediterranean, Black and Caspian Seas; Indian Ocean and Arabian Gulf; Pacific; Latin America; Eastern Atlantic**
  - **Issues: Discuss questions and issues concerning:**
    - **What is the regional impact of piracy and maritime crime?**
    - **What can each nation do to help? (willingness to prosecute, take detainees, lessons learned etc.)**
    - **How can navies and maritime security forces cooperate better?**
    - **What is the role and relationship of the nation's law enforcement agencies with piracy and maritime crime?**
    - **What cooperation mechanisms, key treaties, protocols, and other agreements exist or are needed?**

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Appendix B: Breakout Rosters

Regional Breakout Groups

Indian Ocean and Arabian Gulf	Latin America	Med, Black & Caspian Sea	Pacific	Eastern Atlantic
Bahrain	Bolivia	Albania	Australia	Belgium
Bangladesh	Brazil	Azerbaijan	BIMCO	DSA
India	Colombia	Bosnia-Her	Cambodia	Estonia
INTERTANKO	Dominican Rep	Bulgaria	Canada	Finland
Jordan	El Salvador	Croatia	Indonesia	France
Nepal	Guatemala	IMB	Japan	Germany
Pakistan	Honduras	Israel	Korea	Latvia
Saudi Arabia	IADB	Italy	Malaysia	NATO
Sri Lanka	Mexico	Montenegro	Mongolia	Netherlands
Tajikistan	Nicaragua	OSCE	Papua N.G.	Norway
UAE	Paraguay	Romania	Philippines	Poland
Uzbekistan	Uruguay	Slovakia	ReCAAP	Portugal
		Slovenia	Singapore	SACT
			Thailand	Spain
			Tonga	Sweden
				UK

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International Breakout Groups

Group #1	Group #2	Group #3	Group #4	Group #5
BIMCO	Azerbaijan	Bolivia	Albania	Australia
Bangladesh	Bulgaria	Cambodia	Bahrain	Bosnia-Her
Belgium	Croatia	Canada	Brazil	Colombia
El Salvador	DSA	Honduras	Estonia	Finland
Germany	Dominican Rep	India	Guatemala	INTERTANKO
Indonesia	France	Malaysia	IMB	Japan
Israel	IADB	Pakistan	Jordan	Mongolia
Italy	Mexico	Papua N.G.	Korea	NATO
Latvia	Montenegro	Portugal	Nepal	Paraguay
Nicaragua	Netherlands	ReCAAP	Norway	Philippines
OSCE	Singapore	SACT	Poland	Saudi Arabia
Romania	Sri Lanka	Uruguay	Slovakia	Spain
Slovenia	Sweden		Tonga	Thailand
UK	Tajikistan		Uzbekistan	
	UAE			

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Appendix C: Participant List

RANK	First Name	SURNAME	POSITION	REPRESENTING
Captain	Kristaq	Gerveni	Albanian Navy CNO	Albania
Air Commodore	John	McGarry	Liaison Officer to US Joint Chiefs of Staff	Australia
Commodore	Richard	Menhinick	Director General Strategic Plans	Australia
Mr.	Fakhri	Abbasov	Political Assistant	Azerbaijan
VADM	Shahin	Sultanov	Chief of Naval Forces	Azerbaijan
Major	Ahmed	Almalki	Staff Assistant	Bahrain
LTC	Khalid	Almaraj	Commander of Level Air	Bahrain
Mr.	Giles	Noakes	Head of Security	Baltic & International Maritime Council
Lieutenant Commander	Atiqur	Bhuiyan	Asst Secy to Chief of the Naval Staff	Bangladesh
Commodore	Toufiquzzaman	Khandaker	Director	Bangladesh
Commander (Navy)	Philippe	De-Cock	Information Manager	Belgium
Colonel	Fabien	Motmans	Relationship Manager	Belgium
General	Mario	Ayala	National Security Council Chairman	Bolivia
Captain	Sasa	Konjevic	Staff Officer	Bosnia and Herzogovina
Major General	Slavko	Puljic	Deputy Chief of Joint Staff Armed Forces B&H (Ops)	Bosnia and Herzogovina
Rear Admiral	Wagner	Zamith	Organization Chief	Brazil
Captain	Valentin	Gagashev	Director	Bulgaria
Commodore	Borin	Khun	Deputy Commander Royal Cambodian Navy	Cambodia
Commander	Derek	Moss	Section Head, Information Operations	Canada
Commodore	Kelly	Williams	Assistant Chief of the Maritime Staff	Canada
Vice Admiral	Edgar	Cely	Chief of Naval Operations	Colombia
Captain (N)	Marileo	Stanicic	Deputy Head	Croatia
Captain	Predrag	Stipanovic	Chief of Staff	Croatia
Mr.	Flemming	Jensen	General Manager	Danish Shipowners' Association
Mr.	Lars	Lorenzen	General Manager	Danish Shipowners' Association
Mr.	René	Pedersen	Head of Department	Danish Shipowners' Association
Commodore	Henrik	Andersen	Chief of Staff	Denmark
1LT	Jens	Brix	Escort Officer	Denmark

RANK	First Name	SURNAME	POSITION	REPRESENTING
Commander s.g.	Felix	Ebbestad	Branch Chief International Operations	Denmark
CAPT (N)	Micheal	Flagstad	Assistant Chief of Staff	Denmark
Commander	Kjeld	Gaard-Frederiksen	Advisor, National Operations Branch	Denmark
CAPT (N)	Aage	Jensen	Acting Chief of Staff	Denmark
Mr.	Bamse	Jensen	Bodyguard	Denmark
Mr.	Bob	Jensen	Bodyguard	Denmark
Mr.	Bobby	Jensen	Bodyguard	Denmark
Lance Corporal	Jan	Jensen	Driver	Denmark
Lance Corporal	Kim	Jensen	Transportkoordinator	Denmark
Master Chief Petty Officer	Benny	Johansen	Staff Officer	Denmark
1LT	Ree	Karina	Escort Officer	Denmark
Mr.	Kim	Kortsen	Chauffeur/Driver for Admiral Danish Fleet	Denmark
Major General	Peter	Kuhnel	Deputy Chief of Staff, Operations	Denmark
Major	Claus	Larsen	Staff Officer	Denmark
Mr.	Kurt	Larsen	Bodyguard	Denmark
CAPT	Jan	Leisborch	Chief of Staff to Admiral Danish Fleet	Denmark
1LT	Madsen	Lene	Escort Officer	Denmark
Commander sg.	Torben	Mikkelsen	Chief of Operations & Intelligence Center	Denmark
Medical	Tarah	Musbach	Medical	Denmark
Colonel	Tommy	Paulsen	Chief of International Operations Division	Denmark
Lance Corporal	Claus	Pedersen	Lance Corporal	Denmark
Lieutenant Commander	Mette	Stab-Nielsen	Aide-de-Camp to Admiral Danish Fleet	Denmark
Dr.	Claus	Thornberg	Doctor	Denmark
Commander	Jens	Vester	Staff Officer	Denmark
1LT	Michael	Voenle	Escort Officer	Denmark
Rear Admiral	Nils	Wang	Admiral Danish Fleet	Denmark
Warrant Officer 1	Flemming	Wrist-Knudsen	Warrant Officer 1	Denmark
Mr.	Francis	Zachariae	Deputy Secretary General	Denmark
Capitan de Navio	Guarionex	Arias-Lara	Personnel Chief (M-1)	Dominican Republic
Contralmirante	Roger	Mora-Jimenez	Sub-Director	Dominican Republic
BG	Ruben	Rubio-Reyes	Chief of Staff of the Army	El Salvador
CAPT	Eduardo	Svendbland-Umana	Base Commander La Union Naval base	El Salvador
Commander	Peeter	Ivask	Senior Staff Officer	Estonia
Brigadier General	Mika	Peltonen	Chief of Staff	Finland

RANK	First Name	SURNAME	POSITION	REPRESENTING
Captain (Navy)	Kari	Takanen	Commander	Finland
RADM	Xavier	Magne	ACOS OPS	France
Commander sg	Stephan	Helbig	Defence Attaché	Germany
Captain(N)	Roberto	Campos-Sanchez	Guatemalan Navy Commander	Guatemala
LT(JG)	Juan	Santos	Coast Guard Commander Atlantic Naval Base	Guatemala
Brigadier General	Hugo	Say-Mutz	Chief of Staff of the National Defense	Guatemala
Colonel	Ballardo	Bardales-Martinez	Director	Honduras
Captain	Juan	Rodriguez-Rodriguez	Navy Commander	Honduras
Commodore	Jasvinder	Mann	Defence Attache	India
Air Vice Marshall	Surya	Dharma	Senior Staff Lecturer	Indonesia
BG	Carlos	Villagran-de-Leon	Vice Chairman	Inter-American Defense Board
Mr.	Michael	Howlett	Assistant Director	International Maritime Bureau
Manager	Gunnar	Knudsen	Manager	INTERTANKO
Colonel	Yossi	Adiri	Military Attache	Israel
Admiral	Vanni	Nozzoli	Deputy Chief	Italy
Rear Admiral	Hiroo	Hatanaka	Director	Japan
Major	Tsutomu	Sone	Staff Assistant	Japan
Brig.Gen.	Ismail	Alamro	Director of Joint Chiefs of Staff Director	Jordan
Major General	AHMAD	Al-Faqih	Defense Resource & Investment Management. Chief	Jordan
LTC	Kisoo	Bae	Action Officer	Korea
First Secretary	Song Bum	Shin	First Secretary	Korea
Rear Admiral	Tae Ho	Won	Director	Korea
Colonel	Raimonds	Rublovskis	Chief	Latvia
First Admiral	Nasaruddin	Othman	Senior Leader	Malaysia
Lieutenant Colonel	Md-Fauzi	Salleh	Staff Officer 1	Malaysia
Brigadier General	J.Jesus	Pulido-Morales	Attache	Mexico
Captain	Ruben	Vargas-Suarez	Naval Attache	Mexico
Colonel	Yeruultsengel	Chimeddorj	Commander	Mongolia
MG	Choijamts	Yadmaa	Chief	Mongolia
Captain (N)	Rajko	Bulatovic	Navy Commander	Montenegro
Sergeant	Dragomir	Pavlovic	Cryptographer	Montenegro
Brigadier General	Hemkar	Rana	No 25 Brigade Commander, Mahendra Nagar	Nepal
Captain (RNLN)	Robert	Bauer	Chief Joint Plans (J5)	Netherlands

RANK	First Name	SURNAME	POSITION	REPRESENTING
Captain (N)	Roger	Gonzalez	Chief of Staff, Nicaraguan Navy	Nicaragua
Captain	Robin	Davies	Concepts	North Atlantic Treaty Organization
Ms.	Silvia	Maretti	Officer	North Atlantic Treaty Organization
Captain(N)	Jan Willem	Wolters	Branch Chief Maritime Operations	North Atlantic Treaty Organization
Major General	Morten	Lunde	Director	Norway
Commander (s.g.)	Inge-Andre	Utaaker	N-5	Norway
Commodore	Khan	Siddique	Commandant Pakistan Navy War College	Pakistan
Commodore	Peter	Ilau	Chief of Defence	Papua New Guinea
Colonel	Vagi	Oala	Joint Forces Commander	Papua New Guinea
Colonel	Jose	Caceres-Arslanian	Director	Paraguay
Rear Admiral	Ruben	Valdez-Cuellar	Director	Paraguay
Major	Jeffrey	Hechanova	Asst Chief, Capabilities and Weapons Systems Div	Philippines
Major General	Gilbert	Llanto	Deputy Chief of Staff for Plans, J5	Philippines
Captain	Jan	Tomko	Division Chief	Poland
Rear Admiral	Jose	Viegas	Chief of Division	Portugal
LTC (NS)	Ka Leong	Toong	Manager	ReCAAP
Rear Admiral	Niculae	Valsan	Deputy CNS for Operations, Training and Doctrine	Romania
Rear Admiral	Fahad	Al-Kayyal	Commander, Eastern Fleet	Saudi Arabia
COL	Dexter	Chia	Project Director	Singapore
MajGen	Martin	Babiak	Chief	Slovakia
Capt	Rene	Nad	Senior Officer	Slovakia
Colonel	Marjan	Jakos	Head of J5	Slovenia
Commander	Edi	Jeran	Force Commander Assistant for Navy	Slovenia
Rear Admiral	Juan	Martinez	Plans and Policy Division Head	Spain
BG	Udaya	Pererra	Director Operations	Sri Lanka
Commodore	Ravindra	Wijegunaratne	Director Naval Operations	Sri Lanka
Rear Admiral	Torben	Joergensen	ACOS Capabilities	Supreme Allied Cmd Transformation

RANK	First Name	SURNAME	POSITION	REPRESENTING
CDR	Janne	Kilvik	Head of Future Planning	Sweden
Mr.	Ilhom	Kodyrov	U.S. Defense Attaché Assistant	Tajikistan
Major General	Rajabali	Rahmonali	Commander	Tajikistan
Colonel	Davrondzhon	Samatov	Assistant to Commander	Tajikistan
Maj Gen	Thawip	Netniyom	Director, Office of Policy and Plans	Thailand
BG	Tau'aika	Utaatu	Chief of Defence	Tonga
Lt Col	Abdulla	Al-Mansouri	Assistant	United Arab Emirates
Rear Admiral	Ahmed	Al-Tenaiji	Commander of Naval Forces	United Arab Emirates
Captain	Nayef	Samahi	Office Director to the Naval Forces Commander	United Arab Emirates
Commodore	Simon	Williams	Director	United Kingdom
Colonel	Daniel	Alabre	DATT	United States
ADM	Thad	Allen	Commandant, USCG	United States
COL	Gregory	Barrack	DATT (El Salvador)	United States
LCDR	Michael	Batchelder	Aide to the Commandant, USCG	United States
CAPT	Brian	Bennett	Special Assistant	United States
CDR	Benjamin	Benson	Staff	United States
CDR	Michael	Borrosh	Strategy Director	United States
CDR	Thomas	Breske	Interagency Coordination	United States
Captain (N)	Wayne	Brown	Chief, Air, Land & Maritime Branch, J-34	United States
SKC (USN)	Scott	Burnham	Operations Assistant	United States
LCDR	Jason	Burns	Political-Military Affairs Officer	United States
SFC	Durane	Burrowes	MPC VI Staff Assistant	United States
Mr.	Louis	Capra	Security	United States
LCDR	Pedro	Castaing	Navy Section Chief	United States
Mr.	Ronald	Cerino	Special Agent	United States
CAPT	Jay	Chesnut	Director Plans	United States
LT	Kristen	Christensen	Flag Aide to VADM Cosgriff	United States
CAPT	Roger	Coldiron	DATT (Denmark)	United States
Major General	Thomas	Conant	Director J5	United States
Mr.	Peter	Cornell	Deputy for Building Partner Capacity	United States
VADM	Kevin	Cosgriff	Commander, U.S. Naval Forces Central Command	United States
CDR	Brian	Devany	Pol-Mil Planner	United States
CAPT	Charley	Diaz	Acting Director, CG Office of International Affair	United States
Deputy Director	Arnold	Fields	Deputy Director	United States

RANK	First Name	SURNAME	POSITION	REPRESENTING
CAPT	Ronnie	Fleming	Chief, Plans and Capabilities	United States
LT	Zachary	Ford	Travel Coordinator to the Commandant	United States
Mr.	Russell	Frasz	Asst Dir, Operational Planning, Policy & Strategy	United States
Mr.	Stephen	Ganyard	Deputy Assistant Secretary of State, Political-Military Affairs	United States
Colonel	Keil	Gentry	Division Head	United States
Dr	Colleen	Getz	Acting Deputy Assistant Secretary of Defense, Coalition Affairs	United States
Dr	David	Glancy	RSAT Team Leader	United States
Mr.	Greg	Gross	Deputy Assistant Secretary of Defense, Partnership Strategies	United States
CDR	David	Gruber	Oceans Policy Advisor	United States
LTC	William	Harmon	Senior Army Fellow	United States
LT	Isaac	Harris	Flag Aide to VADM Morgan	United States
Mr.	Clifford	Hart	CNO POLAD	United States
Mr.	Thomas	Harvey	Director, European Policy, Office of the Secretary of Defense	United States
Mr.	Troy	Hascher	Security	United States
CDR	Gerald	Hennessey	Current Operations Officer	United States
Mr.	Daniel	Hernandez	Advisor	United States
Lt Col	Steven	Herrick	Political-Military Planner	United States
Mr.	Hugh (“Tim”)	Hoffman	Director, Security Cooperation, OSD(Policy)	United States
Ms.	Sandra	Kaiser	Deputy Chief of Mission, USEMB Copenhagen	United States
CDR	James	Kraska	Oceans Policy Adviser	United States
CDR	Pamela	Kunze	Public Affairs Officer	United States
Mr.	Kenneth	LaPlante	Deputy Director	United States
Mr	Peter	Lehmann	US Embassy DAO Staff	United States
Mr.	William	Lewis	Security	United States
RADM	William	Loeffler	Deputy Director	United States
Mr.	Manuel	Lora-Solf	Assistant Professor	United States
ITCS	Stephen	Lucas	Communicator	United States
Ms.	Christine	Lueker	Deputy Director	United States
Brigadier	Matthew	Maer	Deputy Director	United States
Mr.	Timothy	Mahew	Personal Security Advisor	United States
MAJ	David	Martin	Central Asia Director	United States
BG	William	Mayville	Deputy Director Strategy, Policy, and Assessments	United States
Mr.	Steven	McMains	Personal Security Advisor	United States

RANK	First Name	SURNAME	POSITION	REPRESENTING
Commodore	Calvin	Mofford	Deputy Director, Plans, Policy & Strategy	United States
The Honorable	Powell	Moore	U.S. Secretary of Defense Representative to OSCE	United States
CAPT	William	Moran	Executive Assistant	United States
Vice Admiral	John	Morgan	Deputy Chief of Naval Operations	United States
LT	Jacqueline	Natter	CNO Protocol Assistant	United States
CAPT	Thomas	Neal	Coalition Affairs Division Chief	United States
Col	Dennis	Nebera	Director of Staff	United States
Colonel	John	Nelson	Chief	United States
Ms.	Sally	Netter	Regional Advisor	United States
Col	Walter	Niblock	EUCOM Plans Division Chief	United States
Professor	Myron	Nordquist	Associate Director	United States
Mr.	Scott	Norwood	Deputy Director, Global Security Affairs	United States
Colonel	Timothy	Obrien	Deputy Director	United States
LCDR	Frank	Okata	Northern Europe Desk	United States
CAPT	Thomas	Ostebo	Executive Assistant to the Commandant, USCG	United States
LTC	James	Oxley	Army Defense Attache	United States
Lt Col	David	Penczar	Pol-Mil Planner	United States
Captain	Norman	Porter	Operational Net Assessment Director	United States
Mr.	Jerry	Prichard	Security	United States
CPT	Eric	Ramanauskas	Action Officer	United States
Ms.	Tina	Rasmussen	USDAO Copenhagen Administrative Assistant	United States
LTC	Patrick	Reardon	Defense and Army Attache (Tonga/Papua New Guinea)	United States
Ms.	Kirstin	Riesbeck	Strategic Advisor	United States
Mr	James	Roberts	U.S. Deputy Director	United States
Admiral	Gary	Roughead	CNO	United States
COL	Ronald	Salazar	Division Chief	United States
Air Commodore	John	Samulski	Deputy Director, USCENTCOM CCC	United States
LTC	Gregory	Sarafian	Political-Military Planner	United States
LtGen	John	Sattler	Director for Strategic Plans and Policy (J-5)	United States
LT	Andre	Sekowski	MPC VI Staff Officer	United States
Mr.	John	Sigler	Deputy Director	United States
CWO4 (USN)	Robert	Stephens	Operations Coordinator	United States
Lt Col	Steve	Strehle	MPC VI POC (USA)	United States
Major	Trevor	Sullins	Executive Officer	United States
E-6	Sharef	Talbert	Flag Communicator	United States

RANK	First Name	SURNAME	POSITION	REPRESENTING
CS1	Wesley	Tavares	Enlisted Aide	United States
Major	Emily	Thomas	ARMA (Denmark)	United States
E-9	Paul	Thompson	VADM Cosgriff Staff	United States
Major	Mark	Tobin	Aide de Camp to CNO	United States
LCDR	Hersch	Weinstock	Joint Interagency Coordination Group	United States
Mr.	Carroll	Williams	Security	United States
General	Felicio	de-los-Santos	Director	Uruguay
Senior Lieutenant	Shukhrat	Igamberdiev	Representative	Uzbekistan
Colonel	Takhir	Khamrakulov	Deputy Minister	Uzbekistan
Major General	Nasirbek	Usmanbekov	Deputy Chief	Uzbekistan

Appendix D: Conference Photo