

**DEVELOPING A EUROPEAN INTERAGENCY STRATEGY FOR MARITIME
SECURITY OPERATIONS**
A PAPER SUPPORTED BY THE CHIEFS OF EUROPEAN NAVIES

Executive Summary

1. In May 06, the Chiefs of the European Navies (CHENS¹) discussed the issue of European Maritime Security. Drawing on a similar, but global, theme introduced at the 2005 Newport International Sea Power Symposium, the CHENS highlighted the importance of the maritime domain to European security, prosperity and economic stability, and acknowledged the disruptive threat posed by current and emerging illegal activity within the maritime domain. They noted that within the maritime areas surrounding the European continent, although the military and civilian agencies of several nations and organisations were involved in Maritime Security Operations (MSO) of varying style and emphasis, there was no clear, overarching, inter-agency strategy.
2. Throughout this document the inter-agency qualifier designates a co-ordinated national inter-ministry, inter-governmental and multinational approach involving the International Organisations, multinational agencies and relevant actors concerned in MSO.
3. Utilising the experiences of navies that had participated in dedicated maritime security operations around Europe as well as such regions as the Gulf of Aden, Gulf of Oman and Caribbean, the CHENS invited a working group to promote the development of an inter-agency strategy which would allow European nations to co-operate more effectively and coherently in order to tackle these threats through MSO.
4. This paper identifies four related lines of development (LoD) to be taken forward by a partnership of European military and civilian authorities. LoDs respectively address inter-government, inter-ministry and multinational co-operation including legal issues (Diplomatic and Co-operation LoD); information exchange and maritime picture sharing (Information LoD); the operational contribution (Operational LoD); and the participation of the commercial shipping sector (Economic LoD).
5. The Diplomatic and Co-operation LoD aims to promote national inter-ministry, inter-governmental and multinational co-operation for MSO in support and in the remit of UN, EU and NATO endeavours along with other actors involved - taking full advantage of existing frameworks. The objective is to create the appropriate environment to promote the civilian-military aspects of co-operation, information sharing and maritime

¹ CHENS forum meets annually and its members comprise, at this time, the Chiefs of Navy from 23 nations of the European continent, either members of NATO or the EU, along with observers from NATO HQs, the EU Military Staff and the Commander US Naval Forces Europe Command.

surveillance and to co-ordinate the participation and actions of all organisations and member states.

6. The Information LoD aims to ensure that existing maritime-related information exchange initiatives, both national and organisational, and at all levels, are examined to explore how networks might be linked, relevant information exchanged, and maritime pictures improved through a more coherent and efficient approach. The objective is to transform live data into an information-led approach facilitating decision-making by appropriate national authorities responsible for and directing MSO.

7. The Operational LoD aims to contribute towards existing Security Strategies, encouraging maritime domain awareness, mutual understanding and the capability development required within nations in order to deliver an optimised operational contribution to MSO. The objective is to achieve a common concept of use of military assets in MSO amongst European maritime nations.

8. The Economic LoD aims to encourage a better mutual awareness and understanding of how the commercial shipping sector might contribute to and benefit from MSO, most notably in the energy sector. The objective is to embed necessary enabling elements of MSO within commercial practices.

9. Given the close civilian-military relationship that an effective, inter-agency approach to MSO demands, CHENS believe that the proposed strategy would allow nations to co-operate effectively to deter, protect against and counter hostile and illegal threats to safety and security in the maritime domain.

10. CHENS recommend that the EUMC and NATO MC note this paper and take it into account in their respective on going works.

11. It is recommended that this paper's identified LODs are taken forward by appropriate military and civilian bodies.

12. The development of a European Inter-Agency Strategy for Maritime Security must remain cognisant of the development of other regional strategies and include close engagement with UN bodies, particularly the IMO.

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STRATEGIC INTENT

1. The development of a comprehensive European Inter-Agency¹ strategy for Maritime Security Operations (MSO) that draws together and builds upon existing national and multi-national military and civilian initiatives, taking into account all actors and organisations concerned.

WORKING DEFINITION OF MSO

2. MSO are defined as those measures performed by the appropriate civilian or military authorities and multinational agencies to counter the threat and mitigate the risks of illegal or threatening activities in the maritime domain, so that they may be acted upon in order to enforce law, protect citizens and safeguard national and international interests.

3. Developing these operations will focus on terrorism, proliferation, narcotic trafficking, illegal migration, piracy and armed robbery, but might also include smuggling, the protection of national resources, energy security, the prevention of environmental impact and safeguarding sovereignty. In defining these activities, it is to be understood that the lead in the majority of issues is not a military remit but that a successful strategy for an increasingly secure maritime domain lies in a coherent civilian and military partnership.

THE THREAT

4. The sea has already been used for terror attacks by boats armed with rockets and small arms, water borne improvised explosive devices and as an enabler for terrorist attacks. It is conceivable that a renegade ship such as an LNG carrier could even be employed as a weapon near a centre of population. Continued use of the sea for logistic support to terrorism through the movement of arms, personnel or funds is substantiated by evidence. The maritime environment provides a potential conduit for CBRN material, both for the small high technology items, but also for larger items associated with weapon delivery. Other threats include cross-border illegal migration, which is forecast to increase significantly, and criminal activity including narcotics, human trafficking and piracy, all of which is increasing in sophistication and volume. These factors impact Europe's physical and economic security either directly or indirectly.

¹ Throughout this document, the inter-agency qualifier designates a co-ordinated national inter-ministry, inter-governmental and multinational approach involving the International Organisations, multinational agencies and relevant actors concerned in MSO.

MSO TODAY

5. In the European theatre of operations, nations are conducting MSO today as part of routine, peacetime duties in response to the threats mentioned above. Traditionally referred to as 'Constabulary' tasks, these operations are generally either conducted independently by member states' navies and/or civilian maritime agencies in order to enforce legal powers and safeguard sovereignty or as part of multi-national military operations, which aim to safeguard common defence and security interests. In addition, there are a plethora of military and civilian initiatives at various stages of maturity which are seeking to enhance maritime domain awareness in parts of Europe. A non-exhaustive list of organisations and current initiatives that are connected to MSO is at Annex A. Most, if not all, of these initiatives overlap in terms of the effect they are wishing to achieve. It is axiomatic that by avoiding duplication, a more holistic approach would make better use of available resources. Currently, there is no overarching framework to bring European civilian and military elements together in order to address threats efficiently, coherently and collectively.

RATIONALE FOR AND BENEFITS OF AN INTER-AGENCY APPROACH TO MSO

6. A European inter-agency approach to MSO would better safeguard common prosperity and security interests by protecting and supporting legitimate activities while countering the threat of current and emerging terrorist, hostile, illegal or dangerous acts within the maritime domain. By ensuring freedom of navigation and commerce, it would also promote regional, and contribute to global, economic stability and protect maritime trade as the heart of the regional and global economy.

ACTIONS REQUIRED TO DELIVER AN INTER-AGENCY APPROACH TO EUROPEAN MSO

7. MSO requires at least six strategic actions to achieve synergy of civilian and military maritime security activities in a co-ordinated effort to address all maritime threats:

a. Political willingness at the national and international levels to develop an inter-agency approach to MSO. Given the civilian/military nature of this work, it will need to be taken forward outside a single institutional structure with the broad political backing of nations, international organisations and multinational agencies. It will be necessary to invigorate existing national and multi-national governance mechanisms to ensure that the real and potential benefits of MSO to European nations are fully understood.

b. International and Inter-Agency Cooperation. The benefits or the necessity of an international, inter-agency approach have been demonstrated

over the world. The co-ordination of an inter-agency approach requires detailed work but it would need to involve international actors such as the EU (and its constituent agencies), NATO, United Nations International Maritime Organisation (IMO) as well as law enforcement authorities, in line with their responsibilities. The commercial sector would also need to be involved.

c. The need to maximize maritime domain awareness. There are numerous ongoing initiatives, both civilian and military, within Europe which aim to create a comprehensive maritime surveillance capability and to share information. A strongly favoured near term approach for multinational co-operation on maritime domain awareness is to create a simple, unclassified picture of maritime activity based on information easily accessible and disseminated through IMO standards such as among others, the Automated Identification System (AIS).

d. The deployment of layered maritime security from the high seas to territorial waters, including littoral areas and port facilities. Nations currently monitor and act primarily within their territorial waters. Yet many of the threats originate in international waters where surveillance and powers to act are more limited. Effective MSO relies on the co-ordinated ability to maintain a comprehensive picture of maritime activity which encompasses territorial and international waters, and to act accordingly.

e. The need to embed security into commercial practices. With most of world trade travelling by sea, the maritime environment delivers many goods and services that are essential for society's needs. As the need for hydrocarbon-based energy grows, the need to safeguard maritime-related traffic will become more acute. Co-operation and partnership with commercial shipping agencies will be vital in order to progress a holistic approach to MSO which meets mutually agreed aims.

f. The need to promote the necessary jurisdictional arrangements for effective MSO. National responsibilities extend from coastlines to the outer edge of territorial waters with another nation's unit unable to enter territorial waters without obtaining permission. Outside territorial waters, UNCLOS allows nations' military and law enforcement vessels powers to act in specific instances (eg to board vessels suspected of engaging in piracy). The Proliferation Security Initiative (PSI) is an example of how nations, through Ship Boarding Agreements, permit the interdiction of Flag State ships in prescribed circumstances. While there is welcome progress in providing greater maritime enforcement powers as part of amendments to the IMO Convention on the Suppression of Unlawful Acts at Sea (SUA), the ability of ill-disposed elements to exploit weaknesses in the system remains.

EUROPEAN MSO STRATEGY

8. The proposed approach for implementing a European, inter-agency strategy to MSO envisages four related lines of development (LoD) to be taken forward by a partnership of European military and civilian authorities. LoDs respectively address inter-government, inter-ministry and multinational co-operation including legal issues (Diplomatic and Co-operation LoD); information exchange and maritime picture sharing (Information LoD); the operational contribution (Operational LoD); and the participation of the commercial shipping sector (Economic LoD).

9. The Diplomatic and Co-operation LoD aims to promote national inter-ministry, inter-governmental and multinational co-operation for MSO in support and in the remit of UN, EU and NATO endeavours along with other actors involved - taking full advantage of existing frameworks. The objective is to create the appropriate environment to promote the civilian-military aspects of co-operation, information sharing and maritime surveillance and to co-ordinate the participation and actions of all organisations and member states.

10. The Information LoD aims to ensure that existing maritime-related information exchange initiatives, both national and organisational, and at all levels, are examined to explore how networks might be linked, relevant information exchanged, and maritime pictures improved through a more coherent and efficient approach. The objective is to transform live data into an information-led approach facilitating decision-making by appropriate national authorities responsible for and directing MSO.

11. The Operational LoD aims to contribute towards existing Security Strategies, encouraging maritime domain awareness, mutual understanding and the capability development required within nations in order to deliver an optimised operational contribution to MSO. The objective is to achieve a common concept of use of military assets in MSO amongst European maritime nations.

12. The Economic LoD aims to encourage a better mutual awareness and understanding of how the commercial shipping sector might contribute to and benefit from MSO, most notably in the energy sector. The objective is to embed necessary enabling elements of MSO within commercial practices.

13. An outline list of actions to support each LoD is at Annex B.

CONCLUSIONS

14. The need to meet the threats of the global security environment necessitates a strong and enduring partnership between civilian and military authorities. This approach

would build on separate initiatives already in place and the respective strengths of countries, NATO and the EU as well as any other relevant body such as the IMO.

15. There are, of course, numerous hurdles to overcome in bringing such an approach to fruition such as gaining agreement on the perception of the threat, the scope of MSO activities, the willingness to share information and the international jurisdictional arrangements required for effective action.

16. However, the timely fusing of maritime information, much of which is unclassified, would be the initial priority. Incremental gains in information sharing could allow operational co-operation to develop in slower time as mutual confidence builds. For an inter-agency approach to work it must draw together the many strengths of the numerous organisations involved in addressing maritime security and not seek to compete. The output would need to be seen to be valuable to Governments, the commercial sector and the public. It must enable better use of limited resources to address the omnipresent, multi-national threat in the maritime domain. The very point of the proposed strategy is that it works across existing organisational and international boundaries to deliver real benefit.

17. A Strategic Centre of Gravity analysis for implementing a European approach to MSO is at Annex C.

WAY FORWARD

18. CHENS supports the development of an Inter-Agency approach to Maritime Security Operations; such a strategy would allow nations, multinational agencies (eg EMSA, FRONTEX, EUROPOL) and international organisations to co-operate effectively to deter, protect against and counter hostile and illegal threats to safety and security in the maritime domain.

19. It is recommended that the EUMC and NATO MC note this paper and take it into account in their on going works.

20. It is recommended that this paper's identified LoDs are taken forward by appropriate military bodies in partnership with relevant civilian authorities, focusing initially on information exchange and sharing of data and, in due course, operational co-operation to achieve effect.

21. The development of a European Inter-Agency Strategy for Maritime Security Operations must remain cognisant of the development of other regional strategies and include close engagement with UN bodies, particularly the IMO.

Annexes:

- A. Current MSO related Organisations and Initiatives which affect Europe.
- B. Lines of Development.
- C. Strategic Centre of Gravity analysis for a European approach to MSO.

CURRENT MSO RELATED ORGANISATIONS AND INITIATIVES WHICH AFFECT EUROPE

Organisations

EU

- European Maritime Safety Agency
- European Space Agency - Global Monitoring for Environment and Security
- European FRONTEX agency
- EUROPOL
- European Defence Agency
- EU Military Committee

NATO

MAOC-N (Maritime Analysis and Operations Centre – Narcotics)

JIATF/S

IMO: AIS, LRIT, SOLAS, ISPS code

Reference Documents and Studies

- EU Security Strategy 2003
- EU Directive 2005/65/EC (Enhancing Port Security)
- EU Regulation (EC) No 725/2004 (Enhancing Ship and Port Facility Security)
- EU Maritime Policy Green paper
- EU Maritime Dimension study
- European Defence Agency Maritime Surveillance study
- FRONTEX BORTEC study (Technical surveillance of EU southern maritime borders)
- NATO MC tasker to SHAPE and SACT on Maritime Situational Awareness
- US National Strategy for Maritime Security
- US Maritime Domain Awareness concept
- UN Convention on the Law of the Sea (UNCLOS)
- UN Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA)

Initiatives

- Proliferation Security Initiative (PSI)
- Container Security Initiatives
- ADRION initiative
- 5+5 initiative
- CC Mar Naples/Northwood MSA development
- CC Mar Naples support to OAE (MSSIS)
- CINCUSNAVEUR white shipping picture
- RMP Gulf of Finland/Baltic (co-operation between Finland and Sweden)
- NO -CRIADS
- FR - Maritime Safeguard Concept implementation and SPATIONAV
- GR – NATO Maritime Interdiction Operational Training Centre
- IT - Virtual-Regional Maritime Traffic Centre
- TU - Black Sea Harmony
- BLACKSEAFOR
- SP - FRONTEX ops in Canary Islands area
- CHENS Port Security initiative

**EUROPEAN INTER-AGENCY STRATEGY FOR MARITIME SECURITY
OPERATIONS – LINES OF DEVELOPMENT**

1. **Diplomatic and Co-operation**. ie intra and inter-government, non-governmental, and international organisations eg UN, EU and NATO.

Aim. The Diplomatic and Co-operation LoD aims to promote national inter-ministry, inter-governmental and multinational co-operation for MSO in support and in the remit of UN, EU and NATO endeavours along with other actors involved - taking full advantage of existing frameworks.

Objective. The objective is to create the appropriate environment to promote the civilian-military aspects of co-operation, information sharing and maritime surveillance and to co-ordinate the participation and actions of all organisations and member states.

- **To invigorate existing national and multi-national governance mechanisms to ensure that the real and potential benefits of MSO to European nations are fully understood, that the profile of MSO is raised and to gain awareness of the proposed strategy.**
- To promote a common civilian and military understanding of MSO, the benefits that might be accrued, and necessary, enabling inter-agency framework.
- To initiate MSO implementation discussions in European sub-regional areas.
- As well as raising the profile of MSO nationally, the inter-agency approach to maritime security should be incorporated into existing organisations (UN, EU, NATO) to take advantage of proven administrative links. This will necessitate recognition of the challenges but, more importantly, should stimulate mechanisms at the international level to ensure a clear understanding of the proposed strategy and the route to its implementation.
- *Options for Diplomatic and Co-operation Line of Development/Action Plan:*
 - **NATIONAL**
 - *Short term (by 2008):*

- *Agree a definition of Maritime Security Operations internally.*
- *Promote the inter-agency and multinational scope and purpose of MSO activity internally.*
- *Encourage support for MSO aims and objectives, to include government departments and non-governmental sector including commercial areas.*
- *Ensure European MSO contribution to European policy documents and studies eg EU Maritime Policy green paper.*
- *Promote the need for a national conference on MSO with wide, national participation and international contributions.*
- *Medium Term (by 2011):*
 - *Investigate the appropriate jurisdictional arrangements necessary for MSO.*
- **INTERNATIONAL**
 - *Short term (by 2008):*
 - *Agree a definition of MSO within Europe.*
 - *Promote the need for MSO to be included as an agenda item at GAERC².*
 - *Promote the need for MSO to be included as an agenda item in NATO fora.*
 - *Promote the need to include MSO as an agenda item in appropriate, future European conferences which involve wide governmental and non-governmental participation.*
 - *Encourage involvement in IMO initiatives with MSO relevance.*

² EU Ministerial level meeting – General Affairs and External Relations Council

- *Medium Term (by 2011):*
 - *Engage sub-regional organisations and conventions/conferences on contribution to MSO.*
 - *Engage UN on contribution MSO can make to global capacity building and environmental effects eg disruption of oil supplies, illegal fishing/poaching.*
 - *Organise a Global conference on the European approach to MSO and potential linkage to other regional initiatives.*
 - *Promote Memoranda of Understanding between European nations and between European nations and appropriate international organisations on MSO to formalise required linkages and information exchange.*

- *Long Term (after 2011):*
 - *Promote agreement between European nations on jurisdictional arrangements to support MSO³.*

2. Information. ie information exchange and maritime picture sharing.

Aim. The Information LoD aims to ensure that existing maritime-related information exchange initiatives, both national and organisational, and at all levels, are examined to explore how networks might be linked, relevant information exchanged, and maritime pictures improved through a more coherent and efficient approach.

Objective. The objective is to transform live data into an information-led approach facilitating decision-making by appropriate national authorities responsible for and directing MSO.

- **The efficient transformation of information into evidence and knowledge is a key tenet in the development of a European Inter-Agency Strategy for MSO. This will necessitate agreement on protocols for information exchange, storage and access.**
- The availability and management of information, data and spatial planning is vital to understanding the Maritime environment, the compilation of a

³ eg Similar to SUA convention

threat analysis and the implementation of a comprehensive approach to Maritime Security.

- There are many sources of information, from open source 'white shipping' such as AIS, commercially available databases such as Lloyds, to comprehensive Intelligence 'fused' pictures, representing national, NATO and coalition interests only.
- The principle of 'accessible archiving' should be pursued in order to support a broad approach to understanding the Maritime Environment.
- *Options for Information Line of Development/Action Plan:*
 - **NATIONAL**
 - *Short term (by 2008):*
 - *Identify national and organisational information networks which affect MSO activity in military, governments and civilian sectors.*
 - *Understand who, internally, is the lead for interaction with EU agencies (eg European Maritime Safety Agency, FRONTEX, European Space Agency and EUROPOL), particularly in developing a maritime picture.*
 - *Contribute to, and receive feedback from, EDA sponsored study into Maritime Surveillance capability.*
 - *Contribute to EUMC's EU Maritime Dimension study.*
 - *Medium term (by 2011):*
 - *Contribute to international information networks and maritime picture exchange.*
 - **INTERNATIONAL**
 - *Short term (by 2008):*
 - *Understand work ongoing, and where synergies might lie, in NATO and EU MSO activity (eg CC Mar Naples and Northwood), and studies into MSA development.*

- *Understand work ongoing, and where synergies might lie, in COMUSNAVEUR work on white shipping picture.*
- *Medium term (by 2011):*
 - *Propose how national, international and organisational information networks might be linked and maritime pictures improved through inter-agency approach.*
 - *Establish further work to explore linkages between regions ie Mediterranean, Baltic, Middle East/East Africa, Atlantic and North/West Africa regions.*
- *Long term (after 2011):*
 - *Implement proposals on global linkages.*

3. Operational. ie contribution of Armed Forces and other law enforcement agencies.

Aim. The Operational LoD aims to contribute towards existing security strategies, encouraging maritime domain awareness, mutual understanding and the capability development required within nations in order to deliver an optimised operational contribution to MSO.

Objective. The objective is to achieve a common concept of use of military assets in MSO amongst European maritime nations.

*Comment – may not solely be **military** but could be defined as requiring ‘physical interaction’ to achieving effect or predominantly military.*

- Contribute to national and regional MSO both as part of routine naval activity and discrete operations as required and as national law permits. Activities should include:
 - Counter-terrorism.
 - Countering Illegal Immigration.
 - Natural environment and resources protection (including Energy Security).

- Anti-piracy.
- Counter-narcotics traffic.
- Counter WMD proliferation.
- Protect Maritime Related Population Centres and Critical Infrastructure

Protect, in co-operation with civilian agencies, maritime related population centres, critical infrastructure, key resources, transportation systems, borders, harbours, ports and coastal approaches in the maritime domain.
- Prevent Terrorist Attacks (Criminal/Hostile Acts)

In accordance with the European Security Strategy, detect, deter, interdict and defeat terrorist attacks, criminal acts or hostile acts in the maritime domain and prevent its unlawful exploitation for those purposes.

 - Prevent by monitoring and patrolling within maritime borders, maritime approaches, as well as high seas and stopping terrorist activities at any stage of development or deployment.
 - Develop effective maritime situational awareness and threat knowledge, to enable detection, deterrence, interdiction and defeat at range.
 - Implement credible deterrent and interdiction capabilities.
 - Deny safe haven.
 - Deny freedom of movement.
 - Support or assist relevant services to identify, disrupt and dismantle terrorist groups' financial infrastructure.
 - Propose and take decisive action to eliminate the threat they pose.
- *Options for Operational Line of Development/Action Plan:*
 - **NATIONAL**
 - *Short, Medium and Long term as required:*

- *Contribute to national and regional MSO as part of routine activity.*
 - *Encourage awareness, understanding and capabilities required to deliver MSO within respective national Departments of Defence and appropriate academies.*
 - *Develop interoperability across the full range of enforcement agencies.*
- **INTERNATIONAL**
 - *Short, Medium and Long term as required:*
 - *Encourage a co-ordinated European maritime contribution to counter-terrorism and piracy.*
 - *Develop MSO assets' concept of use amongst maritime nations.*
 - *Develop interoperability across the full range of European enforcement agencies.*
 - *Establish European MSO 'best practice' database.*
 - *Gain awareness and understanding of MSO activity of other nations and in other regions and the influence it might have on European approaches.*

4. Economic. ie impact on energy and commerce.

Aim. The Economic LoD aims to encourage a better mutual awareness and understanding of how the commercial shipping sector might contribute to and benefit from MSO, most notably in the energy sector.

Objective. The objective is to embed necessary enabling elements of MSO within commercial practices.

- **The business of moving resources to use in production or to consume – in the quantities that trade and the European and global economy demand – is intrinsically linked with the maritime domain. The inherent sea lines of communication are strategically vital to Europe and vulnerable to disruption by illegal activity.**

- Options for Economic Line of Development/Action Plan:
 - **NATIONAL**
 - Short term (by 2008):
 - Encourage commercial shipping sector participation in information exchange with MSO providers.
 - Outline benefits of MSO to commercial sector in terms of risk and operational costs. Outline European maritime capabilities to counter the threat.
 - Participation of military and other law enforcement agencies in commercial sector initiatives to protect trade routes and shipping.
 - Medium term (by 2011):
 - Liaise with commercial sector to explore measures of effectiveness to global and regional economy.
 - **INTERNATIONAL**
 - Short term (by 2008):
 - Encourage commercial shipping sector participation in information exchange with MSO providers.
 - Participation of military and other law enforcement agencies in commercial sector initiatives to protect trade routes and shipping.
 - Medium term (by 2011):
 - Liaise with commercial sector to explore measures of effectiveness to global and regional economy.
 - Long term (after 2011):
 - Demonstrate measures of effectiveness to global and regional economy.

STRATEGIC CENTRE OF GRAVITY ANALYSIS FOR A EUROPEAN APPROACH TO MSO

<p>Centre of Gravity</p> <ul style="list-style-type: none"> • National and International Political will to accept and develop Interagency Maritime Security Operations concept. 	<p>Critical Capabilities</p> <ul style="list-style-type: none"> • Share Information. • Shared situational awareness. • Shared data collection. • Common communication networks. • Effective tracking and discrimination of contacts. • Effective jurisdictional arrangements. • Ability to identify Contacts of Interest.
<p>Critical Requirements</p> <ul style="list-style-type: none"> • Inter Govt co-operation. • Civ/mil co-operation. • Information networks. • National/Political willingness. • Availability of Assets. • Legal powers to act. • Coherence of national/organisational initiatives. 	<p>Critical Vulnerabilities</p> <ul style="list-style-type: none"> • National restrictions on information sharing. • Lack of visibility of initiatives. • Lack of assets. • Unity of approach. • Usable data. • Resource pressures. • Slow legal process. • Decision making modalities.