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### **Global Maritime Partnerships Concept Paper**

Global Maritime Partnerships (GMP) is a new approach to cooperation among maritime nations with a shared stake in international commerce, safety, security, and freedom of the seas. GMP serves as a basis for building a global consensus on policy principles and for undertaking common activities to address maritime challenges by improving collective capabilities. Global Maritime Partners will seek opportunities to assist one another in using the sea for lawful purposes and legitimate commerce, while limiting use by those who threaten national, regional, or global security.

#### **Requirement**

Maritime security is increasingly linked to economic prosperity, and requires a common understanding and a joint effort for action on a global scale. Maritime security is required to ensure freedom of the seas, facilitate freedom of navigation and commerce, advance prosperity and freedom, and protect the resources of the ocean. Nations have a common interest in achieving maritime security that underpins economic security. Terrorism, rogue states, and international criminal activity threaten that security and prosperity. There is a clear imperative for a collaborative international approach.

#### **Governance and Membership**

GMP is not a formal organization or agreement led by any country. It does not have any structure requiring formal membership. It is a collective effort driven by partner requirements and is encouraged by mutual international outreach among nations. Participation is voluntary and GMP seeks to foster partner capacity building through the promotion and sharing of “best practices” in maritime security, situational awareness, and information sharing. Partners call on all maritime nations sharing this vision to support the following principles.

#### **Principles**

Partners in GMP are committed to promoting maritime cooperation in security and commerce on a determined and systematic basis, consistent with existing national legal authorities and obligations and relevant international law and legal frameworks.

- Global maritime security requires international cooperation. In the interest of global security, stability, and collective economic prosperity, Partners are bound together by dependence on the seas and the corresponding need for security in the vast maritime domain. The private sector, non-governmental organizations, international organizations, regional partnerships, and national and state governments should work together to ensure that the maritime domain remains a foundation for economic progress.
- Partners will voluntarily seek opportunities to cooperate in capacity building, promoting maritime security, and protecting the maritime domain from the full range of maritime security threats, including acts of terrorism, piracy, and other criminal, unlawful or hostile acts committed by State and non-state actors. Partners will share best practices and help to build partner capacity while respecting national sovereignty and the exercise of freedom of navigation.

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- Transparency of the maritime domain enhances security at sea. Transparency at sea means that actors who wish to exploit unprotected maritime areas and harm the international economic system may not hide. Safer seas translate into reduced risks and lower overhead costs for international business.
- International organizations have a vital role in maritime security issues, including the International Maritime Organization (IMO), the World Customs Organization (WCO), and the International Labor Organization (ILO). Effective implementation of international and national security standards and programs, such as those embodied in the International Ship and Port Facility Security Code, WCO's Framework of Standards and the IMO's Long Range Identification and Tracking (LRIT) program, also play vital roles in promoting and ensuring maritime security.
- This approach recognizes the primacy of existing systems, regional coalitions, and encourages inclusivity and diplomatic efforts while seeking to share best practices. It provides partners the framework to think globally, while acting regionally.

### GMP Framework:

The international community has turned increasingly to voluntary, non-binding partnerships to respond to emerging and rapidly evolving security threats. Changing conditions in the maritime environment can be effectively addressed through voluntary collaboration and coordination among like-minded maritime states and other stakeholders. GMP embodies a concept for such international collaboration on a broad range of maritime issues, e.g., security, commercial, and environmental issues. Through its voluntary nature, partner nations can form unique adaptive arrangements with like-minded states - bilaterally or multilaterally - to address maritime challenges. Participation of international organizations, non-governmental organizations, and industry should be encouraged where appropriate. In some cases GMP can leverage and encourage effective partnerships already in place. Examples of effective partnerships between countries, agencies and international organizations that support and are consistent with the goals and principles of GMP include the following:

- **MALSINDO** – An international partnership to address the historical and re-emergent challenge of piracy in the Strait of Malacca. A combination of USG agencies interacts with an independent partnership between Malaysia, Singapore, and Indonesia (MALSINDO) to protect maritime commerce in the Straits through cooperation, coordinated patrols, and mutual enforcement of the maritime laws.
- **Jakarta Initiative** – The IMO has worked with Malaysia, Singapore, and Indonesia to protect their interests, which include maritime safety and security as well as environmental protection. In 2005, those three states along with 31 other countries that use that waterway agreed to the "Jakarta Initiative," a groundbreaking framework to manage the Strait of Malacca.

GMP promotes such partnerships and their applications. As an *activity*-based approach that facilitates the exchange of best practices in countering common maritime security challenges, GMP requires an informal and adaptive organizational framework. Though not designed to be

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formal or hierarchical in the operational sense or represent any official governance, the framework will be based on capability & capacity, and to some degree geographic location.

### **Implementation process:**

GMP will be implemented in six initial phases:

1. General diplomatic outreach on GMP principles.
2. Identification of maritime security topics (four to six, initially) of primary interest to the U.S. Government (USG) that can be effectively addressed through cooperative participation under the principles of GMP.
3. Identification of partner nations, based on foreign government reactions, capabilities and needs and on USG priorities.
4. Engagement with prospective partners.
5. Agreement on joint activities; formation of topical sub-groups. USG agencies with the requisite expertise for each topic will need to be identified to focus U.S. efforts and to liaise with maritime partners. Once designated, the USG agency lead, in coordination with the Department of State (DOS), will identify and approach prospective partner nations with demonstrated proficiency in countering specific maritime security challenges to act as regional/global leads. Working through the lead agency, the United States and partner nations will form a topical sub-group, which can then continue to pursue best practices and develop or leverage appropriate fora to advance cooperation and partnership for their respective issues.
6. The lead GMP agencies shall provide a quarterly report to the MSPCC on specific GMP activities and plans, to include partners supporting GMP, potential partners, and potential core operational groupings that may be leveraged. The report will also include specific policy related issues that need to be addressed to facilitate the implementation of the initiative.
7. In its roll-out, GMP could be highlighted in already planned maritime security conferences or with a separate GMP kick-off conference. Combining the GMP roll-out with an existing conference would facilitate executing the initiative within existing budget constraints. Ideally, any conferences would be outside the United States, in order to emphasize the international and cooperative nature of the endeavor. An annual or semi-annual GMP conference could be a forum for sharing best practices and lessons learned and a venue to discuss oversight and direction of the activity.

Within the USG, oversight and coordination of GMP will follow procedures and principles set out in the National Strategy for Maritime Security and its implementation plans. Direction, oversight and strategic communications, as well as interagency coordination, will be led by the Department of Defense (DoD), with the Department of Homeland Security (DHS) contributing as a key maritime security partner, keeping the MSPCC informed. DOS will coordinate international outreach.

**Example:** *To demonstrate how topical sub-groups would operate, the following notional example is provided.*

Topic: Counter Piracy.

Identify partner nations and agency lead: DoD/Navy will be partnered with Indonesia and India to form a topical subgroup. Participation by IMO will be solicited.

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Small regional meetings coordinated by partners (with assistance by local embassies) to identify best practices. For example meetings on the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), with IMO representatives, Center for Naval Analysis, CENTCOM, HOA, etc.

Publicize efforts through embassies, writings in appropriate journals, speaking engagements at regional conferences, etc.

Host conference, or leverage an existing conference, to advance, share and learn best practices for counter-piracy. Assess results and continue process.

**Implementation Framework:**

The following table suggests topics, prospective USG agency lead(s), and example partner nation leads.

**Notional Breakout of Issues and Partners**

| <b>Issues</b>   | <b>Example Partner Nations (w/ suggested leads in bold)</b> | <b>Prospective USG Agency Lead</b>  |
|---|---|---|
| Naval Training Cooperation Action Plan and Task Teams | <i><b>Gulf of Guinea states, Senegal, Liberia</b></i>       | U.S. Navy/U.S. Coast Guard/Department of State  |
| Protection of Oil/Energy Infrastructure               | <i><b>Ghana, Sao Tome e Principe, Angola</b></i>            | Department of Homeland Security /US Navy/U.S. Coast Guard/Department of State/ Department of Energy |
| Coastal and Border Security                           | <i><b>Mozambique, Angola, Seychelles,</b></i>               | Department of Homeland Security/Department of Defense/Department of State                           |
| Incident Management                                   | <i><b>United Kingdom, Germany</b></i>                       | Department of Homeland Security/Department of Defense   |
| Counter-Piracy  | <i><b>Indonesia, Australia, Malaysia</b></i>                | Department of Defense / U.S. Navy/U.S. Coast Guard  |
| Illegal Seaborne Migration                            | <i><b>Spain, Italy, Turkey</b></i>                          | Department of Homeland Security/U.S. Coast Guard/US Navy  |
| Mine Clearance /Explosive Ordinance Disposal          | <i><b>UAE, Oman, S. Korea</b></i>                           | US Navy   |
| Resource Protection / Fisheries Management            | <i><b>Canada, Chile, Sub-Saharan Africa</b></i>             | Department of Commerce – NOAA/U.S. Coast Guard  |
| Pollution Control                                     | <i><b>Denmark, Finland, Norway, Japan</b></i>               | U.S. Coast Guard/Department of Commerce – NOAA  |