Maritime Awareness and Commercial Shipping – A Norwegian Perspective

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NOR scenarios - threats to shipping

- Major powers war
- Other military conflicts
- Political/diplomatic pressure
- Political unrest
- Terrorism
- Crime and piracy
- Activism
- Military exercises and training

In addition:
- Natural disasters
- Epidemics
- Migration & Stowaways
- Disputed waters
- Freedom of navigation
- International law
- Cyber
- Hybrid
- …..
The Norwegian Shipowners’ Association

• Governmental role in Contingency Planning and Crisis Response
  – Advice and assist shipowners to avoid crisis
  – Support shipowners and the government in Crisis Handling
  – Utilize the Norwegian Controlled Fleet as strategic assets in CRO

• Close dialogue with relevant Ministries and stakeholders

• Facilitate dialogue between shipowners and Government

• Run the secretariat of NORTRASHIP (24/7)

• Defense Staff LNO in our offices (100%)
The Norwegian Shipowners’ Mutual War Risks Insurance Association (DNK)

- Insure all Norwegian controlled ships for war, piracy, terrorism and cyberattacks (2640 ships).
- Insurance value $217 billion
- Tracks the fleet 24/7
- Disseminate immediate warnings and intelligence products
- Establish Crisis Response Team 24/7 when a shipowner needs support
The Raptor Network.....
Combining historical and live AIS track with Social Network Analysis for increased Maritime Network Awareness

US Naval Postgraduate School (NPS) and Norwegian Defence Research Establishment (FFI) (Norway)
Example: February 2014 (Submarine Command Qualifying Course)

- Operations in BJØRNNAFJORDEN

- MEKHANIK FOMIN
  - Passes Naval Base HAAKONSVERN NORTHBOUND 3/2
  - Stay two days SOUTH of OSTERØYA
  - Continue NORTH
  - Stays in BJØRNNAFJORDEN for two days

- MEKHANIK SEMAKOV at BREMANGER

- Owner: NORTHERN SHIPPING COMPANY
Example: Research vessels

- AKADEMIK LAZAREV outside SENJA/ANDØYA 6-7/4 2014
  - Comms cable to SVALBARD

- AKADEMIK NEMICHINOV in OLAUSVERN 2014

- AKADEMIK MSTISLAV KELDYSHE by the SVALBARD Cable July 2017
  - Also SOUTH of ICELAND during NATO SUB-exercise the same month

- AKADEMIK SHATSKIY with fake signals August 2014
Reporting and cooperation

- Commercial shipping can deliver real-time information, not intelligence
- Ships, people, tech-gadgets and networks are potential sensors
- Big data and individual data
- Trust and people matters, classified comms systems too
- Navies should cooperate closer with shipping on a daily basis
- Reporting hierarchy, system and definitions/language

- Shipping should receive something back
  - Actual response when needed
  - Intelligence products