Constructive

See R2 Marist OS.

Rebuttal

AI solves overload through structuring datasets

Rakesh **Nair**, 01-17-20**23,** "**Overcome Data Overload with Autonomous Investigations** and Threat Hunting", Devo, https://www.devo.com/blog/overcome-data-overload-with-autonomous-investigations-and-threat-hunting-strong/ // RB

To automate effectively, you need good data, and you need to look at it correctly. Most systems look at rows and rows of data in a linear fashion, but it's incredibly difficult to obtain good insights this way. Instead, you need to look at relationships in the data and model it accordingly.
Dense data, such as endpoint data, is best because it provides a highly granular log of activity from every device across the infrastructure. It can enable systems to create a connected graph of everything happening across the enterprise. When graph-based correlations are made, **data is presented in a format that enables AI-powered engines to** ask questions and **dig deeper to provide analysts and threat hunters with the context** they need to understand attackers' moves.

It's accurate

Mahoney 24 [Noi Mahoney, 5-23-2024, Borderlands Mexico: Widening technology gap a threat to US-Mexico trade, experts say, FreightWaves, https://www.freightwaves.com/news/borderlands-mexico-widening-technology-gap-a-threat-to-us-mexico-trade-experts-say, accessed 7-8-2024] // AI AZ+BZ

AI technology can benefit everyone, from logistics managers to truck drivers and even dockworkers, Kenney said. "Even the dock master, the guy who's signing on the proof of delivery, he's not only going to be looking at 'Is everything there?' He's going to be looking at, 'What is the condition of the truck, and what was the temperature of the shipments?'" Kenney said. "He can look at a graph to see that the temperature remained where it needed to be. All of that information is going to be powerful, but it doesn't happen if you're not connected." Love said carriers and logistics providers should be looking at AI tools to automatically manage customs brokerage entries and other cross-border documents. "Our tagline has always been building competitive advantage with technology," Love said. "How do you get either a trucking company that's going to go to the same request for proposal in Columbus, Ohio, or Mexico City, along with 15 other companies — how do you make yourself different from every other company? It's through technology." Love said using AI software, customs brokers can take complex entries and cut down on errors and speed up processing. "The application for AI in either U.S. customs brokerage or Mexican customs brokerage is pretty similar. It's taking a very complex shipment that requires a lot of data entry — not having people who are hungover or pissed off at their boss, or not paying attention and making errors that means that entry is going to be rejected — **we apply AI and can get 99.5% accuracy**," Love said. "We take an entry that previously took **three or four hours of data entry, and we take it to** like **five minutes** using technology." Kenney said if U.S.-Mexico trade **stakeholders can tap into more AI** and other advanced connected technologies **to streamline freight flows**, he sees **international commerce** expanding in the future. "I'm really digging C.H. Robinson's move into Laredo, because it's the classic American company saying, 'There's money to be made here. Let's go down here.' I love that bravado," Kenney said. "C.H. Robinson's move comes with investment; it comes with technology. Mexico could be a place that's looking like Sweden, where you're looking at these companies where there's so much technology and innovation coming in. Mexico is close. We could see that in 20 years."