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traditional constabulary duties—in a model that has proved adequate and efficient.

We make the best use of a common structure, personnel, and assets to perform both the blue-water defense-related tasks and the coast guard functions. For that, ships, marines, divers, and maritime authority personnel, including the maritime police, are employed in a wide and diversified range of missions, with a common purpose: making the waters around us secure and safe. This implies maintaining a strong and daily commitment at sea to ensure the basis for development and prosperity ashore.

Despite the current constraints, the political will in recognizing the fundamental role of the Portuguese Navy has supported the need to fulfill the navy's minimum operational requirements, expressed by the acquisition of two frigates, two submarines, and two offshore patrol vessels. New construction to replace aging corvettes and patrol boats is under contract with the national shipbuilding industry, thus leveraging a strategic sector of the country's economy that deals with a wide range of technologies and employs a significant number of workers.

We are indeed witnessing an adverse economic cycle; but the Portuguese Navy is confident in its future as an essential factor to safeguard the nation's maritime interests and will continue to contribute toward enhancing global peace and stability.

Admiral General Manuel Rebollo Garcia **Spanish Navy**

 Certainly, the international economic situation is also affecting the Spanish Navy, and we have had to take measures to relieve its effects on our capabilities. Budgetary cuts do not allow us to undertake all the force maintenance and upgrading that we had planned if we are to continue with all our operational activity and maintain corresponding readiness levels.

In this regard, at the beginning of 2009 I ordered the implementation of the Global Austerity Plan. Its most remarkable measures are the early decommissioning of 20 small patrol boats that are in their last third of their life cycle, and the deferral or cancellation of minor materiel

procurement programs. Simultaneously, we aim for efficient training and maintenance of operational units. In subsequent years we will continue with this austerity plan, updating it as the situation evolves.

We are reviewing unit readiness levels to accurately adapt them to their mission requirements. We focus training and maintenance on intended operational activities and the most likely contingency scenarios. This forces us to accept a more limited readiness in lower-priority areas.

This, which we call "readiness adapted to mission," represents a real shift in our old concept of having a very high readiness for the complete range of missions of the naval force. In this sense, we will give particular attention to maritime security operations such as *Atalanta* in the Indian Ocean, as well as our commitments to our allies.

Budgetary cuts have forced us to postpone the modernization of some units and to cancel some minor materiel procurement programs, while we keep the major units and programs on schedule as planned. Thus, the new multi-role ship *Juan Carlos I* and the combat logistic support ship *Cantabria* will be commissioned in 2010, and construction of our fifth Aegis frigate, the S-80-series submarines, and the new maritime action ships are also under way.

From an organizational viewpoint, steps have been taken to attain higher efficiency and effectiveness, along with subsequent cost reduction. Thus, in December 2009 the three components of the Spanish Navy—the Maritime Action Force, Naval Action Force, and Marine Corps—have integrated into a single structure: the fleet. This new organization is also intended to optimize assets devoted to readiness, training, evaluation, and certification of units and commands.

Therefore, these aspects—efficient maintenance and training, selective upgrading, and optimized organization—are the main points on which we have focused our efforts to face today's economic situation.

Rear Admiral Anders Grenstad **Royal Swedish Navy**



The last decade has been challenging for the Royal Swedish Navy. We have been building new

corvettes of the *Visby* class, upgrading our submarines and mine-countermeasures vessels, and continued to develop our amphibious corps. The navy has also broadened its range of tasks from being mostly national-centric within the Baltic and off the west coast of Sweden, to include participation in joint international operations on the oceans. In December 2009 two of the new *Visby*-class corvettes—the HSwMS *Härnösand* and HSwMS *Helsingborg*—were delivered to the navy.

Blue-water operations during the last decade have seen the Royal Swedish Navy exercising in the North Sea, the Mediterranean, and on the West Coast of the United States. We have also participated in international operations such as UNIFIL off Lebanon with two *Gothenburg*-class corvettes in 2006–07. The amphibious battalion has been internationally engaged, with a company taking part in operations in Chad in 2008.

Although the financial situation during the last few years has been struck by the global economic downturn, the Swedish government's long-term ambition to strengthen the European Union's Common Security and Defense Policy has brought forward a positive response to a request for contribution to the European Union's Operation *Atalanta*. This, in support of the World Food Program, also combats piracy in the Gulf of Aden. The Royal Swedish Navy's 2009 contribution to the operation was two corvettes and a support ship over four months.

For the coming year, the Royal Swedish Navy has been tasked by the Swedish government to continue its contributions to the operation. We have also been asked to take on the leadership of EUNAVFOR, the European task force within the operation, for four months. For this purpose HSwMS *Carlskrona*, a former ocean-going minelayer and cadet training ship, has this winter been rebuilt as an ocean patrol vessel and will be deployed as the force commander's flagship, hosting the force headquarters.

The *Carlskrona* will carry one helicopter, an embarked military force (for boarding and interrogation purposes), and a medical unit with surgical capabilities. The planned duration is four months, from mid-April to mid-August, with an option of two more months during the fall.