



Spanish Presidency of the European Union, January – July 2010

Naval Forces and Maritime Security Enforcement Agencies: Models for Cooperation

The Spanish Navy Approach

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Chief of Staff Spanish Navy**

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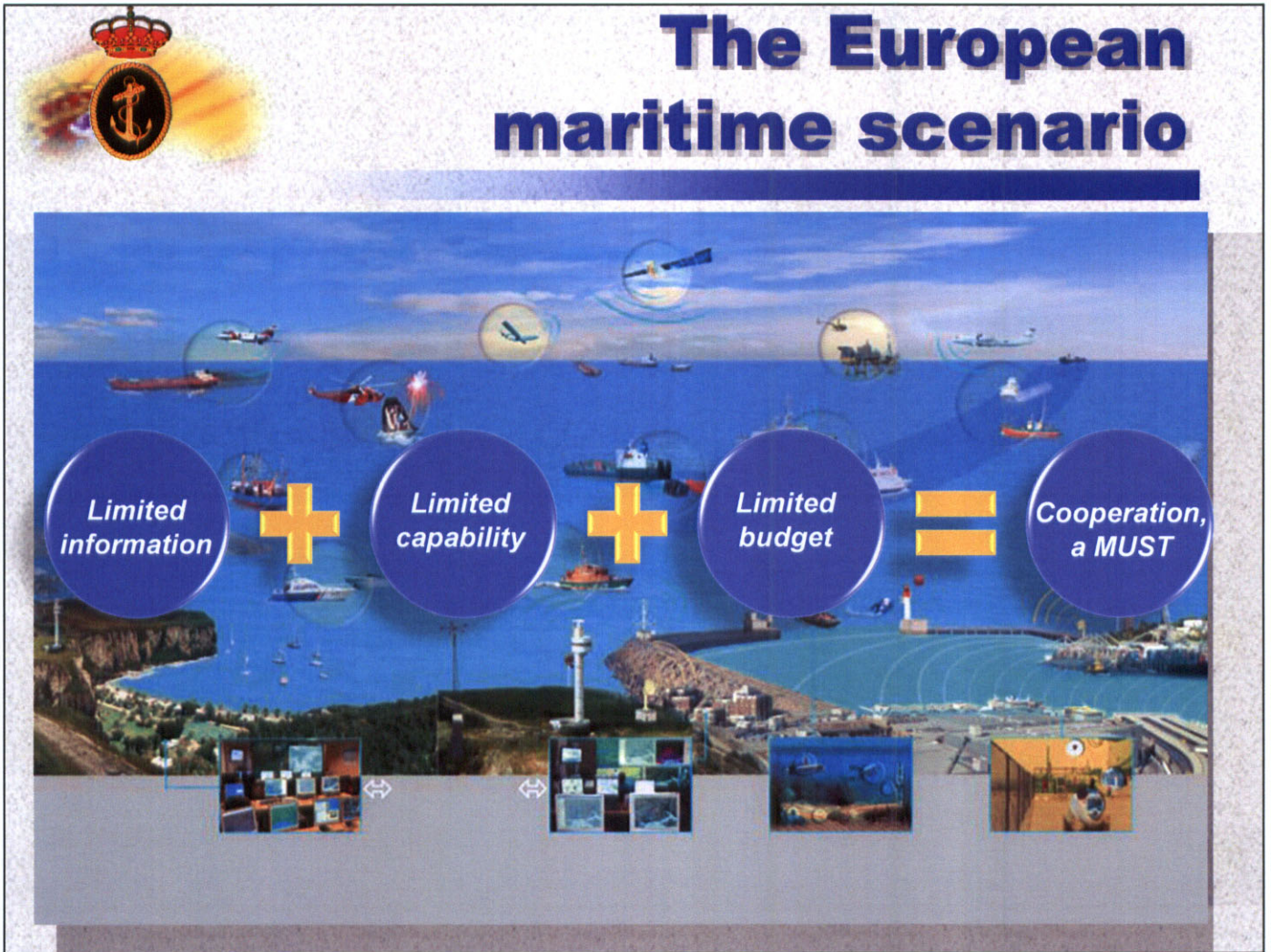
After more than four panels I hope you cannot expect from me to wave a magic wand and discover something new about this subject. Almost everything has already been said in this room, but let me highlight two aspects about models for cooperation.

-The first is that to cooperate you need to take into account the views and opinions of all the agencies with responsibilities in the maritime domain.

-Secondly, to cooperate is necessary to understand, I'd say, to admit, that most of the emerging problems affecting security at sea, cannot be solved efficiently, by any country or agency, in isolation or separately.

I'll try to deal with this issues the next ten minutes.

The European maritime scenario



This slide tries to show the complexity of the maritime environment.

We are the actors on this scenario, and we share three common issues:

- Limited Information.
- Limited Capability.
- Limited Budget.

Should we be able to work closer together, the impact of these common limitations could be reduced.

That leads us to recognize the necessity for cooperation.



And this necessity to cooperate between civilian and military organizations is not something new in the EU:

The Blue Book in 2007, as well as more recently the communications of the European Commission and the conclusions of the past Swedish Presidency, suggest the possibility of some type of collaboration, or support.

With the Lisbon Treaty in force, there is an opportunity to approach the protection of the European interests from a more comprehensive perspective.

This is exactly what the Spanish Presidency initiative is seeking, by proposing an objective to create, what you can call synergies, relationship, Interaction, Active Participation or (maybe) Union between two of the most relevant European policies: The Integrated Maritime Policy and the Common Security and Defense Policy.



If we recognize that agencies having responsibilities in the maritime domain need to cooperate, ever more closely, for the benefit of our citizens, we must ask ourselves how we should do that.

In my opinion, the necessary actions follow through three stages:

-First, we need to know and understand what is happening at sea.

-Secondly, we must have the means, training and command and control capabilities needed to operate at sea.

-And finally, we have to display effectiveness at sea.

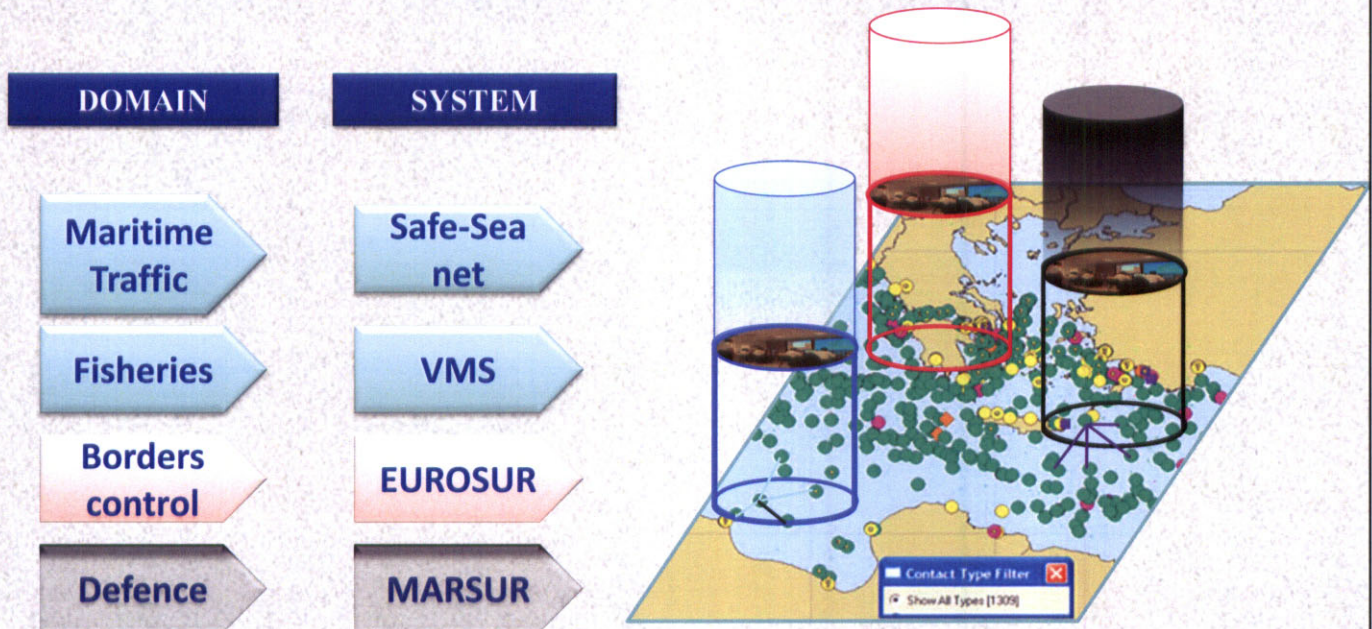
But, an "effectiveness" considered not from the point of view of individual agencies, but from a more global perspective, that of the country we belong to or that from the European Union, which we are all part of.



Knowledge Stovepipes

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Current and future maritime surveillance systems



If we consider the maritime surveillance domain, the starting point is not easy.

Each agency, in accordance with its competences, tries to carry out its legally assigned tasks.

To support that, a series of command and control systems are under development.

This approach brings up one question and one concern:

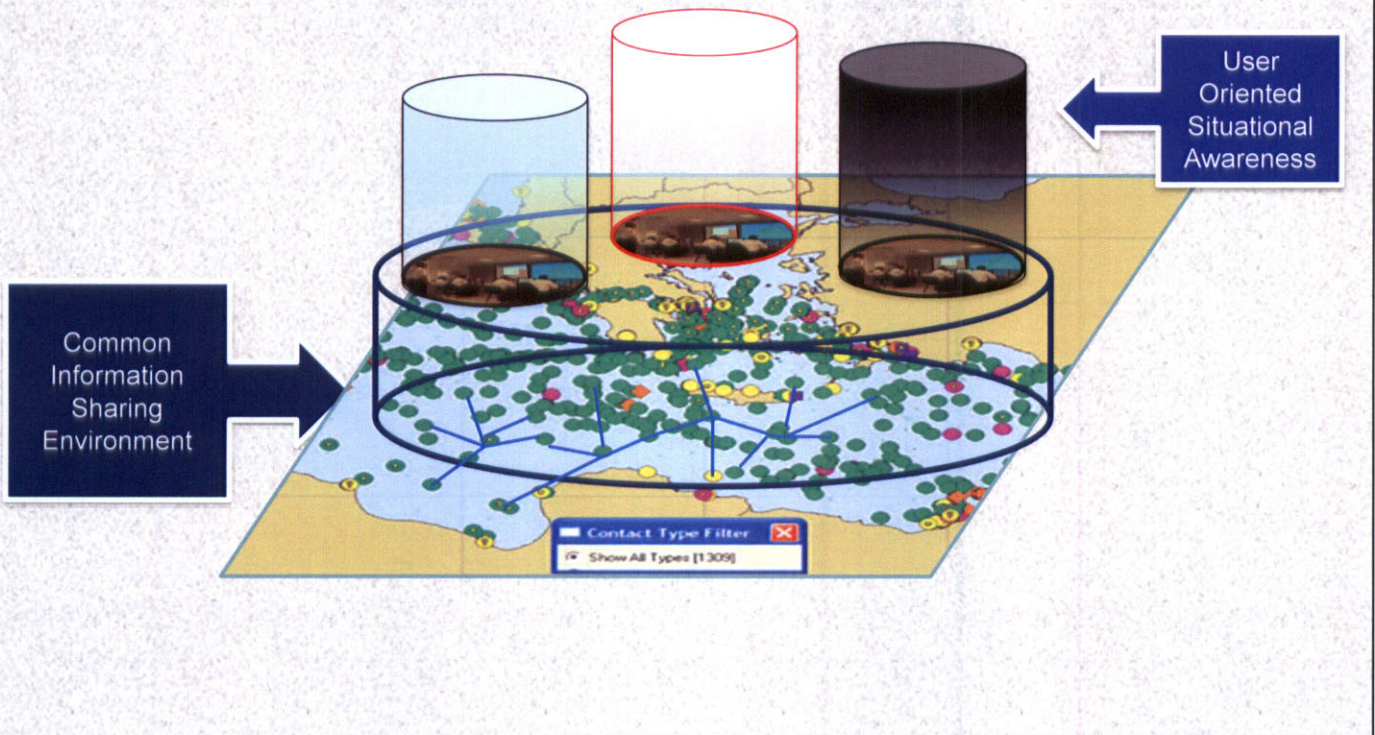
The question is: Are we sure that we are not making the taxpayers pay several times for the same thing?

And as a consequence, the concern is that no single agency has information on the maritime environment as a whole.



A common information sharing environment

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We can think in a future common information sharing environment, where all the agencies could supply and extract that information, which they deem necessary to accomplish their tasks.

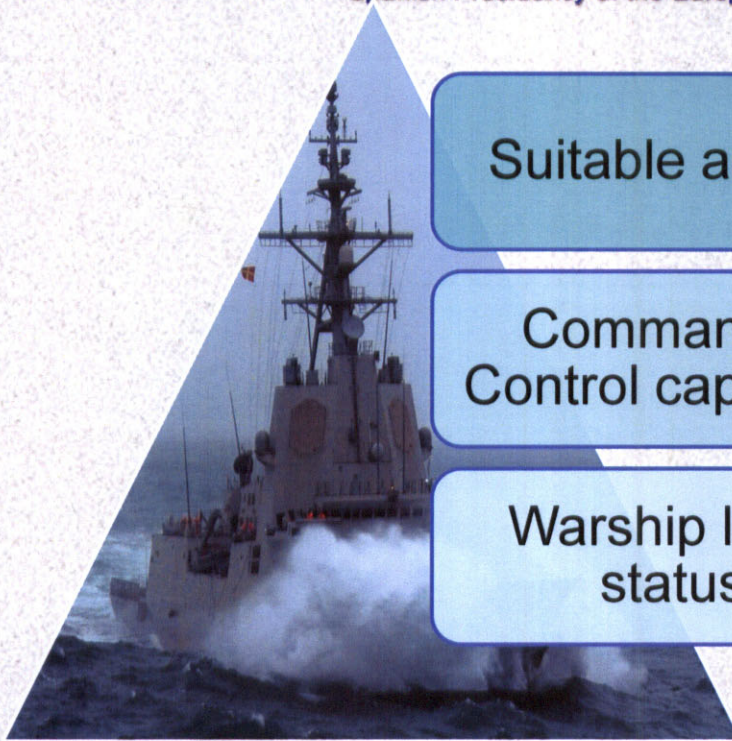
It is not a fantasy. It is feasible from a technical point of view. Besides, the investment would be smaller and the final results should be better.

However, to achieve this, it is necessary to maintain the present political momentum.



What the navies offer

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Suitable assets

Command &
Control capability

Warship legal
status

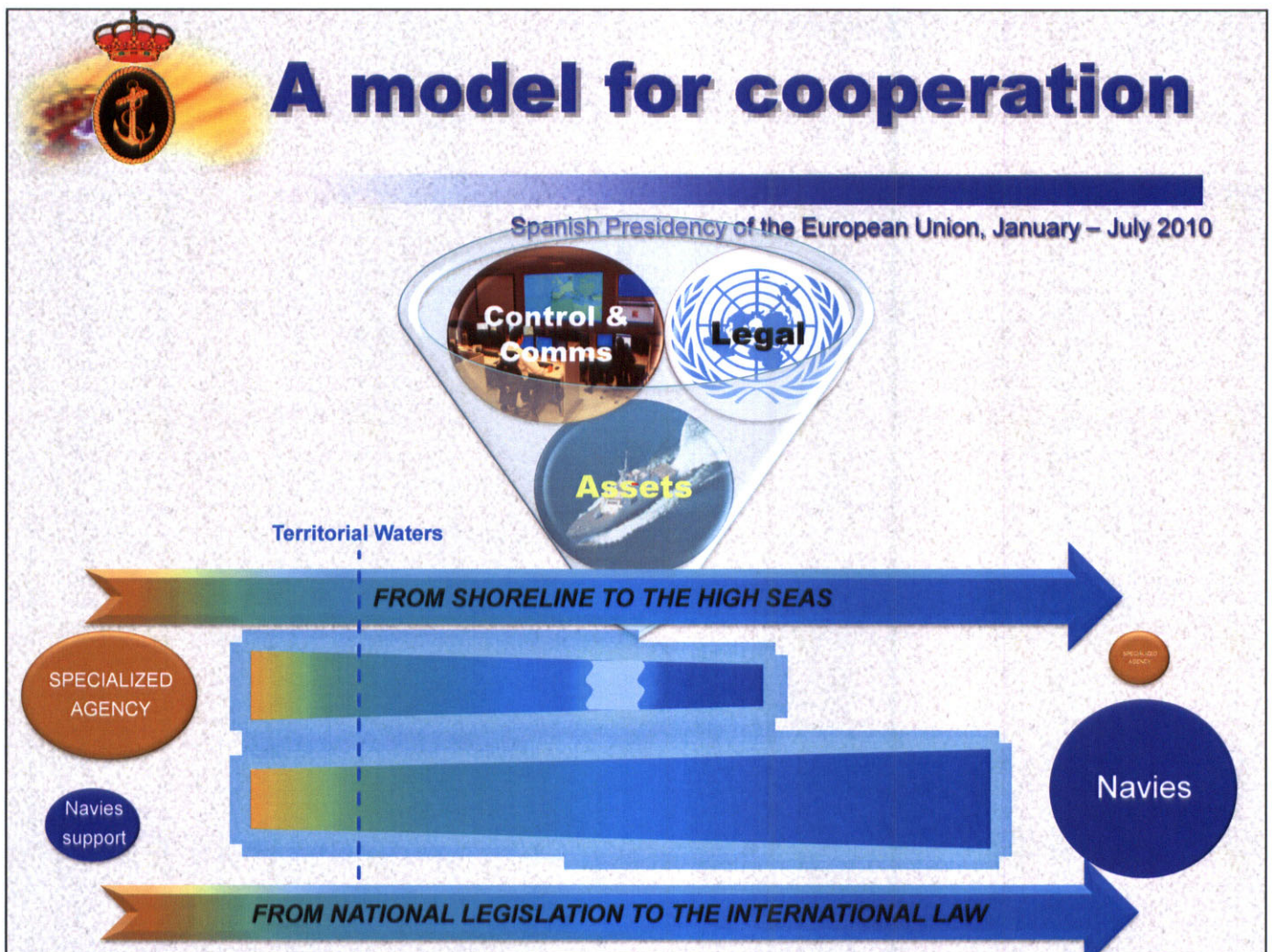
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On this model of cooperation, the military can contribute to Maritime Security through the following:

-Ships and aircraft capable of operating continuously at sea, with high readiness and availability, as well as long range and endurance.

-Command and Control Systems operating 365 days a year, which allow continuous monitoring of maritime spaces

-And something that it is necessary to point out in this seminar: The legal status of the warship in international waters to act upon certain unlawful activities that may turn into a risk to our maritime routes.



So we already know **WHAT** Navies can do in terms of Command and Control, legal status of the warships and assets availability.

The next question is **WHERE**. Which are the limits or the boundaries for the Navies and other agencies activities?

One way of summing up this issue could be the following:

- Within Inner Waters: Full responsibility for Law enforcement agencies.
- In Territorial Seas: Normally, responsibility should be for the Law enforcement agencies, with support of the Navies as necessary.
- In the High Seas of the EU Area: Navies should be the main actors, operating either nationally or within regional cooperation agreements.
- In the High Seas, out of the EU Area: Navies operating in coalitions, Alliances, or in cooperation with other Partners.



A way ahead...

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- From a “need to know” to a “need to share” approach



- Understand each others roles in the inter-agency world



- Increase regional cooperation

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-As a conclusion, I would say that the contribution of the navies has been, is now and will be in the future, very useful to enforce maritime security. The employment of the navies in this role requires that we all understand three issues:

- First, the shift that is taking place from the old "need to know" to the new "need to share" in information exchange.

-Secondly, the necessity to respect the legal powers of all the agencies working in the maritime domain.

- Finally, that maritime security requires regional cooperation among navies and agencies of neighboring countries to increase our efficiency at sea.



That requires...

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A political decision....

European Maritime
Policies

*Common
integrated
orientation*

National Maritime
Policies

- **Common conceptual framework**
- **Inter-agency information exchange**
- **Due respect to Commission's competences and the principle of subsidiarity**

Maritime Security

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It only remains to add that what we do require in the maritime security arena is, to obtain a top level political decision, to reach a common and integrated orientation to both the European and national maritime policies, through the following guiding principles:

- Adopting a common conceptual framework for maritime security in the European Union.
- Fostering an open and enduring exchange of information among all the actors with responsibilities at sea.
- Promoting the efficient employment of assets at sea respecting the Commission's legal competences and complying with the principle of subsidiarity (established in Article 5 of the Treaty of Lisbon).

And the final results will be: Efficiency and a greater level of security in the oceans.

Thank you very much for your attention.