

Mediterranean Coast Guard Functions Forum (MedCGFF) 2013

Palma de Mallorca 26-28 junio



Final report

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2. Conclusions of the Forum
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1. MedCGFF comprehensive minutes

The Mediterranean Coast Guard Functions Forum (MedCGFF) 2013 took place in Palma Mallorca (Spain) from 26 to 28 June 2013. The Forum was organized by Spanish Navy and Guardia Civil. This initiative was supported by the Directorate “Maritime Affairs and Fisheries” of the European Commission, responsible for the development of the European Integrated Maritime Policy.

The purpose of the MCGF Forum was the exchange of ideas about Maritime Safety and Security issues in the Mediterranean Sea in order to improve international cooperation and facilitating an appropriate networking.

The chosen central topic was the following one:

***Safety and Security Scenario in the Mediterranean:
Prospects for international cooperation from both
sides.***

The 26th June, the MedCGFF started with an icebreaker / cocktail. The purpose of the cocktail was to meet and introduce each other within an informal and relaxed atmosphere before the working meetings.

As long as the attendees arrived in Palma Mallorca, and just after having checked in, they were directed towards the terrace of the Melia Palas Atenea hotel, where the cocktail took place.



- Figure 1: Palma Mallorca Bay –

Authorities welcome speeches.

The official opening of the MedCGFF was scheduled on 27th June, at 0900h. The opening speech was given by Admiral Jaime Muñoz-Delgado y Díaz del Río (Chief of the Spanish Navy) followed by the opening words of Lieutenant General Pablo Martín Alonso (Guardia Civil's Chief of Operations) in the name of D. Arsenio Fernández de Mesa y Díaz del Río (Guardia Civil's General Director).

They addressed for the strategic importance of the Mediterranean maritime affairs as well as the international cooperation amongst countries and organisations to tackle the risks and threats that we – the Mediterranean countries – face.



- Figure 2: Chief of Spanish Navy Official opening –

Then, Monique Pariat (Director of the Mediterranean & Black Sea Directorate), gave her welcoming words in the name of the DG MARE, asking for reaching simple and concrete agreements as the key to success to the Mediterranean Coast Guard Functions Forum.



She stressed the importance of the maritime sector for the European Union, and her personal impulse to initiatives such as the MedCGFF to foster it.

- Figure 3: Monique Pariat –

Just after Monique Pariat, the President of the Balearic Government – Mr José Ramón Bauzá - gave his welcoming speech, in which he thanked the organisation of the summit in Palma Mallorca.



- Figure 4: Presidency table during the opening session –

Key note speakers.

The First session was comprised by the key note speeches of Monsieur Michel Aymeric (Secrétaire de la Maire de la France) and by the Spanish Admiral of the Fleet (Santiago Bolibar Piñeiro). Both offered the vision from their respective countries on the coast guard functions.



Figure 5:

- Michel Aymeric -



Figure 6:

-Admiral Santiago Bolibar -

It is to be said that despite being foreseen his presence, last minute national commitments prevented the Head of the Hellenic coast Guard Services and chair of the European Coast guard Functions Forum (viceadmiral Dimitrios Bantias) from coming to Palma Mallorca. Nonetheless, the Greek delegation left his key note speech available for all the attendees.

Mediterranean Coast Guard Functions Forum Panel: Safety & Security Scenario in the Mediterranean. Prospects of cooperation from both sides.

Chaired by Mr Enrique Mora Benavente (Spanish Foreign Affairs), the table was composed by:

- Viceadmiral Yann Tainguy (Préfet maritime de la Méditerranée) - France
- Viceadmiral Felicio Angrisano (Commandant of the Italian Coast Guard)
- Rear Admiral Hasan Usakliogu (Commandant of the Turkish Coast Guard)
- Commodore Azelarab Touzani (Marine Royale Marocaine)



- Figure 7: International panel chaired by Enrique Mora–

Each panellist focussed his intervention taking into account the perspective from his own country. Nonetheless, despite having four different approaches, they concurred in several key factors affecting the Mediterranean Sea, particularly the cooperation between littoral Mediterranean countries.

Working Groups

The 27th afternoon, the main group was split in 4 different working groups:

WORKING GROUP 1, chaired by colonel Juan Varga Aldana (Spanish Guardia Civil) dealt with Illegal traffics in the Mediterranean Sea.

Maritime security and surveillance is a key goal for all the Mediterranean countries in order to build up a secure environment. However, maritime security is permanently challenged by threats and risks, risking the security of our citizens or/and our national interests. The best way to face these threats is international collaboration amongst Mediterranean countries understanding each other, sharing information and combining resources as much as it might be possible.

WORKING GROUP 2 was focused on fisheries control. Within the frame of this workshop 2 and chaired by Mr. Juan Carlos Sainz Herrero (Spanish General Secretariat of Fishery) the following topics were covered:

- Increasing maritime awareness for fisheries control in the Mediterranean: EFCA-EMSA cooperation in the blue fin tuna campaign. Beatrice COMBI (EFCA) & Marin Chintoan-Uta (EMSA)
- Overview of NGO efforts to support the fight against illegal fishing: A real world case of illegal fishing in the Mediterranean Sea from an NGO perspective. Marta Marrero & Domitilla Senni (Pew Charitable Trusts)
- Challenges & Potential Risks in the Mediterranean Sea about one of our most valuable resources: Fishery. A perspective from Spain. Carlos Chamizo (Spanish General Secretariat of Fishery)

WORKING GROUP 3 intended to discuss on Search & Rescue matters, as well as fight against marine pollution. Within the frame of this workshop 3 and chaired by Mr. Carlos Llorens (Spanish General Directorate Merchant Marine) the following topics were addressed:

- Maritime Security. Special measures for passenger ships. Javier Castillejo (General Directorate of Merchant Marine. Head of Maritime Safety & Security unit).
- Overview of international legislation and agreements about economic compensations of maritime incidents: A lawyer,s perspective. Fernando Ruiz Galvez & Fernando Ruiz Galvez Jr. (Ruiz Galvez lawyers bureau).
- Air surveillance operations: Pursuing sea infractions from up in the air. Frederic Hebert (REMPEC director).
- Maritime Surveillance in figures. Some statistics from Spain. Nestor Perales (SASEMAR).
- Search & Rescue in the Mediterranean Sea. International focus. Antonio Padial (SASEMAR).

Finally, **WORKING GROUP 4** covered one of the news of the MedCGFF 2013, which was the aim of having a frame-document to rule different organizational aspects about the Mediterranean Coast Guard Functions Forum: Terms of Reference (TOR) document.

Under the chairmanship of commander Carlos Alvarez Maldonado (Spanish Navy), a draft of this document (intented to help to organize, contribute and focus future editions of the Mediterranean Coast Guard Functions Forum) was discussed amongst the different present delegates.

Farewell session

The 28th morning, in plenary session, Portugal announced his intention to take the responsibility to organise the MedCGFF 2014 (date and place to be confirmed).

Then, the leaders of the 4 different working groups offered their main conclusions as a result of the day before-meetings.

The closing remarks were given by Lieutenant General Pablo Martin Alonso, with thanks giving words to all the participants and the organisation.



- Figure 8: MedCGFF 2013 group photo –

2. MedCGFF conclusions.

The most relevant conclusions throughout the Mediterranean Coast Guard Functions Forum (MedCGFF) 2013 were the following:

- a) The spectrum of maritime risks and threats affecting the Mediterranean Sea is significant. Amongst others, and most notably, we suffer from illegal immigration fluxes in several areas, narcotics smuggling, illegal fishing and high levels of marine pollution. Those threats and risks have common features: First, they are borderless, as there are no frontiers at sea. Second, their prevention & fight requires politic commitment, properly financing and international cooperation.

- b) The best way to prevent & fight against them is by means of fostering both international and cross-agency cooperation. In this particular sense, it is to be highlighted that each country has a different approach towards the maritime domain. Some countries have an integral “coast guard” service. This is the case of Italy, Greece or Turkey, for example. Some others

allocate the coast guard functions to different maritime organisations/agencies (navy, merchant marine, safety organisations, fishery agencies) depending upon their role and capabilities. There is no a better or worse answer in this field, the key is the agile coordination between involved bodies.

- c) Another redundant recommendation in all working groups was the plea for capacity and information sharing. In this particular sense, the role of the European Union as one of the regional leader organization (for not saying the leader one) is key to improve strategic initiatives in the maritime sector. For example, fostering international deployments for illegal fishery campaigns, facilitating mutual understanding amongst countries, etc.
- d) The use of new technologies in most of maritime sectors such as maritime security, fisheries control, or fight against marine pollution and prevention of accidents at sea, is paramount to conduct coast guard functions in an efficient manner. Examples of that are state-of-the-art maritime surveillance systems, or the ISPS code.
- e) The relevance of these kind of fora (Coast Guard Functions Forums) as a means of networking and trust building amongst authorities from different countries, thus translating it into a better relationship and coordination in future international activities and operations both ashore and at sea.

Find attached as Annexes VIII, IX, X and XI the closing words as well as the conclusions from the working groups 1, 2 and 3 respectively.

3. MedCGFF

reached agreements

Reached Agreements in the MedCGFF 2013:

- a) A draft of “Terms of Reference” document for the MedCGFF has been issued. The document is enclosed at annex “XII .”
Silence procedure applies until 31 Dec 2013.
- b) The website for the MedCGFF 2013, published in internet under the ownership of Armada Española will be available until 2015.
- c) A new logo has been agreed, being it as follows:



- d) Portugal will host the coming MedCGFF in 2014. Date and Place will be issued in due time.



Annex I

MedCGFF agenda

programme

2013
Mediterranean
Coast
Guard
Functions
Forum

Safety & Security scenario in the Mediterranean: Prospects for international cooperation from both sides

26-28 june 2013. Palma de Mallorca, SPAIN.
Hotel Melia Palas Atenea. Paseo Ingeniero Gabriel Roca, 29
<http://www.armada.mde.es/MedCGFF2013>



<http://www.armada.mde.es/MedCGFF2013>

Safety & Security scenario in the Mediterranean:

Prospects for international cooperation from both sides

26-28 June 2013

2013
Mediterranean
Coast
Guard
Functions
Forum

programme



DAY ONE

Wednesday, 26th June (Registration and Reception)

From 1430

Registration

1900-2200

Icebreaker cocktail. Hotel Melia Palas Atenea
Hosted by Admiral Santiago Bolibar Piñeiro
Admiral of the Spanish Fleet
Attire: smart casual (no tie)

programme



DAY TWO

Thursday, 27th June

0845. Administrative remarks

0900-0930. Welcome address

0900. Welcome address by José Ramón Bauzá
Balearic Government President.

0905. Official opening of the MedCGFF 2013.

Admiral Jaime Muñoz-Delgado y Díaz del Río
Chief of Spanish Navy

D.Arsenio Fernández de Mesa y Díaz del Río
General Director of the Guardia Civil

0925. DGMARE presentation
Monique Pariat
Director of the Mediterranean & Black Sea Directorate

0930-1030. Session I

Vision of the Mediterranean maritime scenario and coast guard functions.

0930-0945. Keynote Speech.
The MedCGFF. French perspective.
Michel Aymeric
Secrétaire Général de la mer

0950-1005. Keynote Speech.
Vision of Coast Guard Functions from a Spanish perspective.
Admiral Santiago Bolibar Piñeiro
Admiral of the Spanish Fleet.

1010-1025. Keynote speech
Vision from the European Coast Guard Functions Forum (ECGFF).
Vice Admiral Dimitirios P. Bantias
Hellenic Coast Guard Commandant & Chairman of the ECGFF

1030-1100. Official group photograph & Coffee break.

programme



1100-1230. Session II

Panel chaired by Enrique Mora Benavente.
Ministry of Foreign Affairs & Cooperation

Central Topic: **Safety & Security Scenario in the Mediterranean.** **Prospects of cooperation from both sides.**

1100-1115. Vision from Turkey.
Rear Admiral Hasan Usaklioglu
Commandant of the Turkish Coast Guard

1115-1130. Vision from France.
Vice-amiral d'escadre Yann Tainguy
Préfet maritime de la Méditerranée

1130-1145. Vision from Italy.
Vice-amiral Felicio Angrisano
Commandant of the Italian Coast Guard

1145-1200. Vision from Morocco.
Commodore Mohammed Taoudi
Marine Royale Marocaine

1200-1230. Discussion.

1300-1445. Working lunch.

Hotel Melia Palas Atenea
Hosted by Admiral Santiago Bolibar Piñeiro
Admiral of the Spanish Fleet.

Safety & Security scenario in the Mediterranean:

Prospects for international cooperation from both sides

26-28 June 2013

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programme



1515-1730. Session III

Workshops

1515-1730. Working Group 1: **Illegal traffics in the Mediterranean Sea.**

Chairs: Col Juan Varga Aldana (Spanish Guardia Civil.)

Working Group room number 1.

1515-1730. Working Group 2: **Fishery control in the Mediterranean Sea.**

Chairs: Juan Sainz Herrero (Spanish Secretary-General for Fisheries.)

Working Group room number 2.

1515-1730. Working Group 3: **Search & Rescue and Fight against marine pollution.**

Chairs: Juan Luis Pedrosa (SASEMAR).

Working Group room number 3.

1515-1730. Working Group 4: **MedCGFF Terms of Reference.**

Chairs: Commander Carlos Alvarez Maldonado (Spanish Navy).

Working Group room number 4.

2000-2300. Networking Reception.

Restaurant Bahía Mediterráneo

<http://www.restaurantebahiamediterraneo.com>

Hosted by Lt General Pablo Martín Alonso (Spanish Guardia Civil)

Attire: civilian dark suit.

programme



DAY THREE

Friday, 28th June (Farewell)

0900-1030. Session IV

- 0900-0915. Announcement of host country for MedCGFF 2014.
Plenary room (acropolis).
- 0915-1000. Workshops conclusions.
By working group leaders.
Plenary room (acropolis).
- 1000-1015. Conclusions
Armada Española
Plenary room (acropolis).
- 1015-1030. closing remarks & Farewell
Lieutenant General Pablo Martin Alonso (Guardia Civil)
Plenary room (acropolis)



Annex 2

MedCGFF List of Participants

MCGF Forum 2013

N°	FIRST NAME	LAST NAME	RANK/TITLE	ORGANIZATION	E-MAIL	NATION	WG
1	Chérif	Azzouz	General	Circonscription de B.E.C	Cherifazzouz963@yahoo.fr	Algeria	-
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2	Giampaolo	Bensaia	Captain	Italian Coast Guard	uaai@mit.gov.it/giampaolo.bensaia@mit.g	Italy	3
3	Felicio	Angrisano	Vice Admiral	Italian Coast Guard	uaai@mit.gov.it	Italy	
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5	Giovanni	Maria Marcusso	Head of VTMS Requirement Analysis and F Selex ES		Stefano.gelli@selex-es.com/Stefano.gelli@	Italy	
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?						Lybia	
?						Lybia	
7	Frédéric	Hérbert	Director	REMPEC	fhebert@rempec.org; rempec@rempec.org	Malta	3
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17	Santiago	Bolibar	ALFLOT. Admiral of the Fleet	Spanish Navy		Spain	
18	Salvador	Delgado Moreno	ALMART. ViceAdmiral.	Spanish Navy		Spain	
19	José Antonio	Ruesta Botella	ADIVPLA. Viceadmiral	Spanish Navy		Spain	
20	Bartolomé	Bauza Abril	ADIVCIS. Rearadmiral	Spanish Navy		Spain	
21	Antonio	Planells	Jefe Gabinete AJEMA. Colonel	Spanish Navy		Spain	
22	Manuel	alvargonzalez	Ayte AJEMA. Commander	Spanish Navy		Spain	
23	José	Porres	Ayte ALFLOT. LtCol.	Spanish Navy		Spain	
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28	jorge	martinez marti	Lt Cdr	Spanish Navy		Spain	
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69	Fernando	Ruiz-Gálvez Jesús-Port	Abogado	Ruiz-Gálvez Abogados,	frgportanet@ruizgalvezabogados.com	Spain	
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	Sra						
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75	jose fernando	escalas porcel		dimamer		Spain	3
76	eduardo	comas regalado		dimamer		Spain	3
77	tirso	rivas higuero		dimamer		Spain	3
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80	Jaime	Zaragoza	CHIEF OF MRCC BARCELONA	SASEMAR	jaimezj@sasemar.es	Spain	3
81	Oriol			SASEMAR		Spain	3
82	Fermin	Del Río	SAR coordinator	SASEMAR	fermin_rio@yahoo.es	Spain	3
83	Carlos	Llorens Ares		MINISTRY OF TRANSPC	cllorens@fomento.es	Spain	3
84	Javier	Nieto	Director ARQUA	Ministerio Cultura		Spain	1
85	victoriano	burgos morales		DAVA		Spain	1
86	miguel angel	vadillo		DAVA		Spain	1
87	Casimiro	Sanjuan	general commandant baleares	ET		Spain	
88	José María	urrutia	autoridad portuaria Palma Mallorca			Spain	
89	José maria	Lavilla	JESENBAL. Captain	Spanish Navy		Spain	
90	Iván	Vázquez Pérez	Ministerio de Agricultura, Alimentacion y Medio Ambiente		ivazquez@magram.es	Spain	2
91	Maria Luz	Cao Bellas		SASEMAR		Spain	3
92	Cristina	Danés	Technical Advisor	Ministry of Agriculture, Food and Environment		Spain	2
93	antonio	deudero	Director General Puertos y Aeropuertos	gobierno de baleares		Spain	
94	Juan manuel	chomon	comandante, ala 49	ejercito aire		Spain	
95	Hasan	UŞAKLIOĞLU	Rear Admiral (UH)	Turkish Coast Guard	mmetin@sgk.tsk.tr	Turkey	-
96	Hasan	Kaval	LT (CG) Secretary General	Turkish Coast Guard	mmetin@sgk.tsk.tr	Turkey	3
97	Ejbel	Çira Duruer	Senior Expert Dr.	Turkish Coast Guard	ejbelcira@sgk.tsk.tr	Turkey	2
98	Peter	Dymon	Chief Coastguard	United Kingdom	Peter.dymond@mcga.gov.uk	U.K.	1
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- 1.- Illegal traffic in the Mediterranean Sea.
- 2.- Fishery control
- 3.- Maritime Safety and cooperation against marine pollution.
- 4.- Technical Group (for Terms of Reference)



Annex 3

MedCGFF Chief of Spanish Navy opening speech

AJEMA´s OPENING SPEECH

MedCGFF 2103



President, your Excellencies and distinguished civilian and military authorities, ladies and gentlemen, dear friends,

Welcome to this Third Edition of the Coast Guard Function Forum in the Mediterranean Sea, this time celebrated in Palma de Mallorca.

First of all, I would like to thank the President of the Balearic Islands Government for his presence here with us at this Forum, in which issues related to sea are to be discussed. I believe you can hardly find a more appropriate place to talk about maritime issues than these

islands, and this city of Palma, in which the sea is present in every aspect of its life.

It is a real honour and a privilege having the opportunity to organise this forum, representing the European Commission, and to do it jointly with the “GUARDIA CIVIL” – an institution to which the Spanish Navy feels very close and with which we have coordinated to great satisfaction all the issues related with Maritime Security.

It is also an honour to bring together and receive here such distinguished people and experts from the different spheres of the maritime community, coming from nations with coastline along the Mediterranean Sea and other maritime states, all sharing a concern for and an interest in the fruitful use of the sea as a vital element for the security, wellbeing and prosperity of our nations.

This Forum was designed to facilitate multilateral cooperation among the Mediterranean coastal countries in a wide range of activities related to Coast Guard functions, such as security at sea, natural environment protection, and

search and rescue operations. After the first Forums held in Genoa in 2009 and in Marseilles in 2012, our goal now is to further advance and reinforce this cooperation to enhance Maritime Security in our region.

With this goal as a backdrop, let me focus my speech on sharing with you my vision of the recent years' development in Maritime Security, both in Spain and in different international organisations and initiatives, as well as what I foresee for the near future. We consider this topic to be vital for our security, as it has been acknowledged in the Spanish National Security Strategy, recently published, which stresses the importance we attach to our maritime character and highlights our interest in preserving security at sea. This has been a fixed value throughout our history, but it has acquired greater importance in the early years of the 21st century, and is expected to continue growing in the near future.

(EVOLUTION OF MARITIME SECURITY)

In order to explain how Maritime Security has evolved, I will refer to the development of the different strategies undertaken so far, beginning from the middle years of the last decade – a time in which certain lack of coordination could be noticed in this area among multinational organisations, nations, and even between the different agencies involved within each State.

(NATO)

Within **NATO**, after the new Alliance's Strategic Concept was approved, it was deemed convenient to prepare an Alliance Maritime Strategy that materialised in 2010 in a document that restored the vision of the oceans as an essential element to guarantee the security of the allied nations, and included Maritime Security among the different tasks of the member navies. We must be aware, though, that the role assigned to NATO in this Strategy is in any case complementary to other national and international actions. It is also important to stress that this document, although prepared within a Security and Defence organisation, clearly suggests the need for a civilian-military approach of many actions at sea.

(EUROPEAN UNION)

Regarding the **European Union**, it can be said that the European Commission's community policies coexisted with the Common Security and Defence Policy, led by the European Council and member States. Although in recent years the situation has remained substantially unchanged, the view that we need an integral and coherent approach of all maritime matters is increasingly prevailing.

The major achievement of the European policies in maritime issues is the Integrated Maritime Policy (IMP), which embraces the different sectors with competences in the maritime environment, although with a limited security approach, for it does not include the Common Security and Defence Policy. In turn, the CSDP tackles multiple security issues, but it lacks a global approach of security in the maritime environment.

The need for a Maritime Security integrated approach had significant support during the Spanish Presidency of the European Council in the first semester of 2010, becoming one of its paramount objectives. We are pleased to say that, precisely due to this initial effort, the development of a Maritime Security Strategy in Europe began to be closely linked with the Integrated Maritime Policy and the CSDP, which would provide the multiple European actors involved in maritime security responsibilities with a shared framework.

After a period during which a number of difficulties had to be overcome, the Cypriot Presidency of the Council, in the second half-year of 2012, and then the current Irish Presidency, have reactivated the development of this Strategy. The general support received has resulted in the creation of a joint working group between the European External Action Service and the European Commission to resume the work started during the Spanish Presidency. A first draft of the strategy was submitted to experts from the different Member States last 20th June, a week ago, in Brussels. The Spanish delegation, made up of representatives from the different maritime sectors, travelled to Brussels with a clear message of support to this Strategy.

The current draft identifies the European interests and the major risks and threats existing in the maritime environment, and outlines a possible response by the European Union. We consider it a good starting point. A route map has been established to develop it, and we trust that this Strategy can be ready in 2014.

(NATIONAL)

Besides the development of Maritime Security in NATO and the European Union, it is essential to mention the active involvement of Spain and the Spanish Navy in several **regional initiatives**, almost all of them closely linked to the Mediterranean Sea – such as, for instance, this Forum and the 5 + 5 Initiative. These regional initiatives promote a climate of communication and trust that certainly has a very positive impact on the Maritime Security in our surrounding environs. Furthermore, I believe that they could be a good starting point to prepare a common framework for coordination and response – a strategy – for all the Mediterranean countries.

In the **specific case of Spain**, I can say that although we started from a situation in which many agencies were simultaneously working to counter the risks and threats existing at sea, an awareness of the importance of coordinating the efforts of all the actors involved soon grew. This led the Spanish Navy to firmly believe in the need of a new approach to Maritime Security – more global and integral – that we wanted to pursue and promote in all our fields of interest.

This new vision gave way within the Spanish Navy to the approval of the Maritime Security Concept in 2008. After this step taken within our organisation, we undertook a further one that involved collaborating with other national agencies: the development of a Spanish Maritime Security Strategy. After some months, the result of our work was a document that received the support of all national maritime agencies and will serve as a starting point for the drafting of a maritime strategy that will soon commence, now that the National Security Strategy has been sanctioned. This overarching Strategy, which has an integral vision of National Security, identifies the “vulnerability of the maritime space” among the risks and threats for Spain, and establishes Maritime Security as a priority field of action.

This is the current situation, a crossroads at which the Spanish Navy endeavours to foster in every possible way the development of two Maritime Security Strategies – the Spanish Strategy and the European Union Strategy – both of which should go necessarily hand in hand and have common general principles and objectives. Our purpose is to have them completed in the medium term and that they become effective tools for a decisive contribution to the security of our maritime spaces.

(FUTURO)

In the circumstances, my future vision is that the Spanish Navy will soon operate according to the guidelines of three Maritime Strategies, necessarily harmonized: the NATO Strategy, with a more military content, and the EU and Spanish strategies, in which an integrated approach will prevail concerning cooperation between civilian and military assets and capabilities. The consequence of this coordination will be that when any incident occurs at sea, there will always be a coordinated, flexible and effective response, in which, no matter the geographic location where it occurs, the actors involved will exactly know what to do and the solutions that should be adopted. All this in an atmosphere in which information will be shared, all actors will have access to shared knowledge and a coordinated action will be feasible.

But our ambition goes beyond this, since, as said before, we believe that a common framework for coordination and response shared by all Mediterranean countries should also be in place. This is not an easy task, for it raises many

questions: What common responses can we provide? How to apply them? Who determines them? The Forum where we are now meeting is an excellent place to further progress along these lines, and we wanted to highlight this in the motto of this edition: “Prospects for international cooperation from both shores.” I dare to request all participants not to lose sight of this proposal and employ the working sessions that lie ahead to find channels for greater cooperation, support, and understanding.

I honestly believe that this is the way we should follow in the future, in which we should all push in the same direction, in a coordinated and synchronised manner towards the common good – that is to say, towards security at sea.



Annex IV

MedCGFF ALFLOT keynote speech

ALFLOT KEYNOTE SPEECH

MedCGFF 2103



DAY TWO – THURSDAY, 27TH JUNE (MAIN DAY)

KEYNOTE AND VISION SPEECH (20 min) BY ADMIRAL OF THE SPANISH NAVY FLEET SANTIAGO BOLIBAR

INTRODUCTION

Good morning members of the “Mediterranean Coast Guard Function” Forum, flag officers, fellow mariners, ladies and gentlemen. Thank you for being here today and for sharing with us your Safety and Security expertise during this special event in Palma de Mallorca.

I want you all to know that I'm absolutely thrilled that I get to be part of this event along with the other distinguished platform guests.

ENTRY QUOTE

The Balearic Islands float serenely in the Mediterranean. No wonder why each year a massive multinational touristic force invades the islands in search of a piece of this multifaceted paradise.

This wonderful group of islands is divided into Gimnesias (Mallorca, Menorca and Cabrera) in the North, and Pitiusas (Ibiza and Formentera) in the South-West. Each of the islands has a strong personality all of its own.

Surprisingly to many, the islands have managed to maintain much of their intrinsic beauty. Beyond the high-rise resort hotels, bars and more popular beaches are Gothic cathedrals, Stone Age ruins, fishing villages, spectacular walks, secluded coves, and endless olive and almond groves.

Let me thank again your attendance; as Admiral of the Fleet, it is truly an honor hosting all of you in this beautiful and elegant city of Palma.

MEDITERRANEAN SEA SAFETY & SECURITY GENERAL OVERVIEW

We live on a new era. It is an era plagued by uncertainty and change, an era of shifting global threats and challenging new opportunities.

It is an era that calls for new skill sets, deeper partnerships, mutual understanding and -- with the great majority of international commerce still moving on the world's oceans -- a firm commitment to the incredible power resident in the sea itself.

Success in this new and uncertain security environment demands that we continue to transform the way we think and operate.

As a Navy Officer I have had the great fortune to sail the world's oceans and to visit and live among many great cultures and peoples.

One thing that stands out from my travels is that the Mediterranean countries have more in common than any other group of nations.

Though different and with our individual histories, we have much in common. We all are frontier societies through the Mediterranean Sea. We are countries with a blend of cultures. We each thrive on our rich cultural, ethnic and racial diversity.

And most important, our nations have ultimately chosen to stake the destinies of our citizens on free markets and free societies.

I think that lasting peace and growing prosperity in the Mediterranean can only be achieved when some balancing principle is shared among its peoples and nations.

Today, I believe we are those nations. We are those people.

And the principle we share -- the principle of freedom -- has lasting implications, especially when it comes to the sea.

Our nations also hold a common closeness to the Med Sea. Millions of our citizens live close to the Med Sea. And even those who don't are also affected by it.

I'm convinced that among all the representatives gathered here this week, there is a singular belief: the greatest power of the Mediterranean Sea is to unite, not to divide.

History has taught us that the economic tide of nations rise -- not when the seas are controlled by one -- but rather when they are made safe and free for all.

I believe that we must embrace this broad view usage of the Med Sea for the generations to follow.

We all want them to live better lives. Today, the globalization of the world economy means their economic future will largely depend upon free trade.

Our imports and exports -- power sources, food, clothing, and so many other necessities of life are furnished more and more by world trade -- and ninety-percent of everything we buy and sell from one another flows across the sea.

Given that, our economies simply cannot function and grow without a safe and secure maritime frontier in the Mediterranean Sea.

Yet, today our maritime security forces and organizations are challenged like never before.

They must be prepared for conventional campaigns, provide navigable, secure, safe ports and harbors -- all while confronting a full range of transnational threats.

There are more competitors, more contingencies, and a greater range of maritime challenges than ever before. These challenges are too broad and too complex for any nation to go it alone.

Without our collective mastery of the Med Sea -- we cannot protect and promote free trade, we cannot help those in peril, and we cannot intercede when slavery, terrorism, smuggling, drugs, and piracy threaten our collective way of life.

I am convinced that this aggressive behavior, if left unchecked, has the potential to spread and infect vital parts of the maritime frontier.

Piracy has been with us for a long time, but this latest nexus of piracy, terrorism, and exploitation of the sea for illegal purposes demands a response that only maritime security forces working together, regionally and globally, can provide.

I believe that the need for international maritime cooperation is only going to grow.

Our vision should be to extend peace through an inter-connected community of maritime forces that together could form Navy / Maritime environment comprised of all freedom-loving nations, standing watch over the Med Sea -- standing watch with each other.

The good news is today, we are not just seeing growing globalization...we are also seeing growing cooperation within regions.

The other side of that coin is security, because without security, regional and global economic cooperation will be undermined.

As leaders on the matter, we are here to discuss the growing threat to maritime interests and the growing imperative for maritime security.

We should talk about how a global network for maritime security must be simple, in the self-interest of participating nations, and flexible enough to accommodate national, regional, and global concerns.

I believe the fundamentals of such a network must include sincere cooperation, shared capabilities, and seamless connectivity.

Sincere cooperation means we know and respect each nation's threshold -- national sovereignty always comes first.

Every country must make its own way and walk its own path, yet friends can and should help one another.

Sincerity also means all those with shared interests and values are welcome. In our global and interconnected world, every Navy, Coast Guard, and maritime organization matters. Every country – no matter what – can contribute.

Everyone can benefit from the safety and security of ports, harbors, territorial waters, maritime approaches, the high seas, and international straits.

Cooperation is not going to solve all our maritime problems – but it can assist in solving most of the common challenges we each face -- day to day.

For this to work, those nations or navies that can assist others -- must do so.

Eventually, not every nation might welcome assistance from every country ... but they may welcome such assistance from another trusted regional ally. Every maritime organization that is able must be willing to participate -- when asked.

It is also important that nations or maritime organizations that need assistance - - ask for it. This is often harder than it may sound. This applies to every Med Sea country.

There is also a second fundamental...we are always stronger and more effective when we share our capabilities.

No nation can do everything, but all nations working together can do something. Maritime security starts with every nation's capacity to contribute ... and expands outward from there.

I do not see this only as navy gray hulls flying the same flag, but a network of international navies, coast guards, maritime organizations, port operators, commercial shippers, and local law enforcement ... all working together to address areas of common concern and increase security.

These are challenges that we each must overcome -- because I believe our security will require us to stand strong and together.

To do that, we must adhere to a third, perhaps most important fundamental. We must get connected and stay connected.

To protect our nations we need a better picture of illegal activities and transnational threats...we cannot stop them if we cannot find them.

To find them we must join our naval and maritime capabilities to create greater collaborative maritime awareness.

Today, it is more important than ever that we share information widely – and to the greatest extent possible it must be unclassified. Sometimes this is intelligence, but mostly it is just information.

By sharing unclassified data on commercial ship characteristics, accurate cargo manifests, merchant ship crew lists, sailing times, destinations, and current ship locations we can close those maritime gaps where we are most vulnerable.

While getting connected is about sharing information and maritime awareness...it is also about much more.

It is about operating together...working together...sailing together, whenever and wherever each country is willing and able.

And we can learn from each other by taking every opportunity to engage together at every level. There is a lot we can learn from each other.

Only if we get connected—and stay connected—across the board, and at every level will we create a robust maritime network that benefits us all.

COAST GUARD INSIGHT

Traditionally, Spain never had a generic Coast Guard service as the country's primary maritime law enforcement agency.

Without a dedicated Coast Guard service, for centuries the Spanish Navy has safeguarded our Nation's maritime interests in the heartland, in the ports, at sea along our coastlines, and around the globe when needed.

Today, the Armada does not work on the subject as a unique force.

There is an array of Spanish civil and military agencies with different responsibilities touching almost every facet of the Spanish maritime environment.

The overall security mission entails the protection of the Spanish Maritime Domain and those who live, work or recreate near them; the prevention and disruption of any criminal acts; and response to and recovery from those that do occur.

With this peculiar and not simple approach, working as a whole, we protect the maritime economy and the environment, we defend our maritime borders, and we save those in peril.

Illegal activities at sea cost Spanish taxpayers millions of Euros each year. In addition to relieving this financial burden on our citizens, the common effort on interdiction of criminal activity at sea helps to support the use of established legal systems.

Maritime domain awareness means the effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of Spain.

Attaining and sustaining an effective understanding and awareness of the maritime domain requires the collection, fusion, analysis, and dissemination of prioritized categories of data, information, and intelligence.

Maritime security regimes comprise a system of rules that shape acceptable activities in the maritime domain. Regimes include domestic and international

protocols and/or frameworks that coordinate partnerships, establish maritime security standards, collectively engage shared maritime security interests, and facilitate the sharing of information.

Abroad, the Spanish navy and related agencies work with individual countries and through the International Maritime Organization.

Together, regimes and domain awareness inform decision makers and allow them to identify trends, anomalies, and activities that threaten or endanger Spain interests.

Viewing maritime initiatives and policies as part of a larger system enables a better understanding of their relationships and effectiveness.

A well designed system of regimes, awareness, and operational capabilities creates overlapping domestic and international safety nets, layers of security, and effective stewardship making it that much harder for criminals to succeed.

CLOSING REMARK

Summing up, no matter which national agency is primarily tasked with enforcing national and international law at sea for each of our countries, the ultimate goal for us should be to foster cooperation among Mediterranean Sea countries. That is the challenge.

Naval forces bring to the Mediterranean Sea safety and security unique maritime and expeditionary prowess, but we are only as good as the contribution we make to the overall effort.

Ladies and gentlemen, if we think about the challenge in these terms – sincere cooperation, shared capabilities, and seamless connectivity – we begin to get a new, more powerful image of the Mediterranean Sea Maritime Security.

We cannot meet the challenge of this new era simply by sustaining today's readiness, processes and requirements.

The Mediterranean Sea maritime frontier is too vast, too important, and too vulnerable not to do so.

I am proud to face these challenges with you and look forward to our shared success.

Thank you.



Annex V

MedCGFF ALFLOT keynote speech

ADDRESS
BY THE COMMANDANT OF THE HELLENIC COASTGUARD
VICE ADMIRAL (HCG) BANTIAS DIMITRIOS
TO THE MEDITERRANEAN COAST GUARDS FUNCTIONS FORUM

Palma de Mallorca, 26-28/6/2013

SESSION I – Vision of the Mediterranean Maritime Scenario and Coastguard functions (27 June 2013, 10.10-10.25)

Title of the speech: **Vision from the ECGFF**

Honourable President of the Balearic Government Mr Bauza,

Dear Chief of the Spanish Navy, Admiral Munioz

Dear Director General of the Guardia Civil, Mr Fernandez

Dear Director for the Mediterranean and Black Sea of the European Commission, Mrs Pariat

Dear Admirals and delegates,

Dear colleagues,

Ladies and Gentlemen,

I am delighted to be with you today, distinguished colleagues.

I consider to be good fortune for me, to speak in this Forum for the second consecutive year, not only as Commandant of the Hellenic coastguard but also as current Chairman of the European Coastguard Functions Forum.

My special thanks and congratulations go of course to the organizers, particularly the Spanish Navy.

Everybody in this room is well aware that challenges of the sea do not recognize physical borders in the Mediterranean.

30 % of worldwide maritime traffic and 25 % of oil transport crosses annually the Mediterranean, either to reach its 450 ports and terminals or crossing it to transfer cargo from East to the West and vice versa through Suez and Gibraltar. More than 250 million people visit the Mediterranean countries, in other words 30 % of tourists worldwide, which underlines the importance of preserving its vulnerable ecosystem.

Thousands millions of people travel on board ferry, Ro-Ro or cruise passengers vessels either in cabotage or international transport. For Greece this number reaches the number of 70 million people each year. Finally, in the first five months of 2013, the Hellenic Coast Guard coped with 90 illegal immigration incidents, involving 1743 migrants and 20 traffickers.

These figures underline the main incentive for our common efforts.

Greece has been closely following the deliberations of the Mediterranean Coastguard Forum since its launching event 4 years ago in Genoa. The dedication of Greece and the Hellenic Coastguard to the idea of institutional and regional cooperation of coastguard functions is well known and we are very pleased to see that Heads of Coastguard functions sitting together almost all around the world, from the Pacific to the Atlantic. We are quite happy that there are well established fora in Europe and all the sea basins surrounding the European continent.

The “proliferation” of coastguard fora creates a challenge for ourselves, to exploit the synergies between the different fora and exchange the good practices developed in one forum to all others. As you are aware, each forum is driven by different historical, policy and practical elements bringing countries together. For example, the ECGFF, which I have the honour to chair this year, is primarily driven by, the shared values which are common to all European states and the need to apply more effectively an extensive maritime acquis common to the EU Member States and Schengen associated countries.

Among other important elements which justify the effort to transfer experience and good practices from one Forum to the other, it would be the need to ensure safety and security in our seas and the fact that the vast maritime domain cannot be monitored by one organisation alone. As you are very well aware, our challenges can reach from migration flows to marine pollution, depletion of the fish stocks, human or drug trafficking and even piracy. This reality underlines the need for cross-sectoral and cross-border cooperation amongst our organisations.

The European Coast Guard Functions Forum, much like the Mediterranean Forum, comes to fill this gap. It is a non-binding, voluntary, independent and non-political forum whose membership includes the Heads of the Coast Guard Services or equivalents of each European Union maritime nation and associated Schengen countries, the European Commission and its institutions and Agencies with related competencies in Coast Guard Functions

Last year in Dublin, the Terms of Reference of the European Forum, as well as the logo, were agreed by the Heads of Coastguard Functions. The overall purpose is to study and to promote development of maritime issues of common interest related to Coast Guard Functions.

Regarding the initiatives we pursue as Chair of the European Coastguard Forum Secretariat, together with the members of the Secretariat, which at the same time shall be the deliverables of the Heads of ECGFF in the island of Chios from 12 to 14 of September.

First, we are looking for the sustainability of the Forum. We are thus closely examining all potential funding opportunities, while at the same time trying to develop a common approach by all organisations and Agencies involved, in order to secure appropriate funding for the ECGFF.

In the same vein, the MedCGFF should also look into the issue of funding, since its Annual Conference has been co-financed by the European Commission.

Relevant developments from the Baltic Sea, the Atlantic and our experiences from the ECGFF may be considered as our guiding principles for the Mediterranean.

Second, we are looking into the visibility of the ECGFF. The main initiative along this line would be the development of a web-site, which could eventually be transformed into a cooperation platform for the members of the Forum. This idea, could easily be transferred as a best practice to the MedCGFF, alongside similar experiences from the Baltic and the Atlantic fora.

Third, we are looking into the idea of networking among coastguard professional training institutions, The idea here is not replacing existing structures of training institutions of the Member States but rather follow a step-by-step approach including exchange of ideas and knowledge, as well as short period programs or seminars for the initial stages.

Fourth, we are monitoring the feasibility study on the European Coastguard functions. The study aims to explore how to increase cooperation and coordination among Members States to further improve the efficiency of coast guard services. The results of this study, may prove useful for all coastguard fora, including the present one.

Finally, we are altogether following the developments on the initiatives of EU institutions and agencies of relevance to our work as operational actors at sea. The objective here is to pinpoint their added value for our daily business and comment on their evolution from an operational point of view. It is my belief that regional fora such as the MedCGFF should do the same by closely following the work of regional organisations and projects, such as REMPEC, the Barcelona Convention, SAFEMED, the Union for the Mediterranean and others.

I believe that it would be also mutually beneficial to transfer developments regarding organizational, practical and operational aspects from one Coast Guard Forum to the other. This should be a core objective for future Secretariats of the various Coastguard fora.

Ladies and Gentlemen,

Before closing my speech, I would like to announce that Greece is ready to host the Mediterranean Coast Guard Functions Forum for the year 2015 or 2016, taking into account that we hold the presidency of the E.C.G.F.F. for the year 2013 as well as the presidency of the E.U. for the first semester of the year 2014.

Thank you very much for your attention.



Annex VI

MedCGFF keynote speech: visión from Turkey

ADDRESS
BY THE COMMANDANT OF THE TURKISH COASTGUARD
REAR ADMIRAL HASAN USAKLOIGLU
TO THE MEDITERRANEAN COAST GUARDS FUNCTIONS FORUM

Palma de Mallorca, 26-28/6/2013

SESSION II – Vision of the Mediterranean Maritime Scenario and Coastguard functions (27 June 2013)

Title of the speech: **Vision from TURKEY**



Distinguished participants,

First of all, I would like to express my sincere appreciation to the Spanish Navy and the Guardia Civil for their great efforts for

organizing such a remarkable organization and allowing me to address such a distinguished audience.

As you might know the 17th Mediterranean Games which is a symbol of peace and friendship between the Mediterranean countries are currently being held in Turkey.

The Eastern Mediterranean Region, which today attracts international interest in hydrocarbon exploration and production, has been one of the world's most strategic regions. Since the region lies at the axis of movement, both north-south and east-west, it has been at the juncture of land and maritime trade and energy transportation

Turkey located in the junction of energy resources has always been a key player in the region.

Since ancient times, the Eastern Mediterranean has played a significant role in cultural, commercial and military history. Commercially, the Eastern Mediterranean has always been an important highway for trade.

Today, 1/3 of the world's total merchant shipping passes through the Mediterranean. Around 250 oil tankers cross the Mediterranean every day. Moreover, approximately 370 million tons of oil is transported annually through the Mediterranean Sea which is more than %18 of the world total¹.

¹ Kaynak: Wikipedia - Mediterranean (http://en.wikipedia.org/wiki/Mediterranean_Sea)

This overall picture shows that it is very important to safeguard maritime transportation in the Mediterranean and to deter, and prevent all kinds of illegal activities.

(Illegal Immigration)

One of the most significant challenges of our day is illegal migration which threatens social order and national security. Latest estimation of International Organization for Migration shows that over 10% percent of a total of 214 million migrants are undocumented².

It is a fact that smuggling of migrants is a global challenge. Not only countries of origin, transit or destination, virtually all countries are affected from its severe consequences. It costs lives of the migrants, puts a burden on our states. Furthermore the organizers or smugglers make an illegal profit of approximately 9 billion USD annually³.

As could be seen, the smuggling of migrants could be highly profitable for the organizers. Therefore it is no surprise that terrorist organizations and other organizations of crime are among those who obtain a material benefit from smuggling of migrants. This is a source of financing their illegal activities.

Terrorist organizations could be involved in migrant smuggling networks directly or indirectly. (They could;

² Kaynak: International Organization for Migration - World Migration Report 2011 (www.iom.org)

³ Kaynak: United Nations Office on Drugs and Crime – Transnational Organized Crime in East Asia & Pacific, 2013; The Globalization of Crime – A Transnational Organized Crime Threat Assessment, 2010 (www.unodc.org)

- Make profit in exchange of providing security to the illegal migrants while crossing borders,
- Exploit asylum politics of EU countries and prepare forged documents for illegal migrants to apply for asylum.
- Make effort to win sympathizers in different sects of society especially in the European countries.

Turkey is affected fairly by the illegal migration activities not only as a transit country but also as a destination country in recent years due to its economic developments. Moreover, the instability across the Middle East and especially in Syria have caused a noticeable increase in the number of illegal crossing of our borders, since the last quarter of 2012.

Turkey, in cooperation with neighboring and regional countries and related organizations, makes all necessary efforts to fight illegal migration. Therefore, the Turkish Coast Guard Command makes use of all relevant national and international instruments. Last year, 2.531 illegal migrants and 66 smugglers were arrested by the Turkish Coast Guard Units⁴.

Methods to fight illegal migration are comprehensive and costly. It requires collaborative response since no country could be successful on its own. Therefore international instruments should be effectively used and our agencies should closely cooperate.

(Illicit Drug Trafficking & Smuggling of Excise Goods)

⁴ Kaynak: SG K.İği İstihbarat Başkanlığı Kayıtları

Distinguished participants; trans-border crimes are not limited with smuggling of migrants. Fighting illicit drug trafficking and smuggling of excise goods is another global challenge which Turkey is greatly effected of due to its geographical position on the Eastern Mediterranean route.

Turkey makes great effort to counter illicit drug trafficking and smuggling of excise goods. In 2012 over 11 tons of heroin, 74 tons of cannabis, 1.6 million ecstasy and approximately 100 million packs of cigarettes were seized by national authorities including Turkish Coast Guard Command⁵.

(Search & Rescue)

To talk about another and maybe the most important component of “maritime safety” related directly with human life, I would like to touch upon the Search and Rescue activities of the Turkish Coast Guard Command.

At this point I would like to emphasize that Turkish Coast Guard Command is the primary maritime search and rescue authority of Turkey and holds the responsibility to coordinate and carry out SAR operations in the Turkish Search and Rescue area (which is 377.714 km² - almost equal to half of Turkish territory.)

In order to cover this area efficiently; all Turkish Coast Guard surface and air assets serve as search and rescue units. Additionally, in case of need, assets of Turkish Armed Forces and

⁵ Kaynak: Emniyet Genel Müdürlüğü Kaçakçılık ve Organize Suçlarla Mücadele Raporu 2012 (www.kom.gov.tr)

other public bodies could also be mobilized to cooperate with the Turkish Coast Guard Command in our maritime search and rescue activities.

Within this framework; in year 2012, 2.205 people were saved in 384 incidents and 61% of the operations were carried out in the Mediterranean and Aegean Seas⁶.

(Marine Pollution Prevention)

In terms of activities concerning prevention of marine pollution, Turkey cooperates with European Maritime Safety Agency (EMSA). Pollution reports received from EMSA are investigated by relevant authorities including Turkish Coast Guard Command. In case of detecting a pollution case, appropriate measures are taken.

In 2012, 344 marine pollution incidents were detected and a total of 400.000 Euros worth administrative fine was imposed on the proven polluters by the Turkish Coast Guard Command⁷.

(Fisheries Control)

Another area the Turkish Coast Guard Command is responsible for is fisheries control. Within this framework; last year, approximately 4 million Euros of administrative fine was imposed in 3837 cases due to violation of the fisheries law⁸.

⁶ Kaynak: SG K.İği Harekat Başkanlığı Kayıtları

⁷ Kaynak: SG K.İği Plan Prensipler Başkanlığı Kayıtları

⁸ Kaynak: SG K.İği Plan Prensipler Başkanlığı Kayıtları

Turkey is also a contracting party to the International Commission for the Conservation of Atlantic Tunas (ICCAT) and takes part in ICCAT Joint Scheme of Inspection. Within this context, in 2012, 29 fishing vessels were hailed and 54 were inspected by the Turkish Coast Guard Command units⁹.

(Vessel Monitoring)

Distinguished participants, as it is well known maritime traffic monitoring is an essential component for maritime safety and security. Therefore Turkish Coast Guard Command units monitor maritime traffic as well as the activities of suspected ships. While monitoring these vessels, the Turkish Coast Guard units collaborate with all other related authorities. When necessary, information on suspicious activities is shared with the relevant authorities of the concerned countries.

(BSCF)

At this point; I would like to provide you with some brief information about the cooperation among the Black Sea countries as an example of best practices for Information Exchange.

In the post cold war era the Black Sea Regional politics have significantly evolved in terms of International politics and thus gained more and more strategic importance, particularly within the context of Euro-Atlantic security. The keywords for this area are “Energy and Security”.

⁹ Kaynak: SG K.İği Plan Prensipler Başkanlığı Kayıtları

There has been significant changes in the region during the last two decades as the Caspian Sea and Central Asia hydrocarbon resources have been opened up to Global Markets. This has made the Black Sea one of the most important energy corridors of the world.

In order to promote peace and stability in the region the Black Sea Littoral States took various collective measures. Within this context, various regional and multi-national cooperation initiatives were started. Among them one of the most proactive initiatives has proved to be the Black Sea Littoral States Border/Coast Guard Cooperation Forum (which is abbreviated as BSCF).

The BSCF was initiated with a meeting held in Istanbul in year 2000, with participation of the Border/Coast Guard Leaders' of the littoral countries. The aim of the Forum is to promote stability, safety and the security and improve cooperation and coordination of maritime law enforcement practices in order to prevent illegal activities in the Black Sea domain. To this end, the BSCF parties have signed an additional agreement in 2006. This agreement was a milestone to lay a legislative base of co-operation and coordination among the parties on coast guard issues.

Within the framework of the BSCF activities, working group and expert groups were formed who come together to discuss ways to promote maritime safety and security in the Black Sea. There are also Annual Leaders' Meetings carried out where final decisions are taken.

One of the most fruitful outcomes of this initiative was the establishment of the "Information Exchange System" among the

member Agencies. The system enables the inter-agency information flow in pursue of maintaining safety and security in the Black Sea. It has been used efficiently by the member countries since 2007.

Within the context of the Forum, annual joint exercises are conducted to enhance the interoperability and cooperation especially in Search&Rescue operations. These exercises also aim to improve the information exchange mechanism among the member Agencies

Today, as a consequence of the activities conducted by the regional multi national initiatives, the Black Sea is one of the most secure and safe seas in the world.

(Final Words)

Having experience in regional cooperation, Turkish Coast Guard Command is ready to support similar initiatives in the Mediterranean in order to contribute to peace, security and stability in this region.

Finally, let me express my firm belief that the Mediterranean Coast Guards' Functions Forum will enhance the existing level of cooperation between the littoral states of the Mediterranean Sea and

let us explore new areas of cooperation and bring us together on common perspectives.

Thank you for your kind attention.