

# ITALIAN NAVY

## VENICE REGIONAL SEAPOWER SYMPOSIUM 2010

### Executive Summary



### OVERVIEW

*New scenarios, impeding risks and threats.*

*Relevance of the maritime domain.*

*Since 1996, the Italian Navy organizes in Venice the Regional Seapower Symposium (RSS) for the Navies of the Mediterranean and Black Sea countries.*

*It represents the synthesis of the overall Dialogue & Cooperation efforts.*

*Exceptional gathering of maritime leaders, ranging from a regional focus to a global perspective.*

*Themes and topics are developed in continuity with the International Seapower Symposium, organized by the US Navy.*

*Practical results, such as the V-RMTC, are regularly pursued.*

The dynamics of the new scenarios are generating new complexities, connected with impending risks and maritime threats, like piracy, terrorism, pollution, human trafficking, weapons smuggling and other illicit activities, not forgetting natural disasters and their consequences.

These global challenges and their relevance to the maritime domain require to develop wider partnerships: in this context and with this spirit, the Venice Regional Seapower Symposium (RSS), organized every other year by the Italian Navy since 1996, has progressively enlarged its perspective to achieve a full regional dimension with a global perspective.

Indeed, it represents the synthesis of the overall effort of the Italian Navy towards the binomial Dialogue and Cooperation, real catalyst of every activity in the overall framework of the Italian Navy strategic vision, encompassing the functions of Maritime Defence and Integrated Surveillance and Projection of Capabilities at sea and from the sea.

In the last 14 years the RSS had rolled out by enabling the discussions and sharing of ideas among the Chiefs of several Navies and the Representatives of the various stakeholders in the maritime arena, ranging from international organizations to the private industry.

Such an approach granted the RSS a significant place among the world's maritime fora, furtherly increased by the complementarity and continuity of contents with the International Seapower Symposium, organized in Newport by the US Navy, along with the capability to bring on the spot significant practical results, such as the launch of concrete initiatives, as in the case of the Virtual Regional Maritime Traffic Centre (V-RMTC), today adopted by 30 navies in three different communities<sup>1</sup>.

<sup>1</sup> A Wider Mediterranean Community (WMC), including the Navies of Albania, Belgium, Bulgaria, Cyprus, Croatia, France, Georgia, Germany, Greece, Israel, Italy, Jordan, Malta, Montenegro, the Netherlands, Portugal, Romania, Russia, Senegal, Spain, Turkey, the UK, Ukraine and the USA.

## VIII VENICE REGIONAL SEAPOWER SYMPOSIUM

*Delegations from Navies, Naval services and International Organizations convened in Venice, for the RSS eight edition, dedicated to Dialogue and Cooperation as Maritime Security enablers.*

*First Session:*

*Dialogue & Cooperation contributing to Maritime Situational Awareness (MSA).*

*No single navy can achieve 100% comprehensive awareness alone.*

*Naval and air assets are key to MSA.*

The 2010 edition scored the remarkable participation of 44 Navies, 25 present at CNO level, and 19 International Organizations, both military and civilian.

The Dialogue and Cooperation as Maritime Security Enablers, driving theme of the 2010 RSS, by no mean an extremely actual topic, was developed into three different sessions, respectively covering the crucial areas of Maritime Security Operations, Maritime Capacity Building and Maritime Situational Awareness, preceded by an “out of sessions speeches” panel, in which the audience was exposed to the excellent insights and food for thought provided by the representatives of 13 invited organizations<sup>2</sup>.

The first session, dedicated to Dialogue & Cooperation contributing to Maritime Situational Awareness (MSA), chaired by the Inspector of the Royal Moroccan Navy, RADM Mohamad LAGHMARI<sup>3</sup>, has brought to attention several interesting issues emphasizing the need for information sharing in view of an early warning and an early understanding of what is going on in the specific field. As no single navy can achieve 100% comprehensive awareness alone, the sharing of operational information amongst navies is essential. Efforts for Maritime Situational Awareness cannot be limited to the data sharing, moreover an information network cannot totally replace physical units. Sufficient assets (i.e. ships, MPAs, etc) have to be present in order to deter illegal use of the sea.

Going to the specific item, the outcomes of this session can be summarized as follows:

### MARITIME SITUATIONAL AWARENESS

**The MSA concept represents the evolution of Maritime Surveillance through the value added provided by modern information sharing and data analysis.**

**Aiming to guarantee the effective understanding of every activity associated with the maritime domain -**

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A 5+5 V-RMTC Net, with the participation of the Navies of France, Italy, Malta, Portugal and Spain and the navies of Algeria, Lybia, Mauritania, Morocco and Tunisia

A bilateral net with Lebanon, established in the aftermath of the 2006 crisis.

<sup>2</sup> Speakers included: Mr. Efthimios MITROPOULOS - Secretary General International Maritime Organisation (IMO); RADM Giorgio LAZIO - Senior Military Assistant to the Chairman of the NATO Military Committee; Mr. Eddy HARTOG - Head of EU DG MARE; VADM Alexandros MARATOS - President International Hydrographic Bureau; Mr. Samuel KAME-DOMGUIA - Focal Point for Maritime Security & Safety Strategy of the African Union Committee; VADM Maurizio GEMIGNANI - Maritime Commander HQ Naples; RADM Fernando LISTA - Deputy Director & COS EU Military Staff; VADM Harry B. HARRIS - Commander U.S. SIXTH FLEET; Dot. Giuseppe BONO - CEO of Fincantieri S.p.A.; VADM Marco BRUSCO - Commander Italian Coast Guard and VADM Robert C. PARKER - Commander US Coast Guard Atlantic Area.

<sup>3</sup> Speakers included ADM Julio SOARES de MOURA NETO – Commander-in-Chief of the Brazilian Navy; RADM Plamen MANUSHEV – Chief of the Bulgarian Navy; the Deputy Minister of Interior & Head of the Border Police Maj. General Zaza GOGAVA; Commodore Ajendra BHADUR SINGH - Principal Director Naval Plans Indian Navy; ADM. Ugus YIGIT – Chief of the Turkish Navy and RADM Anders GRENSTAD – Chief of Naval Staff Royal Swedish Navy.

*MSA through different approaches: National, Regional and Trans regional.*

*Second session:  
Dialogue & Cooperation  
contributing to Maritime  
Security Operations (MSO).*

*Need for more effective forms  
of MSO and a clear legal  
framework.*

*Threats to the free use of the  
sea.*

that could impact the security, safety, economy or environment of each country - the MSA concept pervades the recent military doctrine and represents the driving factor of its development.

**The MSA should follow different approaches:**

**-Nationally, in the view of comprehensive interagency development;**

**-Regionally, in order to build a trust and confidence with leverage on the existing initiatives;**

**- Trans Regionally, adopting a federative approach as starting point to build up a Global Maritime Partnership.**

**This session concentrated mainly on the need of information sharing starting from regional initiatives and going up to build global common information sharing.**

**The attendance acknowledged the need for the naval forces to building up of a clear Maritime Situational Awareness and stressed that the efforts for MSA cannot be merely limited to the data sharing, but require presence of assets at sea.**

The second session, chaired by ADM Manuel REBOLLO GARÇIA, Chief of the Spanish Navy, focused on Dialogue & Cooperation contributing to Maritime Security Operations (MSO)<sup>4</sup>. During this session the speakers emphasized on MSOs, and in particular the counter-piracy operations in the Horn of Africa and the Somali Basin, and Operation Active Endeavour (OAE). These operations prove the need for more effective patterns and operational procedures in the conduct of Maritime Security Operations and a clear legal framework in order to respond efficiently to the new threats. Additionally, international organizations should implement and update measures aimed at enhancing the central role of the maritime forces, while navies provide their inherent abilities to intervene wherever and whenever needed.

The outcomes of the second session can be summarized as follows:

#### **MARITIME SECURITY OPERATIONS**

**The growing complexity of maritime scenario, and the wide range of variables and risks affecting the maritime domain today threatening the principles of freedom of the seas have been pointed out. It has been acknowledged that a modern approach to maritime security is required.**

**The experiences gathered so far emphasize the need for more effective ways of conducting Maritime Security Operations and a clear legal framework responding to the new threats.**

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<sup>4</sup> Presentations were made by RADM Yanpeng QIU – Deputy Chief of Staff Chinese Navy Eastern Fleet; RADM Tihomir ERCEG – Deputy Commander Croatian Navy; the Chief of the French Navy - ADM Pierre-François FORISSIER; VADM Dimitrios ELEFSINIOTIS – Chief of the Hellenic Naval Staff; VADM Dragan SAMARDŽIĆ – Chief of the General Staff of the Armed Forces of Montenegro; Capt. Lars SAUNES - representing the Norwegian Navy and VADM Richard IBBOTSON – Deputy Commander in Chief Royal Navy.

*Legal framework as one of the main problems.*

*Sharing of operational activities at regional level and exploitation of international surveillance networks can be the foundations for an enhanced cooperation.*

*Navies as “weapon of choice” in any maritime related issue.*

*Third session:  
Dialogue & Cooperation contributing to Maritim Capacity Building.*

*Goal is to enhance the ability of coastal states to deal with their maritime environment.*

**Legal Framework is one of the main problems for MSO and shows the difficulty of enforcing a common and suitable legal treatment to the “unlawful activities” at sea. Many questions need to be answered, both at the national and international levels. Which legacy is to be applied? What procedure has to be followed? How the evidences have to be got? What is the future for the arrested people? Where to seize them? Etc.**

**The sharing, at regional level and between neighboring countries, of the respective operational activities and presence at sea could constitute, together with the existing international surveillance networks, the foundations, for reaching enhanced cooperation in terms of deterrence and enforcing.**

**MSO is a common effort, civil and military and is intended to achieve or restore freedom from threat or intentional unlawful acts in the maritime domain.**

**The unanimous consensus was mainly directed on the conclusion that the role of the Navies is central in any maritime related issue. Navies have to be ready to take responsibilities in support of the civil society, against the wide range of threats that might affect the marine environment, from pollution to disaster relief, passing through humanitarian assistance.**

The third and last session, chaired by VADM Matthieu BORSBOOM, Commander of the Royal Netherlands Navy, has dealt with Dialogue & Cooperation contributing to Maritime Capacity Building<sup>5</sup>. Session members presented their views on the essential mechanisms for maritime capacity building and advocated confidence building and partnerships' development.

Outcomes of the third session can be summarized as follows

### **MARITIME CAPACITY BUILDING**

**In the Maritime environment, the fundamental goal of capacity building is to enhance the ability of the coastal states to evaluate and address all the questions related to the implementation of maritime security.**

**Essential mechanisms for maritime capacity building are confidence building and partnership development.**

**Moreover it should be explored, based on the ongoing experiences, the possible cooperation initiatives in the field of MSO and MCB to respond coherently to the emerging needs of maritime security and sea governance, aiming specifically to mitigate the effects of piracy.**

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<sup>5</sup> Speakers included ADM. Axel SCHIMPF – Chief of German Naval Staff; Captain Oumar BAILA KANE - Chief of Senegal Navy; RADM Chia JACKSON - Commander Maritime Security Task Force/Maritime Security Command Singapore Navy, RADM Benny TEUTENBERG – Chief Director Maritime Strategy South African Navy and ADM Samuel J. LOCKLEAR, III – Commander Allied JFC Naples / Commander US Naval Forces Europe-Africa (representing U.S. Navy)



*Dialogue & Cooperation bring effective value to Maritime Security.*

*The 21st of October 2010, onboard the Italian Navy ship Amerigo Vespucci, took place the Signing Ceremony of the Operational Arrangement for the Trans Regional Maritime event formally allow the federation of the VRMTC, with other regional compatible maritime information sharing systems, namely the Brazilian Navy SISTRAM and the Singapore Navy OASIS.*

*The TRMN is equally owned by all the signing nations in terms of policy and further development.*

*Maritime security vs. freedom of the sea: a supporting-supported bond.*

*More effective and robust understanding between civilian and military stakeholders.*

*Teamwork is the keyword. Navies, Coast Guards, Shipbuilders, Shipowners as a cohesive team.*

*International organizations to implement measures to enhance the central role of maritime forces.*

## CONCLUSIONS

The 2010 Venice RSS confirmed that dialogue and cooperation bring added value to the maritime security achievement.

The number and the level of participants, along with the thoughts, views and experiences shared, can in fact be seen as an indication of the importance raised by the discussion topics of this edition.

In addition, the signing ceremony of the Trans-Regional Maritime Network (T-RMN), on the 21st of October 2010, represented a notable achievement by a group of like minded Navies<sup>6</sup> and clearly demonstrates, together with the joining of the Ukrainian Navy to the V-RMTC Wider Mediterranean Community, the importance of Dialogue & Cooperation for the improvement of Maritime Security, Navies strong commitment to it and the concrete contribution of Naval Symposia to the development of relevant projects in the maritime environment

During the discussions several significant findings emerged.

Among them the dichotomy between the achievement of the maritime security and the need of preserving the freedom of the sea, should be considered a pivotal point.

Indeed dialogue and cooperation are essential to manage such requirements, apparently conflicting but, as a matter of fact, tied in a sort of supporting-supported bond.

It was widely acknowledged that granting maritime forces the appropriate instruments to act in the high sea would better safeguard freedom of navigation, rather than jeopardizing it.

A more effective dialogue and a robust understanding between the civilian and military stakeholders of the maritime domain would allow maritime forces to better conduct Maritime Security Operations.

“Teamwork” emerged as the key word. Navies, Coast Guards, Shipbuilders, Shipowners should be considered as a cohesive team, to manage the balance between freedom and security at sea, under a comprehensive approach.

Nevertheless durable and sustainable solutions for Maritime Security require Navies capabilities full exploitation.

To this extent Navies and International Organizations together should play tightly in this direction: International Organizations should implement and update measures aimed at enhancing the central role of the Maritime Forces, while Navies provide their inherent abilities to intervene wherever and whenever needed.

Development of interoperable maritime assets could, of course, be extremely useful to meet such objective and cooperation between shipbuilders and Navies may bring significant opportunities, in terms of cost reduction and potential interoperability.

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<sup>6</sup> Albania, Belgium, Brazil, Bulgaria, Cyprus, Croatia, France, Georgia, Germany, Greece, Israel, Italy, Jordan, Malta, Montenegro, the Netherlands, Portugal, Romania, Russia, Senegal, Singapore, Spain, Turkey, the UK and the USA

*Sharing of capabilities as a force multiplier.*

*Navies have to be ready to take responsibilities.*

*Navies and Naval services representatives from 44 countries defined a common position to support their central role in the contribution to maritime security and its enforcement.*

Moreover, this potential sharing of capabilities is a force multiplier when it comes to convey international efforts in support to civilian population stricken by natural calamities and disasters.

On this specific aspect, it was recognized that Navies have to be ready to take responsibilities in support of the civil society, against the wide range of threats that might affect the marine environment, from pollution to disaster relief passing through humanitarian assistance.

As an overall conclusion, 2010 RSS discussion confirmed that the role of the Navies is central in any maritime related issue, whether it is a matter of surveillance or extended intervention capability, or assisting specific actors in their growth.

At the end of the 8th edition of the Venice Regional Seapower Symposium, all the Navies there represented achieved a substantial agreement on several topics, which have been condensed in a **Final Recommendation**, summarizing thoughts and views of up to 44 Navies, attached to this Executive Summary, that can represent an useful tool to leverage on the important role of Navies, both at national and international level .



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