



# High Speed Boat Operations Forum 2014

**Is there a need for high speed boats?**

Ed Veen  
Director  
Netherlands Coastguard



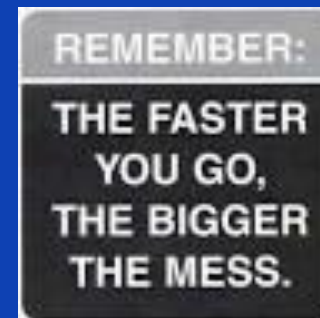




# High speed boats

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- Look cool, classy and sexy
- Drivers overestimate own capabilities and underestimate the environment
- EU Directive 2002/44/EC – protect users of sea craft from the effects of vibration and shock injury.
- SPEED KILLS



- Employers conclusion: => Do not use high-speed craft



# Netherlands Coastguard

## Services (Safety):

- Maritime assistance and Search And Rescue (SAR)
- Disaster management
- Vessel traffic service
- Aids to navigation
- Traffic research
- Ordnance clearance

## Law enforcement (Security):

- Police task
- Customs task
- Environmental surveillance
- Fishery surveillance
- Traffic surveillance
- Ships equipment surveillance
- Surveillance mining installations
- Border surveillance



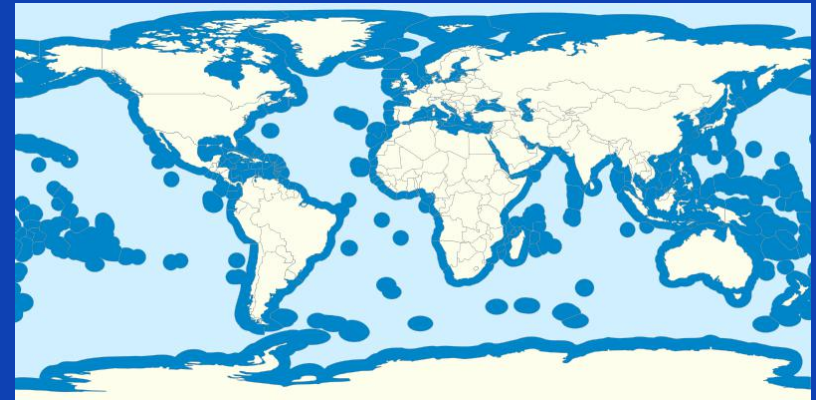


# The Sea

- Relations oceans and seas to societies

- Legal environment.

- Territorial waters (12 nm)
- Contiguous zone (24 nm)
- Exclusive Economic Zone (200nm)
- High seas (> 200nm)



- Laid down in UNCLOS III

- “Maritime commons” & sustainability is still an issue



# The environment

Dutch continental shelf:

353 km North Sea Coast

260.000 ship movements

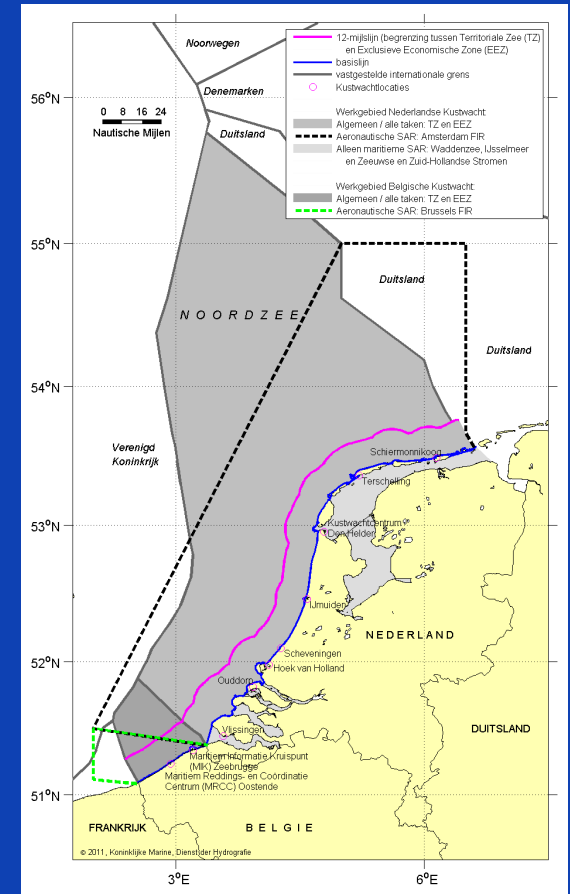
320.000.000 tonnes cargo

2200 nm cables

2000 nm pipelines

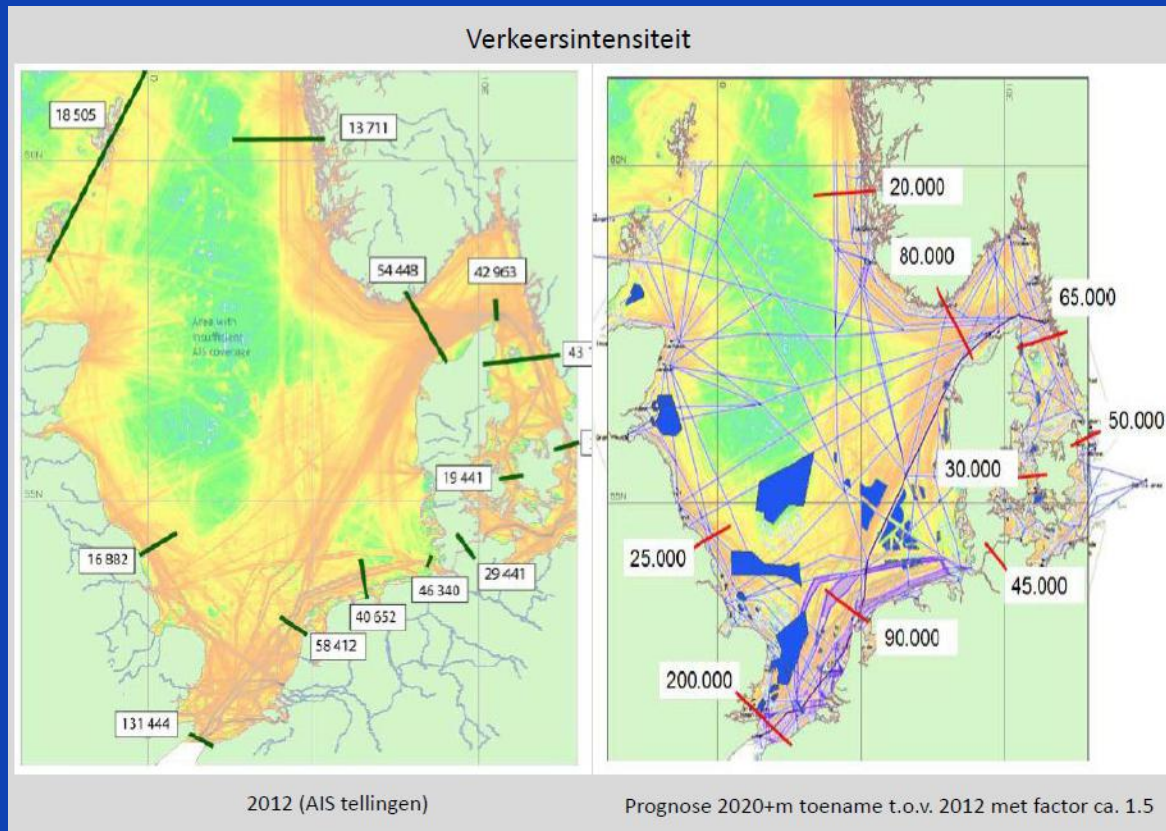
136 oilrigs

Military EXA's





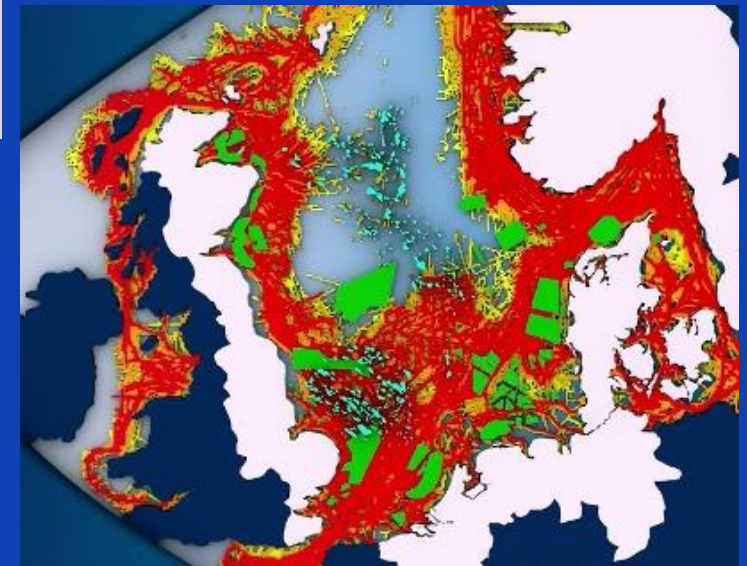
# Traffic density



Dutch continental shelf:

Approach 4 largest harbours

Influences 380 Million people







# Law enforcement



300 kg Cocaine  
MSC January 2014



58 kg Cocaine  
And 10kg Amfetamine  
Car carrier  
February  
2014



120 kg Cocaine  
Car carrier Singapore March 2014



150 kg Cocaine  
Container vessel April 2014





# Transfer at sea

Rucksäcke am Strand: Kokain für drei Millionen Euro gefunden



Garbage bag full of cocaine washed ashore in Westerschelde



300 kg of cocaine floating in Westerschelde



Transfer of 450 kg cocaine





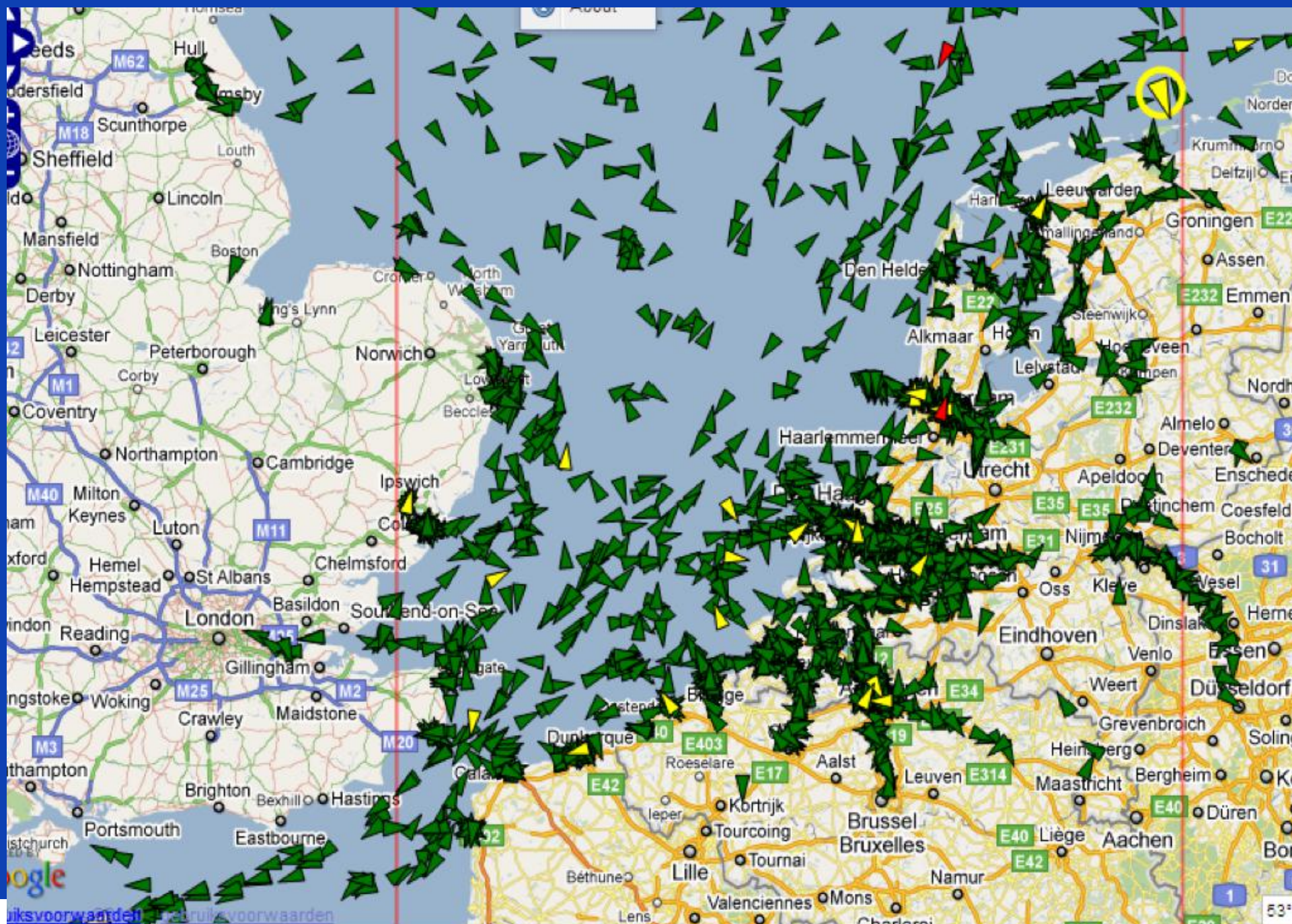
# Security Concept North Sea

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- National Security Strategy modified for the Sea: “Security concept North Sea”.
- Maritime Information Centre of the Coastguard is the focal point for maritime security and safety information.
- Structural information sharing between law enforcement agencies is legally allowed in the Netherlands.
- Use available information (AIS, ISPS, government databases, etc.)
- Direct partners (Police, Customs, Immigration, Food and safety, etc.) as required.



# Traffic North Sea (AIS only)





# Systems & databases MIK-NL

SPIN

ZUIS

OPS NSIS

ERS

VBS

HKS

VMS

BLUE VIEUW

RBS

VIRIS 2 EN 3

GBA

BPS

DIG DOSS

RISICO MARITIEM

VROS

MAOC

DIAS

BVO

SharePoint MIK

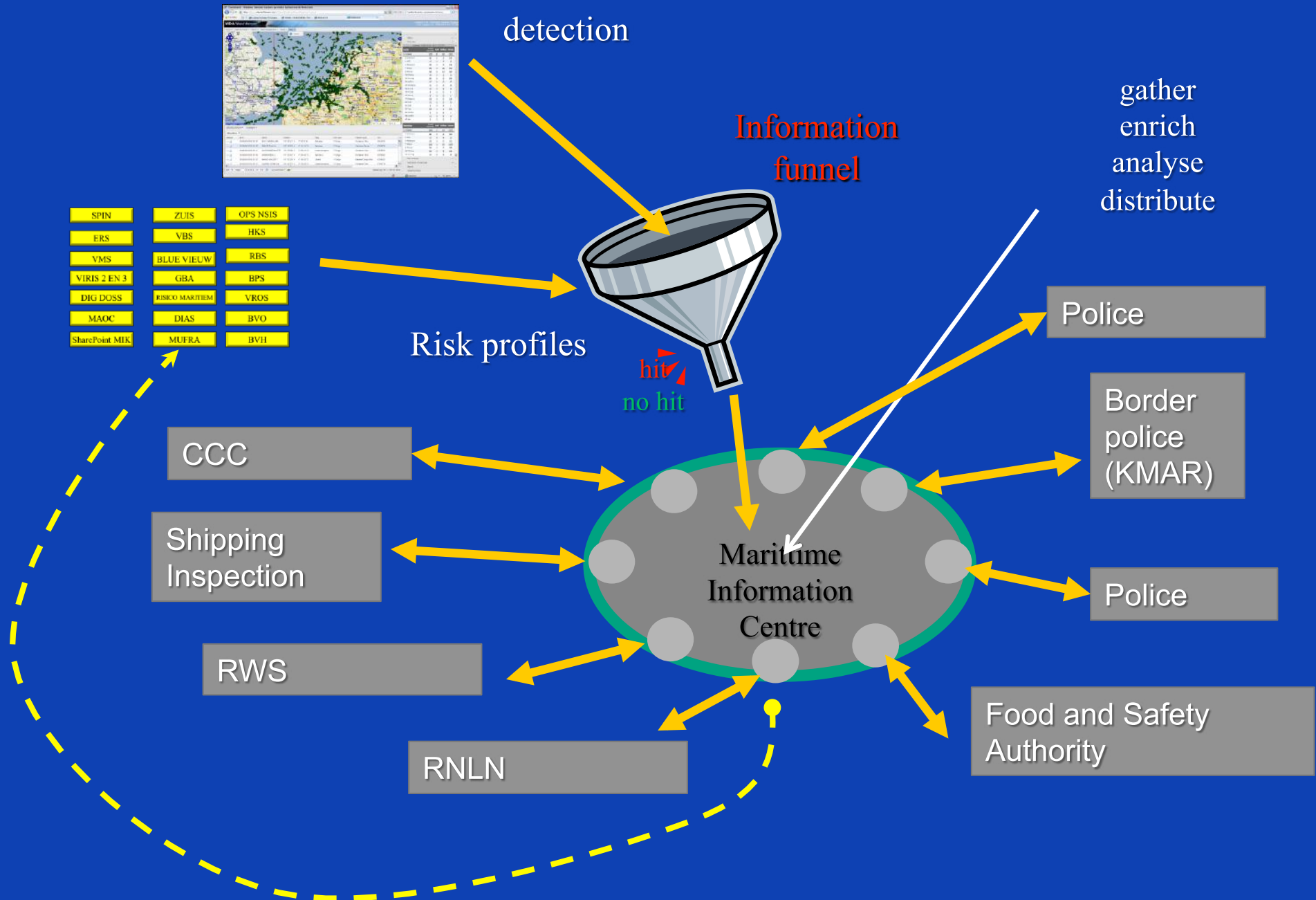
MUFRA

BVH

Vision



# Information sharing process MIC



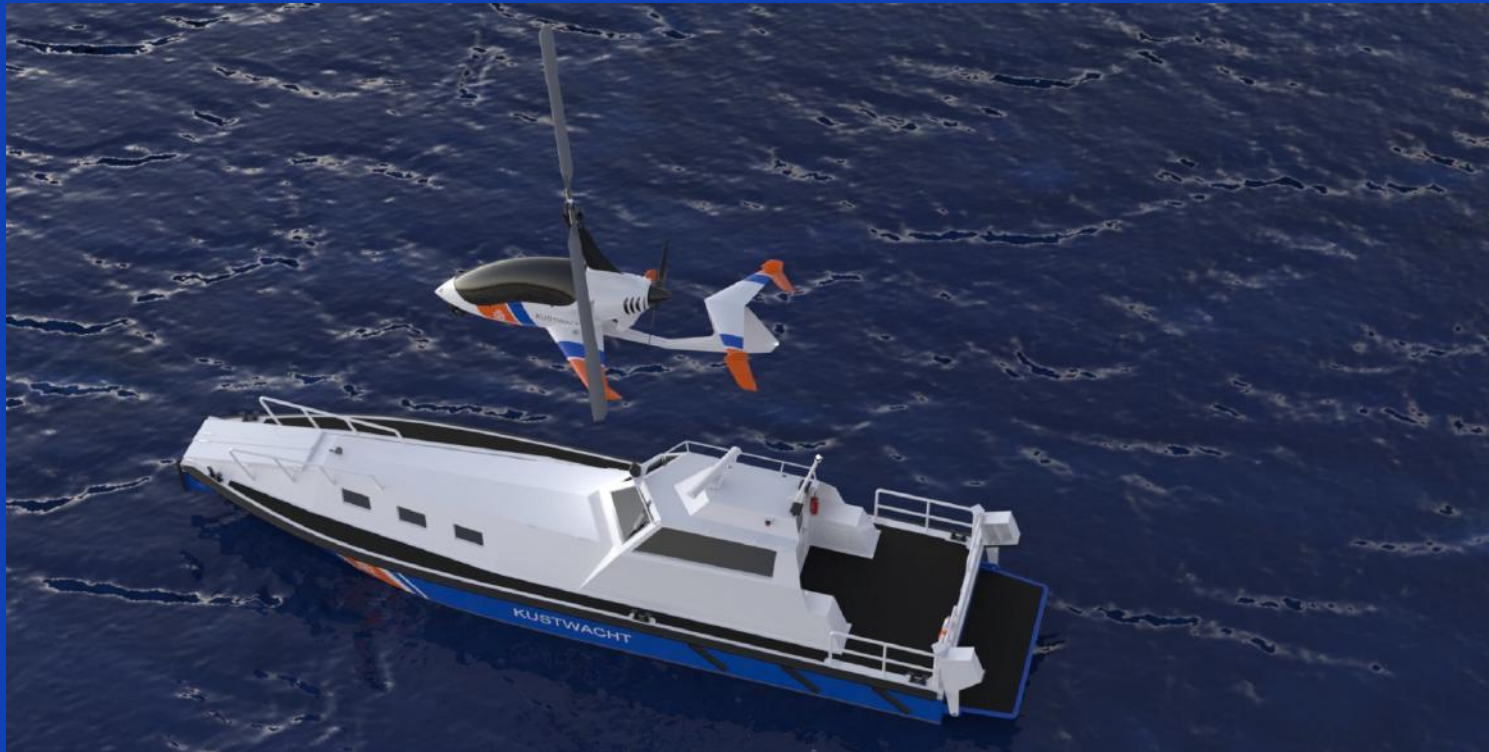


# SAR – Drugs 2011





# Coastguard 2020



An integrated approach





# Why change?

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- Present crafts need mid life upgrade
- Major changes in environment expected
- Pattern of serious crime at sea
- Police-led Information operations
- Effect based operations
- Continuous operations at sea inefficient
- Requirements for a layered approach
- Follow-up after detection of infringements
- Maritime Operations Centre

**=> Strategic change!**



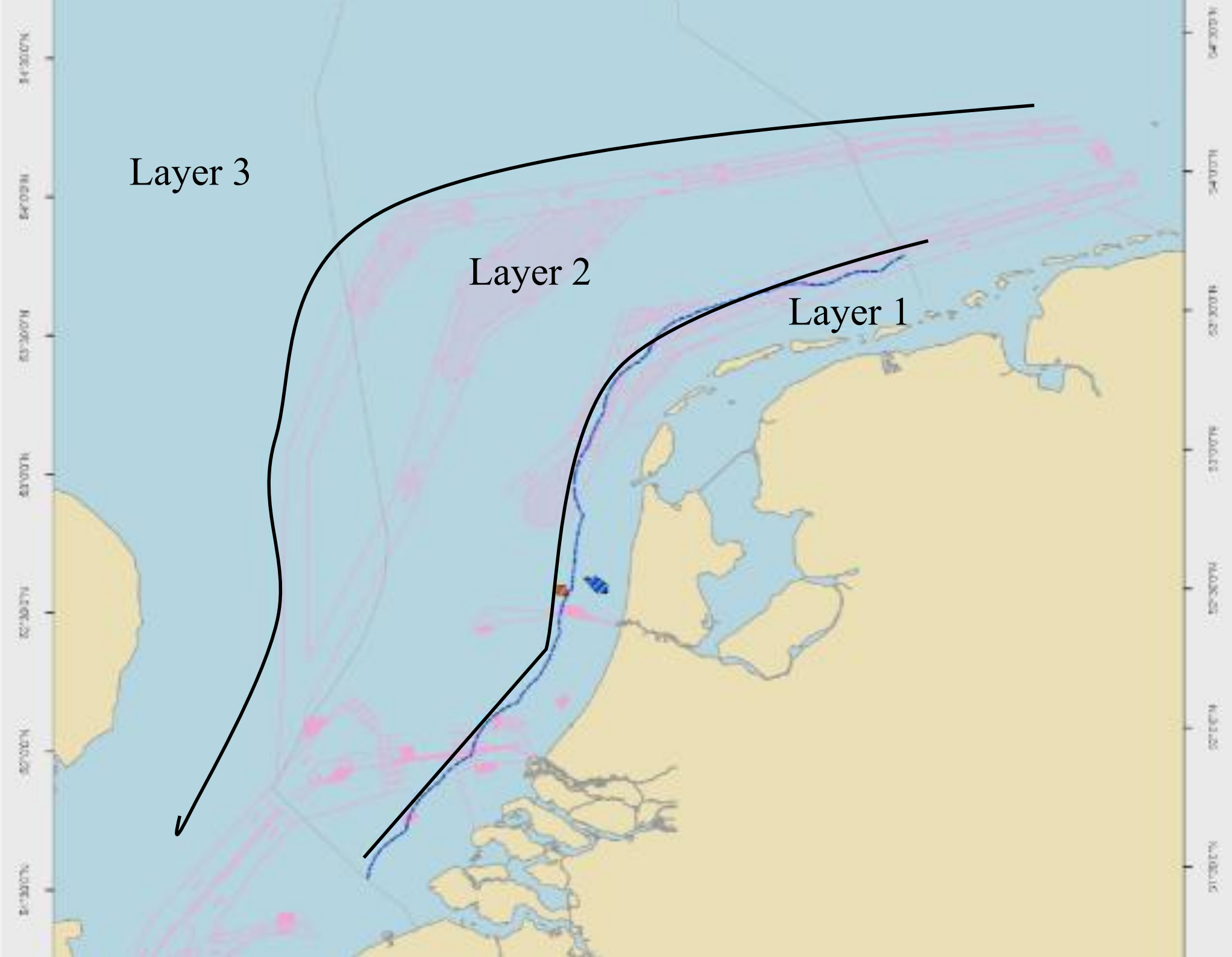
# Vision Coastguard 2020

## Risks

### Police-led information

### effect based operations

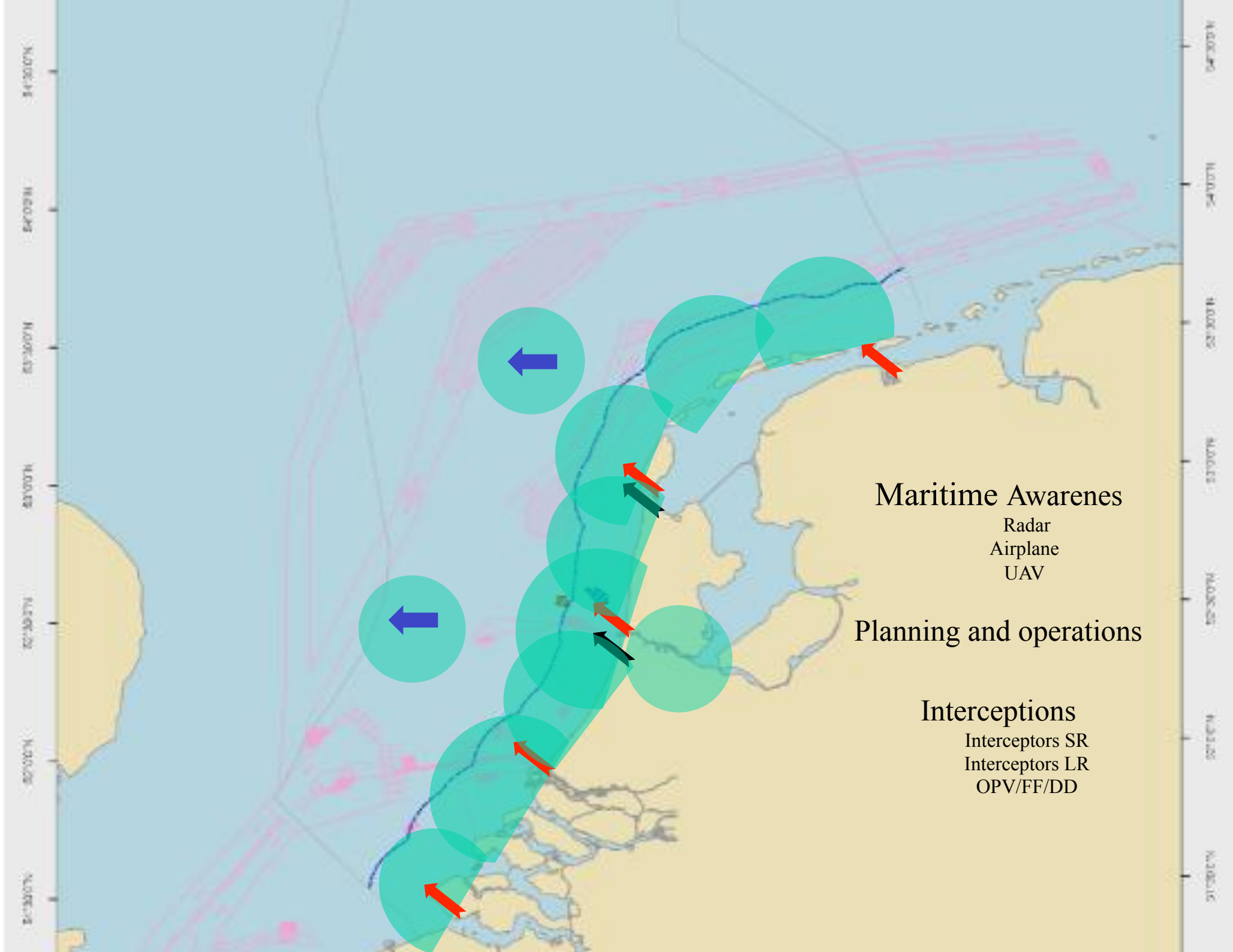
- a. Employment of assets planned on perceived risks
- b. Focus on effect (Fast, adequate and unexpected),
- c. Use technology (Improve information position),
- d. Systems thinking (Concept of operations).



Layer 3

Layer 2

Layer 1



Maritime Awareness  
Radar  
Airplane  
UAV

Planning and operations

Interceptions  
Interceptors SR  
Interceptors LR  
OPV/FF/DD



# Future resources



SR Interceptor



LR Interceptor



UAS

