



Netherlands Coastguard

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# High Speed Boat Operations Forum 2015

## Implementing the Vision!

Ed Veen  
Director Netherlands Coastguard

&

Bob MacDonald MBE



# Agenda

- **High speed boats**
- **Environment North Sea**
- **The challenge**
- **MSA**
- **Innovations**
- **Netherlands Coastguard Vision 2020**
- **Short Range Interceptor**
- **Administrative lessons identified**









# High speed boats

- Widely used by the bus guy's
- 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



*As employer you must demand properly designed and equipped boats and properly trained crews*







# Environment

## Windenergie voor 5 miljoen huishoudens (overzicht)



### Processtappen



1 het Rijk selecteert windenergiegebieden



2 het Rijk kiest exacte locatie windpark



3 initiatiefnemer dient bouwplan in

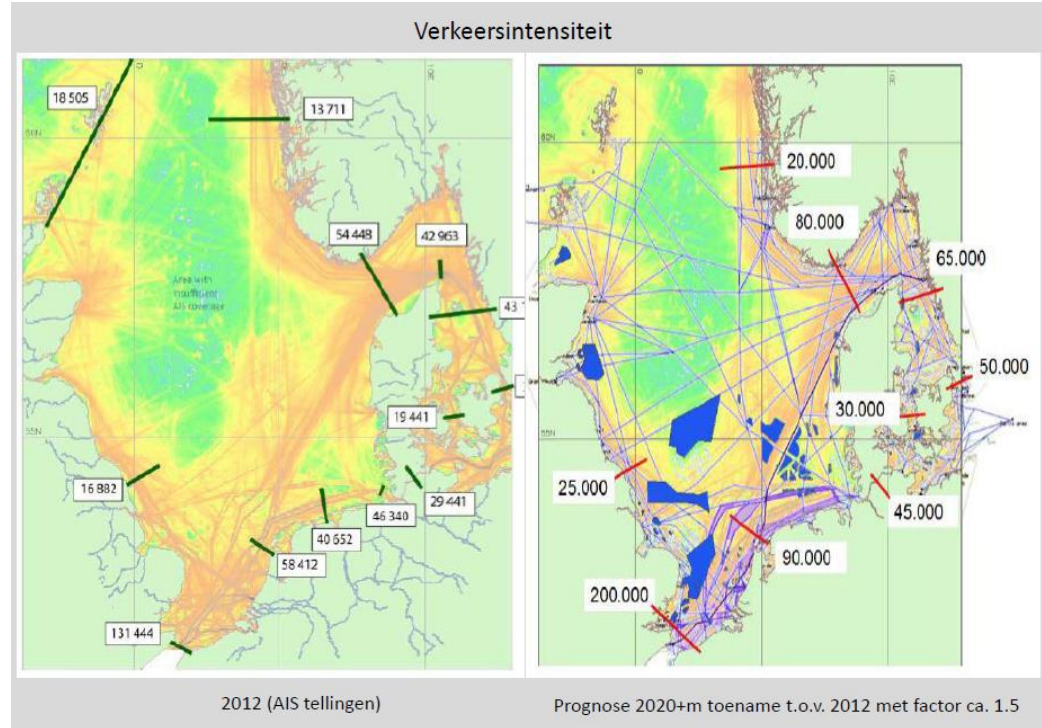
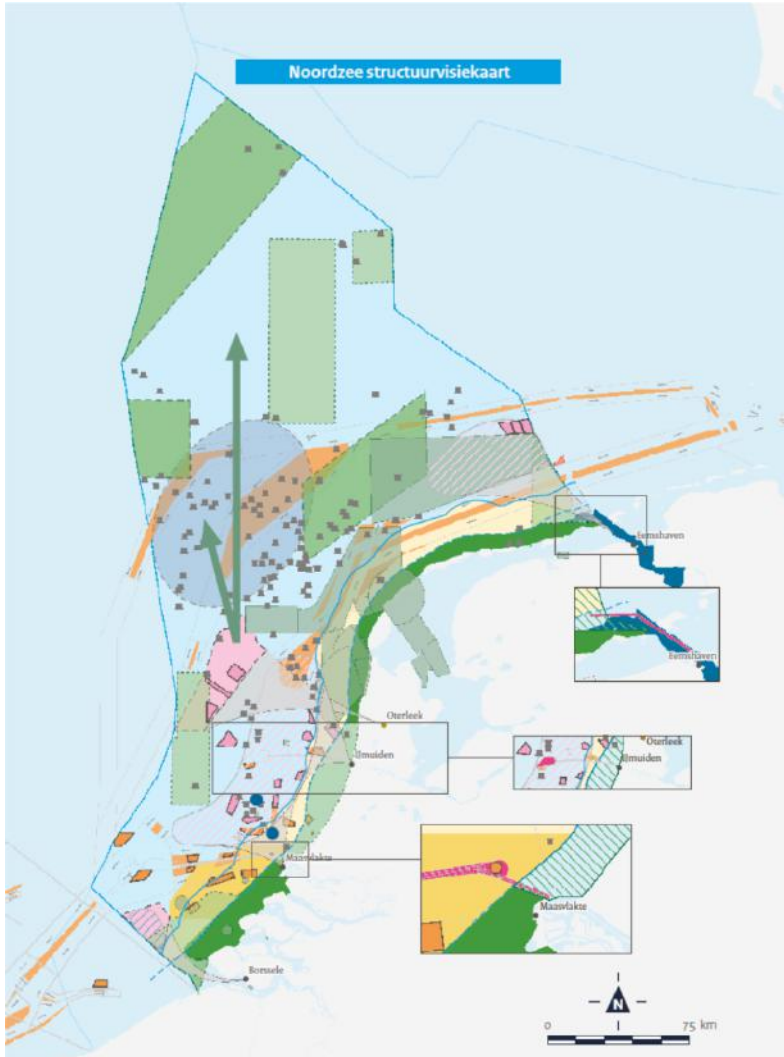


4 initiatiefnemer met beste plan mag bouwen



# Environment

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NL Coast is a potential collision hotspot







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# Safety & Security

## 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

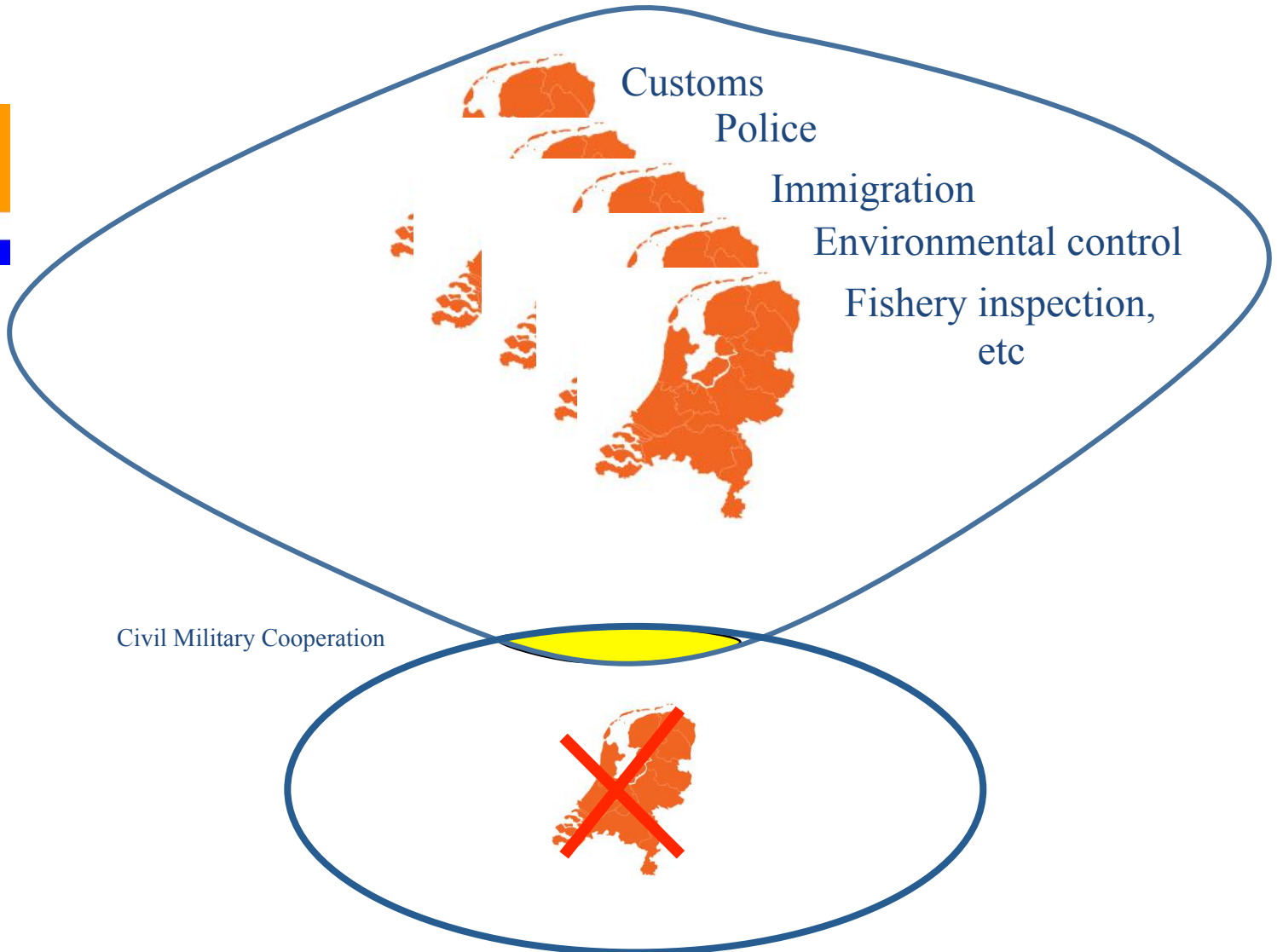


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# Architecture of the NL Coastguard



Coastguard





# Law enforcement at sea

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# Law enforcement at sea

The challenge

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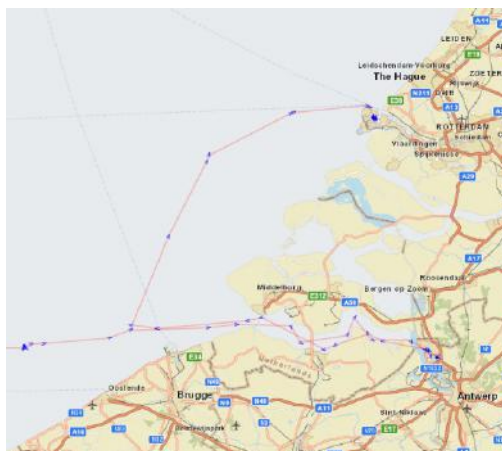
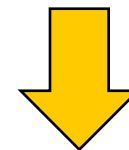
Rucksack on a beach, cocaine  
three million Euro's worth



Garbage bag full of cocaine  
washed ashore in Westerschelde



300 kg of cocaine floating in  
Westerschelde





# “Information is the name of the game”

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A dark blue world map with glowing yellow and white city lights, serving as the background for the text.

# **Maritime Safety & Security Objective & Purpose**

**Timely Recognise  
Risks & Threats  
At and from the sea**

**In support of  
Coordinated, Efficient & Effective  
Information Guided Operations**

The right action with the right means at the right place at the right time



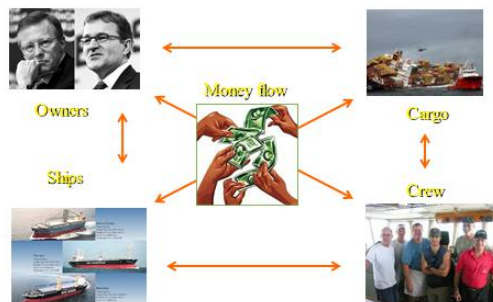


# Maritime Situational Awareness

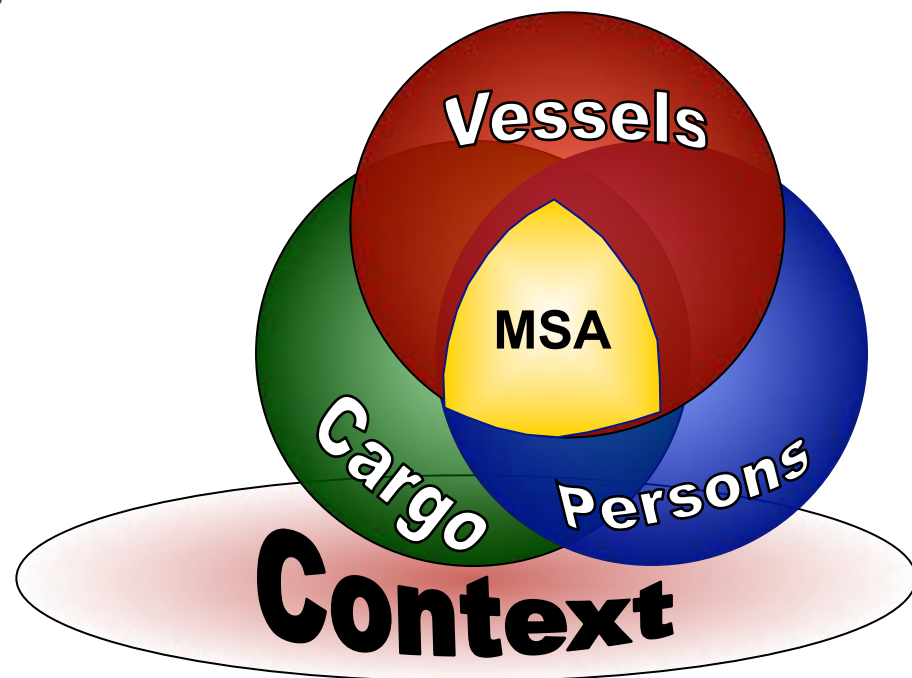
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## Integrated MSA

Holistic Picture & Comprehensive Knowledge  
of Relevant activities & aspects related to  
National & Collective Safety & Security in  
Specific Sea Areas



- Who?
- What?
- Why?
- When?
- Where?

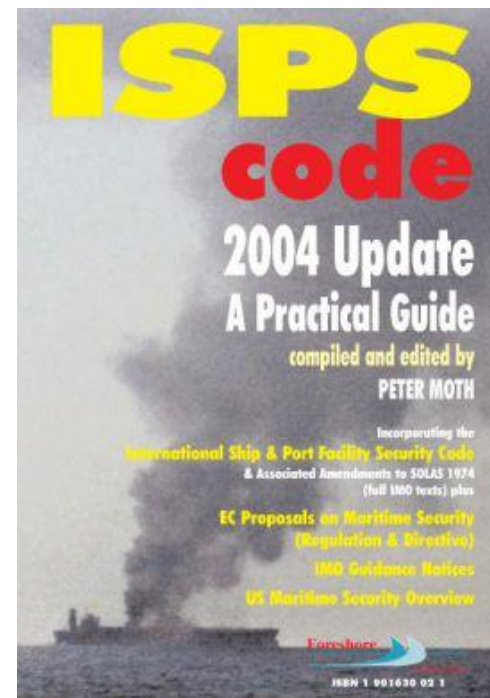
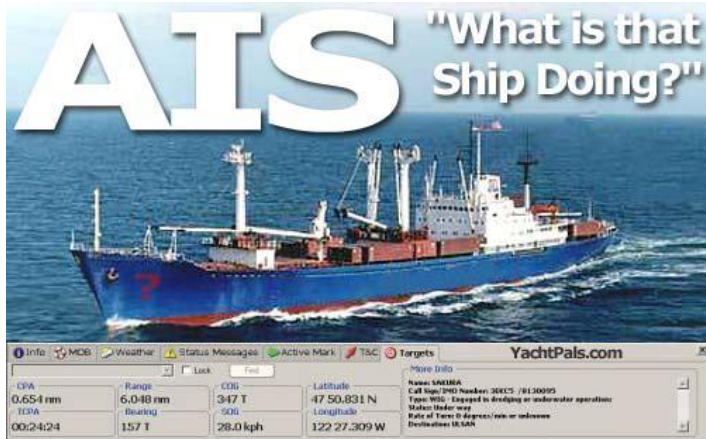




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# Innovations

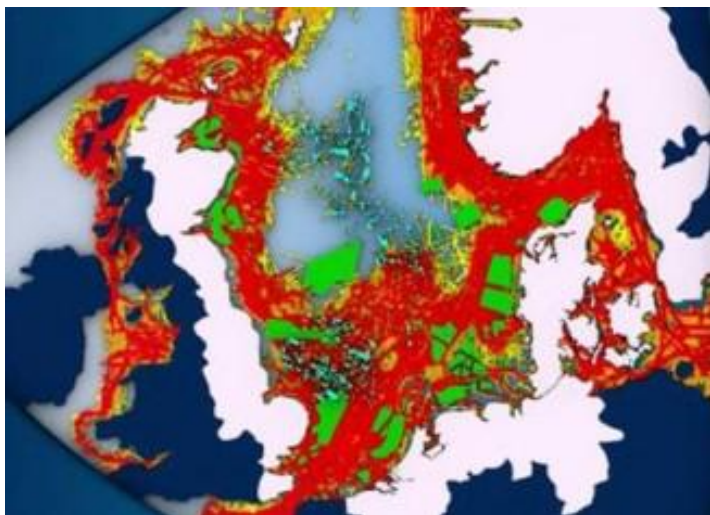
1. AIS 2002 (300 gt)
2. ISPS 2004 (500 gt)
3. E-navigation 2015 - 2019





# ACCSEAS and E-navigation

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e-Navigation: "WORKS IN PROGRESS"

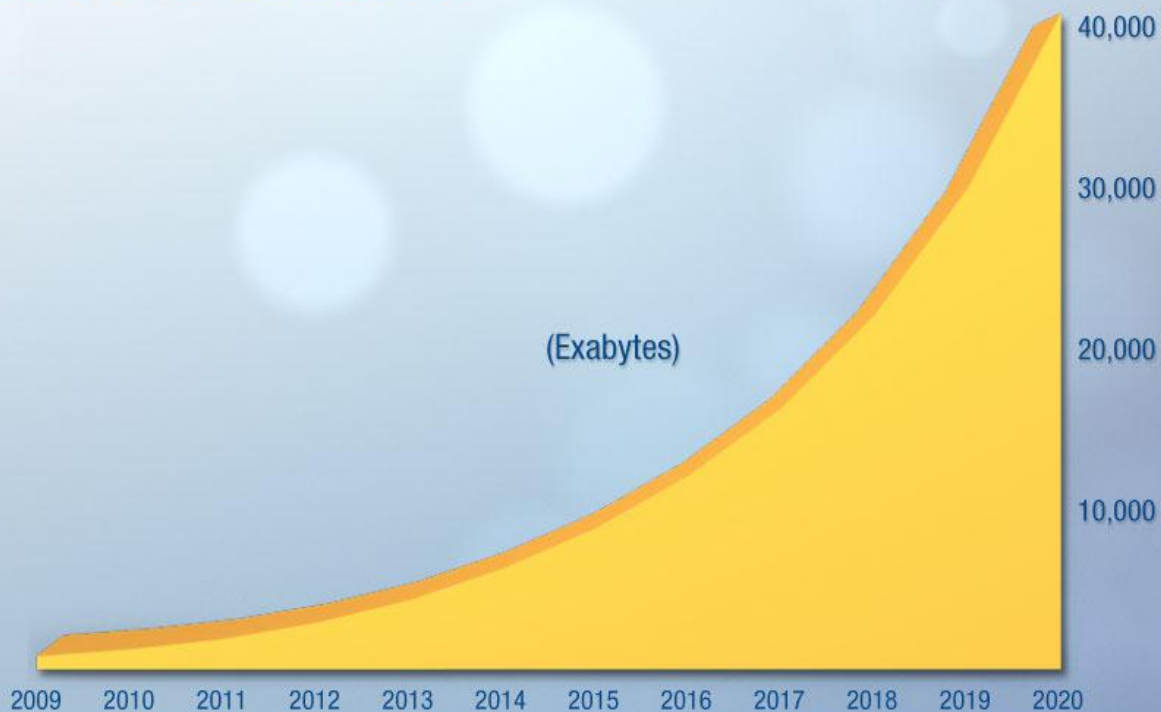
Workshop organized by VeMars  
Venice 16-17 December 2010





# Innovations

The Digital Universe: 50-fold Growth from the Beginning of 2010 to the End of 2020





# Unclass information

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The screenshot displays a maritime monitoring interface. On the left, a map shows a dense cluster of green and yellow vessel icons over the North Sea region. On the right, a sidebar contains a 'My Views' section with a table of vessel statistics. Below the map, a table lists 'Vessels With Cargo Destined Netherlands - ALL'. The table includes columns for Flag, AIS Type, Vessel Type, IMO, MMSI, and risk levels (Vessel Risk, Crew Risk, Shipment Risk, Container Risk).

Flag	AIS Type	Vessel Type	IMO	MMSI	Vessel Risk	Crew Risk	Shipment Risk	Container Risk
Antigua & Barbuda	7-Cargo	General Cargo Ship	70000	301010001	80	80	80	80
Netherlands	7-Cargo	Container Ship	6160000	211122001	80	80	80	80
Greece	7-Cargo	Container Ship	4760000	247070000	80	80	80	80
Italy	7-Cargo	Vehicles Carrier	5100000	247000000	80	80	80	80
Italy	7-Cargo	Vehicles Carrier	4700000	247000000	80	80	80	80
Italy	7-Cargo	Vehicles Carrier	6090000	247000000	80	80	80	80
Liberia	7-Cargo	Container Ship	6220000	608010000	80	80	80	80
Greece	7-Cargo	Bulk Carrier	4400000	247000000	80	80	80	80
Belgium	7-Cargo	Ro-Ro Cargo Ship	5100000	209000000	80	80	80	80
Gibraltar	7-Cargo	Ro-Ro Cargo Ship	6020000	210000000	80	80	80	80
Philippines	8-Tanker	Chemical/Oil Products	6000000	540000000	80	80	80	80

Key Fields for MDA/MSA Analysis			
Vessel	Crew	Vessel	Cargo
<ul style="list-style-type: none"> <li>Name</li> <li>IMO #</li> <li>Call Sign (IRCS)</li> <li>Owner</li> <li>Flag</li> <li>Class/Tonnage</li> <li>MMSI #</li> </ul>	<ul style="list-style-type: none"> <li>Name</li> <li>Date of Birth</li> <li>Nationality</li> <li>Database Searches</li> <li>Passport #</li> </ul>	<ul style="list-style-type: none"> <li>Port of Departure</li> <li>Most Likely Route</li> <li>Current Location</li> <li>Next Port of Call</li> <li>Nation of Registry</li> <li>Stow Plan Viewer</li> </ul>	<ul style="list-style-type: none"> <li>Type/Commodity</li> <li>Owner</li> <li>Origin</li> <li>Vessel Cargo Capacity</li> <li>Consignee</li> <li>Port of Discharge</li> </ul>



# Classified databases

SPIN

ERS

VMS

VIRIS 2 EN 3

DIG DOSS

MAOC

SharePoint MIK

ZUIS

VBS

BLUE VIEUW

GBA

RISICO MARITIEM

DIAS

MUFRA

OPS NSIS

HKS

RBS

BPS

VROS

BVO

BVH

Vision

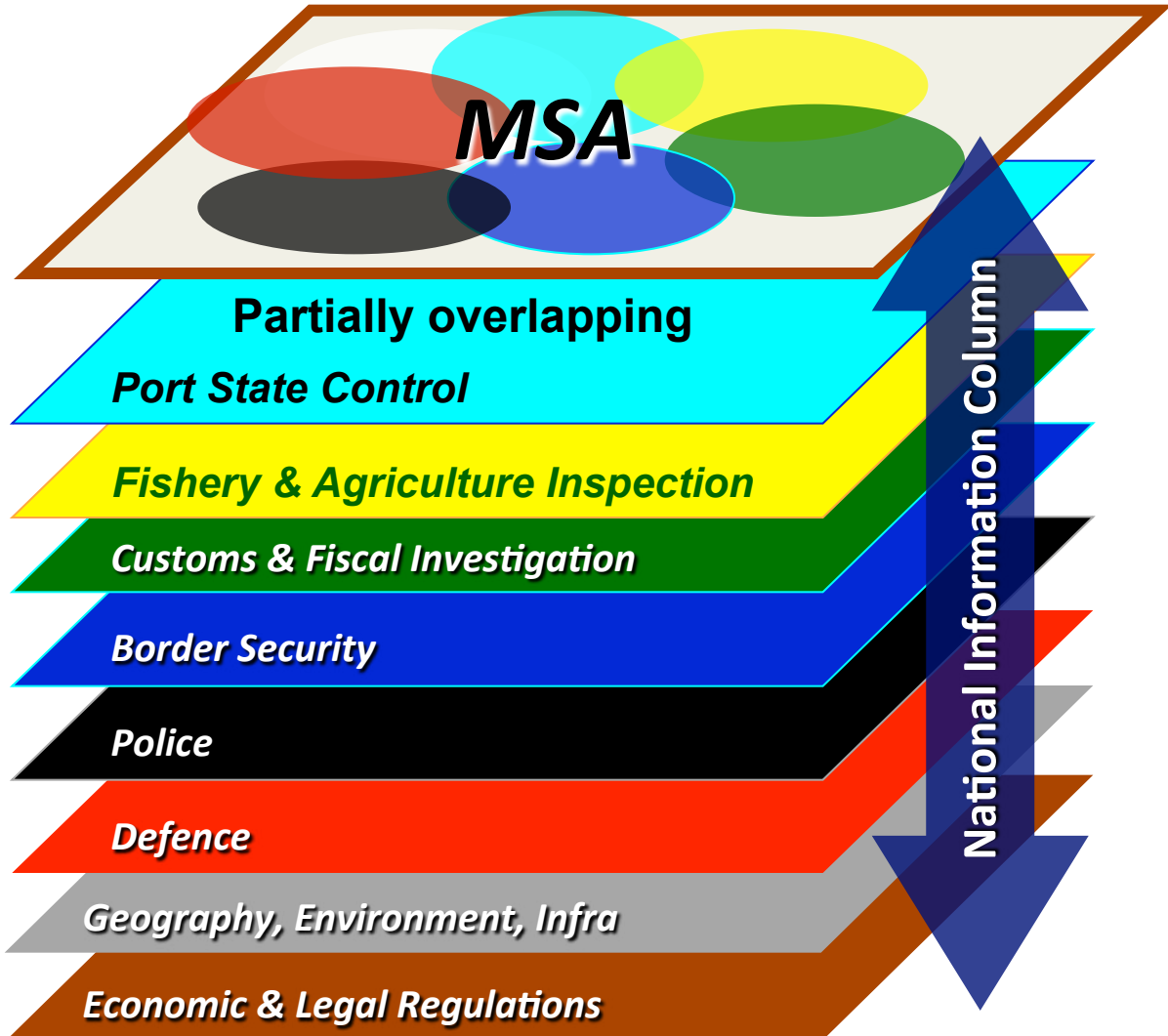




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# With What & Whom ? Risk configuration

## Parallel Activities



**MSA**

**Partially overlapping**

***Port State Control***

***Fishery & Agriculture Inspection***

***Customs & Fiscal Investigation***

***Border Security***

***Police***

***Defence***

***Geography, Environment, Infra***

***Economic & Legal Regulations***

Sources

Data

National Information Column



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# Drugs transport





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# Black Hole





# Netherlands Coastguard Vision 2020

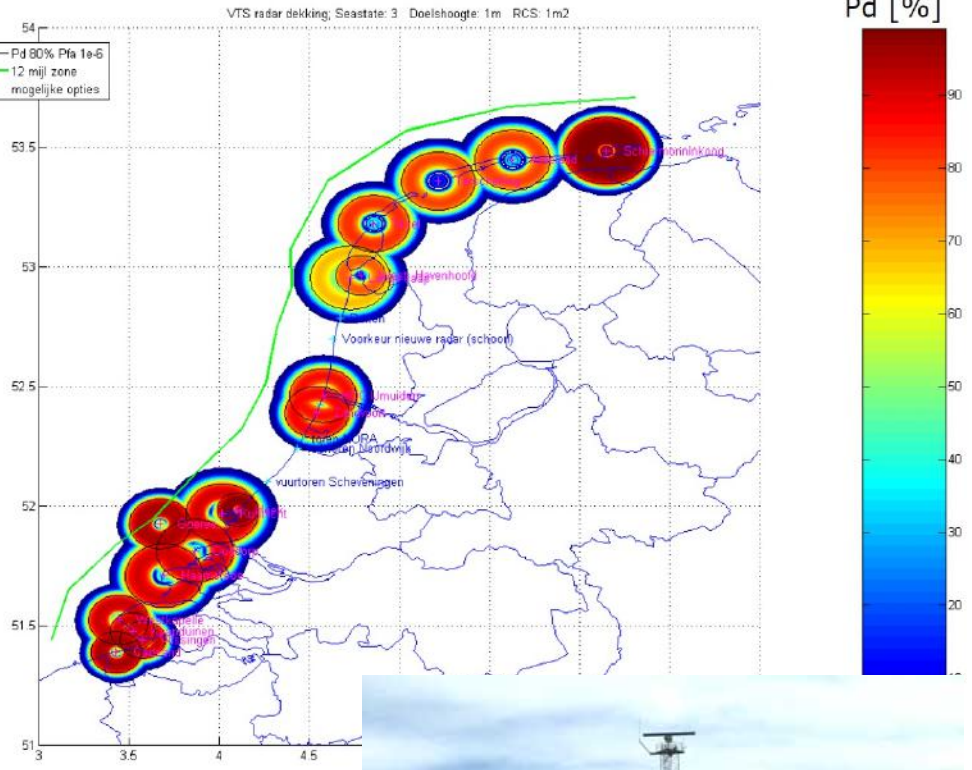
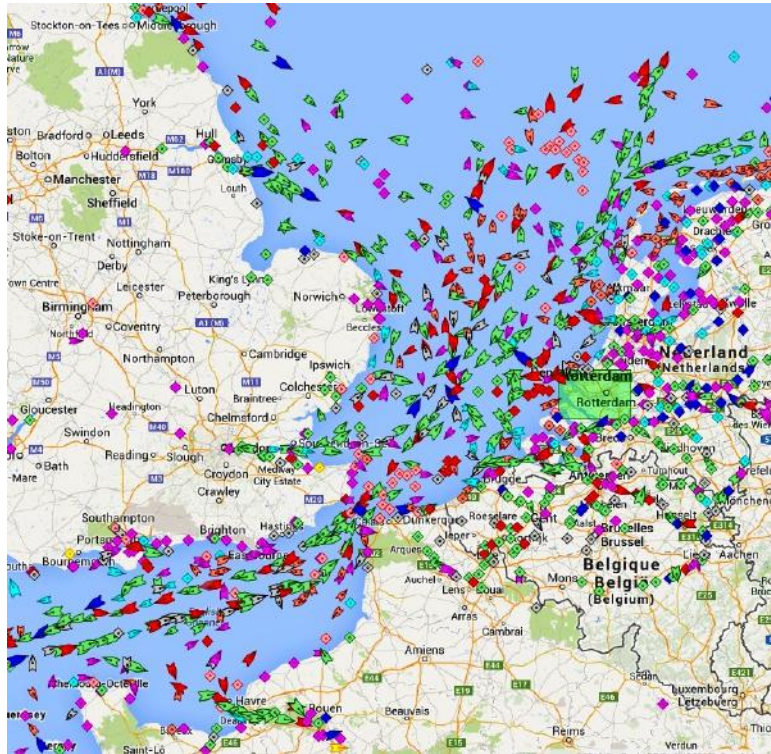
- 1. Improve information position Coastguard Centre by setting up a Maritime Operations Centre (MOC) with the Navy**
- 2. Introduce risk based, effect based operations**
- 3. Acquire fast interceptors to deal with the blind information spot (ships < 300 tons)**





# AIS and radarcoverage

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# Surveillance



THE JOINT LAND ATTACK CRUISE MISSILE DEFENSE ELEVATED NETTED SENSOR SYSTEM (JLENS)


IT'LL FLOAT HIGH  ABOVE **ABERDEEN**

**PROVING GROUND IN MARYLAND ...**

... TO HELP PROTECT THE  
**U.S. NATIONAL CAPITOL REGION**



AND PROTECT AN AREA  
APPROXIMATELY THE SIZE OF **TEXAS**







42°00'N  
44°00'N  
46°00'N  
48°00'N  
50°00'N  
52°00'N  
54°00'N  
56°00'N  
58°00'N  
60°00'N



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# Material



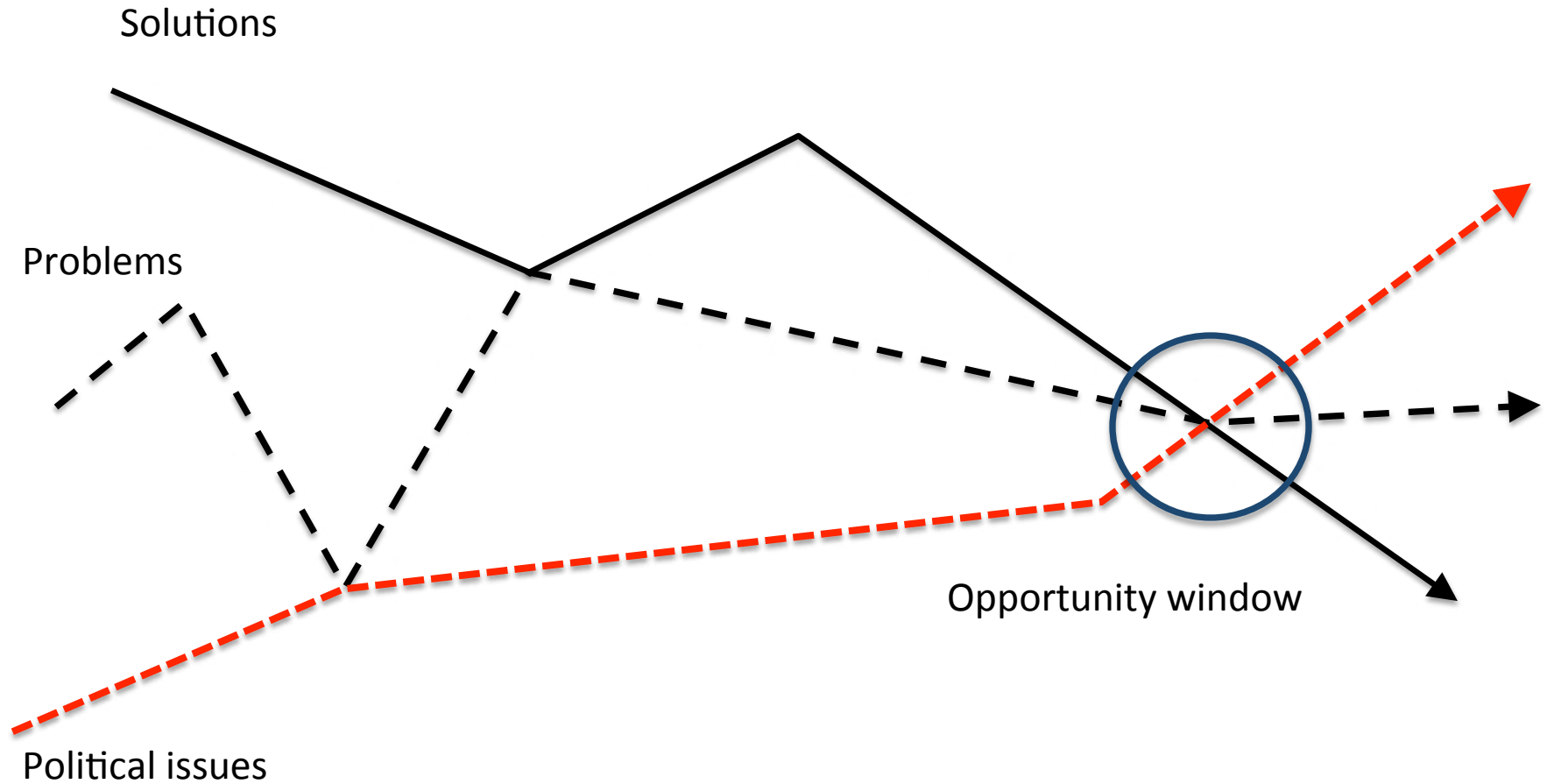
Image based on Kustwacht specifications given to Armstrong Marine.







# Decision making in the public sector





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© Randy Glasbergen  
glasbergen.com



**“I want you to find a bold and innovative way to do everything exactly the same way it’s been done for 25 years.”**

# The consultant's observations

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*the biggest barrier to progress is the statement:*

*- “we’ve always done it this way”*

- Strategic change in a governmental organisation is challenging,
- These challenges are multiplied in a network organisation,
- A need for change is fundamental,
- Policy and attitude change had to be driven “top down”, “bottom-up” and sideways,
- Trust and credibility is crucial, both internally and with partner organisations.

# The consultant's observations

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- Decisive leadership and management paramount,
- No extra resources available,
- A small “core” organisation with a very “flat” structure in a large network,
- Right “command distance” important.



## The consultant's observations

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*"We only have two demands!  
Why don't people just give us what we want?"*

# The consultant's observations

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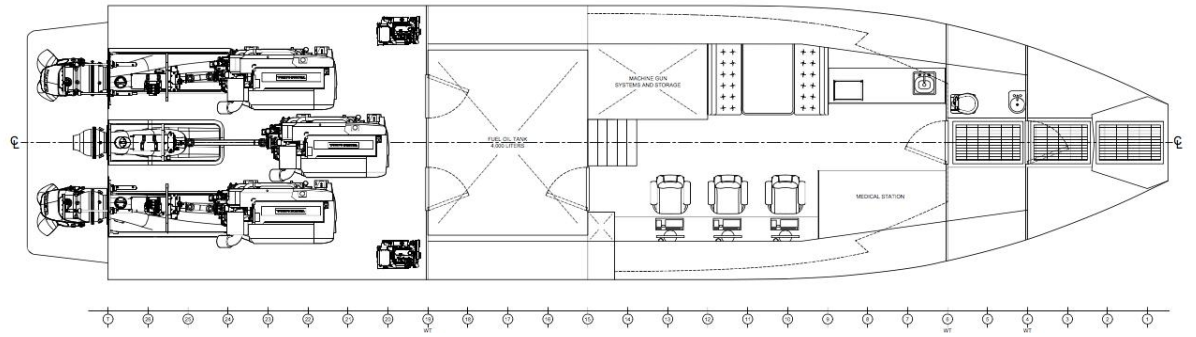
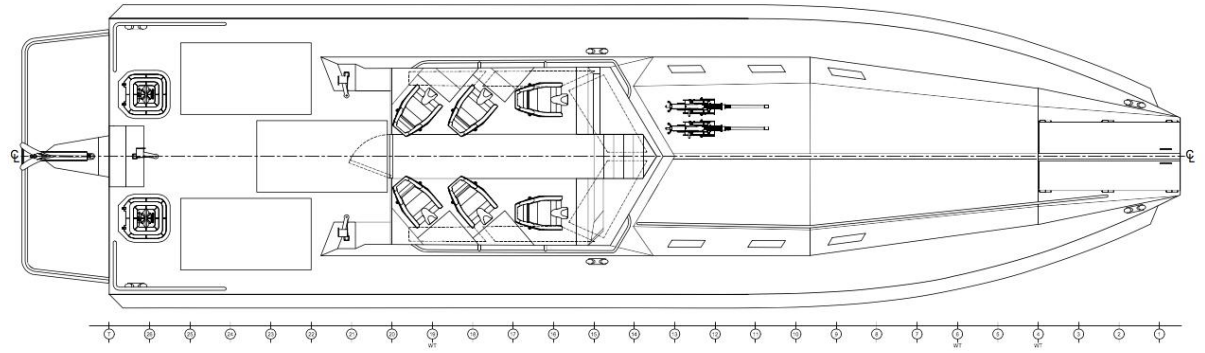
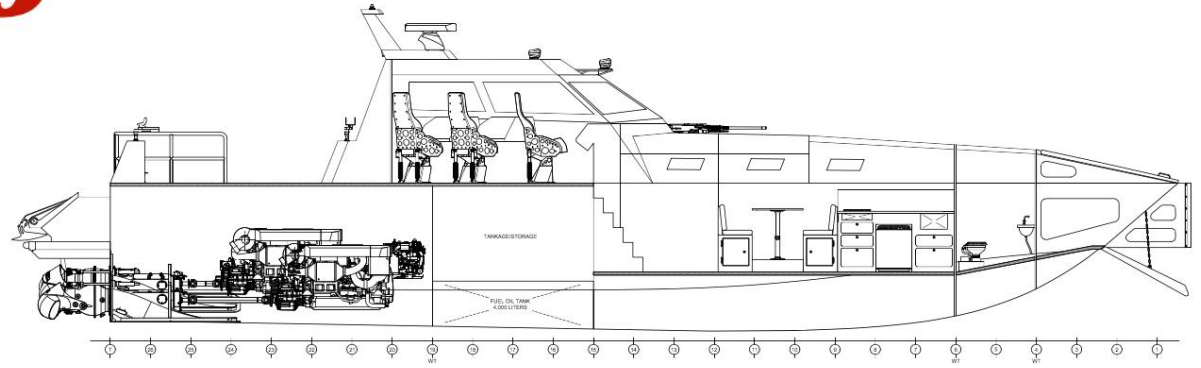
- Many partners requires a holistic approach,
- Bringing together internal and external expertise,
- Working with known and trusted partners,
- Combining detailed subject matter expertise and broad operational knowledge,
- Impartial and objective advice supports internal decision making,

# The consultant's observations

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- The Concept of Operations led to the development of specific requirements for high speed Interceptors,
- Certain key features quickly led to the basic design of the boat,
- Working in close collaboration with a boat builder means that every design feature is validated and reassessed during the design process,
- The risk management process ensures that the entire project is operationally sound,
- Coastguard Interceptors are designed around the people that will operate them,
- Safety, effectiveness and efficiency are supported by ergonomics.





**Armstrong**  
**MARINE INC.**



*Image based on Kustwacht specifications given to Armstrong Marine.*

# The consultant's observations

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- Get the design right first time,
- Challenges still remain (training, berthing, logistics, etc.),
- Interceptor procurement process has yet to be finalised,
- Whole new ethos and mindset has to be developed and nurtured for the CG-network – led by the Coastguard,
- Foundations have been laid – leadership programme is in place,
- External assistance has shortened the strategic change from a 10 year period at least to approximate 5 years.

# The way ahead

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- Learn by others' mistakes and capitalise upon your successes,
- The right experts, with the right backgrounds and the necessary knowledge and expertise are available to help you,
- From operational analysis to high-speed boat design there are experts in our network who can make things easier,

*“You can drive a fast boat slowly, but .....  
you can never drive a slow boat fast”*





**BEACH**

**WORK**



*Any Questions?*