

Presentation by Captain Navy Isto Mattila

Deputy Head of the Border and Coast Guard Division

Finnish Border Guard Headquarters

Korkeavuorenkatu 21, 00130 Helsinki, FINLAND

www.raja.fi

MARITIME COOPERATION - ECONOMIC AND ENVIRONMENTAL ASPECTS

1. REASONS FOR DEVELOPING MARITIME COOPERATION

Finland has actively participated in the operational cooperation with FRONTEX in strengthening the European sea border security. It is only natural, that the EU maritime policy is a matter of great interest to Finland.

One characteristic of European oceans and sea is *transnationality*. Shipping, traffic, environmental pollution and crime travel cross-border, on land as well as on the sea. No borders hold human trafficking or oil spills. So, there is an obvious dilemma. How to let the freedom of movement meet the requirements of security? Combating the cross-border crime will require a coherent framework and strong commitment from all stakeholders.

Maritime policy for Europe should emphasize environmental *sustainability*, yet without hindering the required economic development. Yet again, a paradox that comprises of increased activities on the sea and coastal areas, and at the same time of a demand for controlled protection of the maritime environment. What are the means for an Integrated Maritime Policy at the EU level?

It is important that the Member States develop national integrated maritime policies. However, this does not exclude sharing information and expertise between the Member States. In the long run everyone will benefit from coordinated cooperation. For example, in maritime surveillance, the interoperability of national surveillance systems will bring more results than single-handed action at own cost.

2. THE FINNISH MARITIME COOPERATION MODEL

Locating at the external borders of the European Union and safeguarding substantial sea border, Finland has for long relied on maritime cooperation. The Finnish model of multi-administrative cooperation is a success story. For a decade and a half the Finnish maritime authorities have shared the coordination and development of maritime functions, support services and investments. This has increased efficiency and productivity, and at the same time it has also cut the costs.

Let me now present you the Finnish maritime cooperation model in details. The Finnish maritime authorities that have a long tradition of cooperation are:

- The Ministry of Interior (The Finnish Border Guard/Coast Guard - The Police)
- The Customs
- The Ministry of Traffic and Communication (The Finnish Maritime Administration)
- The Ministry of Defence (The Finnish Navy)
- The Ministry of Agriculture (fishery control)
- The Ministry of Environment (environment protection)

In practice the cooperation is carried out in the

- 1) national; and
- 2) district executive groups.

In the presidium of the **national executive group** there are heads of the following institutions: Border Guard (Deputy Chief); Finnish Navy (Commander); Finnish Maritime Administration (Director General). Also the Defence Staff has an option for one representative.

In the two **regional/district executive groups** (The Gulf of Finland; The West Finland), Commanders of respective Coast Guard Districts and the head of each regional maritime district form the presidium. The participating organisations have also appointed a secretariat which prepares the items for the consideration of the presidiums.

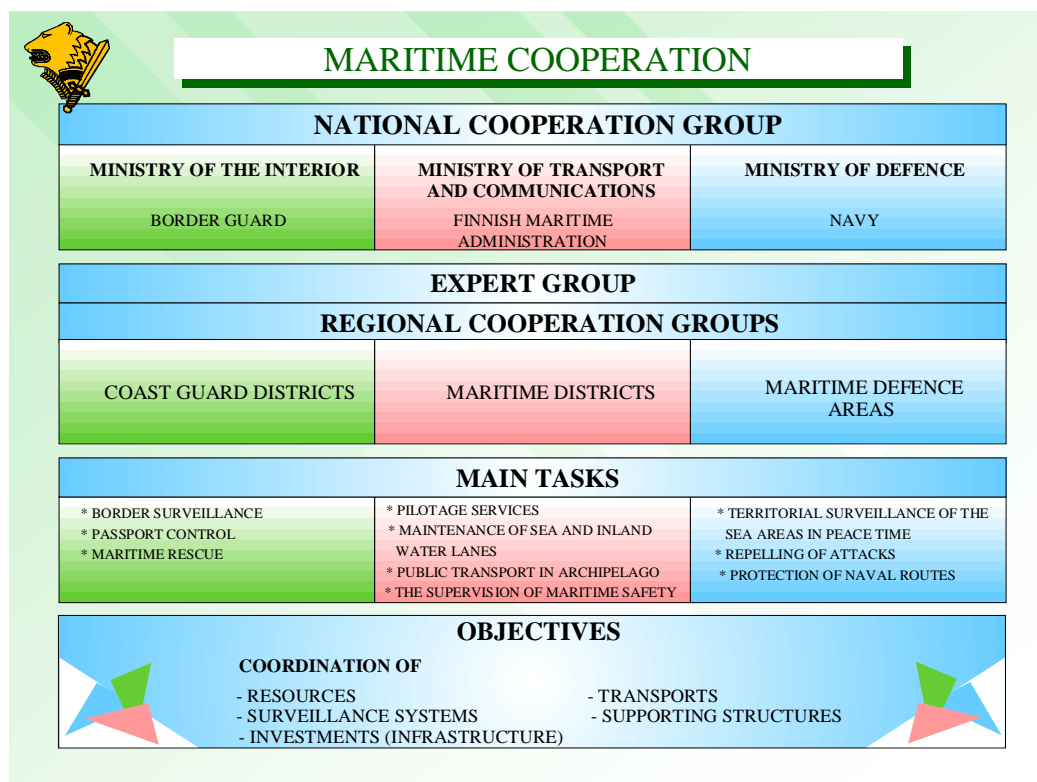
In addition to the above mentioned organs, there is also a **national team of experts**. The team works for developing the vessel traffic information and the tracking and surveillance systems. When the national executive group has agreed on, for example, some technical solutions to be carried out, then it is the national team of experts which coordinates the implementation of the solutions.

The groups hold regular meetings; some meet only once, some meet even thrice a year.

Cooperation has been implemented in technical surveillance, in maritime rescue and in several joint operations. The benefits achieved so far include, savings of 50 M € since 1994.

Among the achievements are, e.g.:

- increased preparedness for oil disaster prevention
- efficient protection of naval routes
- increased sea safety and security



3. BALTIC SEA REGION BORDER CONTROL COOPERATION

As a consequence of the well-established and well-functioning national cooperation, the maritime cooperation crossed the national borders. So, Finland is quite familiar with bilateral and multilateral cooperation with the neighbouring countries. One example of this is the **Baltic Sea Region Border Control** Cooperation which has successfully joined international maritime authorities together in matters relates to the Baltic Sea. International cooperation has aimed at:

- increasing border security
- preventing cross-border crime
- improving search and rescue activity
- protecting the maritime environment

The members of the BSRBCC include all Baltic Sea States, and the Iceland. The BSRBCC has emphasized the practical operative cooperation. Acquiring maritime situational picture, developing the required technical systems for it, maintaining efficient border surveillance, sharing common operational principles and undertaking measures for maritime environment protection are all in the agenda of the BSRBCC Member States.

In each BSRBCC country there is a competent authority for national coordination. The highest decision-making body comprises of the Heads of border control or coast guard.

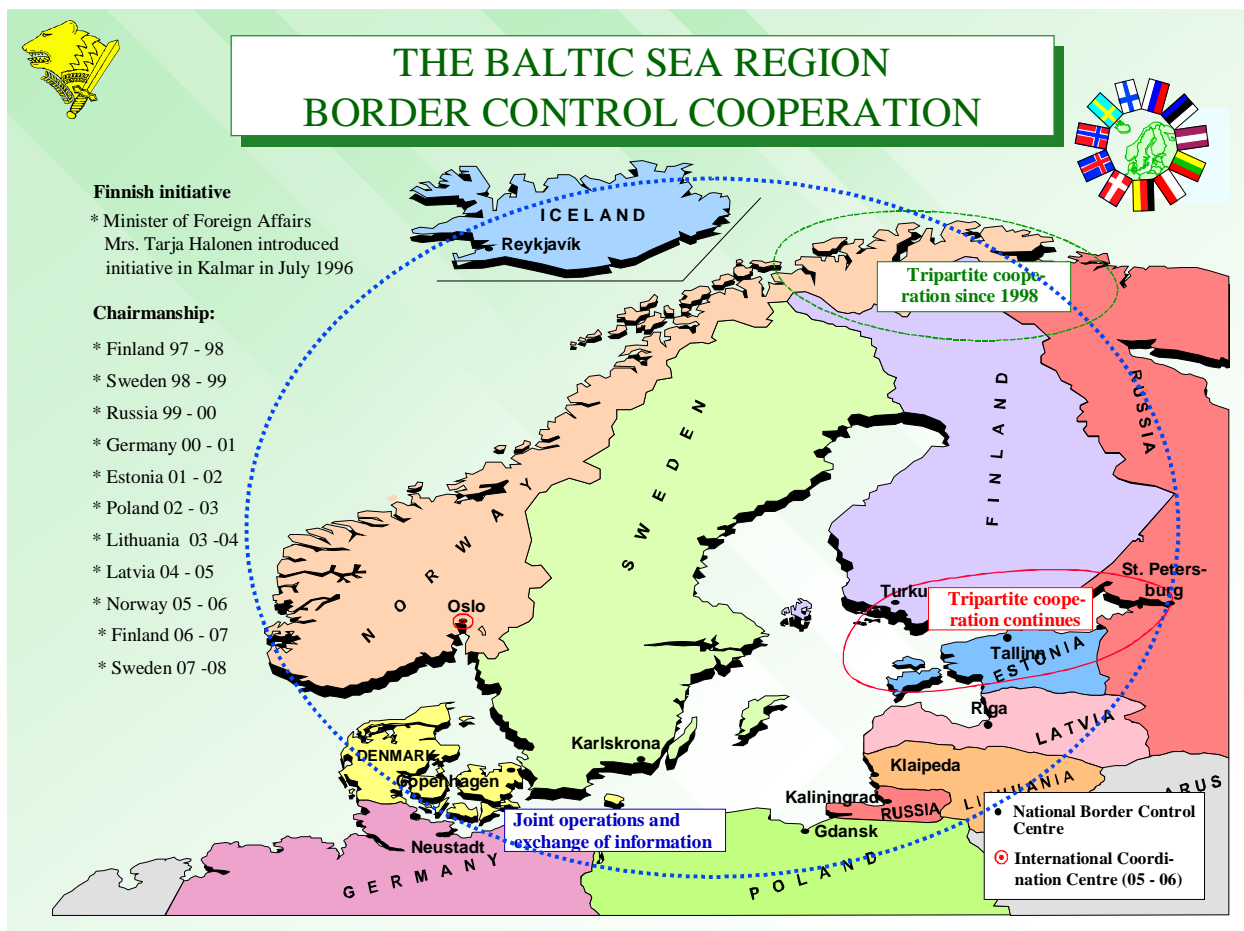
The Presidency is rotating, and each Presidency in turn is in charge of the International Coordination Centre (ICC). The National Coordination Centres (NCC) located in each Baltic Sea Region Member State. These centres implement cooperation both on practical and on local level.

- ICC aims to harmonize the maritime activities, create an overall picture of the current situation in the region and arrange the exchange of information
- NCCs provide a local situational picture. Reporting to the ICC, they coordinate the tasks of national authorities and maintain contact with the centres in other countries

The BSRBCC Secretariat plans the operations and prepares a general threat analysis regarding regional safety. If needed, coordinated surveillance flights and boat patrols are used for specific areas.

Over the years, the coordination centres have developed a need-based reporting system. Now the daily communication occurs via encrypted Coastnet system.

The BSRBCC models for effectively organised joint maritime security at the external borders of the European Union. This functional and tested cooperation form is applicable to any maritime area.



Some economic and environmental achievements of the BSCBCC are

- increased coordination
- efficiency
- no negative interference with the already functioning regional cooperation networks

This tested model strives to counter a wide variety of illegal acts that may occur in the maritime domain. It is evident how this kind of cooperation can combat terrorism, narcotics and people trafficking, illegal immigration, deliberate pollution, illegal fishery etc. You can imagine how much material and human resources are saved by cooperation. Simply by exchanging information and experiences concerning: cross-border traffic and the maritime border situation; border control and border checks arrangements; joint surveillance operations and exchange of experts.

4. FUTURE VISION OF MARITIME COOPERATION AT THE EU LEVEL

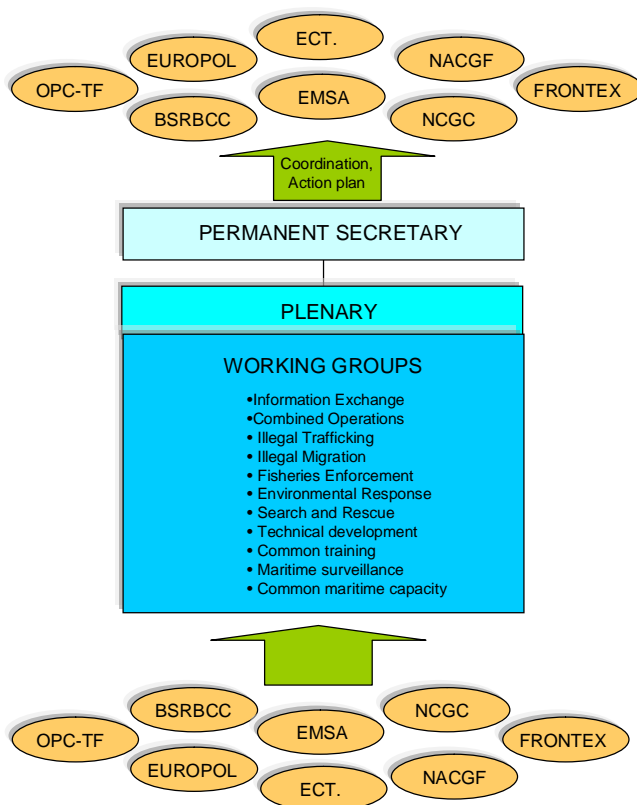
There has already been discussion about a European network for maritime surveillance. To some extent the concept has been developed further. Already now, and even more so in the future, there is and will be a need for increased interaction and cooperation in maritime surveillance.

Change in policy-making and decision-making is required. Marine research, technology and innovation need open and creative thinking. Synergies are required. We must visualize all options for cooperation between maritime entities. Shared interests bring along shared actions.

There are many tasks in the future for us. How will we safeguard maritime security? How will we be able to protect maritime environment? By which means can we control fisheries' activities? For how long can we control external borders? All these various tasks need increased cooperation between the Member States' maritime actors. When maritime law enforcement authorities fully understand the meaning of cross-organizational cooperation and networking then there will be a true option for a sustainable development of maritime activities at a European level.

5. CONCLUSIONS - Are we trying to solve tomorrow's problems with yesterdays thinking?

We need new ideas for the cooperation between maritime networks. We can achieve this, but not only through European legislation, but also through developing the actions that European Agencies, such as Frontex and EMSA lead. The cooperation forms should also involve a combination of civilian/military agencies under an appropriate lead, tailored according to threat and to relevant circumstances. And we can't forget development of both the national and the regional systems. Behind all maritime actions there is a need for clear understanding of available recourses, responsibilities and authorities. This can be achieved only by strengthening co-operation between maritime networks.



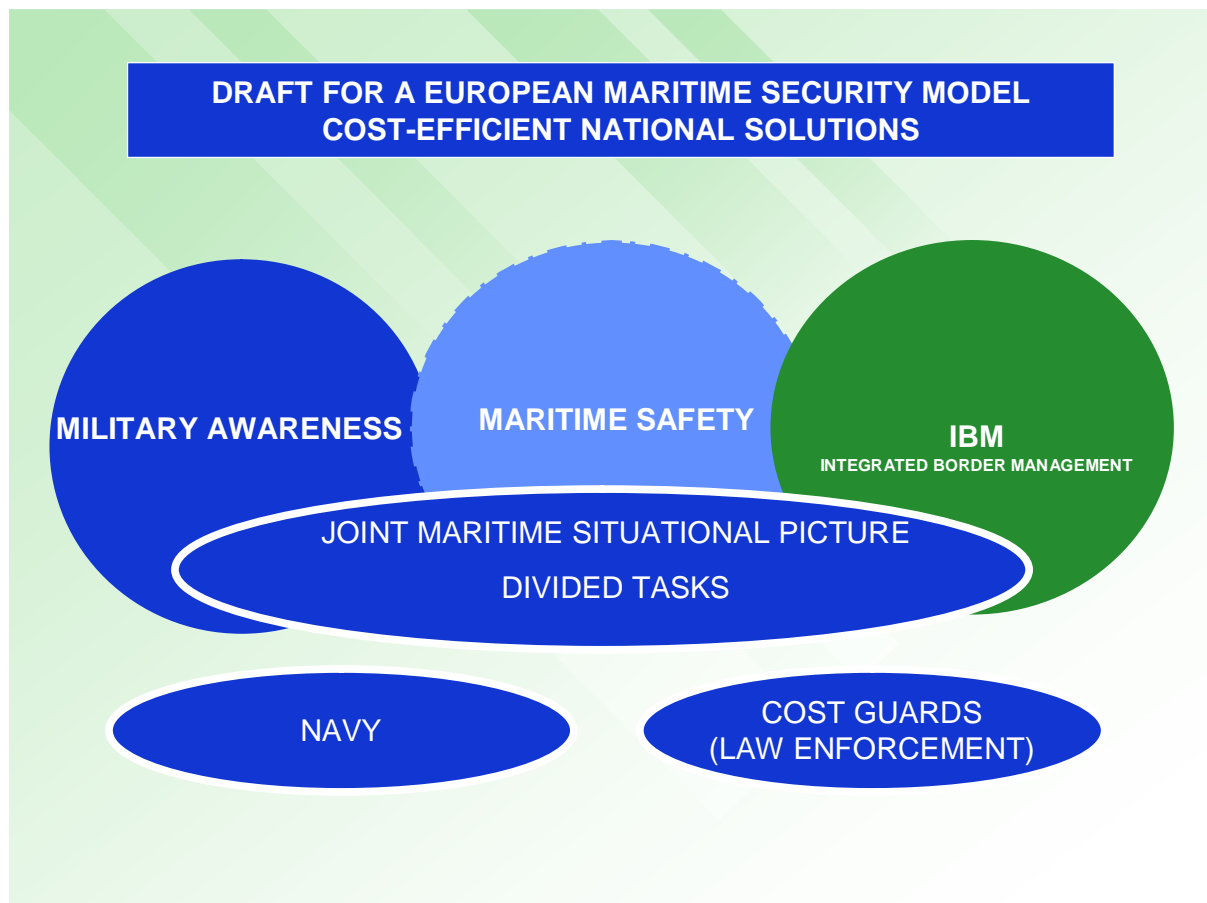
Model of Future Maritime Cooperation Network

Future European Maritime Network should be build like the IMO's working model where there is a permanent secretariat responsible for arranging plenary-meetings between different maritime organizations. This model should be arranged under the combined leadership between Frontex and EMSA and EDA.

The benefits of cooperation cannot be disputed: improved operations of the maritime authorities, and decrease of overlapping work. Also joint recommendations and shared best practices could be aimed at. With supranational funding and coordination, operating guidelines can be formulated on tailored threat analyses. It is possible to agree on common, multi-national and long-term technological development plan.

The national maritime authorities should not insist on owning task vessels or surveillance network. Maritime tasks can be shared. Results matter nationally more than the ownership of equipment. Active exchange of experts and standardising training methods still remains a challenge. But cooperation is worth it.

More efficient joint maritime operations enable the participating countries to safeguard the internal security of the region. More simplified operational models will increase cost awareness. This development will finally lead us to plan common multinational practices for Europe.



As a conclusion, it is worth noting that the national and international cooperation models have significantly increased situational awareness of the state of play at the Baltic Sea or in any other state. The more knowledge we hold, the better prepared we are for acting in risk situations. Cooperation and coordination are key words for today. Common sense and coalition are the key words for tomorrow.

ISTO MATTILA

Captain Navy (CG)



The Deputy Head • Border and Coast Guard Division • The Finnish Border Guard Headquarters

Captain Navy **Isto Mattila** was born in January 27th, 1960. His coast guard officer career began by taking the Officer's Examination (1984) and the General Staff Officer's Examination (1995). Mattila's final thesis at the National Defence Academy focused on *maritime cooperation between law enforcement authorities in Finland*. He proceeded in military rank from Lieutenant (1984) to Lieutenant Senior Grade (1986), Lieutenant Commander (1993), Commander (1999) and Captain Navy (2005).

Mattila's wide work experience covers diverse assignments in the Finnish Border Guard (FBG). At the West Finland Coast Guard District (1984-1999) Mattila worked as a heavy coast guard patrol vessel captain. He acquired a deep insight of the practical cooperation between the Coast Guards of Finland, Estonia and Sweden. Starting mid-1990s, Mattila was managing the bilateral regional cooperation in all coast guard matters between Sweden and Finland at the Gulf of Bothnia area, first as the Chief in the Sea Office, then as the Deputy Commander of the Coast Guard District.

Transfer to the FBG Headquarters (1999-) shifted Mattila's interest into the bilateral cooperation in border security matters between Finland and each respective Baltic country. His various tasks included planning of cooperation, training, as well as acquisition of equipment to the Baltic countries. Mattila was also involved in preparing the Baltic countries to join the European Union and the Schengen Acquis.

Mattila's thorough knowledge of the functions of the FBG was greatly beneficial as the Deputy Head of the Personnel Division at the FBG HQ (2002 – 2005) when planning the New Salary System for the whole FBG. From 2005 Mattila has been the Head of the Border Security Unit as well as the Deputy Head of Border and Coast Guard Division. He is in charge of coordination of the national maritime cooperation and maritime border security matters (border control and border checks). Recently Mattila has been actively engaged with international meetings in maritime safety and oil spills prevention.

National duties:

Chair of the Secretariat of Cooperation between maritime authorities in Finland 2007

Chair of the national level Working Group of the internal security regarding maritime multi-accidents 2007

Chair of the Advisory Committee on Maritime Rescue Services 2005 – 2007

Director of Maritime Safety in the FBG HQ 2005-2007

International duties related to maritime cooperation in the EU:

Active member in PTN (*Police Customs cooperation organization in the Nordic Countries*) and in OPC (*Operative Committee of Organized Crime Task Force – directed by the CBSS*) 2007

Maritime Adviser in tripartite cooperation between Finland, Estonia and Russia 2007

Secretary of the *Baltic Sea Region Border Control Cooperation (BSRBCC)* 2006-2007

Chair of the *Secretariat of the Nordic Coast Guard Cooperation (NGCC)* 2005-2007

Representative of FBG in *Frontex* feasibility studies: Bortec, Medsea and EPN 2006-2007

Project Manager in border management cooperation project *Twinning* carried out in Lithuania (1999-2000)