

# **Security and EU Sea Ports: threats and issues facing maritime gateways to Europe**

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# Structure of Presentation:

- ▶ Context
  - The importance of maritime transport/seaports to the EU
  - Geographical scope
- ▶ Maritime security threats
  - What are the threats?
  - Some examples
- ▶ EU measures and cooperative activities
  - Examples of EU legislation and cooperation
  - Practical measures

# Context

EU Seaports are a gateway to Europe for both goods and services

Almost 90% of EU foreign trade is seaborne: in 2007, 1,720 million tonnes of cargo were moved by sea.

Each year, more than 400 million passengers embark and disembark in European ports.

There are about 400 maritime passenger ports and about 1000 freight ports in EU coastal regions.

European Commission “Seas for Life” Brochure

# EU's Regional Seas

- 22 member states have coastlines on seas or oceans
- Coastlines = 85% of EU's international borders
- Estimates of length of coastline (including islands) is 70–89,000 km
- 3 x length of African coastline
- Add in overseas territories = 136,106 km



Source: European Environment Agency - Data for Sea Regions.

# Maritime security post 9/11

*“The challenges for maritime security are complex and growing. Addressing vulnerabilities, ensuring access to the maritime domain, and maintaining economic competitiveness while protecting ... interests from sea-based attacks will be no easy task”*

Carafano and Kochems (2005)

*“The seaports of the world are under increasing threat ... [from] drug smugglers, stowaways, cargo thieves, pirates and terrorists”*

McNicholas (2008)

# Maritime Security Threats

The European Commission (2006) Green Paper *“Towards a future Maritime Policy for the Union: A European Vision for the oceans and seas”* identified the following main security issues facing the EU’s seas and ports:

- Illegal Immigration by sea
- Smuggling and drug trafficking
- Terrorism
- Piracy and armed robbery

One additional security threat considered here is:

- People trafficking (facilitated illegal immigration)

# Illegal Immigration by Sea

- ▶ Where does it occur? A particular problem in the Mediterranean and southern Atlantic
  - ▶ What are the issues:
    - Transport is often by very small boat – badly maintained and unseaworthy
    - Many small boats sink with consequent loss of life
    - Small boats are hard to detect, reducing likelihood of rescue
    - 100–120,000 immigrants cross the Mediterranean each year (out of 830,000 travelling from Africa to EU)
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# Illegal immigration – Example

Hundreds Feared Dead After Immigrant Boats Sink Near Libya:

“Hundreds of African migrants are believed missing after the boats they were using to try and reach Europe capsized on Sunday and Monday. At least 21 bodies have already been recovered ... [and] 23 survivors had been recovered. One of the boats was believed to have been carrying around 250 passengers and another had as many as 365”.

Spiegel Online (2009)

# Smuggling and Drug Trafficking

Three areas covered here are:

- ▶ Drug trafficking – how big is the problem, main routes into EU by sea
- ▶ Cigarette and tobacco smuggling
- ▶ Alcohol smuggling

*“Containerised sea transport is a simple, convenient and cost effective mode of transport for drug smugglers”*

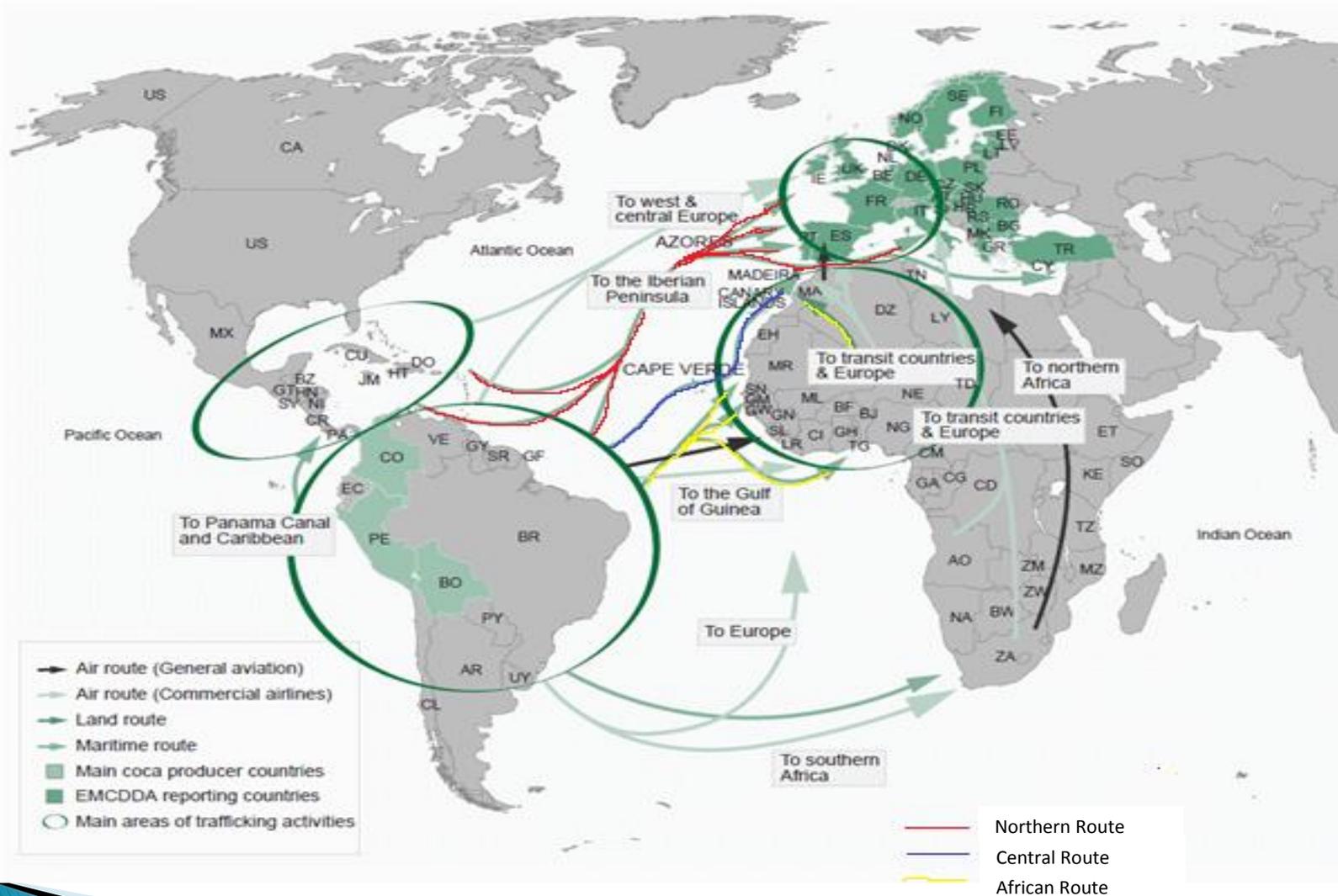
Griffiths and Jenks (2012)

# Main sea routes for Drug Trafficking

- ▶ Cocaine is transported from South America to the European Union across the Atlantic Ocean by air or maritime routes. Multi-tonne maritime shipments are made from Argentina, Brazil, Chile, Colombia, Ecuador, Suriname and Venezuela to the coastal areas of Spain and Portugal. At the same time, cocaine is also shipped to the major container ports of Belgium, Germany, France, Italy, the Netherlands and the United Kingdom

Source: EMCDDA–Europol Joint Publication (2010)

# Main routes for cocaine entering Europe

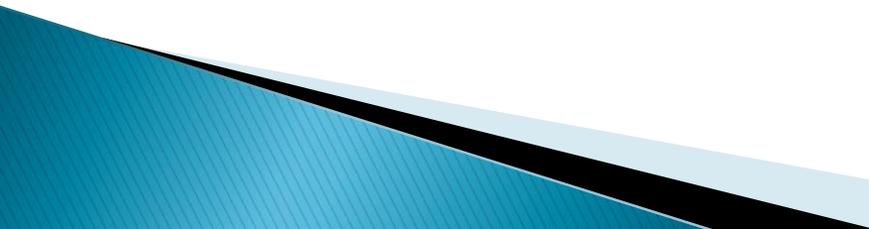


Source: UK Parliament.

# Other entry points for drugs

- ▶ Ireland is a major destination for drug smugglers
  - Hundreds of millions of Euros of cocaine recovered off West Cork coast in July 2007
  - One of the largest drug seizures in Irish history
  - Ireland is a distribution centre for drugs destined for UK
- ▶ Drug smuggling via container ports in N. Africa
  - Includes heroin, cannabis and synthetic drug precursors (i.e. substances used to produce drugs such as methamphetamine and ecstasy)
  - Planned expansion of Tangier and Port Said container ports will provide opportunity for more drugs to be transported by sea freight (Europol, 2011).

# Cigarette and Tobacco smuggling

- ▶ Large volumes shipped from China – 1 billion cigarettes seized in the 18 months to December 2011 (European Anti-Fraud Office figures)
  - ▶ China actively cooperates with EU by providing information from Chinese Anti-Smuggling Bureau
  - ▶ Cost to EU taxpayers is approx. €10 billion annually
  - ▶ Shipped via free trade zones in Dubai, Jebel Ali (UAE), and Port Said
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# Alcohol smuggling

- ▶ Very limited information available but estimated that UK public purse lost £215 million annually through non-payment of excise duties (compared to £2.5 billion for tobacco)
- ▶ Increasing problem in UK with much higher duties payable than most other EU countries
- ▶ Public image is the “booze cruise” where individuals fill up cars in Calais then get a ferry back to UK
- ▶ One gang transported truck-loads of alcohol worth an estimated £50m a year in unpaid duty and VAT (Guardian, 12 February 2012)

# Terrorism

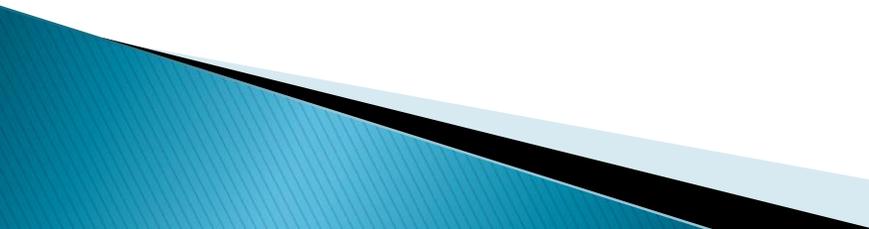
Three areas covered here are:

- Ships as ‘bombs’
- Narco-terrorism
- Weapons trafficking

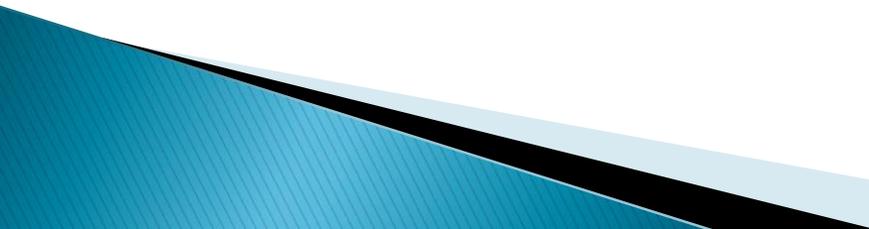
*“Maritime terrorism has emerged as a formidable threat in the world, targeting both civilian and naval vessels ... compounded by the use of maritime vessels and shipping lanes by criminals who are often in league with terrorists. With the possibility that weapons of mass destruction could be used as a terrorist weapon, efforts to pre-empt such attacks ... have become a top priority.”*

Source: Institute for the Analysis of Global Security (2005)

# Ships as 'bombs'

- ▶ Dangerous substances are regularly transported by sea including explosives, chemicals, nuclear materials, and also agricultural fertilizers
  - ▶ Vessels that could potentially be used to cause significant damage to ports and surrounding areas include: oil, gas, LPG and LNG tankers, chemical tankers, nuclear waste transport vessels
  - ▶ Threat of vessels being used is considered to be minimal because of structural designs/ double hulls on tankers BUT there could be a problem in ports when they are unloaded
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# Other issues around ships as 'bombs'

- ▶ There has been growing concern about terrorists transporting weapons of mass destruction by sea – threat of chemical, biological or radioactive dirty bombs
  - ▶ Greatest risk may be container ships carrying radiological or nuclear materials
  - ▶ According to Roach (2004), al Qaeda owned or controlled 15 ships which could be used as floating bombs, to transport materials or to transport terrorists
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# Case of Port of Boston, USA

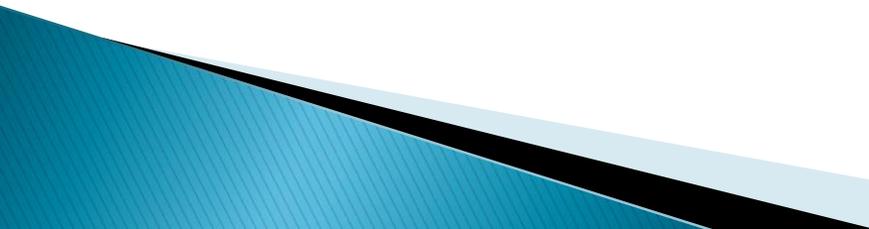
- ▶ Post 9/11, the US Coast Guard considered LNG tankers entering port of Boston to be a major security threat so provided an ‘armada of protection’ including marine patrols and police drivers. Also closed a major bridge along the route.
- ▶ Study suggested that “an attack by a missile or boat bomb on a tanker could spill half the cargo over the water, causing a catastrophic ... fire that would burn people and buildings half a mile away”.

(Testa, 2004)

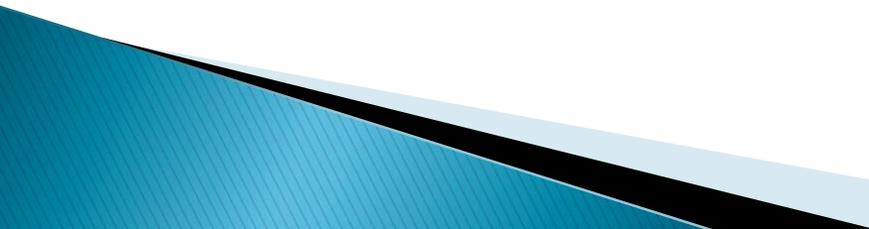
# Narco-Terrorism

- ▶ Traditionally considered to be where drug producers use violence against police or government employees in order to continue to operate. Methods used by drug cartels in Colombia, for example, include kidnappings and murder of police/judges.
- ▶ More recently, narco-terrorism has been used to fund terrorist activities. For example, Somali terrorist group Al Shabaab smuggling 'khat' into EU to finance operations in Somalia. Hezbollah processing opium poppies into heroin to fund activities in Lebanon.

# Weapons Trafficking

- ▶ Either for profit, for drugs, or by terrorist groups.
  - ▶ Includes the trafficking of small arms and light weapons for sale to criminal groups across the EU, including: handguns, rifles, shotguns; manual, semi-automatic and fully automatic weapons; grenades and grenade launchers, rocket launchers and landmines
  - ▶ Organised crime gangs also transport weapons such as anti-tank rocket launchers and anti-aircraft equipment – gangs operating in Albania, former Yugoslavian states for example
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# Piracy and Armed Robbery

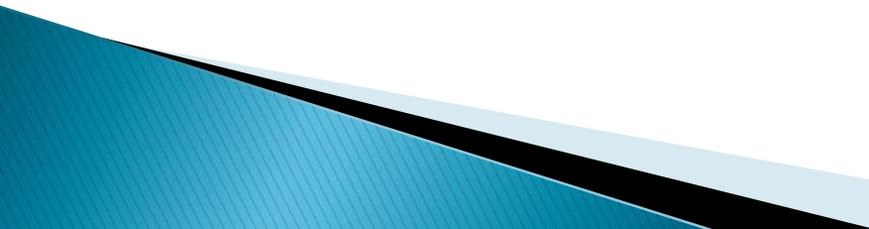
- ▶ This is the last security threat identified by the European Commission (2006) Green Paper.
  - ▶ Piracy and armed robbery is not generally a threat in EU waters.
  - ▶ More of a problem for EU shipping companies whose vessels operate in areas such as the Malacca Strait (between Malay peninsula and Island of Sumatra in Indonesia) and around the Horn of Africa (Somali pirates)
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# People Trafficking

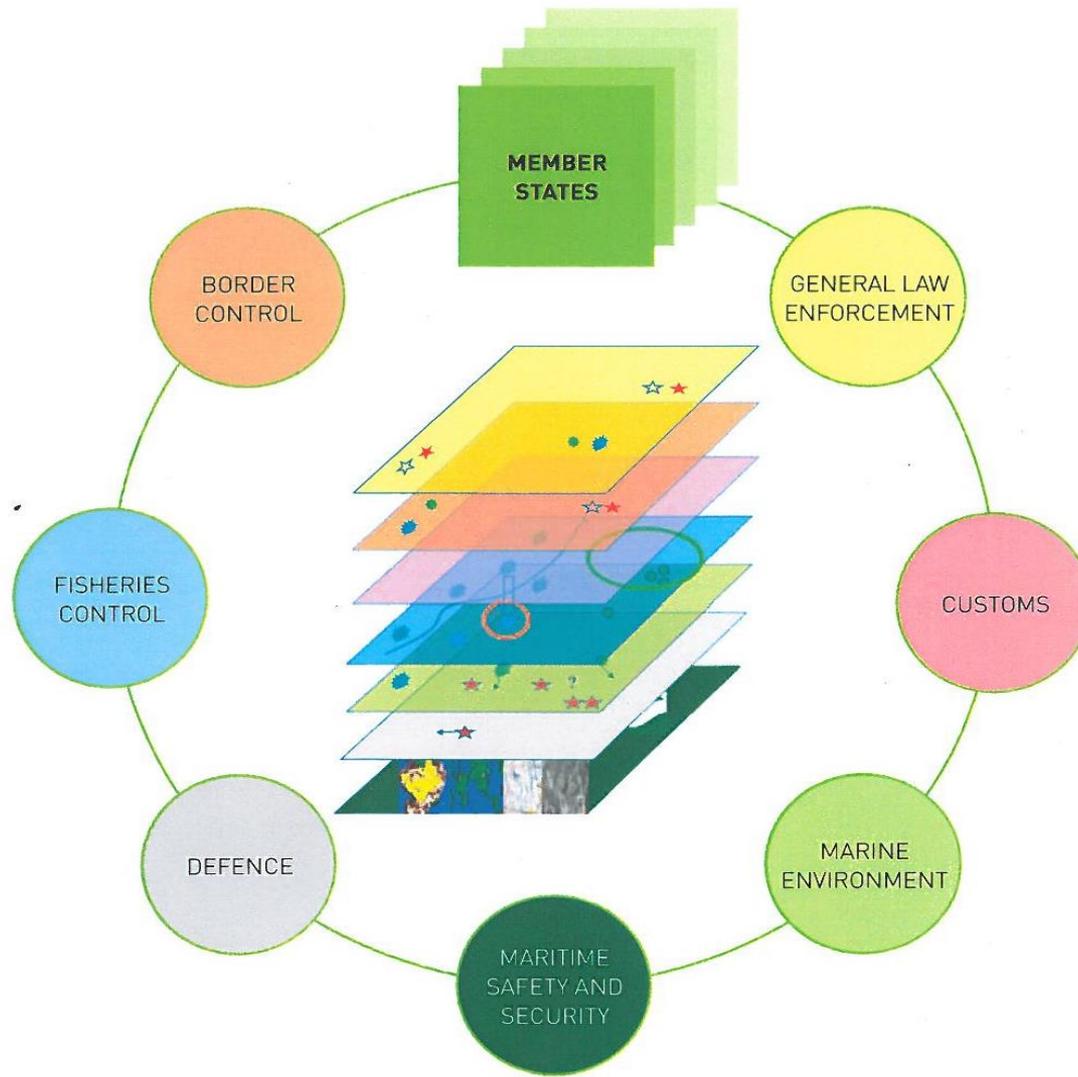
- ▶ People traffickers make money over a long period of time by exploiting individuals who cannot afford to pay fees to smugglers.
  - ▶ The estimated number of people trafficked to or within the EU amounts to several hundred thousand yearly.
  - ▶ Large numbers enter the EU from W & N Africa, often using the same routes as drug smuggling.
  - ▶ UK and Nordic countries are particularly targeted by criminal groups from China, Vietnam, India and Pakistan, plus trafficking between UK/Baltic
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# EU Measures and Cooperative Activities

This section will provide a brief overview of:

- ▶ Main “communities” concerned with EU security
  - ▶ Examples of legislative and regulatory measures – internal measures (Directives etc) and external measures (cooperation with International Maritime Organization)
  - ▶ Practical measures – maritime surveillance initiatives and container security initiative
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# Maritime Surveillance – seven user communities

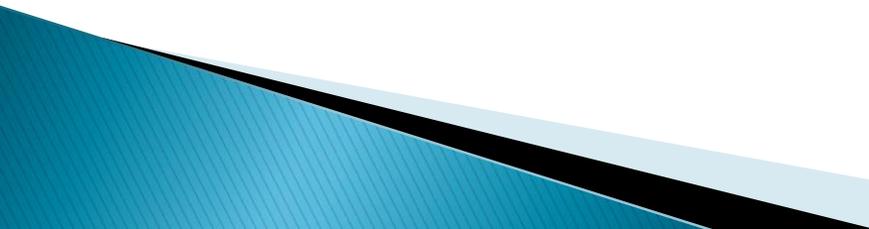


European Commission DG Maritime  
Affairs and Fisheries (2010)

# Examples of Legislative and Regulatory Measures

- ▶ July 2006 – 4 x European Council Decisions relating to the UN Convention against Transnational Crime and in respect of the trafficking of women and children, with specific reference to the smuggling of migrants by sea
- ▶ 2004 – Regulation (EC) No 725/2004 on enhancing ship and port facility security – providing better protection on ships and in ports and bringing EU into line with aspects of IMO Safety of Life at Sea Convention and International Ship and Port Security Code

# Examples of Legislative and Regulatory Measures (continued)

- ▶ 2005 – Directive 2005/65/EC on enhancing port security – entire port becomes subject of a security regime
  - ▶ December 2011 – proposal for a Regulation to establish the European Border Surveillance System (EUROSUR), strengthening Schengen and also strengthening information exchange and cooperation between member states
  - ▶ 2004 – establishment of European Border Agency (FRONTEX) to improve integrated management of EU external borders
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# Maritime surveillance initiatives

- ▶ The EU is seeking to integrate maritime surveillance across states and sectors. There are a number of problems currently:
  - Range of different actors at national and EU levels – inconsistent responsibility for maritime safety & security, SAR, border control, customs etc.
  - Different laws in different countries/regions – sector specific legislation at EU, national, regional and international levels
  - Different threats – some states face threats from specific groups; also some trans-national and trans-sectoral threats to groups of states

# Vessel Surveillance systems

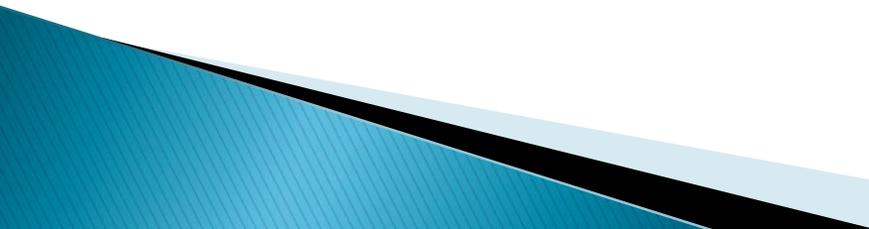
- ▶ SafeSeaNet (SSN) – EMSA maintained community vessel traffic monitoring and information system to enhance safety and efficiency of maritime traffic and improve response to incidents such as dangerous situations at sea
- ▶ Long-Range Identification and Tracking System (LRIT) – IMO system providing ship identity and current location information to a contracting government before ship enters its waters
- ▶ THETIS – in development – The Hybrid European Targeting and Inspection System – system to facilitate vessel inspections in ports
- ▶ Plus Bonn Agreement/CleanSeaNet surveillance to track intentional pollution at sea

# Some problems with monitoring

- ▶ Lack of wide-area maritime surveillance, and only partial coverage in open seas
- ▶ Partial coordination and information between different coastal surveillance systems
- ▶ Limited interoperability between sectoral stakeholders and systems
- ▶ Surveillance systems mainly developed for maritime safety purposes, rather than security
- ▶ ... resulting in need for effective coordination and integration of national authorities and improved cooperation with neighbouring third countries

CSES (2011)

# Cargo Security Initiative and the EU

- ▶ CSI = multi-national programme established by the US in 2002
  - ▶ Designed to protect containerised shipping from exploitation or disruption by international terrorists
  - ▶ Cargo loaded on ship in foreign port is pre-screened before departure to the US to check for dangerous substances, nuclear materials or WMD
  - ▶ Extended into EU – by 2006 23 ports in 10 EU states participate in CSI
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# CSI Ports in Europe



# Four main elements of CSI

- ▶ identification of high risk containers (those that pose a potential risk for terrorism) using automated targeting tool;
  - ▶ early pre-screening of containers (generally at port of departure) before they are shipped;
  - ▶ use of technology such as large scale x-ray machines, gamma ray machines and radiation detection devices to screen containers
  - ▶ use of smart/secure containers which can be identified as being tampered with before arrival in port.
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# Summary

- ▶ Main security threats are:
  - Illegal immigration and people trafficking particularly an issue for southern countries
  - Drug smuggling from South America to EU using routes from West and North Africa
  - Narco-terrorism is a problem with drug sales in EU funding terrorist activities in Somalia, Lebanon
  - Weapons trafficking – mainly a problem in Black Sea region and also Italy
- ▶ Measures in place and being developed, particularly surveillance and also CSI

# Thank you for your attention

## Any questions?

For further information contact  
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