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**Arms Control and Regional Security Working Group,
Doha, Plenary, 2-5 May, 1995: Maritime Confidence-
Building Measures: Facilitators Statement: Canada**

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Summary:

(Doha, Qatar) This facilitators statement outlines further conversation about Maritime search and rescue cooperation and avoiding incidents at sea. It also includes a proposal to demonstrate INCSEA between a U.S. and Canadian maritime vessel.

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ARMS CONTROL AND REGIONAL SECURITY WORKING GROUP
DOHA PLENARY
2-5 MAY, 1994

MARITIME CONFIDENCE-BUILDING MEASURES

FACILITATORS STATEMENT

CANADA

Mr. Chairman,

Canada was pleased to act as facilitator and to chair the intersessional workshop on Maritime Confidence-Building measures as part of the operational basket meeting held in Antalya, Turkey, March 20-21, 1994. The meeting was held under the authority of the Arms Control and Regional Security Working Group of the Middle East Peace Process. Nine regional delegations participated.

Building upon the work at Sydney and the identification at the Moscow Plenary of Maritime Confidence-Building Measures as a priority activity, the workshop continued to examine Search and Rescue (SAR) and the prevention of incidents at sea (INCSEA). The facilitator agreed to prepare and make available as soon as possible to all participants in the ACRS process the presentations and materials from the workshop.

In that respect, Mr. Chairman, we have circulated copies of all of the INCSEA documents, via our embassies in the region. I have extra copies with me for anyone who would like one. Because the SAR documents are quite bulky, we did not fax them to the region. I have them with me, however, and will ask the Secretariat to ensure that every delegation receives a copy.

Finally, delegations not present at Antalya were encouraged to participate in future meetings at the expert level.

With respect to SEARCH AND RESCUE, Mr. Chairman, the participants at Antalya reaffirmed the shared objective of enhancing the effectiveness of search and rescue in the region in order to promote humanitarian goals, recognising that reducing SAR response time through increased cooperation can help save lives. The participants reaffirmed their commitment to a voluntary, informal and incremental approach that is open to all parties in the region.

It was noted that enhanced SAR coordination and cooperation would be facilitated by exchanges of information on requirements, points of contact and communications arrangements. The participants agreed to continue their open dialogue on SAR issues and to encourage SAR coordination and cooperation among regional parties.

Participants reviewed the 1979 International Convention on Maritime Search and Rescue with a view to encouraging regional parties to explore the utility of the Convention as a model to promote the coordination of SAR practices. The participants also reviewed the IMO Search and Rescue Manual as a possible framework for a national or a regional SAR manual. It was agreed that the IMO SAR manual was a useful starting point in the development of national SAR guidelines and a regional manual. Modifications on a national or regional basis may be necessary to take into account appropriate concerns. It was also noted that a regional SAR plan with regional rescue centres can conserve resources while enhancing the effectiveness of SAR operations in the region.

It was noted that there was a need to establish appropriate communication links required for the routing of distress alerts and the coordination of regional SAR operations. The participants agreed on the importance of training, demonstrations and simulations to enhance the effectiveness of SAR and to illustrate, in a practical manner, the benefit of cooperation at a regional level.

Mr. Chairman, the participants in the SAR discussions held at the Antalya intersessional workshop asked the Canadian Facilitator to make the following proposals for future action to the ACRS Plenary at Doha on their behalf.

1. The participants agreed to continue to pursue both the improvement of national SAR capabilities and to explore all possible avenues for enhancing regional cooperation.

2. Recognising that several regional participants are parties to the Convention, the participants agreed to continue the examination of the 1979 IMO Convention on maritime SAR and its potential applicability to the region.

3. The participants agreed to exchange information, within the ACRS format, on SAR points of contact and communication links used during SAR operations.

4. The participants agreed to provide the Canadian facilitator with specific data and information in order to expedite the exchange of information. Participants were provided with a questionnaire that would form the basis of their response.

5. The participants agreed to identify priority areas of the IMO Manual as a possible framework for a national or regional SAR manual.

6. The participants recognised the need to designate a specific national agency to be responsible for SAR.

7. The Canadian facilitator was asked to formulate a plan to conduct a maritime SAR demonstration in the region which would illustrate SAR techniques and cooperation. This could possibly take place in conjunction with an INCSEA demonstration and would be open to regional parties.

8. The participants identified key points that should be considered prior to any SAR demonstration in the region, including the location, level of demonstration, type of search object, weather, command and control, and planning.

9. In response to interest expressed by the regional parties, extra-regional parties and organisations with expertise should consider providing training, the purpose of which would be to create a common base of knowledge and familiarity with SAR practices. Participants identified a need at all levels, including in particular for instructors, for SAR training in the region.

10. The participants agreed that it was desirable that efforts should be made to ensure that a greater number of SAR experts from the region be represented at the next intersessional meeting.

With respect to INCIDENTS AT SEA, Mr. Chairman, the participants reviewed the progress made at the Sydney Workshop, and the Canadian suggested texts, with the purpose of developing a framework of elements for a possible future INCSEA instrument.

On the basis of this discussion, the facilitator produced a Perceptions Paper outlining those areas in which there was a measure of common ground, and those on which it was considered that further discussion was necessary.

The participants reviewed the Perceptions Paper and changes to the draft text were made on the basis of this discussion.

A framework was produced containing those areas on which agreement could be reached. Specific technical issues on which agreement could not be reached in the time available were identified for further discussion.

Relevant concepts and texts from other CSBM agreements, such as the Canada-Russia Dangerous Military Activities Agreement and the Vienna CSBM Document were also discussed.

The participants also heard an Australian presentation on Maritime Confidence-building in the Western Pacific and discussed the applicability of that model to the Middle-East.

There was a useful discussion of how to develop Navy to Navy contacts in the region and how to raise the awareness of the ACRS

discussions among navies in the region. In this respect, delegations mentioned possible ship visits to the region and symposiums to be conducted for and among naval personnel.

It was noted that additional information exchanges on maritime confidence-building measures, including on INCSEA, could employ an ACRS communication network.

It was agreed that an INCSEA arrangement would be a practical and desirable way of enhancing confidence-building in the region.

Mr. Chairman, the participants in the INCSEA discussions at the Antalya intersessional workshop asked the Canadian facilitator to make the following proposals for consideration by the Doha Plenary of the ACRS on their behalf.

1. The participants agreed to review the Canadian Perceptions Paper and the draft texts and to prepare detailed views on the areas identified for further discussion.

2. The participants agreed that because of the Navy-to-Navy nature of the INCSEA concept, it is desirable that efforts should be made to ensure greater naval participation from the region at future INCSEA meetings.

3. The participants considered several suggestions for enhancing naval participation including the possibility of a meeting for senior naval officers of the region to be held at an appropriate location. They asked the facilitator to consult on the possibilities for such a meeting and to report as soon as possible. We have done this Mr. Chairman, and will be reporting on our deliberations momentarily.

4. The participants asked the facilitator to examine the possibilities for holding an INCSEA demonstration in the near future, possibly in conjunction with a SAR demonstration.

As an overall point, Mr. Chairman, the regional Delegations wished to record their appreciation to Canada for its work as facilitator on this subject.

Finally, the participants at Antalya agreed that the Doha Plenary should take a decision on further work on the subject of maritime confidence-building measures.

This concludes my report on events at Antalya, Mr. Chairman. I would now like to report on the steps taken by Canada in response to the requests we received at Antalya.

DEMONSTRATION OF SAR AND INCSEA

With respect to the suggestion of a demonstration of both SAR and INCSEA concepts, Mr. Chairman, I am pleased to outline for the Plenary's consideration a proposal for a one day demonstration. I emphasize that implementation of this proposal is subject to approval by this Plenary.

Following consultations with the co-sponsors, we have developed a plan to use a Canadian Naval Vessel and have received agreement in principle from the US delegation for the participation in the demonstration of a vessel of the United States Navy. I would like, Mr. Chairman, to record our appreciation to the United States for making a vessel available.

The Canadian ship would embark regional delegates at a port to be determined after consultations. More specific details as to location and timing would be provided at a later date via diplomatic channels.

The Canadian vessel would rendezvous with its US Navy consort in international waters. The transit voyage would be used for familiarization with the vessel, and briefings on the upcoming demonstrations.

After the rendezvous, the two vessels would conduct an INCSEA demonstration, which would likely be a variation of one of the scenarios contained in the facilitators package from the Sydney Workshop of September, 1993. In the afternoon, the two vessels would conduct a joint SAR response to a simulated maritime disaster. A discussion of this demonstration would take place during the transit voyage back to the port of origin.

Upon return to port that evening, Canada would be pleased to offer dinner and a reception on board the ship. All regional delegates would depart the ship that evening.

To facilitate a relaxed atmosphere, regional delegations to the demonstration will be kept to a maximum of three. Non-regional participation will be kept to a minimum. In keeping with the desire which was expressed at Antalya that more senior officers begin to participate in the ACRS events on maritime CBMs, we would expect that regional parties will make a senior naval officer, or officers, available on their delegation.

SENIOR OFFICERS SEMINAR

With respect to the proposal for a seminar involving senior officers from the region, Mr. Chairman, I am pleased to report that the Commander of the Canadian Navy is prepared to offer to host such an event for his regional colleagues, plus the co-sponsors, in Halifax, Nova Scotia this September, provided this

Plenary approves the event.

We envisage a three day programme. The first two days would be devoted to presentations and discussions on the regional maritime security situation. In order to derive maximum benefit from this gathering of prominent naval officers, we propose that the regional commanders themselves each make a 30 to 45 minute presentation on their perceptions of regional maritime security. The third day would be spent at the Canadian Navy's Headquarters in Halifax. We also expect to spend some time at sea on this day on a Canadian naval vessel. This may take the form of a naval demonstration.

Selected academics would also be invited to participate. The academic portion of the programme would be organized by Dalhousie University in Halifax, whose Centre for Foreign Policy Studies will coordinate the arrangements in association with the Commander of the Canadian Navy.

Canada would be pleased to absorb all accommodation and meal costs of our guests while they are in Halifax during the workshop, in addition to the costs of running the workshop itself. We would also ensure that a suitable programme of visits and tours is available for any wives who may be able to accompany their husbands. As for all ACRS events, the costs associated with travel to and from Halifax will be the responsibility of the regional participants.

Mr. Chairman, these proposals build on the suggestions made by the regional delegations at Sydney and Antalya. We have undertaken to do our best as Facilitator to respond to these requests. We hope that this Plenary will approve these proposals. For our part, we will take such an approval as an indication that the regional delegations will do their best to ensure that appropriately senior naval officers will participate in these events.

I hope the regional delegates will find these proposals useful, and I look forward to any comments or questions they may have on them.

Thank you Mr. Chairman.