

European maritime policy implementation in local and central administration

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Abstract

Since ancient times, the mastery of the seas was a condition for obtaining power and influence. Although this concept was set out in the late nineteenth century, it continues to be applicable to current geopolitical realities under which a state positioning near a sea continues to be an advantage for both its development and the neighboring region.

The Europe's maritime interests are mainly related to the welfare, prosperity and security of its citizens and communities. About 90% of the EU's external trade and 40% of its internal trade relies on maritime transport. The EU is the third largest importer and fifth largest producer of fishery and aquaculture worldwide. More than 400 million passengers pass through EU ports every year.

At the same time, the EU must assume and vulnerabilities in the area, such as bad economies, trafficking in arms, drugs and persons, illegal immigration or frozen conflicts and thus to try to help stabilize the region.

The EU is based on open and secure seas and oceans in order to be able to operate free trade, transport, tourism and ensure ecological diversity and economic development. In the absence of protection against a wide range of threats and risks, maritime, seas and oceans can become arenas for international conflicts, terrorism or organized crime.

In practical terms the European Union needs the Black Sea area as a stable area where the "balance of power" be a priority. We must not forget that the Black Sea is home to the interests of the Russian Federation (with historical and contemporary meanings), and Turkey (whose attitude is not always predictable, but are between certain parameters of the system). In this context Romania as a EU member state, can create projections and interests of the European Forum closer to the Black Sea and beyond.

Unfortunately Romania does not lead an active foreign policy bilaterally with countries in the region, relying only on major schemes at European level. An ideal case would be continued support for European Union ideas and projections on the Black Sea and at the same time proactive in bilateral relations in the Black Sea. The European Union has provided a framework and Romania should use this important resource.

Keywords: *maritime interests, maritime security, common security and defense policy, threats, piracy, flag, maritime security strategy, CBC (cross border cooperation).*

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1. Introduction

The marine environment decisive influence social development of all states and nations. Over 70% of Earth's surface is covered by water, the source of wealth of biological, chemical, mineral, energy and raw materials. The oceans have remained a huge field of action, business, diplomatic and military, opened the stronger and bolder.

Undoubtedly, this beginning of the millennium, the radical changes it own, is not quiet for no country in the world. During this period, many countries are reviewing their military doctrines, defense laws and concepts of military art content yet and its legislation to European principles and norms.

Romania is reflected in its turn in these countries and with the development of new normative acts of central and local administration is reconsidering its contemporary military phenomenon, it addresses based on tradition, some current concepts of military science, reads some terms of strategy, operational art, and tactics of the armies terminology consistent with NATO.

Through the decision to EU enlargement taken at Helsinki, Europe has opened a new development model based not on a country's potential, but that of an entire geographic regions.

The enlargements of the past decade NATO and the European Union have turned the Black Sea into a "limes" of Western safety and security space.

For the EU Black Sea region represents a distinct area of implementation of the European Neighbourhood Policy (ENP), which aims to establish its borders a,, circle of friends, "as he called Romano Prodi, the contents of which should be respected and promoted, a greater or lesser extent, principles, values and its modes of governance. If we accept that the latest enlargement eastwards has meant imposing control on Union neighbors marked by instability and poverty, implementation of the ENP means extending this process.

In the Black Sea are a few "key positions", which customizes, would give special value, especially decisively contribute to the overall value and importance of this area. These "key positions" are: system Straits (the Bosphorus, Dardanelles - linked by Marmara Sea); Crimea; mouth of the Danube (Danube estuary) and the continental shelf in front of the Romanian seaside.

Since 1 January 2007, with the accession of Bulgaria and Romania, the EU's borders have reached the Black Sea and therefore, "the time has come for greater involvement of the European Union" in the region. Therefore, once the Black Sea riparian states became EU members, thus increased and pressure for a European

approach to relations in the region so as to establish a comprehensive framework conducive to proactive initiatives and to open the way to achieve them.

2. Security and maritime insecurity of the European Union

The reality of current European geopolitical and geostrategic environment and its development trend highlights at least three alternatives:

- achieve full integration, while the gradual inclusion of the Eastern and Central European structures pan-Euro-with the objective of developing a united Europe, with likely beneficial consequences on security and stability of the Black Sea area;
- instability westward expansion by emphasizing economic differences, technological amplify risks and threats to security and stability, with possible objective, even resuming arms race or the division of the continent (through the possible disintegration of the EU);
- intensifying control of areas of interest through energy blackmail, along with the diversification of research and taking possession of the energy deposits in the Black Sea.

On these three alternatives are reflected:

- the current economic crisis (ie its effects) if is extended, can generate a division of the European continent, despite the efforts of the motor of Europe, Germany and France;
- the unpredictable effects of natural processes on a global (warming, deşertizarea, natural disasters, floods, earthquakes, natural resource depletion, etc.).

In terms of the maritime security, the EU's major strategic interests are:

- protecting the EU's global supply chain, freedom of navigation, the right of innocent passage of ships flying the flags of EU Member States and the safety and security of seafarers and their passengers;
- the EU protection against threats to maritime security, including protection of critical maritime infrastructure such as ports and terminals, offshore installations, underwater pipelines, telecommunications cables, scientific research and innovation projects and other economic activities at sea;
- conflict prevention, peace-keeping and strengthening international security through cooperation with international partners. They promote international maritime

cooperation and rule of law, facilitate maritime trade and contributing to sustainable development;

- combat illegal, unreported and unregulated (IUU);
- effective control of the Union's external sea borders to prevent illegal activities.

Maritime security threats pose a risk to European citizens and are detrimental to the EU's strategic interests. Threats effects are felt in many policy areas. The phenomena of social, economic and environmental, such as climate change, degradation of marine ecosystems and natural resource depletion affecting coastal areas of EU Member States and other countries, seas and oceans, have direct and indirect consequences on maritime security.

They were identified following maritime security threats:

- maritime territorial disputes, acts of aggression and armed conflict between states;
- proliferation of weapons of mass destruction, including threats of chemical, biological, radiological and nuclear;
- cross-border crime and organized crime, including trafficking in arms, drugs and human trafficking by sea and illegal, unreported and unregulated fishing;
- potential environmental consequences of illegal discharges and accidental marine pollution;
- maritime piracy and armed robbery at sea;
- the potential effects of natural disasters, extreme weather and climate change on maritime transport system and in particular the maritime infrastructure;
- terrorism and other deliberate unlawful acts against ships, goods and passengers, ports and port facilities, and critical maritime infrastructure, including cyber attacks against information systems;
- conditions at sea and in coastal, lowering potential growth and create jobs in the marine and maritime sectors.

To respond to the risks and threats arising in the course of time, the EU has initiated a number of measures to achieve better maritime governance based on increased Member States cooperation.

3. The EU Strategy for the Danube Region (SUERD)

The EU Strategy for the Danube Region (SUERD) is a Community mechanism of cooperation of the countries of the Danube basin for economic and social development of the Danube macro-region by strengthening the implementation of policies and legislation in the EU region. SUERD is the second EU macro-regional strategy, taking the cooperation model developed by the EU Baltic Sea Strategy (adopted in 2009) with adaptation to the specific Danube region.

SUERD is a political initiative of Romania and Austria, promoted by a joint letter to Prime Minister level (June 2008) and to the President of the European Commission. The European Commission issued a Communication on the EU Strategy for the Danube Region and Action Plan, presented on 8 December 2010 and adopted by the the EU General Affairs Council (foreign ministers) on 13 April 2011. The European Council (heads of State or government) Danube strategy endorsed on 24 June 2011

The documents discussed and agreed at EU level and which form the core of regional cooperation in the Danube is making concerted efforts of the littoral states.

These, together with the European Commission analyzed and assessed the real needs of the Danube region and proposed a document agreed at political and technical. The Danube Strategy is a project of the European Union are invited to participate and non-EU countries in the Danube basin.

The governance ensures Danube Strategy:

a) at European level by:

- The Council of the European Union and the Group of high-level officials of the EU Council, which provides general policy orientation;
- European Commission (DG Regional Policy and Urban - DG Regio), which serves as policy coordination, monitoring, reporting and evaluation;
- The national coordinators, who, on the one hand, ensure national coordination and propose practical aspects, and on the other hand shall consult and coordinate among themselves to macro-regional level to promote consistency between the priorities and governance models participating states ;
- The coordinators of priority areas and groups directories that ensures the identification of projects that implement the Strategy Action Plan.

b) at national level - the national enforcement structure, developed by the Ministry of Foreign Affairs as the national coordinator, National esteForumul and include, according to the matrix for the implementation of the Danube Strategy following levels:

- Ministerial Steering Committee - chaired by the Foreign Minister, who is also executive president of the National Forum, and composed of ministers who coordinates the priority areas of the strategy (vice-presidents: Minister of Regional Development and Public Administration and the Minister for European funds) ;
- National Coordinator and Office SUERD Danube Strategy MFA - horizontal coordinating role;
- The interministerial working group - chaired by the National Coordinator SUERD, consisting of representatives of ministries at director general or director, shall meet regularly seeks work internally and implementing the priorities in guiding groups abroad;
- The Advisory Board which includes representatives of the actors involved (central and local government, business, academia and universities, civil society);
- thematic working groups of the Consultative Council.

4. The Maritime Security Strategy U.E. (EUMSS) - for a global maritime domain and safe

An EU strategy on maritime security whose "Action Plan" was adopted in Brussels on 16 December 2014 by the General Affairs Council, facilitates strategic approach, cross-sectoral maritime security. The cornerstone of this strategy is the United Nations Convention on the Law of the Sea (UNCLOS) and existing treaties and laws is the starting point for EU coordination and development of additional synergies with Member States and between them and cooperating with partners international.

The cooperation with existing international and intergovernmental initiatives must be reinforced and developing a coordinated approach on maritime security also increases the potential for growth and jobs as foreseen in the EU strategy for growth - Europe 2020.

The objective of the strategy is to facilitate cross-sectoral approach on maritime security. This could be achieved by pursuing the following four strategic objectives:

- optimal use of existing capacities at national and European level.

- promotion of effective and credible partnerships in global sea.
- use cost effective.
- strengthening solidarity statelelor States.

A strategy that aims to achieve better maritime governance should contain four fundamental principles:

- a cross-sectoral approach: all partners from civil and military authorities (law enforcement authorities, ensuring border control authorities, customs authorities, the authorities responsible for fisheries inspection, environmental authorities, supervisors transport maritime authorities responsible for research and innovation, naval forces) from industry (shipping, private security, communications technology, supporting capacity building, social partners) need to work better together;
- functional integrity: predictability with regard to the mandate, responsibilities and powers of each. Emphasis should be placed instead on identifying specific functions or tasks that can be better achieved through cooperation with other stakeholders;
- maritime multilateralism: The EU is stronger and its interests are best protected when international partners with one voice.
- compliance with the rules and principles: promoting respect for international law, human rights and democracy, as well as full compliance with the UN Convention on the Law of the Sea and the objectives enshrined therein, considering them a key to improved maritime governance based the rules.

For better cooperation, the aforementioned principles are applied to five lines of action, as follows:

- external action.
- maritime situational awareness, surveillance and exchange of information.
- capability development and capacity building.
- managing risks, protecting critical maritime infrastructure and crisis response.
- research and innovation, education and training in maritime security.

A maritime security strategy needs global partners in research and development. Horizon 2020 is open to international partners. Joint Research Centre (JRC) has established cooperative relationships with international partners in research and development for specific research activities related to maritime surveillance.

All the measures presented in the form of strategies or action plans are intended to facilitate a cross-border and maritime security of the spiritul respect for international law, human rights and democracy, all having as a starting point the UN Convention on law of the Sea, which means better governance based on rules.

5. Maritime security in Romania

Unlike maritime surveillance sovereign territory of Romania, which is the responsibility of the Border Police, surveillance of airspace sovereignty in the territory of Romania (including sovereignty over the maritime space of Romania) is by law the responsibility of the Ministry of National Defense.

The following three are of particular importance for this area:

- maritime - surveillance essential for safe and secure use of marine space;
- spatial planning maritim- a key planning tool for sustainable decision-making;
- source of comprehensive and accessible data and information.

From a legal perspective, there are a number of normative acts regulating reference to activities related to maritime domain awareness.

Successful execution of missions the Navy is definitely conditioned maritime situational awareness, but that is not addressed in terms of doctrine.

A certain equivalence of the concept of maritime domain knowledge is provided by naval surveillance, which is mentioned as one way of action for ensuring the security of Romania's contribution Naval Forces in peacetime. In addition, for the mission to promote regional and global stability, Navy mutual information on the situation will change naval naval forces of other countries.

For the exchange of maritime information at national, industry data and information may be held by a wide range of institutions, agencies or private companies.

I present below some government institutions, civil, military and private functions, responsibilities or interests in supervising maritme:

- a) Ministry of Defence (The military of Romania)
- b) Ministry Administration and Internal Affairs (Border Police) [1]

- c) Ministry of Transport and Infrastructure (Romanian Naval Authority [2] , Maritime Rescue Coordination Center at Sea [3] ,[4], National Company Maritime Ports Administration);
- d) Ministry of Environment (National Committee of the coastal zone, with responsibilities in providing integrated coastal zone management [5] and environmental protection);
- e) Ministry of Public Health;
- f) Ministry of Justice and civil liberties;
- g) Ministry of Economy;
- h) Ministry of of public finances;
- i) Romanian Intelligence
- j) Romanian Foreign intelligence
- k) National Customs Authority ; [6]
- l) The National Agency for Fisheries and Aquaculture ;[7]
- m) National Agency for Mineral Resources;
- n) Private companies: port operators, ship owners, shipping companies, crewing.

In order to achieve maritime domain knowledge is intended to ensure sufficient information exchange between all actors in the maritime domain, respecting both the need-to-know (need to know) and on the need for dissemination of information (need to share) .

In terms of the legal and doctrinal knowledge of the maritime domain is not clearly substantiated nor addressed in legislative and doctrinally. The issue of maritime surveillance and maritime domain knowledge in Romania is on the agenda of the institutions with responsibilities in the management of the maritime domain, both conceptually and technologically impossible to create a comprehensive knowledge of the maritime domain without cooperation between all actors playing a role in the field, be they military or civilian, government or private, national or international.

CONCLUSIONS

Despite having a well developed framework with regard to international standards of safety at sea and protection of the marine environment - most of the conventions listed in the International Maritime Organisation (IMO) and the International

Labour Organization (ILO) - More countries and shipowners continue to break the rules, thus endangering the crew and the environment and benefiting from unfair competition.

Therefore many states, including organizations such as the European Union, have adopted special policies in maritime safety, aimed at ensuring that all vessels flying their flags national or enters one of its ports comply with international safety standards.

Improving maritime security cooperation EU action is large, but extremely important. The EU needs to strengthen cross-sectoral cooperation response to maritime security threats. In this cooperation involved numerous and diverse partners at national, EU and international level. It is a long term process, based on existing working methods and achievements, which will be an evolution rather than a revolution.

I retained national approaches, especially international ones on international maritime law as the main tool for regulating legal order for the seas and maritime transport securing implementation techniques. These can be grouped into legislative initiatives whose importance is crucial to the security of ships to transport, trade routes and ports. Whatever the chosen approach, international maritime law remains the main legal instrument that reveals the rights and obligations of States bordering seas and oceans, but also in countries that have not landlocked.

Due to its geostrategic and important reserves of oil and gas, the Black Sea littoral states is a land of opportunity waiting to be exploited: energy, transport corridors that cross the region from east to west and from north to south, all they provide scope for economic growth countries in the region, and vital connections to the economic centers of Europe.

The Black Sea region is important for the European Union and increase maritime security solutions are often compared with union policies manifested in other areas, the Mediterranean or the Baltic. Those models, however, had other approaches and other regional conditions of application. On the Black Sea security cooperation has developed slowly after the Cold War. Magnitude taken by asymmetric threats in recent years, with particular reference to maritime space, imposed with the Black Sea countries need to take concerted action to counter it.

All the measures presented in the form of strategies or action plans are intended to facilitate a cross-border and maritime security of the spiritul respect for international law, human rights and democracy, all having as a starting point the UN Convention on law of the Sea, which means better governance based on rules.

At the same time, it has expedited the national legislation harmonization with international maritime and river, specific EU and NATO. Due to its Danubian-Pontic region, unique in Europe, Romania has a special geographical situation. Danube Road linking Central and Eastern Europe with the planetary ocean through the Black Sea, of Romania gives special responsibilities so requires a common action strategy, sea and river, to be able to permanently fulfill our role turntable between Europe and Asia.

The beneficiaries of such security strategy encompassing all regional and regional initiatives will be: public administration at both the central and the local level through pilot projects and regional development through the CBC; Civil society organizations (NGOs) and some of SMEs that can devein benefiaiare Management consulting services and development and institutions of public order, security and defense of Romania.

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