

## GOVERNANCE AND MARITIME SECURITY – THE EUROPEAN UNION'S APPROACH –

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*At the level of European leadership in Brussels, it has been developed, based on preserving and affirming the European culture and civilisation, the idea of creating the conceptual and actional premises for "Europe ad integrum" to represent a "maritime force". In this context, the Integrated Maritime Policy is a comprehensive approach to all European Union maritime and related policies. Basically, the Integrated Maritime Policy is the European Union's response to develop the sustainable implementation of maritime governance, a concept in which maritime security plays a key role.*

*This paper deals with the principles of maritime policies formulated at European Union level, which, in conjunction with the provisions of the European Union Maritime Security Strategy and Action Plan, form the European concept of maritime governance and security.*

*Keywords: maritime security; law enforcement; integrated maritime policy; EUMSS; action plan;*

*Motto: "Control of the sea by maritime commerce and naval supremacy means predominant influence in the world".*

Alfred Mahan – US Admiral

### INTRODUCTION

*Maritime governance* creates the relevant regulatory framework, defines rules, shapes international relations and institutional activities, creates processes, facilitates the conclusion of agreements, arrangements, memoranda and promotes activities to manage the sustainable use of the seas and oceans.

The international maritime governance environment is based on the provisions of the United Nations (UN) Convention on the "Law of the Sea" (UNCLOS). UNCLOS establishes the legal framework for all types of activities carried out on the oceans and seas, with a view to the peaceful settlement of maritime disputes. The adoption of UNCLOS and the ratification of this maritime convention by most<sup>1</sup> UN member states led to the initiation of a process<sup>2</sup> that resulted in the creation of an institutional framework<sup>3</sup> of rules and legal rights, with the main goal of managing the sustainable use of the world's seas and oceans. resources, as well as the protection of marine fauna and flora.

In other words, maritime governance<sup>4</sup> is a concept that can be defined as the totality of processes, development initiatives, doctrines, measures specific to each sector with potential impact on the sea and marine environment, which can be associated with the following areas: transport, security, defence, law enforcement, environment, agriculture, economy, energy etc. This concept is developed at EU level and aims to raise the quality of life of Member States (MS) citizens by interconnecting governmental and non-governmental actors in different sectors with potential impact on social, economic, energy activities, while ensuring an adequate level of security in the European maritime area.

<sup>1</sup> Flag states are considered.

<sup>2</sup> The EU Integrated Maritime Policy (IMP).

<sup>3</sup> Acknowledged at international level.

<sup>4</sup> Currently, in the EU, there is no consensus regarding the definition of the maritime governance concept.

Moreover, maritime governance, through the implementation of specific projects<sup>5</sup>, intends to improve the level of interaction of land and sea activities, encouraging marine research and practically improving the level of intersectoral knowledge. All these aspects related to the implementation of maritime security measures, developed in step with the new challenges, risks and emerging threats, lead to the achievement of what specialists call *good maritime governance*.

Security has been *“an essential concern since the beginning of mankind, as evidenced by Maslow’s pyramid, where the need for security is placed as a level of importance immediately after physiological needs”* (Lașan, 2010, p. 39). The term security is defined as *“state of safety, lack of danger; protection, defence”* (DEX). Security is that *“state of affairs which protects any community or state from any external and internal danger, following the adoption of specific measures and which ensures the existence, independence, sovereignty, territorial integrity of the state and respect for fundamental interests”* (Europe 2020).

Other international analysts have defined the term *security* in different ways (Institutul de Politici Publice), as follows:

- etymologically it comes from Latin – *securitas*, meaning *“without worry, serenity, peace of mind”*;
- *“relative lack of war”* (Bellany, 1981);
- *“in an objective sense, it measures the absence of threats to acquired values, and in a subjective sense, the absence of fear that such values will be attacked”* (Wolfers);
- *“no danger”* (Ib.);
- *“ability to cope with external aggression”* (Luciani, 1989);
- *“preserving the traditional features of language, culture, national identity, religion and customs”* (societal security, Waever, 1993).

NATO defines *maritime security* as the ability of maritime forces to provide the Alliance with a range of strategic options, including the following guidelines: deterrence and collective defence; crisis management; achieving security through dialogue and cooperation; navigation and maritime safety.

Maritime security is a sub-field of security and can be defined as the set of measures taken by a state and/or international organisation to ensure a climate of normalcy in which maritime affairs processes take place. The areas covered

by the elements of maritime security come from transport (European Maritime Safety Agency/EMSA, Ministry of Transport, Infrastructure and Communications/MTIC), security (European External Action Service/EEAS, intelligence services), defence (EEAS, European Defence Agency/EDA, Ministry of National Defence/MND), law enforcement (Directorate-General for Migration and Home Affairs/DG HOME, European Border and Coast Guard Agency/EBCGA, Ministry of Internal Affairs/MIA), environment, agriculture (Directorate-General for maritime Affairs and Fisheries/DG MARE, European Fisheries Control Agency/EFCA, Ministry of Agriculture and Rural Development/MARD), economy, energy etc.

The maritime domain is constantly subject to threats from climate change, overexploitation of marine resources, the sharp decline in biodiversity, and the polluted marine environment. It is well known that global water transport routes have become unsafe, especially at maritime bottlenecks (straits, intercontinental shipping channels), freedom of navigation being threatened by social realities associated with piracy, armed robbery at sea, trafficking in arms, persons, and irregular transit of migrants.

The political claims of some states for the expansion of the territory and/or the territorial sea, outside the legal framework established by UNCLOS, through coercive actions, threat of force and intimidation, can represent landmarks for regional destabilisation and disruption of global economic processes. Actions related to the surveillance and knowledge of illegal actions, coming from the maritime space, lead to the achievement of a sustainable maritime governance based on the force of law and not on the law of force.

Throughout the article we will address the issue of governance and maritime security, from the perspective of the European Union, on three levels, as follows: from the perspective of the provisions of the Integrated Maritime Policy (IMP), the EU Maritime Security Strategy (EUMSS) and the Common Information Sharing Environment project (CISE).

## EUROPEAN UNION INTEGRATED MARITIME POLICY

### *Conceptual Delimitation*

The Integrated Maritime Policy is a comprehensive approach to EU policies related to the maritime sector, aiming at coordinating actions that do not fall within the scope of a single sectoral policy.

<sup>5</sup> Projects related to the implementation of the IMP Maritime Spatial Planning.

The IMP holistically approaches EU maritime policies, based on the idea that, through the coordination and cross-sectoral correlation of its actions, the EU can achieve a sustainable exploitation of marine resources, obtaining advantages, considerably improved over the current ones, from the seas and oceans. At the same time, the implementation of the IMP aims to achieve a lower impact on the environment, thus improving and interconnecting the activities carried out on land with those at sea.

The IMP formulates policies and guidelines in various areas such as maritime security, defence, law enforcement, fisheries and aquaculture, maritime transport and seaports, the marine environment, marine research, offshore energy, shipbuilding and related maritime industries, integration of maritime surveillance, maritime and coastal tourism, employment, development of coastal areas as well as external relations in the field of maritime affairs.

The legal basis of the IMP is the Presidency Conclusions<sup>6</sup> on Maritime Policy, a document based on the Blue Card (2007)<sup>7</sup> and the subsequent action plan. The Integrated Maritime Policy is the strategic public policy document in which the European concept of maritime governance is transposed into the operational area, being implemented through sectoral strategies, cross-cutting actions and projects dedicated to specific development areas.

The objective of the IMP is to coordinate maritime activities<sup>8</sup> and increase the effectiveness of the following cross-cutting policies (Breuer, 2021): Blue Growth; Knowledge of the Marine Environment; Maritime Space Planning; Sea Basin Strategies and the Integration of Maritime Surveillance.

### **Blue Growth**

“Blue Growth” is one of the five pillars of the IMP, proposing policies for the sustainable development of the entire European maritime sector. At the same time, the importance of the maritime sector for the development of economic processes at EU level is emphasised, encouraging initiatives to reach the potential for innovation and development. The gross value added of the “blue” economy is estimated at EUR 500 billion annually, while contributing to 5.4 million jobs.

<sup>6</sup> Public policies document released on 14 December 2007.

<sup>7</sup> Developed in October 2007.

<sup>8</sup> Sometimes divergent.

The Communication “Blue Growth – Opportunities for Sustainable Marine and Maritime Growth” reflects the IMP contribution to achieving the goals of the Europe 2020 Strategy for smart, sustainable and inclusive growth. Thus, five areas were identified in which Member States should invest more to take advantage of the economic opportunities offered by the marine environment: marine energy, aquaculture, marine and coastal tourism, the use of mineral resources and marine biotechnology.

In Romania, the Ministry of Foreign Affairs coordinates the operational implementation of this pillar.

### **Knowledge and Protection of the Marine Environment**

The “Knowledge and Protection of the Marine Environment” initiative aims to collect information on the marine environment from various sources, in order to make it available to the public and private sector as well as researchers, who can use it to create new products and services, respectively to promote a better knowledge of marine systems.

At the national level, the operational implementation of this pillar is the responsibility of the Ministry of Environment, Waters and Forests.

### **Maritime Spatial Planning**

The maritime spatial planning represents the planning of the moment and the place where the human activities take place at sea. This dimension of the IMP also aims to develop coherent and visionary policies within the EU Member States, which correlate the interactions of land-based activities with those carried out in the maritime space. This pillar is a cross-sectoral tool that allows public authorities and stakeholders to use a coordinated, integrated and cross-border approach to promote the sustainable development and growth of maritime and coastal economies.

Through the implementation of European legislation, the entire cycle of identifying problems and opportunities, collecting information, planning, making decisions, implementing, reviewing or updating legislation, as well as monitoring the implementation process is carried out at MS level.

At the national level, the Ministry of Public Works, Development and Administration coordinates the operational implementation of the guidelines related to this pillar.

### **European Union Marine Basin Strategies**

Following the development of initiatives that included SWOT-type analyses, IMP promoted development and growth strategies, adapted to the strengths and weaknesses of each maritime region. These policies address a wide range of issues, from the impact of climate change on different areas and the possibility of using the seas and oceans as a source of renewable energy to issues related to water pollution and the safety of shipping and waterways.

The Ministry of Foreign Affairs is in charge of coordinating the implementation of this pillar in Romania.

### **Maritime Surveillance Integration**

The integration of maritime surveillance is a cross-cutting policy subsumed under the IMP with relevance to the EU's strategic and security framework, as, without adequate coverage of maritime security, all the cross-cutting policies outlined above become irrelevant. The integration of maritime surveillance is a policy of direct interest to Romania, given the geopolitical dynamics of the Black Sea. This pillar of the IMP provides for and encourages increased cooperation between civilian and military authorities in order to strengthen the common maritime situational awareness as well as to intensify the exchange of data through the lines of action identified in the Commission Communication entitled *"Better situational awareness by enhanced cooperation across maritime surveillance authorities"*.

The European legislative framework related to the Maritime Surveillance Integration pillar was developed by the European Commission through the Directorate-General for Maritime Affairs and Fisheries (DG MARE), which presented the Common Information Sharing Environment (CISE) meta-project as a solution to increase data and information sharing efficiency at three levels: between EU agencies with maritime surveillance responsibilities, between Member States and EU agencies, between MS national authorities. Subsequently, policy development and implementation fell under the EMSA.

The pillar regarding Maritime Surveillance Integration involves the implementation of the CISE meta-project in MS.

In Romania, the coordination of the implementation of this pillar was the responsibility of the Ministry of Transport (MT), assisted by the Ministry of Internal Affairs (MIA) and the Ministry of National Defence (MND).

## **EUROPEAN UNION MARITIME SECURITY STRATEGY – EUMSS**

### **Facts for the EUMSS Development**

The European Union is surrounded by approx. 70,000 km of coastline, two oceans and four seas. 90% of European foreign trade is carried out by maritime transport, and about 40% by internal transport. A total of 23 EU Member States are coastal states and 26 are flag states.

EU Member States have more than 1,200 commercial ports, own 8,100 flagships, 4,300 registered shipping companies, 764 large ports and 3,800 port facilities, respectively, while EU shipowners own and manage 30% of the world fleet and manages 35% of the global gross tonnage.

The external maritime borders are legally transited, through port facilities and dedicated terminals, by over 400 million passengers annually.

### **Conceptual Delimitations**

The European Union's Maritime Security Strategy (European Council Communication) is a sectoral public policy document and creates, at MS level, the conceptual legal framework for the implementation of guidelines related to defence, security, law enforcement, fisheries and aquaculture, transport, energy, environment, research, development etc. EUMSS was adopted on 24 June 2014 by the members of the General Affairs Council, being endorsed by the European Council on 26-27 June 2014.

In order to implement it, the Strategy has an associated Action Plan (AP), being adopted in December 2014 and revised in 2018. This plan has five directions of action and gives a central role to the maritime situation awareness, surveillance and information exchange. The EUMSS and the associated AP have been developed to address modern risks and threats to global maritime security.

The strategy promotes civil-military cooperation, as well as coordination between internal and external actors in the field of defence, law enforcement, maritime security and safety. At the same time, the EUMSS encourages strengthening cooperation between the various maritime sectors, proposing actions to increase cost-effectiveness and coherence in order to coordinate actions to ensure maritime security.

### ***EUMSS Development Context***

According to their competences and functional tasks, EU bodies contribute to preventing and combating illegal activities from the global maritime space, as follows: the European External Action Service (EEAS); Directorate-General for Maritime Affairs and Fisheries (DG MARE); Directorate-General for Immigration and Home Affairs (DG HOME); European Defence Agency (EDA); European Maritime Safety Agency (EMSA); European Fisheries Control Agency (EFCA); European Border and Coast Guard Agency (EBCGA – FRONTEX); European Union Satellite Centre (SATCEN).

EUMSS provides the legal and operational conceptual framework for the development of maritime trade in conjunction with maritime border security measures imposed by the influx of migrants from MENA. Moreover, the Strategy aims to provide the legal framework to protect the EU's strategic interests and expand them into the global maritime space, encouraging initiatives to protect critical infrastructure (ports, port and offshore facilities), secure maritime borders, and sustainable development activities of the marine environment.

The process of developing the European Maritime Security Strategy (EUMSS) took into account the cross-sectoral strategic coordination of the guidelines, conceptual integration and action correlation with the provisions of the European Security Strategy (EUSS), the EU Global Strategy (EUGS), and correlation with the provisions of the Integrated Maritime Policy.

The EUMSS defines and identifies ways to address asymmetric risks, threats and challenges from the marine environment, implementing the directions and lines of action in the associated Action Plan in a coordinated, coherent and inclusive approach.

### ***Security Principles, Objectives and Interests Promoted by the EUMSS***

The aim of the EUMSS is to secure the EU's maritime interests against risks and threats from the global maritime field. The strategy promotes initiatives to update, in line with new security challenges and risks, the national and international maritime legislative framework, guarantee freedom of navigation, and protect citizens, critical infrastructure, ports, maritime transport, the environment and marine resources.

The principles and priorities of the Strategy are characterised by the cross-sectoral approach that identifies needs and creates opportunities for cooperation between MS, non-EU partners, governmental and/or non-governmental institutional actors

and EU agencies; respect for the principles of maritime law<sup>9</sup>, international maritime laws and conventions, human rights and the principles of democracy; ensuring functional integrity, which seeks to promote and respect the maritime jurisdiction and sovereign rights of the EU Member States.

The EUMSS also promotes actions aimed at avoiding duplication of institutional efforts to achieve common goals; the development of the Information Sharing Initiative (CISE) and regional and sectoral strategies, as well as subsequent actions. At the same time, the EUMSS aims to encourage MS to equip/build technical capacities, surveillance systems, means of naval and air mobility, as well as their technical and operational development. Promoting research, innovation and continuous training as well as cooperation between EU agencies (EEAS, DG MARE, DG HOME, EDA, EMSA, EFCA, EBCGA, SATCEN) is another area of interest of the Strategy.

The objectives of the EUMSS have been identified and defined in order to ensure effective maritime governance<sup>10</sup>, respect for maritime law, and create an institutional mechanism to ensure the robust resilience of government structures.

The European External Action Service (EEAS) has also been designated the EU's sole voice in global maritime affairs, being directly responsible for leading the process of institutional coordination of the EU's strategic and operational response to maritime security risks and threats. At the same time, the Strategy promotes and encourages regional stability and sustainable development initiatives, as well as those concerning international cooperation.

Security interests defined and promoted by the EUMSS include strengthening the security of the EU, MS and European citizens; preserving peace in accordance with the provisions of the UN Charter; ensuring protection against risks and threats from the global maritime space; promoting and ensuring freedom of navigation; defence of economic interests; promoting and developing a culture of awareness of maritime opportunities, risks and threats; ensuring the efficient management of external maritime borders, as well as areas of maritime interest; environmental protection and climate change management in coastal regions and maritime areas.

The security risks identified by the EUMSS in relation to the stability of the European climate are: the use of force against the rights of the EU Member States

<sup>9</sup> UNCLOS; SOLAS; IAMSAR.

<sup>10</sup> Actions aimed at assessing the risks, threats and vulnerabilities associated with and/or stemmed from the global maritime space.

and the violation of the jurisdiction applicable in the territorial sea; ensuring the security of EU citizens and maritime interests; cross-border organised crime; maritime piracy and illegal arms trafficking at sea; trafficking in human beings and the transit of migrants; organised crime networks that facilitate illegal migration; trafficking in psychotropic substances, drugs and narcotics; smuggling of consumer products and goods; terrorism and other acts against international maritime law committed at sea or in ports; proliferation of weapons of mass destruction and CBRN threats; threats to freedom of navigation; environmental risks, including unsustainable and/or unauthorised exploitation of natural resources from the marine environment; the potential impact on security caused by natural or human disasters, extreme events and climate change on the maritime transport system, and in particular on critical maritime infrastructure; illegal and/or irregular archaeological research of some archaeological objects.

#### **EU's Operational Response**

The European External Action Service coordinates the process of strengthening the EU's institutional response, based on guidelines on maritime awareness, ongoing surveillance and information sharing; protection of critical maritime infrastructure; operational crisis response; research and innovation in the field of maritime security, education and continuing training; risk management; capacity building as well as ensuring the effectiveness of EU external action.

Next, we will give as an example<sup>11</sup> the maritime operations implemented by the EU in the Mediterranean – IRINI, respectively those carried out under the Frontex operational mandate.

In order to ensure an operational response to the humanitarian and security crisis in Libya, the European Union launched in 2020 the EUNAVFORMED IRINI Maritime Operation, which replaced Operation SOPHIA, practically coming with a new operational mandate, following adoption in the EU Security Council.

In order to limit the negative effects of irregular migration<sup>12</sup> from the MENA area and ensure the necessary legal measures, the European Union, through the Border

<sup>11</sup> The EU involvement in the operations conducted in Europe, Asia and Africa as well as the aspects related to Frontex maritime operations, namely IRINI, are not exhaustively treated in the current paper.

<sup>12</sup> Irregular migration is the phenomenon associated with massive flows of migrants who, following screening, debriefing, fingerprinting, can remain on the territory of Europe (asylum) or can be sent back to the state of origin (in case of economic migration).

Police and Coast Guard Agency – Frontex, launches annual maritime operations<sup>13</sup> in Greece, Italy and Spain.

#### **Control and Future Development of EUMSS Implementation**

The EU Council, the MS, the Commission and the High Representative for the EU's foreign and security policy have developed this strategy in a uniform, coherent and comprehensive manner, exercising control over the annual implementation process. The strategy is complemented by an action plan, developed in 2014 and revised in 2018 and needs to be continuously updated and revised within the "Friends of the Presidency" – FoP Group. The EUMSS is an inclusive and flexible public policy strategy so that MS initiatives, expressed during implementation, can be included in the development of the guidelines.

#### **COMMON INFORMATION SHARING ENVIRONMENT PROJECT – CISE**

Under the umbrella of the actions carried out for the implementation of the IMP pillar on the Integration of Maritime Surveillance, the Common Information Sharing Environment – CISE project was launched, which was subsequently taken over for development and implementation within the Action Plan associated with the European Maritime Safety Strategy.

Within the framework of Integrating Maritime Surveillance, the European Commission through DG MARE (Directorate-General for Maritime Affairs and Fisheries) has launched and developed the CISE meta-project. Subsequently, in 2019, the CISE project was taken over under the coordination of the operational implementation by the European Maritime Safety Agency – EMSA.

The aim of the CISE meta-project is to facilitate the common operational picture and the activities carried out in the maritime space, which have a potential impact on the safety of waterways, defence, border control, pollution of the marine environment, fisheries control, application of general legislation and economic interests of the EU. Operational picture in real or as close as possible to real time is the foundation of the process of analysis and institutional action, in order to adapt/ make appropriate decisions in operational terms.

The achievement of the mentioned IMP pillar is identified with the operational implementation of the CISE meta-project.

<sup>13</sup> Multipurpose maritime operations.

The guiding principles, development and implementation of the CISE project are regulated by the following European documents:

- COM (2009) 538 final, entitled *“Towards the integration of maritime surveillance: A common information sharing environment for the EU maritime domain”*, which defines the project guiding principles.
- COM (2010) 584 final, related to *“a Draft Roadmap towards establishing the Common Information Sharing Environment for the surveillance of the EU maritime domain”*. In essence the document defines the aim of the CISE project, identifies the potential communities of users and defines the steps that should be taken by the Member States for the project to be implemented at national level.
- COM (2014) 451 final, from the Commission to the European Parliament and the Council, entitled *“Better situational awareness by enhanced cooperation across maritime surveillance authorities: next steps within the Common Information Sharing Environment for the EU maritime domain”*.
- The European Union Maritime Security Strategy – Action Plan (15658/14), subsequently revised in 2018.

Currently, almost all actions related to the exchange of information for maritime surveillance are subsumed under Integrated Maritime Surveillance, the Action Plan for the Implementation of the European Maritime Safety Strategy and the Digital Agenda 2014-2020 - European IT&C policies.

At national level, the first steps to implement the Integrated Maritime Policy (Integration of Maritime Surveillance) and to meet the objectives of the roadmap for creating a common environment for the exchange of information for EU maritime surveillance – CISE have been taken since 2009 as follows:

- Memorandum approved by the Government of Romania, by which the Ministry of Transport was designated an integrating institution in the field of Integrated Maritime Policy<sup>14</sup>.
- Memorandum on *“Organising an Inter-Ministry Committee for the Coordination of the Integrated Maritime Policy of the European Union”*.
- Programme for the implementation at national level of the *“Roadmap on the creation of a common environment for the exchange of information”*.

<sup>14</sup> Including the Integration of Maritime Surveillance, CISE project.

The CISE meta-project was designed to be implemented in three projects – CISEROM, CISE, EUCISE 2020, the European Commission encouraging Member States to develop national IT platforms to facilitate the exchange of relevant maritime data and information. In order to achieve the proposed objectives, DG MARE and EMSA provided MS with European funding, a process carried out through the Executive Agency for Small and Medium-sized Enterprises (EASME)<sup>15</sup>.

In Romania, the meta-project has been implemented as follows:

- CISEROM is a project funded by DG MARE through EASME with the aim of conducting a feasibility study for the implementation of the CISE project in Romania.
- CISE is a concept initiated by DG MARE, being subsumed under the IMP pillar regarding the Integration of Maritime Surveillance. CISE is a voluntary process in the EU, with the aim of consolidating and promoting the exchange of relevant information between the authorities involved in maritime surveillance through an IT Platform that ensures the interoperability of existing systems.

At present, at national level, the exchange of data and information is carried out through bilateral agreements. Through this concept, DG MARE and EMSA propose the distribution of data, on the basis of the need to know, between the national institutions of the MS that have responsibilities in the field of maritime surveillance in order to ensure the security and safety of the European Community.

The period of creation and implementation of the CISE concept in MS has been planned in stages and established for completion in 2022.

At national level, the beneficiaries of this project are: Ministry of Transport through the Romanian Naval Authority; Ministry of Interior; Ministry of National Defence; Ministry of the Environment; Ministry of Agriculture through the National Agency for Fisheries and Aquaculture; Ministry of National Education, through the National Research and Development Institute for Marine Geology and Geo-ecology; Ministry of Public Finance through the Customs Information Centre, General Directorate of Customs; Ministry of Culture through the Management and Consultancy Unit.

<sup>15</sup> Agency established by the European Union to lead its programmes in the field of research and development, climate change, environment, energy and maritime affairs.

- EUCISE 2020 is a research project coordinated by the Italian Space Agency. EUCISE 2020 aims to achieve the operational prevalence<sup>16</sup> of the CISE concept at Member State level, in realistic and formal conditions, in order to support an appropriate management structure and to stimulate the cooperation of the public authorities concerned.

Specifically, EUCISE aims to integrate national nodes into a European HUB that can exchange relevant data and information in the EU maritime field.

The phases of the EUCISE 2020 project are the following:

- initial phase – definitions: identification of elements that require research and development, for which cooperation testing and validation are needed;
- intermediate phase of preparation for validation and validation: implementation of the strategy and action plan in the manner established by the authorities that participated in the initial phase;
- final evaluation phase: through an evaluation of the performance of the systems network, based on a set of commonly defined performance criteria.

The activities within the EU CISE 2020 project are divided into 10 work packages, depending on the specific activity (Coordination, Research, respectively Communication and Dissemination).

EUCISE 2020 will test a virtual system complementary to existing information exchange systems and will be characterised by: versatility – integration of a large amount of information; neutrality – solutions will be based on open standards; flexibility – it can be adapted as needed; scalability – it can support the changes and development of the types of information it will integrate; low impact – minimum investments at national level to be implemented; security.

## CONCLUSIONS

The integration of maritime surveillance is necessary to ensure maritime safety and security as well as a clean marine environment. EU policy calls for complementarity between the IT systems of EU MS stakeholders, based on inter-agency cooperation on coastguard functions and civil-military cooperation.

<sup>16</sup> CISE concept testing and validation.

CISE supports and promotes a better exchange of information between maritime surveillance systems, the importance of maritime situational awareness through maritime surveillance systems, and the increased efficiency of maritime operations.

Through a coherent approach and close cooperation between all maritime actors, through the coordinated implementation of cross-cutting policies, the effectiveness of measures specific to the Integrated Maritime Policy can be one with long-term beneficial effects, being sustainable at all levels of sectors covered by SMEs.

In the field of Integration of Maritime Surveillance, the implementation of CISE in the EU Member States is necessary for early warning in order to prevent risks and threats from the maritime space.

Taking into account the stated interests at EU level, to strengthen its position as a relevant player in the global maritime field, in conjunction with the responsibilities assumed by MS through concrete and specific measures to promote respect for international law, human rights and democracy, it is necessary to involve all government actors, at all levels of depth, in order to implement maritime governance, the cross-cutting policies promoted by the IMP, as well as to achieve a level of maritime security in line with Euro-Atlantic standards.

## Abbreviations and Acronyms

CISE – Common Information Sharing Environment

DG HOME – Directorate-General for Immigration and Home Affairs

DG MARE – Directorate-General for Maritime Affairs and Fisheries

EASME – Executive Agency for Small and Medium-sized Enterprises

EDA – European Defence Agency

EEAS – European External Action Service

EFCA – European Fisheries Control Agency

EMSA – European Maritime Safety Agency

EUMSS – European Union Maritime Security Strategy

FRONTEX – European Border and Coast Guard Agency

IAMSAR – International Aeronautical and Maritime Search and Rescue

MENA – Middle East North Africa

MRCC – Maritime Rescue Coordination Centre

PMI – Integrated Maritime Policy

SATCEN – European Union Satellite Centre

SM – Member States

SOLAS – Safety of Life at Sea

UNCLOS – United Nations Convention on the Law of the Sea

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