SOME ASPECTS OF THE MODERNISATION NATIONAL LAW IN THE EUROPEAN NAVAL AREA

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Abstract: *Water is life on this planet, in a proportion of decisive fundamental. Over 70% of the world is constituted by the planetary ocean, and more than 90% of international trade is done by sea. Approximately 70% of the world population lives less than a hundred miles of oceans and seas. 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 foreign 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.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. The lack of protection against a wide range of threats and risks sea, seas and oceans can become arenas for international conflicts, terrorism or organized crime. In this context, the European Union is under pressure to take more measures to act more quickly and with fewer resources, by strengthening cooperation between different sectors and national authorities. As the increasing interconnection between internal and external dimensions of maritime security, it is necessary that all parties share the same goals and the same efforts to achieve coherence between sectoral and national policies and to allow civil and military authorities to react effectively together. The Black Sea regional constellation has substantially changed in recent years and will continue to evolve. In these circumstances, regional cooperation initiatives of the EU would usefully complement the wide range of activities currently undertaken at bilateral and sectoral levels. The EU presence in the Black Sea region opens up new perspectives and opportunities. This requires a more coherent, long-term enabling fully seize these opportunities, to bring increased stability and prosperity in the region. A greater EU involvement in the Black Sea regional cooperation will contribute to this objective.*
Keywords: *European Neighbourhood Policy, maritime security, maritime interests, threats, piracy, flag, maritime security strategy, cross-border cooperation (CBC), Common Security and Defence Policy.*

INTRODUCTION

The enlargement of the European Union, particularly to central and eastern Europe, including as part of his project of building prior to harmonization contiguous border areas by promoting and supporting cross-border cooperation projects on all levels and in a variety of forms. The decision to extend the European Union taken in Helsinki, Europe has opened a new development model based not only on a country's potential, but also that of an entire geographic regions. He went from a predominantly economic process, one mainly geopolitical realities dictated by current.

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

For the EU Black Sea region is 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 to the East Union meant imposing control on neighbors marked by instability and poverty, implementation of the ENP means extending this process.

The massive expansion, especially to the East, of the European Union and NATO, is a transformation that meant not only attracting new members, but also enhance capabilities to combat serious and potential dangers and threats to continental and global security. Security Southeast Europe is essential for achieving lasting stability throughout the Euro-Atlantic area and all states and peoples of South-Eastern Europe should enjoy peace, stability and establish normal relations between them.

Throughout history, the Black Sea region has retained characteristics that define it as a hub of opportunities and challenges. This region is where global players have exercised influence over the time being interested in exploiting its resources.

Thus, the interest of a global player in this region has materialized mainly through bilateral initiatives that have proven to be insufficient and did not have the effect of putting the region in a direction of stability, economic and social development. Therefore, experts and local leaders campaigned for a regional approach to the various obstacles that might prevent the region from economic and social progress.

In the Black Sea region there are a few "key positions", which customizes, would give special meanings, but especially decisive contribution to the overall value and importance of this area. These "key positions" are: The Straits (the Bosphorus, Dardanelles - bound by the Sea of Marmara); Crimea; The mouths of the Danube (Danube estuary) and the continental shelf in front of the Romanian coast.

It can be understood therefore why today's geopolitical structure in this region is marked by two dynamics. The first is the replacement of the former Russian and Soviet influence with the US, which in turn compete with the ambitions of France and Germany. The second is the energy axis, the connecting oil and gas from Central Asia and the Caspian region to the Balkans and the EU. This region is more than obvious, a space of intersection alert strategic directions and geopolitical interests that give global affirmation of the main note and non-state actors that subsumes major interests

The geostrategic interests manifested in the Wider Black Sea are naturally generated strategic interests of global players. We, in this respect, in view of the Russian Federation, the US, NATO and the European Union.

Thus EU approach towards the region has had a general nature, it based on different initiatives but mainly bilateral in nature: for example, European Neighbourhood Policy, the Strategic Partnership with Russia and enlargement negotiations thereof.

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 EU" in the region. Therefore, once the Black Sea riparian countries became members of the EU and thus increased the pressure for a European approach to relations in the region so as to establish a comprehensive framework leading proactive initiatives and to open way to achieve them.

Currently there are few papers showing that not long seacoast and inland waterway impose naval size, but the size of the interests of the state, the nation has the adjacent sea, but also on other seas and oceans.

There are also fewer papers showing harmonization and modernization of national legislation to the international one, when it comes to security policies of the organizations to which we belong.

1. THE EU MARITIME INTERESTS

Regarding maritime security, the EU's major strategic interests are:

•	protection of the EU's global supply chain, freedom of navigation, the right of innocent passage of ships flying the flags of Member States, and the safety and security of seafarers and their passengers;

- the EU protection of against threats to maritime security, including protection of critical maritime infrastructure such as ports and terminals, offshore installations, pipelines underwater telecommunication cables, innovation and scientific research projects and other economic activities at sea;
- conflict prevention, peace-keeping and strengthening international security through cooperation with international partners. It promotes international maritime cooperation and rule of law, facilitating maritime trade and contribute to sustainable development;
- preventing illegal, unreported and unregulated (IUU);
- the effective control of the Union's external maritime borders to prevent illegal activities.

2. THE RISKS AND THE EUROPEAN MARITIME SECURITY THREATS

Maritime security threats represent a risk for European citizens and are harmful to EU's strategic interests. The threats effects are felt in many policy sectors. 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.

There were identified following threats to maritime security:

- 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 on maritime infrastructure;
- terrorism and other deliberate unlawful acts against ships, cargo and passengers, ports and port facilities and critical maritime infrastructure, including cyber attacks on information systems;
- conditions at sea and coastline, lowering potential growth and create jobs in the marine and maritime sector.

3. THE BLACK SEA SYNERGY - THE EU'S RESPONSE TO THE OPPORTUNITIES AND CHALLENGES IN THE REGION

The reaction to the European Commission under the ENP has resulted in a Communication to the Council and the European Parliament called "Black Sea Synergy - A New Regional Cooperation Initiative".

2007 marked the launch of the Black Sea Synergy by the European Union. What is synergy? According to a simple definition synergy is coordination of multiple actions to a common result with economy of means.

In other words, Black Sea Synergy can be regarded as a relevant component of the EU strategy on the neighborhood policy.

In this respect, the Black Sea Synergy wants to bring - and to some extent succeeded - with political players, NGOs and the business sector at regional level to promote achievement of common outcomes as defined above and remembered . In real terms synergy of cross-border programs aimed at implementing various sectors, aimed at improving neighborhood relations between regional actors. "In the world are expected major changes in the security environment in the next 20 years. Romania which is still in a prolonged transition, is caught in the interests of large international players game. An exclusion of Romania in the European circuit of energy routes would complicate more regional stability map ".

In December 2007, the European Commission announced in a statement that is in the process of developing a framework for improving cooperation in the Black Sea, and on April 11, has been developed - "Black Sea Synergy - A new regional cooperation initiative ". The first communication briefly mention some of the key areas that require and justify the EU's involvement in the region: regional conflicts lengthy transport and energy policy dialogue, environmental protection and scientific cooperation. At the same time, and EU High Representative Javier Solana, the European Security Strategy, given the security issues in the region, stressed the need to take a proactive role in the South Caucasus.

A decisive step for the implementation of this goal was made by issuing a statement in April. This is evidence that Europe pays attention to its neighborhood - including the opportunities and challenges that it might contain - with responsibility and commitment, drawing political attention and support for effective initiatives in the region.

Document begins by listing the opportunities and challenges of the region, noting the main factors that influenced European attention "node energy and transport", unresolved conflicts, environmental problems and insufficient border controls. Then, recalling previous EU initiatives towards the region: Turkey's accession process, European Neighbourhood Policy and the Strategic Partnership with Russia. When launching this new initiative covering the entire region was chosen as the reference point accession of two Black Sea littoral states: Bulgaria and Romania.

The Synergy contains thirteen "key areas of cooperation ', which were chosen based on criteria such as common priorities and previous involvement of the EU.

In terms of **democracy**, human rights and good governance, the Commission intended to support local initiatives to develop democratic institutions, good governance and the rule of law, through the exchange of experience, training, twinning programs and to stimulate dialogue civil society.

Security, dedicated approach "frozen" conflicts judgment to reflect a more active in their approach by monitoring mission, targeted tools for economic development, social cohesion and governance and greater attention to "promote confidence-building measures in the affected regions. "

In **energy**, diversification was mentioned as main purpose being in the interests of the EU and that of their partners. In addition, the intention was to improve the existing energy infrastructure through the new Trans-Caspian energy corridor Trans-Black Sea and cause those countries to focus on alternative energy resources. A feasibility study was to be conducted to assess the possibility of establishing a legal framework between the EU and ENP region.

In **transport**, the Commission wanted to improve efficiency, safety and security of transport operations and will act on the harmonization of regulations in the matter.

Particular attention was paid to **environmental** issues. The European Commission has requested observer status in the Black Sea Commission, and has proposed a similar initiative for the Black Sea region, such as DABLAS Task Force, in order to establish strategic cooperation in the environment. The Commission proposed to promote regional implementation of Clean Development Mechanism of the Kyoto Protocol, and will continue discussions with the Black Sea states on matters relating to the negotiation schemes emissions of greenhouse gases.

With regard to **maritime policy**, it is necessary to encourage dialogue, cooperation between services integrated sea surveillance. Regarding fisheries, the Commission noted the need for action to counter the precarious state of this field is found. Therefore, it is proposed to better exploitation of resources in the General Fisheries Commission for the Mediterranean.

In the area of **trade**, the Commission considers further liberalization and encourages accession countries of the Black Sea to the WTO and concluding new partnership and cooperation agreements with Russia and Ukraine, as

important steps in this regard.

The Commission intends to encourage the exchange of experience under the "lessons learned" from the two new Member States, Bulgaria and Romania, and their neighbors in the Black Sea region through cross-border cooperation initiative. ENP Action Framework is about to be strengthened due to the fact that five Black Sea countries included in the ENP and the intention is to move gradually towards FTAs (free trade agreements).

In terms of financing, financing principle should be applied. Support will be provided by the ENP for non-Member States and the Regional Fund for the two EU Member States. Other sources of funding may be provided by EBRD, EIB and Development Bank of Commerce Black Sea.

Also within the Black Sea region, as they are evoked by Synergy, resulted in an evolving conceptual level, reflected in changing the perception of it, that the region was transformed "from a geographical area within a geo-political zone ".

This transformation was due to the fact that the EU also intends "to identify and address the root causes of instability and insecurity" that could become a threat to their well-being and security interests of the EU.

If after the first year of its existence had already arisen fears and critical positions, Synergy victim and the lack of pragmatism and efficiency too diluted by addressing complex issues involved in the Black Sea region, they were doubled in early 2009, and this because had launched the Eastern Partnership (EaP), a Polish-Swedish initiative, more ambitious and more flexible than his older sister and clumsy. At that time, not only inside Synergy risk undermining the lack of action and rivalries between partner countries fighting each for winning or reaffirm the position of regional actor, but the danger appeared and its assimilation by the EaP.

Fears on this last possibility was raised by EU countries directly involved in Synergy. They receive in return assurances from the Commission that this will not happen, the Black Sea initiative will retain its defining element: regional character. However, despite the Commission's claims, VMS automatically entered into obscurity. It thus risking to remain in that position if not created prerequisites to register a concrete developments within the at least one of the three sectoral projects announced: the project environment assumed by Romania, Bulgaria belonging to one on energy and transport promoted by Greece.

But we know that what was understood almost did not happen. The clearest proof that the Black Sea Synergy has a future is a project launched by Romania for environmental protection as a tool for implementing specific policy regarding this region. And what is even more significant for the future of SMN, but also for the credibility of the European Union in promoting a coherent European Neighbourhood Policy, without overlapping, is the reaffirmation of the complementarity of the two initiatives versus VMS EaP. Thus, through a press release issued by the European Commission on 15 March 2010 is a clear distinction between the two projects: "Black Sea Synergy is complementary to the Eastern Partnership; while promoting the EaP partner countries of the European Union approximation, SMN aims to develop regional cooperation in the Black Sea ".

This event in 2010 was good news for our country, but it is known that a flower is not enough to install spring. Support Synergy implies further, perseverance, pragmatism and, above all, an intensified dialogue of the countries involved. This dialogue can often be difficult given the heterogeneity and sensitivities existing partners: European Union Member States vs. non-Member States, including in "crowd" non-Member States of countries that have a special status opposite Brussels and Turkey, and the Russian Federation - a country with which the Union had a strategic partnership.

At this time, in view of the security of the North Black Sea, Europe will have to show great skill and diplomacy to preserve a uniform approach to problems circumscribed European Neighbourhood Policy, the greater political support and a higher degree cohesion between all Member States because, after all, security at the EU borders is an issue that concerns us all.

4. THE EU STRATEGY FOR THE DANUBE REGION (EUSDR)

From geostrategic, Romania is at the crossroads of major geographical areas of the world, while the politically, it is at the crossroads of major Euro-Atlantic interests and even Asian.

Theatre strategic operations of our country is directly influenced by the Danube and the Black Sea exit Romania, which acquires a share vital in maintaining regional balance. Romania, the country of contact between the Asian and Euro-Atlantic space, benefiting from the intersection of axes geopolitical and geostrategic importance. These axes intersect at present Romanian Black or Black Sea and Danube River.

The latter have become in recent years a very important area in the development strategies of coastal states and those of the surrounding area and the military instrument together with other authorities with security responsibilities raise their daily contribution.

A regional project aimed at water transport policy, approved by the European Council in June 2011, the EU Strategy for the Danube Region (EUSDR) representing a community mechanism for cooperation in the Danube basin states, for economic and social development of the macro-region Danube region by strengthening the implementation of EU policies and legislation.

The EUSDR 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.

4.1 The purpose and strategy goals

The strategy is structured around four main objectives, namely:

- connecting the Danube region;
- protect the environment in the Danube region;
- increasing prosperity in the Danube region;
- strengthening the Danube region.

The Danube region, comprising 14 European countries and 115 million citizens, both in the EU and beyond - Germany, Austria, Slovakia, Czech Republic, Slovenia, Hungary, Romania, Bulgaria, Croatia, Serbia, Bosnia and Herzegovina, Montenegro Moldova and Ukraine - is an area that can be developed more synergies between EU policies in various areas, such as cohesion, transport, economy, energy, environment, culture, education, agriculture, fisheries, extension and vecinătatetea.

Romania has the responsibility to coordinate three priority areas of the 11 of the project, the following pillars, as follows:

A. Connecting The Danube Region
- Improved mobility and multi modality
- inland waterways; (Austria and Romania)

Given the central positioning of the European Danube and the potential for sustainable inland navigation led to a strategy focused in particular on concrete projects and strategic initiatives macro impact. Danube Strategy and Action Plan are governed by several projects, such as NAIADES - European Inland Waterway Transport Programme for Action - to ensure an adequate level of airworthiness NEWS project that develops technology solutions for fleet renewal Danube with more competitive and environmental approaches etc.

Currently, inland navigation on the Danube is less common, not fully exploited the potential of the river. It could be much better utilized by enhancing multimodality infracstructurii improve, improve logistics management or better equipment, modernization of ports and multimodal transport adaptation requirements.

An important project whose coordinator is Romania is the "Construction Danube - Bucharest", the main objectives of its complex development are: to link the capital of Romania by the Danube through a waterway, defending 11 localities and 30 flood 000 hectares of agricultural land; to produce energy, create the necessary conditions for recreation and tourism, causing favorable consequences in terms of environment and similar items; to provide the necessary water for irrigation and drinking water to neighboring towns and aquaculture.

- Promotion of culture and tourism, people to people contacts; (Romania and Bulgaria)

The Danube region is an area characterized by cultural diversity, ethnic and natural, with significant environmental advantages (Delta - part of UNESCO).

The Danube Basin has many elements of interest for tourism and heritage. The projects and programs are aimed at: protecting the cultural values of the Danube region, promoting cultural exchanges and artistic creation of a database of resources and cultural activities. In terms of tourism, the tourism product quality can be improved by stimulation and development of regional sustainable tourism strategies and the definition of quality criteria and the development of eco-labels and certification schemes.

B. The Environmental Protection In The Danube Region

- Managing the environmental risks; (Hungary and Romania)

The risk management plan involves environmental research, monitoring, analysis of the 4 main issues on water quality (surface and underground) in the Danube basin, namely: organic pollution, nutrient pollution, hazardous substances pollution and hydromorphological alterations.

All the Danube countries expressed their common intention to strengthen cooperation on prevention, preparedness and response to natural disasters and man-made disasters, such as floods or heavy industrial accidents. The negative impact on natural landscapes and biodiversity, but also loss of life and damage to economic activities and social infrastructures have led to the adoption of a common policy through specific environmental projects - operational team for the Danube sturgeon was created to ensure viable populations of this important fish in the river, to facilitate projects, measures and initiatives to restocking with sturgeon, FLOODRISK DANUBE project analyzing methods and databases for which the Danube countries can collaborate by drawing up common database and flood mapping.

4.2 Romania's priorities

Romania's strategic priorities, emerging from the Action Plan for the implementation of The EUSDR fields are grouped as follows:

- Transport: creation of a multimodal transport corridor European linked to the Black Sea; development of infrastructure based on new technologies and integrated systems (transport, management, monitoring, information).
  Energy: Transforming the region in a European energy corridor through: responsible and efficient exploitation of local resources (conventional and renewable); capacity energy production, transport and storage; expanding access to distribution networks; combating energy poverty.

- Environment: Creating a system of management and control of environmental factors: reduction of pollution; eliminate the negative effects of disaster; protection of biodiversity, including the socio-economic useful (meadows, pastures, livestock), capable of ensuring food security of the population; border cooperation in responsible environmental management of protected areas (ex. Iron Gate National Park, Danube Delta Biosphere); preserving and extending forested areas, parks and green spaces.

- Research / Design: Creation of new research centers focusing on new eco-efficient technologies.

- Tourism and culture: Integrated development of tourism and cultural heritage and natural history of the region by developing specific infrastructure and transnational actions intense promotion - awareness.

- Rural development: modernization of the agricultural sector; valorisation of environmental / natural (heritage fisheries, forestry, bio-diversity, etc.); revitalization and upgrading of cultural heritage (with an emphasis on tradition and professional experience).

- Other priorities: making IT and communications potential of the region and its application in the public and private sectors; business involvement in development projects The EUSDR; promoting environmental education projects; integrating the cultural dimension into other policies The

EUSDR implementation; Unlocking the potential of cultural heritage; safety and public health.

The development opportunities are given the opportunity to be sustained investment to generate economic growth through tourism potential, enhancing social cohesion and creating new jobs. Romania has proposed major projects such as setting the Arges River for flood protection, irrigation and other uses (Danube - Bucharest); establishing an International Centre for Advanced Studies Danube delta of the Danube - Black Sea construction of new bridges over the Danube with Bulgarian partners (Orehovo-Bechet, Calafat, Silistra); implementation of a risk management project in the Danube Delta (floods, accidents with cross-border).

5. MARITIME SECURITY STRATEGY U.E. (EUMSS) - FOR A GLOBAL MARITIME DOMAIN AND SAFE

The major landmarks EU maritime security were: EU Council conclusions of 26 April 2010, the EU Council conclusions on maritime surveillance of 23 May 2011, Limassol EU Declaration of 7 October 2012, the EU Council conclusions of December 2013 and Communication Common European Commission and the High Representative of the Union for Foreign Affairs and Security Policy of 6 March 2014. The common conclusion was the "importance of better maritime governance, including increased cooperation".

An EU Strategy for Maritime Security in 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 laws and treaties are the starting point for EU coordination and development of additional synergies with Member States and between them and the cooperation with partners international.

The cooperation with existing international and intergovernmental initiatives should strengthen and develop a coordinated approach on maritime security also increases the potential for growth and job creation as foreseen in the EU strategy for growth - 2020.

5.1 The purpose and strategy goals

The strategy should be inclusive, comprehensive and based on existing achievements, given the complexity of existing policy instruments, the number of actors involved and legislation at national and EU level. This requires multilateral action that integrates cooperation in civil and defense cooperation, capacity building and partnership development, financial investigations and judicial diplomatic efforts at the local, regional and international political commitments and research, innovation and cooperation with industry.

A good example is the comprehensive EU approach on combating piracy off the Somali coast. Operation Atalanta Naval Force of the European Union for Somalia (EUNAVFOR), combined with substantial help for the cooperation given by the EU, has proved a concerted approach. The objective of the strategy is to facilitate a 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.* At European level, efforts related to maritime security are supported by: the European Defence Agency (EDA) and the European Union Satellite Centre (EUSC), the European Maritime Safety Agency (EMSA), the European Agency for the Management of Operational Cooperation at the External Borders (FRONTEX) and the European Fisheries Control Agency (EFCA), which have developed sector-specific systems and capabilities for maritime surveillance.

- *promoting effective partnerships and credible maritime world.* The strategy should give the European Union a credible partner role, reliable and efficient maritime world a partner ready and able to assume international responsibilities. EU's strategic interests are best protected sea through partnerships with other stakeholders or international organizations in view of the undisputed international maritime links, global supply chains and maritime transport.

- *efficient use of cost.* The efficiency of maritime operations should be enhanced by improving cross-sectoral

cooperation, facilitating better communication between national and EU systems, creating effective interfaces between

- *strengthening the solidarity of the Member States.* A single terrorist attack at sea or discontinuation of one or more major waterways could have a catastrophic impact on several Member States, the EU as a whole or on third countries. Prevention, detection and response to incidents they require the cooperation of all stakeholders in the field of maritime security. The strategy should aim at encouraging mutual support among Member States and enabling the joint development of contingency plans, risk management, conflict prevention, crisis response and crisis management.

5.2 The principles and lines of action of the Strategy - EU response to the challenges and opportunities of the region

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

- *Trans-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) in industry (transportation, private security, communication technology, supporting capacity building, social partners) should work better;

- *The functional integrity*: predictability in terms of 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;

- *The Maritime multilateralism*: The EU is stronger and its interests are best protected when one voice international partners

- *compliance with the rules and principles*: promoting respect for international law, human rights and democracy, and full compliance with the United Nations Convention on the Law of the Sea and the objectives enshrined therein, considering them a key to better maritime governance based the rules.

In order to better cooperation aforementioned principles are applied to five lines of action, as follows:

- *An external Action*: EU external action in support of maritime security and governance is varied, ranging from political dialogue with international partners to support maritime capacity building and military operations aimed at deterring acts of piracy and armed robbery at sea. EU could improve the extent to which leverages the best practices of internal policies related to aspects of maritime security, to promote better governance of the oceans. This could be used, for example, when the EU supports partner countries to increase their standard ports and port facilities and to enhance the security of ships, in order to meet the requirements of the International Code for the Security of Ships and of Port Facilities (ISPS Code) of the International Maritime Organisation (IMO) and the requirements of the Maritime Labour Convention and the Convention on Seafarers' Identity Documents of the International Labour Organisation, to ensure the safety and security of seafarers.

- *maritime situational awareness, surveillance and information exchange*: They made some progress through a series of EU schemes used in different policy areas and, in some cases, in several sectors. These systems include: SafeSeaNet, an EU vessel traffic monitoring and information related thereto for EU waters, which is managed by the European Maritime Safety Agency (EMSA) and designed to ensure the implementation of EU legislation; Common system of communication and information in case of emergency (CECIS) facilitating communication during incidents and maritime disasters, managed by the Directorate-General for Humanitarian Aid (ECHO); vessel monitoring system, managed by the European Fisheries Control Agency (EFCA) and the Member States to support the common fisheries policy; maritime surveillance network (MARSUR), managed by the European Defence Agency (EDA), which

the civil and military policies and transposition of the results of research and technological development .

supports the common foreign and security policy; European Border Surveillance System (EUROSUR), which improves situational awareness and response capacity of Member States and Frontex border management of EU external borders; In addition, common environment for the exchange of information (CISE) for the EU maritime domain, which is currently developed jointly by the EU and EU Member States / EEA will further strengthen and establish a framework for interoperability between national and EU, using, in particular, a common data model. Maritime surveillance is still largely organized at national and sectoral level. This can lead to a less efficient use of available surveillance capabilities.

In line with the EU Strategy for Maritime Security, European Earth monitoring program (COPERNICUS) already developing a comprehensive approach for a more coordinated use of space systems, remote sensing technologies and applications derived from them for cross-sectoral maritime surveillance services.

Space technologies and aerial surveillance areas inaccessible to observe and contribute to improving the detection and localization of small craft used for drug trafficking, piracy and migration. As of 2013, Frontex, EMSA and the European Union Satellite Centre (EUSC) establish a service for the combined application of surveillance tools, including ship reporting systems, satellite imagery and surveillance aircraft with crew.

This service components that are related to monitoring Earth are supported by Copernicus program from 2014.

Maritime situational awareness, surveillance and information sharing should be supported by research and innovation to improve and enhance their effectiveness.

- *capability development and capacity building*: coherent approach is needed to build capacity necessary and effective in terms of cost. This approach should include the continued commitment of the actors in the public and private sectors, including the social partners, and capitalize on existing achievements. Frontex, the European border management, coordinated use of resources and personnel provided by the border authorities of different Member States in joint operations.

Improved capacity to respond to terrorist attacks on ships in EU territorial waters and exchange of best practices, as conceived by ATLAS network of special intervention units of the police in the Member States, are other examples of capacity building .

The 'Grouping and sharing ", supported by the European Defence Agency (EDA), intended for Member States to bring together and to share a larger volume of military capabilities and contribute to more efficient use of capacity (military) limited. This improves the effectiveness, sustainability, interoperability and cost capacity.

- *risk management, protection of critical maritime infrastructure and crisis response*: while the main objectives remain reducing risks and preventing incidents, protecting the environmental status of the marine environment of the EU maritime infrastructure critical to its ability to respond to crises depend a high level of preparation, anticipation and responsiveness. A series of interconnected actions are already underway, but the EU can improve responsiveness by harnessing the capabilities and existing measures such as legislation on the security of ships and port facilities, which sets minimum requirements for security ships, ports and government agencies. Also, private sector engagement is a key success factor in this regard.

The EU customs authorities conduct an assessment of security risks in respect of goods which enter the Union before they are loaded on a ship in a third country. Commission communication on risk management and supply chain security stresses the importance of cross-sectoral cooperation intensified. With this communication is requested increase risk management capacity to monitor risks associated with the movement of goods, by strengthening the EU framework for risk management, including global systems prior information

on cargo and the use of authorized economic operators to ensure a continuous trade.

Under the protection of ships at sea, the use of armed security personnel contracted privately increased. Several nations have

• *research and innovation, education and training in maritime security*: innovative technologies and processes contribute to improving the efficiency, sustainability and effectiveness of operations. Research and innovation in socioeconomic may help reduce the number of situations that cause social conflict or maritime crimes. Maritime security research could benefit from a clear vision on sectoral needs and dual-use capabilities.

Research and innovation in knowledge development and education and training can contribute to achieving the objectives set out in the agenda "blue growth". The Seventh Framework Programme for EU Research and Development (FP7), in particular its theme on security research, has already

established national rules governing the use and conduct of such staff. It is desirable to pursue a common standard required in terms of contracted armed security personnel on board ships privately EU flag.

borne ample. Those results should be better used for policy and marketing, exploiting it also synergies with programs of Member States and the European Structural Funds and investment. The Commission will continue to support research and development (R & D) related to 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.

Conclusions

The Black Sea region combines a set of characteristics that define its uniqueness and prefigure a special approach. In the design of such an approach, a wide range of security features, government, political, geographical and environmental challenges must be carefully considered. Along with these, the Black Sea remains ultimately alternative to diversify energy supply and also opens communications and transportation networks with Asia. Local actors, but also those who are directly affected, they understand that the common interest is to transform the region's weaknesses into strengths by using joint actions and initiatives. These initiatives, despite the ambitious goals set by them, were undermined by a lack of internal resources and corruption. Transfer of know-how and financial support from actors with experience in the field, has become one of the preconditions for successful development of the region.

Located in the process of defining its role and place among the world states and irreversible materialization policy options on the full affirmation in the EU and NATO, Romania needs based on the assessment of the security environment of space waterborne, il and develop and adapt the content objectives and lines of action for achieving fundamental strategic goals.

Ensuring maritime safety, necessity for marine and coastal areas contribute to a favorable climate for the development of sustainable economic activities. To achieve this goal, however, is necessary to develop effective international cooperation and promoting harmonization of security policies. You have analyzed the particularities of the regional security environment and activities of major players in the world seas and oceans management issues.

In this context, the European Union is under pressure to take more measures to act more quickly and with fewer resources, by strengthening cooperation between different sectors and national authorities. As the increasing interconnection between internal and external dimensions of maritime security, it is necessary that all parties share the same goals and the same efforts to achieve coherence between sectoral and national policies and to allow civil and military authorities to react effectively together.

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 are numerous and various partners involved 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.

The EU Maritime Security will be further strengthened through partnerships between all stakeholders in the field of maritime security in the EU, between Member States and within them. These partnerships should also include industry, social partners and civil society.

Regionally, the Danube and the Black Sea are important elements of Europe, constituting a genuine system of transport and communication to areas rich in resources, but also the shortest waterway for most of Europe, the Mediterranean, Oriental and Hemisphere Southern. Romania holds the key to this system because it has direct access to almost half the length of the Danube waterway, it has access to arms and the Danube - Black Sea belongs entirely. This is an obvious advantage, but in the maelstrom of economic interests and diplomatic fabrics very changeable, should not be neglected geo coordinates of the Danube and the Black Sea, more persistent over time and with a potential conflict unpredictable.

The Rhine-Main-Danube waterway as a artery between the North Sea and the Black Sea became an interdepartmental assembly, whose impact goes beyond the borders of neighboring countries and is a key element of European level. Channel is a backbone of cooperation in many fields întreţările riparian community and within the EU states. Rhine and Danube are integral factor in the multiplication of relations between riparian countries and is also a dynamic factor on increasing the role and importance of economic, political, social, cultural and military Danube.

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

Unlocking the potential of the Black Sea depends largely on the development of regional cooperation initiatives and will major global players - (UN, OSCE, NATO, EU) - to include it in their strategic priorities.

There is much to learn and apply, but the fact is that regional initiatives of the EU and NATO must remain a priority for Romania - despite apparent failures - and continue cooperation in areas such as energy, transport, environment and regional security. Maturing Romania's foreign policy should take account of membership of the European Union and support access opportunities coming from the East. Maturation process should be delivered a clear and restore the role of vector Romanian diplomacy between East and West. It is necessary, also, the development of maritime consciousness of the Romanian people, knowing that we have a conscience predominantly continental and maritime less. Always a great dramatic impact on the peoples, those who had the courage to leave the land and face the sea became rich and cults.

At the same time, needs to be speeded harmonization of national legislation in the field of international maritime and river with the specific EU and NATO. Due to its Danubian-Pontic, unique in Europe, Romania has a special geostrategic situation. Danube road that connects Central and Eastern Planetary Ocean through the Black Sea, Romania gives special responsibilities so that there is a need for joint action strategy, sea and river, to be permanently unable to fulfill our role turntable between Europe and Asia.

Currently, regardless of doctrinal orientation of government security policy in democratic regimes can not be regarded as the exclusive preserve of a small circle of experts. To build a culture of safety in Romania, it is important that the design and implementation of such strategies and civil society to participate actively.

The beneficiaries of such security strategy encompassing all regional and regional initiatives will be: both the government at central and 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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