The EU Maritime Security Strategy and Action Plan

INFORMATION TOOLKIT

Europe's maritime interests are fundamentally linked to the well-being, prosperity and security of people. This is why the first **EU Maritime Security Strategy** (hereinafter referred to as 'the Strategy') and its implementing **Action Plan** were adopted on 24 June and 16 December 2014 as a response to modern risks and threats to global maritime security. The Strategy and Action Plan are anchored in a **cross-sectoral** approach to global maritime security, bringing together all the relevant maritime sectors (maritime safety, marine environment protection, fisheries control, customs, border control, law enforcement, defence, research and development and others) and all relevant EU policies, strategies and instruments into a single strategic approach.

This innovative approach also promotes better civil-military cooperation and coordination between internal and external security actors such as the police and defence. The aim is that this 'joined up' approach to maritime security promotes **closer cooperation** between different maritime sectors and makes the EU's maritime security policy more coherent, effective and cost efficient. This toolkit aims to provide you with the background information on the EU's activities in the global maritime security domain, it explains why maritime security matters, how the Action Plan is to be implemented and highlights the External Action activities and the role for EU delegations and EEAS HQ services. www.eeas.europa.eu/maritime_security

1. Why maritime security matters

Maritime transport provides the main mode for EU imports and exports to the rest of the world. In fact, **90% of the EU's external trade and 40% of its internal trade is transported by sea**. Safe and secure seas and oceans are of fundamental importance for free commerce and trade, the EU economy and living standards.
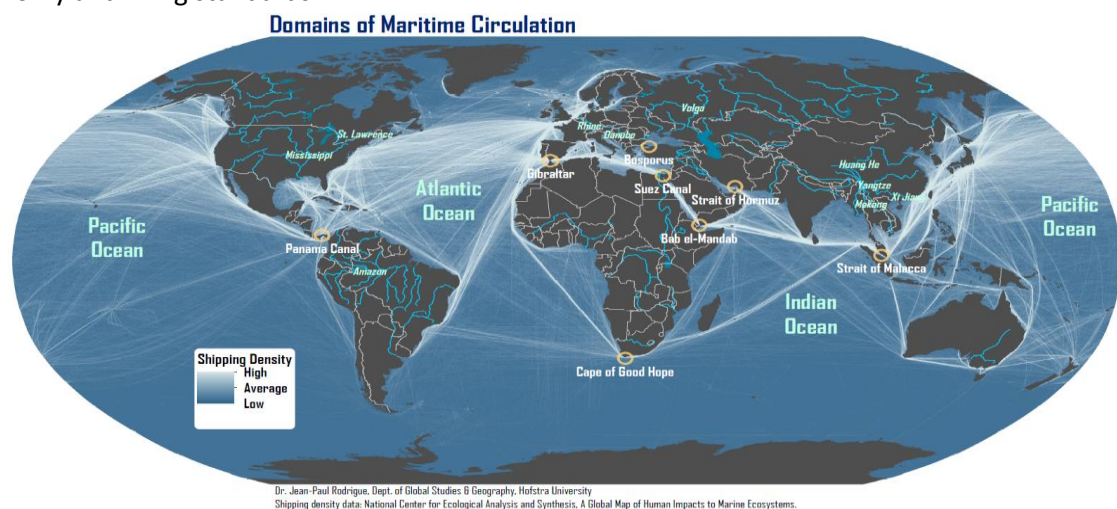
Source: Shipping density data: National Center for Ecological Analysis and Synthesis, A Global Map of Human Impacts to Marine Ecosystems, Dr Jean-Paul Rodrigue, Dept. of Global Studies & Geography, Hofstra University.

The EU coastal regions border the Baltic Sea, the North Sea, the North East Atlantic Ocean, the Mediterranean Sea, the Black Sea, and Europe's outermost regions. Of the 28 Member States, 23 are coastal states and 26 are flag states. A few relevant facts indicating the **EU interests in maritime security**[1]:

- Member States together have more than 1,200 commercial ports; more than 8,100 flagged vessels (over 500 GT); 4,300 registered maritime companies; there are 764 big ports and more than 3800 port facilities. There are 80 Registered Security Operators appointed by the MS;
- European ship owners manage 30% of the world's vessels and 35% of world shipping tonnage - inter alia 55% of container vessels and 35% of tankers, representing 42% of the value of global seaborne trade;
- More than 400 million passengers pass through EU ports each year;
- Over 20% of world tonnage is registered under EU Member States flags and over 40 % of world fleet is controlled by EU companies;
- The EU fishing fleet (worldwide) in 2011 – 83,014 vessels with gross tonnage 1,696,175.

The **EU not only has interests, it also has responsibilities in the global maritime security domain**. This is why the EU actively contributes to safe and secure seas and oceans in different parts of the globe, using EU's existing instruments such as the Instrument contributing to Peace and Stability (IcSP) or the European Development Fund (EDF) and EU policies, such as the Common Security and Defence Policy (CSDP).

2. Why Europe needs a global maritime security strategy

The purpose of the EU's maritime security strategy is to safeguard the maritime security interests of the EU and protect its Member States and citizens against a range of risks and threats in the global maritime domain, including cross-border and organized crime, threats to freedom of navigation, threats to biodiversity, illegal, unreported and unregulated (IUU) fishing, environmental degradation due to illegal or accidental discharge and many others. Threats to maritime security have many faces and impact a wide-range of interests, including trade/commercial transport, economic and political stability, internal and external security, and environmental protection.

The Strategy identifies **four guiding principles**: (1) a cross-sectoral approach (i.e. a comprehensive approach); (2) functional integrity (all activities are based on existing mandates or competences); (3) maritime multilateralism (effective cooperation with partner countries and organisations); (4) respect for rules and principles (the EU is a community of values, the Strategy underlines or manifests these values in the maritime domain, e.g. human rights, rules-based good governance).

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[1] Source: http://europa.eu/rapid/press-release_IP-14-224_en.htm

3. An Action Plan to implement the Strategy

AN ACTIONABLE STRATEGY
The EU wants its strategies to be **actionable**, that is, that they can be translated into concrete and specific action. For the Strategy to be actionable, the Action Plan sets out over 130 actions to translate the ideas and ambitions of the Strategy into practice. Adopted by the Council on 16 December 2014, the Action Plan is structured around five key policy areas (5 work strands): (1) External Action; (2) Maritime Awareness, Surveillance and Information Sharing; (3) Capability Development; (4) Risk Management, Protection of Critical Maritime Infrastructure and Crisis Response and (5) Maritime Security Research and Innovation, Education and Training.

BETTER CIVIL-MILITARY COOPERATION
The general ambition laid down in the Action Plan is that maritime authorities in the EU (civil and military) will be able to work much more closely together and share more information and resources with each other than beforehand. For example, maritime authorities could share surveillance information with each other instead of collecting them each separately and also share resources (radar stations, patrol vessels, etc.) instead of amassing resources. Moreover, maritime authorities could make use of multipurpose capabilities or dual-use technologies: for example, EU surveillance tools, such as remotely piloted aircraft systems, satellite communications or high resolution satellite imagery, could support the conduct of CSDP missions and operations in the global maritime domain.

IMPROVED INTERNAL-EXTERNAL SECURITY COORDINATION
In addition, the Action Plan aims to further promote better coordination between internal and external aspects of maritime security, in order to build a holistic and coordinated approach to maritime security. It will help ensure consistency between existing and future activities. The Action Plan does not alter the current institutional framework or EU legislation.

MARITIME ROUTES OF MIGRATIONS
The internal and external security nexus is evident when it comes to tackling irregular migrations, such as the current challenges in the Mediterranean. Irregular migration is already addressed by a comprehensive set of EU legislation, including co-operation within the EUROSUR framework, which ensures cooperation in order to improve situational awareness and increase reaction capability at the external borders for the purpose of detecting, preventing, and combating irregular migration and saving the lives of migrants. The recently adopted EU Agenda on Migration (13 May 2015) supports and reinforces these measures.

Federica Mogherini at the UN Security Council on migration crisis.
Source: https://www.flickr.com/photos/eeas/

BETTER POLICY COHERENCE

The Action Plan relies and builds on other strategies and policies, such as the Integrated Maritime Policy for the European Union (10 October 2007), the European Security Strategy (12 December 2003), and it also promotes coherence and maritime security dimension in EU's regional strategies, such as the EU Strategy and Action Plan on the Gulf of Guinea (respectively adopted on 17 March 2014 and 16 March 2015) and the EU Agenda on Migration (13 May 2015).

RESULTS

The general ambition laid down in the Action Plan is that the maritime authorities in the EU, both civil and military, will be able to work much more closely together and share more information and resources with each other than beforehand. The Action Plan does not impose any additional financial burden, rather it primarily lead to cost reductions since it provides for an opportunity to share resources better than beforehand because it fosters greater cooperation. EU and its Member States can achieve more; act more quickly and save resources, thus enhancing the EU's crisis response in the maritime domain.

4. What does it mean for the EU's external action?

The Action Plan's first work strand is entirely devoted to external action (including traditional diplomacy, development cooperation and military action). The other work strands are relevant to EU action at home and in the global maritime security environment. For example, the area of exercises and training is just as relevant in the inter-agency context as it is in terms of international cooperation. In terms of external action this means that the EU will continue to promote the following activities:

MARITIME MULTILATERALISM

The EU is a value community, promoting respect for rules and principles is at the heart of all EU's policies and strategies, including the maritime security strategy. Maritime multilateralism and rules-based good governance in the maritime domain are the manifestations of that value driven approach in the maritime domain. It also means that the EU promotes the dispute settlement mechanisms in accordance with the United Nations Convention in the Law of the Sea (UNCLOS), including the International Tribunal for the Law of the Sea (ITLOS), in the political dialogues of the EU with third countries and regional organisations.

INTERNATIONAL COOPERATION

In terms of external action, the Action Plan enables the EU to promote further cooperation and identify commonalities with international partners, including International Organizations (such as the UN, NATO and regional organisations) and third countries in the field of maritime security. Cooperation with international partner countries and Organizations includes the areas of exercises and training, for example, but also exchanges of expertise in different maritime sectors, as IUU fishing, or protection of critical maritime infrastructures, including cyber security and port security.

Integrate maritime security into **bilateral meeting** agendas with third countries, strategic dialogues, and **international fora**, where appropriate; as the EU did for the African Union ministerial meeting on maritime safety and security held in Victoria, Seychelles on 8-9 February 2015 or during the EU-South Africa Maritime Security Sub-Committee' meeting held in Brussels, on 24 November 2014.

Another important aspect is to encourage **bilateral and regional agreements** in the area of maritime security, and to promote engagement and support between Member States

Federica Mogherini meets Ms Nkosazana Dlamini Zuma, Chairperson of the African Union on 21 April 2015.
Source: https://www.flickr.com/photos/eeas/

and third countries, in order to enhance the security and stability of the maritime domain.

The Action Plan will also further develop a **common maritime situational awareness picture** (MSA), for example, by promoting coordination amongst EU agencies, such as the European

Project MARSIC, ReMISC, the Regional Maritime Information Sharing Centre, located in Sana'a, Yemen, is operational since the beginning of 2011.
Source: COM, DG Devco.

Maritime Safety Agency (EMSA), FRONTEX, EDA and EUROPOL, beyond what is already good practice today, thus reinforcing interagency cooperation and continue supporting Member States in maritime surveillance.

The Critical Maritime Routes Programme (IcSP – Long Term Component) also promotes MSA, notably through the MARSIC project (2011-2015, information sharing component). CRIMARIO (to be launched in July 2015) will take over and build on MARSIC's regional network.

Another aspect worth pointing out is to further integrate maritime security interests and responsibilities in **geographical strategies**, such as the EU Strategy and Action Plan on the Gulf of Guinea (respectively adopted on 17 March 2014 and 16 March 2015) or the EU Strategy for Security and Development in the Sahel (21 March 2011).

Conduct maritime security **capacity building activities** with third countries and regional organisations in order to enhance their capacities in the fields of maritime governance and rule of law, including criminal justice and maritime law enforcement; port and maritime transport security

to international agreed standards; capabilities to manage their own borders; and to combat illegal, unreported and unregulated (IUU) fishing.

The EU Maritime Security Strategy is a partnership document, which is why a key area is to identify areas of commonality between the EU and regional fora, such as the African Union and sub-regional African organisations, the Union for the Mediterranean, the Gulf Cooperation Council, the Association of South East Asian Nations (ASEAN) as well as international organisations such as the IMO, ILO, INTERPOL and UNODC, seeking improved partnerships in the field of maritime security.

2nd EU-ASEAN High Level Dialogue on Maritime Security Cooperation in Kuala Lumpur on 4-6 May 2015.
Source: Delegation of the European Union to Malaysia.

BUILDING ON THE LESSONS LEARNED OF THE EU

The Action Plan builds upon the **existing work of the EU**. In fact, many of the actions foreseen in the Action Plan are based on ongoing projects and already existing achievements in EU legislation, such as the legislative framework on border management (the so called Schengen acquis), the legislative framework managing maritime transport issues and the legislative framework combating IUU fishing.

Strategy Meeting of the CGPCS in Paris on 28 January 2014. Maciej Popowski, Deputy Secretary General EEAS chairs the CGPCS on behalf of the EU since early 2014.
Source: support team of the EU chairmanship of the CGPCS.

Beyond legislation, there are other ongoing activities that have fed into this process, such as the lessons learned from the **Comprehensive Approach to the Horn of Africa.**

A good example is the **Contact Group on Piracy off the Coast of Somalia (CGPCS)**. Under EU Chairmanship since early 2014, the CGPCS has successfully accomplished its three main priorities: 1) the reform of the CGPCS; 2) the documentation of the lessons learned from fighting piracy in the Horn of African – a new project/website was created for that purpose, the Lessons Learned Consortium; 3) the 'zero-zero' priority (zero ships and zero seafarers in the hands of Somali pirates). The Contact Group delivers: no merchant vessel has been successfully pirated since May 2012.

In the framework of the EU's Common Security and Defence Policy (CSDP), another good example is the success story of **Operation ATALANTA** (launched in 2008) mandated to protect vessels of the World Food Programme (WFP), African Union Mission in Somalia (AMISOM) and other vulnerable shipping **and EUCAPNESTOR** (launched in 2012) mandated to strengthen the maritime capacities of coastal states in the Horn of Africa and the Western Indian Ocean region.

EUCAP NESTOR – Seamanship training in Seychelles in March 2014.
Source: http://www.eucap-nestor.eu/en/press_office/photogallery/

EU NAVFOR – Friendly Approach with local seafarers in January 2015. Friendly Approaches help to build trust between naval forces and local seafarers and provides the EU Naval Force with valuable information regarding patterns of life in the local sea and coastal areas.
Source: https://www.flickr.com/photos/EUNAVFOR

The EU's comprehensive approach to the Horn of Africa is not just about CSDP activities but also about capacity building, as the **Critical Maritime Routes (CMR) Programme** (IcSP – Long Term Component) contributing, since 2009, to enhance maritime security and safety through information sharing and capacity building efforts. Under the CMR there are three successful ongoing projects in the Indian Ocean (CRIMARIO, MARSIC, and CRIMLEA) and one in the Gulf of Guinea (CRIMGO). Another project is to be launched in the Gulf of Guinea in 2016.

Moreover, under the EDF, **MASE (Maritime Security) Programme** supports the implementation of Eastern and Southern Africa and Indian Ocean Regional Strategy and Action Plan, which was adopted in October 2010 in Mauritius to promote maritime security and strengthen regional capacity building.

CRIMGO – Graduation ceremony at the Regional Maritime University of Accra, Ghana, in July 2014 for the 27 graduates and former trainees, sent by 7 African States (Ghana, Togo, Benin, Nigeria, Cameroun, Gabon and Sao Tome & Principe).
Source: Critical Maritime Routes Programme

5. How is the Action Plan being implemented

POOLING AND SHARING

The Action Plan aims to improve the cooperation and coordination between the **different actors** (EEAS, including **EU Delegations**, European Commission and Member States) at all levels, including diplomatic activities, coordination between 'internal' and external security actors and civ-mil coordination. Many of the activities foreseen in the Action Plan are however implemented by national authorities. The improvement of coast guard functions and the development of naval capabilities are primarily competences of Member States for example. Therefore, assuring the full engagement of **Member States** in the implementation of the Action Plan is instrumental.

GOVERNANCE

The implementation of the Action Plan is coordinated within the framework of **the Friends of Presidency Group** (FOP). The FOP is a special Council Working party in which all 28 EU Member States, the Commission and the EEAS are represented. The FOP will assess the progress of the implementation of the Action Plan and will provide political guidance. The FOP will meet once per semester. Additionally, a **Member States Expert Group on maritime security** assures the operational follow-up and implementation of the activities foreseen in the Action plan.

6. What role for EEAS HQ and Delegations

The Strategy asserts the EU's role in the global maritime domain. The strategy is global in scope and will be implemented both at the local and at the regional level. EU Delegations, supported by the EEAS HQ in Brussels, are **key to the implementation of the Action Plan**. EU Delegations are in a good position to know what partner countries need as well as to give **visibility** to the Strategy and Action Plan to facilitate the implementation of actions. EU Delegations play a **vital role in linking** partner countries and regional organisations to seek synergies, avoid duplication and ensure effectiveness and cost-efficiency. For example, the EU has already been engaging in a dialogue with the African Union, the Southern African Development Community or the ASEAN Regional Forum.

7. CONTACT POINTS

European External Action Service
  ➢ Security Policy Division – K.3
    - K3@eeas.europa.eu

DG MARE
  ➢ Maritime policy Mediterranean and Black Sea – D.1
    - **MARE-D1@ec.europa.eu**

8. RELEVANT LINKS

  ➢ EU Maritime Security Strategy and Action Plan:
    http://eeas.europa.eu/maritime_security/

  ➢ Gulf of Guinea Strategy and Action Plan:
    http://eeas.europa.eu/gulf_guinea/index_en.htm

  ➢ EU Critical Maritime Routes: http://www.crimson.eu.com/ (new website in the coming months)

  ➢ Operation ATALANTA: http://eunavfor.eu/

  ➢ EUCAP Nestor: http://www.eucap-nestor.eu/

  ➢ Contact Group on Piracy off the Coast of Somalia: http://www.lessonsfrompiracy.net/

  ➢ EU Institute for Security Studies: http://www.iss.europa.eu/

  ➢ Directorate-General for Maritime Affairs and Fisheries:
    http://ec.europa.eu/dgs/maritimeaffairs_fisheries/index_en.htm

  ➢ Directorate General for Mobility and Transport:
    http://ec.europa.eu/transport/index_en.htm

  ➢ Directorate General For Taxation And Customs Union:
    http://ec.europa.eu/taxation_customs/index_en.htm

  ➢ Maritime Analysis And Operations Centre – Narcotics (MAOC(N)): http://www.maoc.eu/

  ➢ European Maritime Safety Agency (EMSA): http://www.emsa.europa.eu/

  ➢ Frontex: http://frontex.europa.eu/