THE MARITIME DIMENSION
OF EUROPEAN SECURITY

Strategies, Initiatives, Synergies

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The Maritime Dimension of European Security
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European Maritime Security Strategy (EUMSS)
Maritime domain

All areas and things of, on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway, including all maritime-related activities, infrastructure, people, cargo, and vessels and other conveyances.
Maritime security

The creation and maintenance of security at sea to facilitate prosperity by encouraging free and unrestricted access to the sea from illegal actions and its use by terrorists, pirates and other criminals.

Involves protection from direct threats to the territorial integrity of a State, such as an armed attack from a military vessel.

Maritime safety

Principally concerned with ensuring safety of life at sea, safety of navigation, and the protection and preservation of the marine environment.
“How important is maritime security? Ask the Greeks!

They faced odds of about three to one at the Battle of Artemisium, the sea side of the Battle of Thermopylae.

They survived, due partly to good luck, and lived to fight another day at the Battle of Salamis, where they defeated the invading Persians for good.

The Greek ability to secure their maritime domain may have saved western civilization as we know it today.”

US Department of States
**Areas of Interest**

- International and national *peace and security*,
- **Sovereignty**, territorial integrity political independence,
- **Sea Lines** of Communications,
- Protection from *crimes at sea*,
- **Security** of *maritime resources*,
- Access to resources at sea and to the seabed,
- Environmental protection,
- Protection of *seafarers and fishermen*. 

2/10/2015
THE SPECTRUM OF THREATS

- Piracy and armed robbery against ships
- Terrorist acts involving shipping, offshore installations and other maritime interests
- Illicit trafficking in arms and WMD
- Illicit traffic in narcotic drugs and psychotropic substances
- Smuggling and trafficking of persons by sea
- Illegal, unreported and unregulated fishing
- Intentional and unlawful damage to marine environment
- Cyber threats for shipping.
According to article 101 of the 1982 UNCLOS, piracy is defined as:

“Any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;

(ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State; any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft; any act inciting or of intentionally facilitating an act described in sub-
paragraph (a) or (b).”
TERRORISM (includes):

- **Attacks or threat** of attacks against
  - vessels (warships, cruise liners, tankers and other carriers, tugboats and barges),
  - harbour attacks,
  - fixed land based targets near ports - oil refineries, oil storage depots,
  - port infrastructure, energy pipelines, undersea cables

- **Hijacking** of commercial/passenger ships on high seas.

This also includes putting obstructions such as sinking a large ship in choking points in critical sea lanes of communication to disrupt global trade and commerce.
Terrorists can develop effective attack capabilities relatively quickly using a variety of platforms, including:

- **Explosives**-laden suicide boats and light aircraft;
- Merchant and cruise ships as **kinetic weapons** to ram another vessel, warship, port facility, or offshore platform;
- **Commercial vessels as launch platforms** for missile attacks; Missiles can be launched also from land-based launchers and, depending on their capability, have a range of hundreds of miles. However, not all systems are able to target ships and may not have a warhead capable of sinking a large merchant vessel but may cause severe structural damage.
- **Underwater swimmers** to infiltrate ports; and
- **Unmanned** underwater explosive delivery **vehicles**.
- Sea mines are also an effective weapon that can be used by terrorists.
- In addition, terrorists can also take advantage of a **vessel's legitimate cargo**, such as chemicals, petroleum, or liquefied natural gas, as the **explosive component of an attack**. Vessels can be used to transport powerful conventional explosives or WMD for detonation in a port or alongside an offshore facility.
TRAFFICKING BY SEA (1)

*Trafficking could distinct in different areas, such as weapons, drugs, persons.*

**a. Illicit trafficking by sea of small arms and of biological, chemical or nuclear weapons**

One of the major threats to maritime security.

UNSC has recognized that the dissemination of illicit small arms and light weapons has hampered the peaceful settlement of disputes, fuelled disputes into armed conflicts and contributed to the prolongation of armed conflicts.
TRAFFICKING BY SEA (2)

• Illicit traffic in narcotic drugs and psychotropic substances by sea...

...poses a serious threat to maritime security.

It has been reported that approximately 70% of the total quantity of drugs seized is confiscated either during or after transportation by sea.
TRAFFICKING BY SEA (3)

• Smuggling and trafficking of persons
  - clandestine immigrants and victims of trafficking
  - who enter countries every year without authorization,
  - including smuggled migrants and victims of trafficking.
Intentional and unlawful damage to the marine environment can threaten maritime security in a variety of ways.

- loss of marine habitats,
- loss of species and
- reduced fish catch,
- decreased biodiversity,

directly impact the social and economic interests of coastal States.

This can lead to direct conflict, or exacerbate other causes of conflict, such as poverty, migration, infectious diseases, poor governance and declining economic productivity.
Illegal, Unreported and Unregulated (IUU) fishing,

- because of the food insecurity,

- one of the major threats to international peace and security.

Overexploitation of fishery resources remains a major challenge to achieving sustainable fisheries, and thus contributes to food insecurity around the world.

Fishing could also appear as an “unintentional threat” for seafarers, since in some cases fishermen may be armed. This is not uncommon.
In the age of cyberspace it is expected to exist a cyber-security problem for the maritime domain.

A cyber-insecurity on the high seas and ports threatens international shipping.

The problem has been recognized by those responsible for maritime security and has been discussed at conferences and competent authorities.
first EU report ever on cyber security challenges in the maritime domain. highlights essential key insights, as well as existing initiatives, as a baseline for cyber security.

According to ENISA’s report, cyber threats are a growing menace, spreading to all industry sectors that rely on ICT systems while it finds that maritime cyber security awareness is currently low, to non-existent.

EU member states are thus highly recommended to undertake targeted maritime sector awareness raising campaigns and cyber security training of shipping companies, port authorities, national cyber security offices, etc.
ENERGY SECURITY

...is linked directly
...with maritime security.

Control of energy sources and transport routes

Means of transportation key element of energy infrastructure protection.

Attacks on energy vessels represent a significant percentage of overall maritime piracy attacks.

Pirate attacks – including those on energy vessels – are cases of simple robbery at sea, (pirates boarding and robbing the ship while in port, or from small speedboats while the vessel is underway).

Terrorists ...

There is also a trend in hijacking and kidnapping for ransom.
Chokepoints: critical part of global energy security due to the high volume of oil traded through their narrow straits. Leave oil tankers vulnerable to theft from pirates, terrorist attacks, and political unrest.

Source: Reuters, US Energy Information Administration (EIA), International Tanker Owners Pollution Federation.
EARLY HISTORY

“Freedom of the Seas”

First formulated by Hugo Grotius in 1609, the idea of freedom of the seas proposed that the seas should be open and accessible to all nations, thereby allowing international trade.

1648

The Treaty of Westphalia confirmed this idea. It established the principle that sovereignty over land by rulers would be recognized, but no nation could exercise sovereignty over the oceans.

CHANGING FREEDOM OF SEAS

1982

The United Nations Convention on the Law of the Sea (UNCLOS) was signed in 1982. It now has 166 States parties.

FIRST

It is the first successful international collaborative approach to maritime security and bidding a framework on ocean law.

Addressed: conflicts, costs, and use of the world’s surface.

70%

Modern law recognizes oceans as a single ecosystem, and the economic, social, and military activities that occur there.

The International Maritime Organization (IMO) is the key institution of the United Nations created in 1948 for the development of international maritime law.

170 States

It now has 170 States parties, 3 associate members, and 100% consensus-oriented.

ADOPTS RESOLUTIONS AND TREATIES regarding international shipping.

50 Resolutions + 100s of codes and guidelines applied to almost 100% of global tonnage.
The end of the Cold War enabled great growth in maritime law concerning security that impacts cargo and merchant vessels.

**Article 110 of UNCLOS** states that the ships of any nation have the right to "approach and visit" merchant vessels suspected of certain crimes of universal jurisdiction, such as MARITIME PIRACY and SLAVE TRAFFICKING.

**1974 SOLAS (Safety of Life at Sea) CONVENTION** involves safety standards for all manner of vessel construction, operation, navigation, communication and management.

**International Ship and Port Facility (ISPS) Code**
- In force for 158 states
- 99% of the world's merchant-fleet gross tonnage

**In 2007**, a study by United Nations Conference on Trade and Development (UNCTAD) estimated the annual running cost of covering 105,000 vessels at $287,000 per port.
Piracy

1990s: The Maritime Safety Committee of the IMO adopted and revised piracy safety and security measures for shipping vessels, such as reduced vulnerability with enhanced lighting and alarms.

2005: The regional piracy off the coast of Somalia begins. The IMO and the UN adopt additional resolutions and guidelines to spell out the role of states for dealing with maritime piracy.

2008: Maritime piracy DOUBLED in the Horn of Africa.

2009: Gulf of Aden, Red Sea, and Indian Ocean (W)

2010:
- 4,195 Seafarers were attacked
- 342 Survived incidents
- 1,090 Seafarers were taken hostage
- 516 Seafarers were used as human shields

- $5.4 Billion Average ransom paid to seamen pirates
- $9.5 Billion Record high ransom payment release amount

2013: Representatives from 26 West and Central African countries formally adopted a code of conduct concerning piracy, armed robbery against ships, and illegal acts in their territorial waters.

2014: The IMO finalized a strategy for implementing the code of conduct. The code of conduct will be a step towards facilitating peaceful settlement of maritime disputes and will contribute to secure international maritime transport.
NARCOTICS

3 INTERNATIONAL TREATIES

1961
Single Convention on Narcotic Drugs
180 STATE PARTIES

1971
Convention on Psychotropic Substances
175 STATE PARTIES

1988
UN Convention on Illicit Traffic of Narcotics and Psychotropic Drugs
170 STATE PARTIES

These treaties outline control measures for allowing "lawful narcotic drugs and psychotropic substances for medical and scientific purposes, while preventing their diversion onto the black market."

There are additional regional counternarcotics agreements that allow "other nations to operate in waters under their jurisdictions" and determine the counter-narcotics procedures and guidelines related to boarding and seizure.

RECENT STATE OF MARITIME TRADE

2012: The growth of global merchandise trade dropped by an estimated 1.8% year-on-year. This reflects a drop in import demand as well as only a 2.2% increase in growth world GDP compared to the 2.8% increase in 2011.

INTERNATIONAL SEABORNE TRADE

9.2 BILLION TONS OF GOODS were loaded in ports

DEVELOPING COUNTRIES ACCOUNTED FOR:

60% of global growth
58% of global growth
**UNCLOS offshore zones**

- **Territorial Sea**
  - Baseline to 3nm
  - State Territory Coastal Waters
  - Sovereignty extends to the air space, water column, seabed and subsoil allowing for the right of innocent passage (Art. 2-8)

- **Exclusive Economic Zone (EEZ)**
  - On water column and underlying CS: Sovereign rights for exploring, exploiting, conserving and managing living and non-living resources. (Art. 55-56)

- **Continental Shelf (CS)**
  - To 200nm inherent sovereign rights for exploring and exploiting non-living resources of seabed and subsoil, plus sedentary species (Art. 76)

- **The High Seas**
  - Water column beyond national jurisdiction
  - Beyond the line of the outer limits of the CS on the seabed, either shall not exceed 350nm from the territorial sea baseline or shall not exceed 100 nautical miles from the 2,500m isobaths. (Art. 76.5)

- **The Area**
  - Beyond 200nm information shall be submitted to the Commission on the Limits of the CS (Art. 76.8)
  - No State shall claim or exercise sovereignty or sovereign rights over any part of the Area or its resources. All rights are vested to the Authority (PART XL)

- **SOVEREIGN TERRITORY**
- **SOVEREIGN RIGHTS TO WATER COLUMN AND CS**
- **SOVEREIGN RIGHTS TO CS**
- **NO NATIONAL RIGHTS** (Common heritage of mankind)
International maritime boundaries affect a host of industries that deal with a wide array of activities, such as resource exploration of the seabed, maritime shipping, pollution abatement, commercial fishing, enforcement of immigration and drug tracking laws & more.

Not ratified by 17 States:
Afghanistan, Bhutan, Burundi, Cambodia, Central African Republic, Colombia, El Salvador, Ethiopia, Iran, Democratic People's Republic of Korea, Libya, Liechtenstein, Niger, Rwanda, Swaziland, United Arab Emirates, and United States.

Not signed by 17 States:
Andorra, Azerbaijan, Ecuador, Eritrea, Israel, Kazakhstan, Kyrgyzstan, Peru, San Marino, South Sudan, Syria, Tajikistan, Timor-Leste, Turkey, Turkmenistan, Uzbekistan, and Venezuela.
The Straits Regime in International Navigation

Regime of passage through of straits used for international navigation, is defined in the Part III of the UNCLOS (articles 34-45).

Settings applied to straits are used for international navigation between one part of the high seas or an exclusive economic zone and another part of the high seas or an exclusive economic zone.
International Ship and Port Facility Security Code

After 11 Sep 2001,

IMO agreed to develop the ISPS Code

- Covers security measures for ships and port facilities
- As an amendment in the 1974 (SOLAS Convention).

SOLAS: Safety of Life at Sea Convention

SOLAS is one of the oldest maritime safety conventions,
(first version 1914 following the sinking of the Titanic)
WHAT DOES THE POLAR CODE MEAN FOR SHIP SAFETY?

EQUIPMENT

- WINDOWS ON BRIDGE: Means to clear melted ice, freezing rain, snow, mist, spray and condensation.
- LIFEBOATS: All lifeboats to be partially or totally enclosed type.
- CLOTHING I: Adequate thermal protection for all persons on board.
- CLOTHING II: On passenger ships, an immersion suit or a thermal protective aid for each person on board.
- ICE REMOVAL: Special equipment for ice removal, such as electrical and pneumatic devices, special tools such as axes or wooden clubs.
- FIRE SAFETY: Extinguishing equipment operable in cold temperatures; protect from ice; suitable for persons wearing bulky and cumbersome cold weather gear.

OPERATIONS & MANNING

- NAVIGATION: Receive information about ice conditions.
- CERTIFICATE & MANUAL: Required to have on board a Polar Ship Certificate and the ship’s Polar Water Operational Manual.
- TRAINING: Masters, chief mates and officers in charge of a navigational watch must have completed appropriate basic training (for open-water operations), and advanced training for other waters, including ice.

DESIGN & CONSTRUCTION

- SHIP CATEGORIES: Three categories of ships which may operate in Polar Waters, based on:
  - A: medium first-year ice
  - B: thin first-year ice
  - C: open waters/ice conditions less severe than A and B

- MATERIALS: Ships intended to operate in low air temperature must be constructed with materials suitable for operation at the ship's polar service temperature.

- STRUCTURE: In ice strengthened ships, the structure of the ship must be able to resist both global and local structural loads.

BACKGROUND INFO

- THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WAS ADOPTED NOVEMBER 2014 BY THE IMO MARITIME SAFETY COMMITTEE.
- IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS.
- THE AIM IS TO PROVIDE FOR SAFE SHIP OPERATION AND THE PROTECTION OF THE POLAR ENVIRONMENT BY ADDRESSING RISKS PRESENT IN POLAR WATERS AND NOT ADEQUATELY MITIGATED BY OTHER INSTRUMENTS.
European Maritime Spatial Planning

In July 2014, the European Parliament and the Council adopted a legislation to create a common framework for maritime spatial planning in Europe.

The term of “maritime spatial planning” refers to a process by which the relevant EU Member State’s authorities analyse and organise human activities in marine areas to achieve ecological, economic and social objectives (article 3).

While each EU country will be free to plan its own maritime activities, local, regional and national planning in shared seas would be made more compatible through a set of minimum common requirements.
Security Zones Provided around Offshore Facilities

The legal status of offshore oil and gas installations:

- one of the more difficult areas in international law.
- may impact on the jurisdiction that states can exercise over offshore installations and
- may affect the applicability of certain maritime law principles and rules to offshore installations.

**IMO Resolution** on “Safety Zones & Safety of Navigation Around Offshore Installations & Structures:

....all ships are required to “comply with generally accepted international standards regarding navigation in the vicinity of artificial islands installations, structures and safety zones.”

**Article 60.5 of UNCLOS / 1982:** 500 meters security exclusion zone

However, a 500m safety zone is considered too narrow to protect offshore installations from deliberate attacks particularly from intentional ramming by a large ship.
«Η μὲν οὖν Εὐρώπη πολυσχημονεστάτη πασῶν ἐστιν, ἡ δὲ Λιβύη τάναντια πέπονθεν, ἡ δὲ Ἀσία μέσην πως ἀμφοῖν ἔχει τὴν διάθεσιν»

Στράβωνος Γεωγραφικά, Βιβλίο Β´, κεφ. 5, παρ. 18.
Five submarine pipelines connect the south and the north coasts of the Mediterranean basin delivering the Algerian and Libyan natural gas to Europe (Created by the author)
MAIN OIL PIPELINES IN TURKEY

**MAP:**
- **BLACK SEA:**
- **GEORGIA:**
- **ARMENIA:**
- **IRAN:**
- **MEDITERRANEAN:**
- **(BTC):** Bakü-Tiflis-Ceyhan
- **(SCP):** Samsun-Ceyhan

**Locations:**
- Samsun
- Erzurum
- Adana Ceyhan
- Kerkük - Yumurtalık
- Yumurtalık
- Kirikkale
- Tiflis

2-Oct-15

GEOPOLITICS OF ENERGY, I. Parisis
China, already at the centre of world trade, plans to spend billions of euro to revive intercontinental land routes and develop maritime links to expand commerce and give it more weight in a freight system dominated by European shipping lines. (Nov. 2014)
Maritime security operations (MSO)

Measures performed by the appropriate civilian or military authorities and multinational agencies

to counter the threat and mitigate the risks of illegal or threatening activities in the maritime domain,

...so that they may be acted upon in order to enforce law, protect citizens and safeguard national and international interests.
Expansion of pirate attacks (2005-2011) in the region of the Horn of Africa
International Maritime Bureau (IMB) piracy report 2007-2012
2012 - Pirate incidents in the Gulf of Guinea
Maritime security initiatives in EU

The lead EU institution responsible for the security of the external borders of the Union is the **FRONTEX**, the European Agency for the management and operational cooperation of the external borders.

In this context, a Blue Book was adopted October 2007 - the *Integrated Maritime Policy for the EU* - as political initiative and a maritime dimension of all relevant efforts, aimed at uniting the various approaches.

This policy seeks to integrate the maritime affairs among national, regional and EU institutions to maintain surveillance and better manage maritime space.
Critical Maritime Routes Programme (CMR)

CMR programme aims at strengthening regional and national maritime security capabilities, and at enforcing the rules and provisions which guarantee the security of navigation and other activities at sea. It focuses on coast guard, maritime law enforcement with a coast guard function and/or other maritime authorities of selected countries, notably where the threat has appeared more recently and the gap in capacity is high.

The activities in the framework of CMR programme include five projects, which contribute in creating trans-regional synergies and increasing maritime security and safety of critical maritime routes:

1) **CMR Monitoring, Support and Evaluation Mechanism (CRIMSON):**
2) **CMR Indian Ocean (CRIMARIO):**
3) **CMR Gulf of Guinea (CRIMGO):**
4) **CMR Western Indian Ocean:**
   • **Law enforcement capacity building in East Africa (CRIMLEA):**
   • **Enhancing maritime security and safety through information sharing and capacity building (MARSIC):**
contextual basis for European Navies’ military activity in the maritime environment.

common Maritime Operational Concept

maritime safety and security has always been paramount for the global development and prosperity but today the key differences are that new and emerging challenges have to be met. These challenges include:

- The wide array of threats to the significant volume of sea travelled trade.
- The potential damages which can be done on a nation’s territory by a threat from the sea;
- The opportunities that can be found on exploiting ocean resources;
- The possibilities of developing new sea routes north of America and Asia.

Modern navies can ensure the States national security and sovereignty at sea,

European navies provide an increasingly essential contribution to national and transnational strategies. contribution to deterrence, security, safety and stability of the global maritime domain.

The CHENS’s Maritime Operational Concept identifies four roles as the possible naval activities within the maritime security spectrum: (a) Maritime Defence, (b) Maritime Security Operations, (c) Crisis Response Operations, (d) Naval Diplomacy.
Alliance Maritime Strategy

launched by NATO in 2011 (AMS 2011) sets out,
in full consistency with the Strategic Concept of the Alliance,

• **the ways** that maritime power could help resolve critical challenges facing the Alliance now and in the future, and

• **the roles** - enduring and new - that NATO forces may have to carry out in the maritime environment in order to contribute to the Alliance’s defence and security and to promote its values.
Allied Maritime Command (MARCOM)

NATO central command of all its maritime forces,

Allied Maritime Command (MARCOM)

Northwood (UK) ------- Allied Command Operations (ACO) in Mons (Belgium).

Its commander is the prime maritime advisor to the Alliance.

MARCOM is responsible for planning and conducting all NATO maritime operations and to ensure it is capable at all times of contributing to potential maritime operations. This requires the highest level of readiness, of awareness of the maritime environment and it also requires the HQ to maintain a constant dialogue with key maritime stakeholders.
European Union Maritime Security Strategy (EUMSS)

It is based on four guiding principles:

a. The *cross-sectoral approach*, which means all partners from civilian and military authorities and actors need to cooperate better, respecting each other’s internal organization.

b. *The functional integrity*, in the sense that it does not affect the respective competences of the Union and its Member States in the areas covered.

c. *The respect for rules and principles*, such as the international law, human rights and democracy.

d. *The maritime multilateralism*, in the sense of cooperation with all relevant international partners and organisations.

“cross-sectoral” : actions or cooperation between different marine or maritime functions.
European Union Maritime Security Strategy (EUMSS)

Four main strategic objectives:

a. Make best use of existing capabilities at national and European level

b. Promote effective and credible partnerships in the global maritime domain

c. Promote cost efficiency

d. Enhance solidarity among Member States
The EUMSS covers both the internal and external aspects of the Union’s maritime security. It serves as comprehensive framework, contributing to a stable and secure global maritime domain, in accordance with the ESS, ensuring coherence with EU policies, in particular the Integrated Maritime Policy (IMP), and the Internal Security Strategy (ISS).
The Action Plan for EUMSS

Jointly implemented at European and national level, contains 130 actions organized in five key areas of work:

a. **Intensifying EU external action**: A better use of the tools at the EU’s disposal, including strengthened political dialogue and development aid.

b. **Shared maritime awareness and surveillance**: Focus on developing a common information sharing environment.

c. **Capability development reinforced**: For instance by promoting dual-use technologies.

d. **Working towards a common risk analysis**: Risk management, protection of critical maritime infrastructure and crisis response will be bolstered

e. **Strengthening maritime security research and training**
Maritime security is important for exploiting maritime resources, securing livelihoods and development. It should, however, be framed within national and regional policy that goes beyond immediate needs and reactive engagement.

Such an integrated strategy includes environmental protection, management of fish stocks, tourism and the transport needs of landlocked countries.

Neglect could result in acute security challenges in the future.
The adoption of the **EU Maritime Security Strategy** ensure an integrated and comprehensive approach, with particular emphasis on threats, risks, challenges and opportunities that exist in the sea.

The EUMSS not seek to create new structures, programmes or legislation, but strives to build upon and strengthen existing achievements and existing EU policies.