

**MARITIME POLICIES FOR A PROSPEROUS AND SECURE EUROPE
Towards a 21st century comprehensive civil-military approach**

Preliminary Results.

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Before reading the preliminary results of the Seminar, let me express my personal opinion on this conference from the point of view of someone who has not taken part in the presentations or debates.

First of all, and taking into account new concepts such as maritime surveillance or maritime security, and given the wide variety of nations, institutions and cultures present in the room, I think this seminar has been very successful. It is a milestone in the history of Integrated Maritime Policy and the Common Security and Defence Policy, as well as the interdependence between them.

Viewed from the outside, I think there has been consensus on the important issues. There are questions which, no doubt, demand further debate, but I think that progress has been made, and at the conclusion of this seminar, Integrated Maritime Policy and the Common Security and Defence Policy, are more connected and interdependent than before.

I also think that you are a group of people who share interests, concepts and agendas. There are excellent personal relations among you and confidence is building. If more meetings such as this one are organised in the future, this will no longer be a working group but a working community; a community in charge of the security and protection of our seas.

After these considerations I shall present a summary of the PRELIMINARY RESULTS.

STRATEGY

The EU wants to be a global actor and, to this end, needs to develop a maritime dimension. Current superpowers as well as emerging powers are maritime powers, and the EU has to understand the importance of the sea for the wellbeing of its citizens and its international projection.

In the first place, the EU has an integrating instrument: the Integrated Maritime Policy which permits the Union to operate in a complex and interdependent maritime environment where different actors and policies converge. Secondly, the EU has not a maritime vision associated with its foreign policy and its common security and defence policy.

The European Strategy on Security did not ponder this dimension in 2003 but nowadays the Atalanta Operation and other maritime security problems are working as a catalyst for this concept; and when the Helsinki Headline Goal 2010 was drafted, such a strategy was not taken into account either. The EU must address its maritime shortcomings if it wants to become a relevant actor in the new multi-polar and multilateral scenario envisaged in the Treaty of Lisbon. Besides, the EU must make the most of its capability to reach a global impact for crisis situations given the integral approach it applies, resulting in the assumption that security is indivisible: threats know no frontiers and, consequently, there is no difference between inner and outer risks for the EU.

The need to foster a maritime dimension is a fact that has been underlined during the seminar. The Integrated Maritime Policy has promoted innovation, competitiveness and awareness, but needs to consolidate the control framework of its maritime activities, quality of work and sustainability against competitors and practices which do not take into account social or environmental aspects related to the maritime domain.

In this sense, the Seminar has identified five possible elements which may strengthen the maritime security in Europe:

- A strategic view with the maritime dimension.
- Recognition of its need at political and institutional level.
- A greater understanding of the maritime domain based on the exchange of information. Mutual confidence and political willpower.
- A civilian and military approach to the solution of maritime security problems bringing together all actors with maritime responsibilities.
- An adaptation of the common legal framework.

INFORMATION EXCHANGE

Maritime awareness and the information exchange are key factors for the development of an integrated maritime policy. They are likewise fundamental to carry out maritime security operations (to discern, to decide and to operate).

Nowadays, maritime surveillance has a sectoral approach. It is very important to get to know and understand the advantages of sharing information.

The result of integration pilot projects launched by the European Commission will be crucial for the development of an Integrated Maritime Policy. These projects have a significant civilian and military component and must serve as a catalyst to overcome obstacles and build confidence. In order to be successful, the States –as main actors in maritime surveillance– must get fully involved.

The future European network for maritime surveillance will have to be established step by step, with a decentralized and open architecture that supports higher layers of processed information. In addition, it should be flexible in order to incorporate all

national viewpoints and those from the agencies, as well as the already existing or developing networks, to guarantee a consistent final outcome.

CONTRIBUTION OF THE COMMON SECURITY AND DEFENSE POLICY (CSDP) TO THE INTEGRATED MARITIME POLICY (IMP)

Common concerns on security at sea are shared by both civilians and military. Now that the communication and discussion between both is established, the time has come to jointly analyze the situation. The IMP has higher recognition and commitment from the institutions involved in maritime affairs, yet such recognition and commitment need to be further developed before the IMP can be regarded as an integral policy.

Navies have capabilities that are highly useful to the EU maritime security, and the Treaty of Lisbon offers new instruments. The challenge lies in how to organize those capabilities so that the CSDP can support the IMP, particularly in nearby environments and as a permanent contribution. To this end, the EU should start a process of conceptual development of maritime security in which both the Commission and the Council are involved with an integral approach so that synergies are promoted, doubling efforts avoided, and the benefits from cooperation can be shared, thus saving the costs of doing otherwise.

Until a European concept of maritime security is developed, we should look for pragmatic and piecemeal solutions to the issues that we have to confront. Navies should make an effort to change and adapt to the current security scenario, and they should take advantage from a regional approach to cooperation and from an integration of surveillance systems to persuade nations and agencies to get involved.

COOPERATION MODELS.

In this Seminar, several examples and models for the cooperation among agencies involved in maritime security have been presented. They may tackle either bilateral or regional issues, but they all share the need to face challenges and crisis situations with an integral approach, as well as the need to share information and coordinate national and European capabilities, complying at all times with every legally allotted responsibilities. Also outlined was the need to reinforce coordination taking advantage of the opportunity afforded by the removal of some pillars after the Treaty of Lisbon.

With the purpose of promoting these general agreements designed to intensify inter-agency cooperation for a higher efficiency in maritime security, we need to endow the European Union with a maritime security concept addressed both to EU and national policies. Within the new scenario brought about by the Treaty of Lisbon, we will need to consider who should take responsibility for this. In any case, it will certainly have to adopt an integral approach.

These are the preliminary results gathered from the Seminar. We believe that they are positive results, both for their content and their elaboration process. We have confirmed that the synergy between the Integrated Maritime Policy and the Common Security and Defense Policy can only benefit the EU and their citizens, and that you all are willing to develop it.

Please do it, keep the momentum going and attend further meetings that – just like this – get all concerned with maritime security together so as to find solutions to common issues. It is bound to be a long process on which we will need to work hard. It is worth it, however, as it is set on the right track.