



Maritime Spatial Planning Country Profile

Romania

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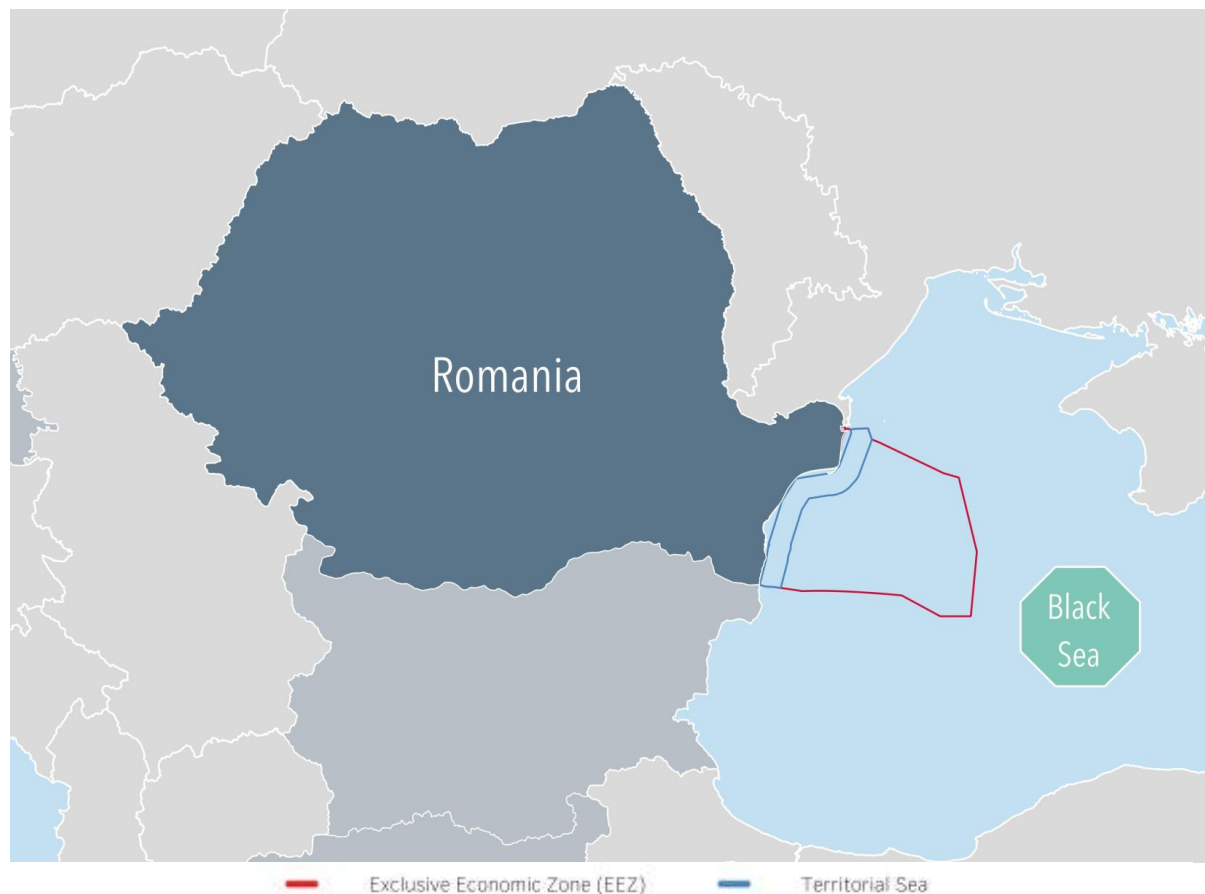
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Background Information

Basic facts on Marine Waters



Romania has 245 km of coastline and its Territorial Sea (the area 12 nm seawards from the coastal baseline) covers 3,202 km². The Exclusive Economic Zone (EEZ) of Romania is about 22,485 km². The EEZ and Territorial Sea between Romania and Ukraine was agreed in 2009 after referring the boundary resolution to the International Court of Justice. The EEZ between Romania and Bulgaria has not yet been agreed upon¹.

Maritime Spatial Planning (MSP) authorities and legislation

General

Romania transposed the Directive 2014/89/EU of the European Parliament and the Council of 23 July 2014 regarding Maritime Spatial Planning into domestic legislation and began implementing MSP according to:

- a) Government Ordinance no. 18/2016 on maritime spatial planning.
- b) Law no. 88/2017 related to the approval of the Government Ordinance no. 18/2016 on maritime spatial planning.
- c) Government Decision no. 406/2017 for the approval of the Regulation on the organisation, functioning and nominal composition of the Maritime Spatial Planning Committee.

Planning at national level

Romania transposed the Directive 2014/89/EU of the European Parliament into domestic legislation by Law no. 88/2017 related to the approval of the Government Ordinance no. 18/2016 on maritime spatial planning. They have since began implementing MSP.

¹ https://www.un.org/Depts/los/LEGISLATIONANDTREATIES/PDFFILES/ROM_1986_Decree.pdf

National MSP authority

Since 2015, the **Ministry of Development, Public Works and Administration**, has assumed responsibility as the Competent Authority to prepare the MSP national legislation and regulations, nominate MSP authorities and implement the MSP Directive. The National MSP Authority was nominated in the framework of this ministry in 2016. Many ministries have been involved in the MSP process, as have the National Institute for Marine Research and Development, Grigore Antipa, and the Danube Delta National Institute for Research and Development, which provide support in the implementation of MSP.

Planning at regional level

Planning is mostly addressed at national level in Romania, although the MARSPLAN I and II projects (the latter still ongoing) have made progress in the field of regional planning.

Regional MSP authority

MSP Authority is nominated under the Ministry of Development, Public Works and Administration, General Directorate for Regional Development and Infrastructure.

Planning at local level

There are 4 or more local and municipal plans being drafted. They are either regional, local or zone-specific plans. Until 2015 spatial planning only focused on coastal planning. Thus, four urban plans have been drafted for the following areas:

- The coastal zone between Cape Midia and Vama-Veche
- Constanta Municipality
- Mangalia Municipality
- Eforie Nord and Eforie Sud Municipality

Local MSP authority

Local authorities with responsibilities over territorial planning have supported the general and zonal plans.

Details

Existing uses and pollution hotspots have been mapped since 2007 to develop a Maritime Spatial Plan under the PlanCoast project, where MSP was considered a tool for Integrated Coastal Zone Management (ICZM) and sustainable development. Romania has been involved in ICZM for a long time and has used its previous experience in ICZM for the implementation of MSP. Regarding ICZM, the following measures have been taken:

- Law no. 280, 24 June 2003, approving The Emergency Order of the Government no. 202/2002 for ICZM.
- Government Decision no.1015/2004 regarding the approval of the organisation and functioning regulation for the National Coastal Zone Management Committee.

Up until 2012, no legal or regulatory framework has been in place that would allow either maritime spatial planning or formal institutions to deal with maritime spatial planning procedures. Nevertheless, the MSP Directive was consecutively transposed into domestic legislation in 2016 -2018 through:

- Government Ordinance no. 18/2016 on maritime spatial planning.
- Law no. 88/2017 related to the approval of the Government Ordinance no. 18/2016 on maritime spatial planning.
- Government Decision no. 406/2017 for the approval of the Regulation on the organisation, functioning and nominal composition of the Maritime Spatial Planning Committee.
- Government Decision for the approval of the Methodology for the elaboration of the Maritime Spatial Plan (approved by the Government on 21 June 2018).

Overview of MSP-related uses and issues

The Black Sea is one of the main entry points the EU has to the East, a junction between Europe, Central Asia and the Middle East. It is an important transport and energy hub, a crossroad of different cultures, and a region with political, social and economic fragmentation. The Romanian coast is under pressure from increasing seasonal population density, urbanisation, marine transport, coastal erosion, and pollution. The tourism industry and unplanned urbanisation have had negative effects on coastal areas by depreciating the natural landscape, water quality, sandy dunes, natural reserves, vegetation and the marine ecosystem.

Industry: Romania has a strong shipbuilding industry, where 98% of the shipbuilding and repair services were destined for exportation in 2017, involving 35,250 jobs.

Currently, Russia's invasion of Ukraine has transformed Constanta into a vital maritime export hub for Ukraine's crops. To meet that challenge, Romania's government has come up with new projects to unblock road traffic and facilitate the flow of cargo to the port.

Oil and gas: this sector employed 3,781 persons in 2017 and is the fastest-growing sector as it is supported by new extraction technologies, research and equipment.

Fisheries: in 2017, the fisheries sector employed around 6,440 persons and was mainly composed of artisanal and local fishers. Marine fishing is allowed exclusively in Romanian territorial waters in the Black Sea. The national fishing fleet is mostly small-scale, i.e. vessels less than 12 metres in length. Romania had 175 registered vessels in 2020, with the majority (133) being less than 12 metres. Five vessels are much larger, between 18 and 29 metres. In 2020, marine catches and landings totalled 4 465 tonnes, which is almost 40% less than in the previous year due to the decrease in the number of the main commercial species being caught, rapa whelk (*Rapana venosa*), whose annual share in the total marine catches fluctuates around 95%. The fleet also targets Mediterranean mussel (*Mytilus galloprovincialis*), turbot (*Psetta maxima*), European anchovy (*Engraulis encrasicolus*), and red mullet (*Mullus barbatus*), though the annual share of the species other than rapa whelk is less than 10% altogether.

The fishing activity is seasonal and depends on the weather conditions in the Black Sea, where there are large differences of temperature between winter and summer, as well as strong winds. All fish landed is used for human consumption. The main ports used by fishers for landing catches include Mangalia, Olimp, Costinești, Mamaia, and Cape Midia. Fisheries and aquaculture are of particular importance in remote areas, where they represent the primary source of income for local communities. Marine aquaculture is not developed - incoherent and unreasonably restrictive legislation constrains development of the aquaculture sector. Other external constraints include climate change, a perceived lack of innovation, and inefficient collaboration between farmers and science².

Tourism: coastal tourism is one of the most successful activities in Romania as the sector employed 47,730 persons in 2017. The country has a wide range of natural areas including eco-system-based tourism in the Danube Delta. But those activities are mainly seasonal activities, where the population increases during summertime, leading to significant pressure on the coast and its resources.

Protection of the marine environment: the Romanian area of the Black Sea is confronted with several issues, in particular nature protection and recreation under the Habitats Directive. Annexes I and II of the Habitats Directive list 58 habitat types, 79 animals and 6 plants³ in the Black Sea. Some of these are marine species such as the Black Sea bottlenose dolphin. There are also 40 coastal Sites of Community Importance (SCIs). One of the major problems is that the Black Sea is among the water bodies most at risk of being severely impacted in Europe, considered as a 'closed' water basin with unique, dynamic and sensitive ecosystems, under threat by continental pressures and conflicting coastal and maritime activities.

² <https://eurofish.dk/member-countries/romania/>

³ <https://ec.europa.eu/environment/nature/info/pubs/docs/biogeos/Black%20Sea.pdf>

Maritime Spatial Plans

Progress

The main advances, in terms of MSP, have been achieved through several European and regional projects in which Romania has been involved. Major progress has been made through the implementation of the MARSPLAN BS I and II projects. The second project led to considerable inputs for the Romanian maritime spatial planning (2019 - 2021).

Given the expiration of the deadline to enter MSP into force (31 March 2021), Romania and the European Commission have initiated a formal communication procedure through the Ministry of Foreign Affairs regarding the current state of MSP.

The draft plan was under public consultation until 1 June 2022; the MSP Committee announced the submission of the request to obtain the environmental approval for the Plan – observations/comments were accepted by the Ministry of Environment until 23 September 2022.

Existing Maritime Spatial Plans

Romania adopted its maritime spatial plan the 10th of November 2023 through the Government Ordinance nr.97/2023 which was published in the Gazette nr.1027.

The main advances in terms of MSP have been achieved through the implementation of the MARSPLAN BS I and MARSPLAN BS II projects. The second project led to considerable inputs for the Romanian MSP (2019 - 2021).

Aspects of the MSP process

Sustainable development and growth in the maritime sector

Between 2015 and 2018, the European Union provided financial support, of more than €13m, for the region's blue economy, which represents all economic activities related to our oceans, seas or coastal areas. In May 2019, ministers from seven Black Sea countries – Bulgaria, Georgia, Moldova, Romania, Russia, Turkey, and Ukraine – met in Bucharest to endorse the Common Maritime Agenda (CMA) for the Black Sea. With this, the Black Sea region joins the rest of the sea basins bordering the EU in setting a basin-wide initiative for more sustainable economic growth.

[The Black Sea CONNECT](#) is a key H2020 coordination and support action (CSA) which will scientifically, technically and logistically support the broader Black Sea Blue Growth Initiative, supported by the European Commission (EC) and composed of country-appointed experts, stakeholders and various national and international organisations. Black Sea CONNECT is the first project in its own field for the Black Sea. The overall objective of the Black Sea CONNECT is to coordinate the development of the Strategic Research and Innovation Agenda (SRIA), based on the defined principles in the Burgas Vision Paper and support the development of Blue Growth in the Black Sea⁴.

The H2020 project “Developing Optimal and Open Research Support for the Black Sea” ([DOORS](#)) aims to implement the Strategic Agenda for Research - Innovation of the Black Sea at the level of the entire maritime basin. The project is led by GEOECOMAR and will harmonise research and provide the infrastructure to better understand the Black Sea, particular ecosystem characteristics, develop the framework to support Blue Growth and early development of start-ups, and provide evidence to inform policy and behavioural change. To reach its ambitious objectives, the project team will work closely with stakeholders from the start to develop an open research system and establish a framework to support continuous stakeholder dialogue. DOORS will implement three Work Programmes: a System of Systems to harmonise approaches and provide an accessible data repository, a Blue Growth Accelerator to support enterprise, and Knowledge Transfer and Training to share best practice and build capacity⁵.

The H2020 project “[BRIDGE-BS](#) - Advancing Black Sea Research and Innovation to Co-Develop Blue Growth within Resilient Ecosystems” proposes a multidisciplinary, multisectoral programme building on regional and international initiatives. The project will develop predictive tools and capabilities necessary to understand and predict the impacts of climate-driven and anthropogenic multi-stressors on the services stemming from Black Sea ecosystems. These services and their responses to stressors will be mapped, monitored and modelled in order to identify a safe operating space within which a sustainable blue economy can flourish. To this end, BRIDGE-BS is structured around “three” interconnected nodes: Service Dynamics, Blue Growth Incubators and Empowered Citizens⁶.



Ecosystem-based approach (EBA)

Romania is interested in all aspects related to risks, vulnerabilities, and concerns regarding the good management of natural resources, the development of measures for coastal protection and the improvement of the environment (consolidating the coastal protection approach against strong winds and currents, reducing the impacts of pollution, etc.).

Several MPAs have been established⁷, pursuant to the provisions of Emergency Ordinance no. 57 of 20 June 2007, on the regime of natural protected areas, the conservation of natural habitats, wild flora and fauna (Official Gazette no. 442 of 29 June 2007), approved by Law no. 49/2011, as well as of European Directives 79/409/EEC and 92/43/EEC. Pursuant to the provisions of Order no. 1470/2013 of the Minister of Environment and Climate Change, the managers of MPAs must produce annual reports on the state of their MPA.

A decision was made (Order nr. 46/2016) by the Ministry of the Environment, Water and Forests, concerning the nomination of the protected area regime and the declaration of sites of community importance as an integrated part of the Natura 2000 network in Romania. Two new sites were designated: Viteaz Canyon and the south part of the Zernov Phyllophora field (the Zernov Phyllophora field is mainly situated in Ukrainian waters).

In 2009, the second phase of the CEMAR-NUCLEU project (2008-2014): “Obtaining updated information required for the extension of the Natura 2000 European ecological network (special areas of conservation) in the Romanian marine zone”, provided habitat mapping for two study sites. Updated information was obtained in 2011, within the SOP Environment project “Integrated management of the Natura 2000 (SCI) marine sites network at the Romanian coast”, implemented by the University of Agronomic Sciences and Veterinary Medicine of Bucharest, NIMRD were actively involved in this project. The final data, however, are not available.

⁴ <http://connect2blacksea.org/>

⁵ <https://geoecomar.ro/noutati/doors-un-nou-proiect-h2020-coordonat-de-catre-geoecomar/>

⁶ <https://cordis.europa.eu/project/id/101000240>

⁷ For more information: <http://www.mpatlas.org/region/country/ROU/>

Romania, through the NIMRD of Constanta, participated in projects on eco-system-based approaches such as [the CREAM Project](#), which explored the effects of fishing activities on the ecosystem through the perspective of the Ecosystem Approach to Fisheries, and the [MAREFRAME Project](#), which aimed to remove the barriers preventing a wider use of the ecosystem-based approach within fisheries management.

Annual monitoring is programmed based on biological, geochemical, eutrophication and contamination indicators. It was further developed within the Seventh Framework Programme (FP7) [project PERSEUS](#) (2012-2015) and the national marine monitoring programme (Ministry of Environment, Waters and Forests).



Resilience to climate change impacts

In Romania, the Ministry of Environment, Waters and Forests, published the National Strategy for climate change⁸ 2013-2020, which relates to changes in marine biodiversity (studied by RMRI), marine tourism, and fisheries.



Land-sea interactions

According to the Government Ordinance no. 18/2016, *“In the elaboration of the Maritime Spatial Plan, the competent authority will take into account the particularities of the marine regions, the current and future relevant activities and uses and their impact on the environment and natural resources as well as on land-sea interactions.”* The relation between the MSP Directive and ICZM is therefore acknowledged.

In view of Romania’s involvement in the ICZM approach, issues relating to land-sea interactions have historically been taken into account in the development of several ICZM projects, such as the research project CEMAR-NUCLEU (2010-2014), which focused on land-sea interactions within five different cases studies.



Stakeholder Involvement

MARSEA, TEAM4SEAS, PlanCoast, and MARSPLAN BS I and II are the main references with respect to stakeholder involvement in the field of MSP. Officially, no information is available about MSP participation efforts fostered by the government and/or local administrations.

In the framework of many international projects related to EU Directives regarding maritime space (MSFD, ICZM, Fisheries Policy, etc.), meetings have been organised with stakeholders, which are mainly composed of marine professionals and social groups involved in the coastal and marine space.

One of the most important methods used for stakeholders’ involvement in the [PEGASO Project](#) (NIRD Danube Delta) was the Sketch Match Method⁹. This method was then applied during MARSPLAN BS stakeholders’ meetings under the case studies frameworks. A special case study dedicated to stakeholders was developed in Sfântu Gheorghe, and focused on ecological aspects, mainly consulting the local communities in the field of marine fisheries, tourism and urban development, adding conflict- evaluation between fisheries and Natura 2000 sites.



Co-existence of uses

The co-existence of marine uses is assured by national legislation. A study on the concept of multi-uses was delivered on 30 June 2021 within the MARSPLAN BSII project.



Transboundary cooperation

Sustainable coastal development requires the cooperation of all Black Sea bordering countries. In this respect, the Strategic Plan of Action for the Rehabilitation and Protection of the Black Sea was prepared and amended on the 22-26 June 2002 (Sofia, Bulgaria). Its general objectives include ensuring a healthy environment for the people of the Black Sea region, both from urban and rural areas; achieving marine ecosystem diversity from a biological point of view, containing populations bases on organisms with higher natural variability and viability, including marine mammals and sturgeons; and sustaining livelihoods based on sustainable activities such as fishing, aquaculture and tourism in all Black Sea countries.

⁸ Document in Romanian available here: <http://www.mmediu.ro/categorie/strategia-nationala-privind-schimbarile-climatic-rezumato/171>

⁹ Sketch Match Method is an interactive planning method, conceived as a series of design sessions in which several participants (such as citizen, policy makers, and other stakeholders) analyse the spatial problem in a specific region. This way, the participants draft together plans for a specific well-defined area.

Romania-Bulgaria Cross-Border Cooperation Operational Programme 2007-2013, with present and future opened perspectives (2014-2020) permitted the transboundary approach on all fields, including maritime activities. Also, MARSPLAN I and II aimed to develop the MSP common strategy for the cross-border area of Bulgaria and Romania.

There is a long history of communication between Black Sea countries. The Black Sea Commission is an important organisation concerned with finding solutions in different marine fields, including the establishment of a working group of ICZM experts, focused on MSP. Romania is a member of the Organisation of the Black Sea Economic Cooperation (BSEC – and OCEMN in Romanian-), founded in 1992, which promotes the sustainable development of the Blue Economy and the intensifying of the marine and maritime cooperation. The endorsement of the [Common Maritime Agenda for the Black Sea](#) in May 2019 is the latest example of concrete transboundary cooperation in the Black Sea.



Use of best available data

As part of Data Study, the best MSP data began being compiled in the scope of the MARSPLAN BS Project. A [common database](#)¹⁰ has been elaborated between Bulgaria and Romania. The main data have been established on fields, domains, location (coast, water, air and seabed, the sources of information, and data availability). The Marine Hydrographic Direction participated in the provision and collection of data. Before this common database, MSP data portals were created within transboundary projects, such as the [PEGASO Spatial Data Infrastructure](#) (SDI), providing a wide range of spatial information on the Mediterranean and Black seas, covering a wide range of topics addressing ICZM issues at different geographical scales. The [PlanCoast Project](#) also aimed to promote the use of Geographical Information Systems (GIS) in order to facilitate the spatial planning processes in coastal and maritime zones.

With a focus on environmental aspects, thematic maps were prepared over the 2007-2016 period for different international and national projects dedicated to the Romanian marine space by NIMRD “G. Antipa”. The integrated maps were published until 2015 in the [Environmental Status Report of marine space](#), and in the [Marine Researches Marines Journal](#) of NIMRD Grigore Antipa, Constanta 2014/2015.

Finally, the [ANEMONE Project](#) (2014-2020), through collaborative efforts among partners, intends to elaborate a common strategy related to the Joint Monitoring of the Black Sea, using the most adequate common agreed assessment criteria and indicators, in order to assess the status of the Black Sea, as a basis for further actions. The specific project results will contribute to an increased level of availability of environmental data and information, being related to:

- Improved understanding of the knowledge gap and further needs.
- Commonly agreed methodologies for monitoring, and new tools and indicators for integrative assessment of the ecological status, based on Harmonised Black Sea Monitoring and Assessment Guidance (BSMAG).
- Quality controlled and comparable data sets for the Black Sea environmental status assessment, collected in the framework of specific pilot monitoring studies in selected study areas.
- Collected new data on chemical contamination of aquatic organisms and potential risks, thus filling knowledge gaps identified for the Black Sea region.
- Case studies on beach litter and dolphins will represent the ground for developing educational and awareness raising campaigns.

Coherence with other processes

Marine Strategy Framework Directive (MSFD)

The Marine Strategy Framework Directive 2008/56/EC has been transposed into Romanian national legislation by the Regulation on the protection of the environment in marine waters, through the Emergency Governmental Ordinance 71/2010. It was adopted with the Law 6/2011. In 2012 there was an initial assessment on the state of the marine environment, including a socio-economic analysis. The definition of the Good Environmental Status (GES) and the establishment of environmental targets in the BNS was possible in line with the Commission’s Decision on the common criteria and methodological standards (2010/477/EU).

In 2020, a [Romanian report](#) set out a series of measures that were proposed in the framework of the MSFD¹¹.

¹⁰ For more information: <http://www.marsplan.ro/en/>

¹¹ <http://www.mmediu.gov.ro/categorie/raportare/342>

Integrated Coastal Zone Management (ICZM)

Romania has been involved in several ICZM projects, some of them with transboundary countries (e.g. PlanCoast Project, PEGASO Project).

Until 2014, MSP was considered a part of ICZM approaches. National legislation on ICZM and a dedicated institutional framework has existed since 2002, first as the Emergency Ordinance 202 in December 2002, later modified and changed to ICZM Law 280/2003. It stipulates the tasks and responsibilities of the relevant central and local authorities and institutions, as well as clarifying ICZM aims and requirements¹².

A National Committee of the Coastal Zone (NCCZ) under the responsibility of the Romanian Ministry of Environment was established in 2004. All coastal and marine initiatives (public and private) for coastal development and infrastructure are usually discussed and approved by the National Committee. The Technical Secretariat of the NCCZ is based on the National Institute for Marine Research and Development "Grigore Antipa", headquartered in Constanta and operates via thematic working groups, focused on: delineation of the coastal zone, urbanism and spatial planning; coastal protection; technical and legal assistance; ICZM policies, strategies and action plans; monitoring and surveillance; and information and communication.

Members of the NCCZ represent key stakeholder groups such as the relevant ministries, coastal municipalities, the Danube Delta Biosphere Reserve Administration, research institutes, NGOs, and other significant stakeholders. The main task of the NCCZ is to endorse plans and studies regarding integrated coastal zone management and local and regional spatial planning, as well as assessing the environmental impact of activities taking place in the coastal zone. Besides implementing the EU ICZM recommendations, the aim of the NCCZ is also to facilitate the implementation of the Water Framework Directive, the MSFD, NATURA 2000 and other water related marine directives (e.g., fisheries and also MSP).

A preliminary ICZM strategy was elaborated in 2007, at the request of the Ministry of Environment, Waters and Forests, along with action plans, which has been undergoing stakeholder consultation since 2014 (MEWF - Romanian Water National Administration – Dobrogea Littoral Branch and NCCZ).

Strategic Environmental Assessment

The Environment Protection National Agency, under the Ministry of Environment, Waters and Forests, grants licences for each proposed activity, based on specific studies of impacts for each activity.

Strategic Environmental Assessment (SEA) was part of the National Operational Programme 2007-2013 for Romania covering all economic sectors and it is part of the territorial planning process. SEA methodology, legislation, guidelines and databases have been produced. The Protocol¹³ regarding SEA added to the Convention for the assessment of the environmental impact in a transboundary context from 2003, entered into force in 2009.

Cooperation with third countries

For its Maritime Spatial Planning, Romania is cooperating with third countries in the Black Sea region, through the Black Sea Basin Directorate, the Organisation of Black Sea Economic Cooperation and the [Commission on the Protection of the Black Sea against Pollution](#). The Maritime Spatial Plan of Romania could be developed as part of a cross-border Maritime Spatial Plan of the Black Sea. Romania is also part of the Bucharest Convention, or the Convention on the Protection of the Black Sea against Pollution, which was signed in Bucharest in April 1992 by six countries of the Black Sea: Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine.

The Black Sea Basin Joint Operational Programme 2017-2013 permitted collaborative development between Black Sea countries. A programme was opened for 2014-2020 through the ANEMONE Project, a Black Sea cross-border cooperation project involving Romania, Bulgaria, Turkey and Ukraine. It aimed to deliver, through collaborative efforts among partners, a common strategy related to the Joint Monitoring of the Black Sea, using the most adequate common agreed assessment criteria and indicators, in order to assess the status of the Black Sea, as a basis for further actions.

Common Maritime Agenda for the Black Sea

On 21 May 2019, Ministers and Vice-Ministers from Bulgaria, Georgia, Moldova, Romania, Russia, Turkey, and Ukraine met in Bucharest to endorse the Common Maritime Agenda for the Black Sea¹⁴. The Common Maritime Agenda for the Black Sea represents a follow-up to the commitment of the 2018 Burgas Ministerial Declaration "Towards a Common

¹² Claudia Coman (Black Sea Coastal Centre): Integrated coastal zone management in Romania, (Climate of Coastal Cooperation, EUCC, 2011) <http://www.coastalcooperation.net/part-1/1-3-1.pdf>, accessed on 04/09/2014

¹³ Available here (Romanian version) : <http://lege5.ro/Gratuit/gezdsnzshe/protocolul-privind-evaluarea-strategica-de-mediul-la-conventia-privind-evaluarea-impactului-asupra-mediului-in-context-transfrontiera-din-21052003>

¹⁴https://ec.europa.eu/newsroom/mare/document.cfm?doc_id=59315

Maritime Agenda for the Black Sea” and a result of a process initiated and backed by the European Commission for the implementation of the Black Sea Synergy.

The Agenda focuses on fields related to the 'blue economy', which can contribute to the sustainable economic development of the region and especially that of the coastal regions. Its main goals are:

1. Healthy marine and coastal ecosystems.
2. A competitive, innovative and sustainable blue economy for the Black Sea.
3. Fostering Investment in the Black Sea blue economy.

The Common Maritime Agenda for the Black Sea was officially launched on 17 February 2020 in Sofia. Based on the positive experience of sustainable development initiatives in other sea basins, such as the West-Med Initiative, the steering committee decided to schedule a number of regional seminars, stakeholder events and high-level meetings to raise awareness, facilitate stakeholders' involvement and networking and identify significant projects for the region.

The seven member countries of the initiative (Bulgaria, Georgia, Moldova, Romania, Russia, Ukraine and Turkey) convened in Sofia for the 1st Steering Group meeting. Marine litter, protection against pollution of marine resources, green sustainable shipping and digital connectivity were the key issues addressed. The Bulgarian Ministry of Transport, Information Technology and Communications coordinated the implementation of the Black Sea Common Maritime Agenda in 2020.

The initiative is supported by key organisations such as the organisation of the Black Sea Economic Cooperation, the Commission for the protection of the Black Sea against pollution, the General Fisheries Commission for the Mediterranean (GFCM), the Conference of peripheral and maritime regions and the managing authority of the Joint Operational Programme for the Black Sea basin. The WWF, the World Bank and the Black Sea Trade and Development Bank have also shown their interest in supporting the Common Maritime Agenda.

The endorsement of the [Common Maritime Agenda for the Black Sea](#) in May 2019, Black Sea CONNECT and DOORS are the latest examples of concrete transboundary cooperation in the Black Sea.

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- Minister's Order No. 913/2001 for the Action Plan of the EU Water Framework Directive, to be implemented in 2002
- Government Decision No. 201/2002, amended by GD 467/2006 concerning the Technical quality of shellfish waters
- Law no. 280, 24 June 2003, approving The Emergency Order of the Government no. 202/2002 for ICZM
- Government Decision No. 459/2002 regarding the Technical standards for water quality from natural areas nominated as bathing waters
- Government Decision No.918/2002 regarding the establishment of the Methodology for environmental impact assessment and environmental audit according to EU Directive 85/337/EEC, amended 97/11/EEC, for the evaluation of the environment public and private projects effects
- Government Decision no.1015/2004 regarding the approval of The organization and functioning regulation for the National Coastal Zone Management Committee
- Government Decision no. 898/2004 for the approving of the Instructions for the groundwater exploitation and of the areas between fresh and salty waters interface.
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- Common Order no. 1/217/182/2004 of the Minister of Environment and Water, Minister of Transport, Constructions and Tourism and Minister of Administration and Internship, for the approval and functioning of the Operative Committee of Marine Remediation;
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- Government Decision no. 546/2004 to be approve of the methodology for the delimitation of the state public domain in the coastal zone
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- Order no. 776/2007 on the establishment of sites of Community importance as an integral part of the Natura 2000 ecological network, in Romania
- Order No. 1950/12.12.2007 of the Ministry of Environment and Sustainable Development and Order No.38.18.01.2008 of the Ministry of Agriculture and Rural Development for the delineation and classifying of suitable areas for marine molluscs growth and valorisation.
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- Order no. 46/2016 regarding the creation of the protected areas regime and the establishment of sites of Community importance as part of the Natura 2000 ecological EU network in Romania
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- Government Decision no. 406/2017 for the approval of the Regulation on the organization, functioning and nominal composition of the Maritime Spatial Planning Committee;

- Government Decision for the approval of the Methodology for the elaboration of the Maritime Spatial Plan (approved by the Government on 21 June 2018).

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