



United Republic of Tanzania

Establishment of Working Group 3 on Operational
Cooperation and Coordination at Sea

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Tanzania's Maritime Assets

- Tanzania, with its **1,424 kilometers of coastline** along the Indian Ocean, a vast **Exclusive Economic Zone (EEZ)** covering approximately **223,000 square kilometers**, and access to three of Africa's Great Lakes, stands as a strategically positioned maritime state.
- Main Ports; **Dar es Salaam, Tanga, and Zanzibar**; serve as gateways to global trade, while inland waterways; **Lake Victoria, Lake Tanganyika, and Lake Nyasa** connect the country to neighboring countries and support regional integration.

Strengths vs Weaknesses of our waters

- Our waters play a crucial role in driving the economy, preserving ecosystems, and strengthening international relations.
- They sustain key industries like;
 - fishing
 - tourism,
 - shipping, and
 - energy development.
- Yet, despite their importance, they remain exposed to various threats, such as
 - Illegal, Unreported, and Unregulated (IUU) fishing undermines food security and depletes marine resources.
 - Drug trafficking and smuggling exploit porous maritime borders.
 - Environmental degradation, including pollution and habitat destruction, threatens biodiversity.

Responding to combat maritime threats

- Establishment of a National Maritime Committee (NMSC)
 - to support achieving international objectives and promote a safe, secure, environmentally responsible, efficient, and sustainable ocean through collaboration.
 - members are coming from all government entities responsible for maritime security including the Office of the President – Intelligence Service (TISS), Prime Minister Office Disaster Management Department, Navy Police marine, Ports.
- Establishment of National Joint Operation Center (NJOC)
 - inaugurated in Dar es Salaam in collaboration with the UN Office on Drugs and Crime (UNODC), the NJOC serves as a central hub for coordinating maritime law enforcement.
 - it brings together the Tanzanian Navy, Anti Smuggling Unit (KMKM) Police Marine Unit, Customs, port authorities and all relevant agencies to enable **real-time surveillance, information sharing, and joint operational response.**

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- Independent naval drills solely led by navy.
- Investing in patrol speedboats and political will of allocating operational budgets to ensure these boats are actively used, and
- Community Engagement and Environmental Monitoring particularly with BMU's, and
- Multinational naval exercises like Cutlass Express and AIKEYME 2025

Implementation of the HLM 2024 resolution

- Recalling 7th HLM 2024 Resolution for enhanced coordination, capacity building, and legal harmonization:
 - it is now imperative to establish a dedicated working group to operationalize these commitments,
 - and be a guiding framework for our national and regional efforts.
- As a member state, Tanzania affirms its support for the establishment of Working Group 3, recognising the critical need to address maritime threats through coordinated regional action
- Our engagement reflects a broader commitment to collaborative security, where all member states play an equal role in shaping effective mechanisms for enhanced maritime governance.

Why Working Group 3 Matters?

Under the Djibouti Code of Conduct framework, Working Group 3 focuses on *information sharing and coordination*. Establishing or strengthening this group regionally would:

- Facilitate joint patrols and intelligence exchange
- Address threats like piracy and predatory fishing that cross borders
- Build trust and interoperability among Western Indian Ocean nations
- Established to enhance operational cooperation and coordination at sea
- Facilitates maritime domain awareness, and
- Supports implementation of regional maritime security strategies

Acknowledging EU Support for Maritime Security

- On behalf of National Focal Points of the Djibouti Code of Conduct, I wish to express our sincere appreciation to the European Union for its continued support and partnership in strengthening maritime security in the Western Indian Ocean region through the *Safe Seas for Africa* initiative.
- We particularly acknowledge the investment made by the European Union in the establishment of **Working Group 3**, and its instrumental role in supporting this important mechanism. Through such partnerships, we believe we can collectively address transnational maritime threats and promote the safe, secure, and sustainable use of our shared waters.
- This initiative reflects the EU's enduring commitment to collaborative security and capacity-building, and we look forward to continued cooperation in advancing our common objectives.

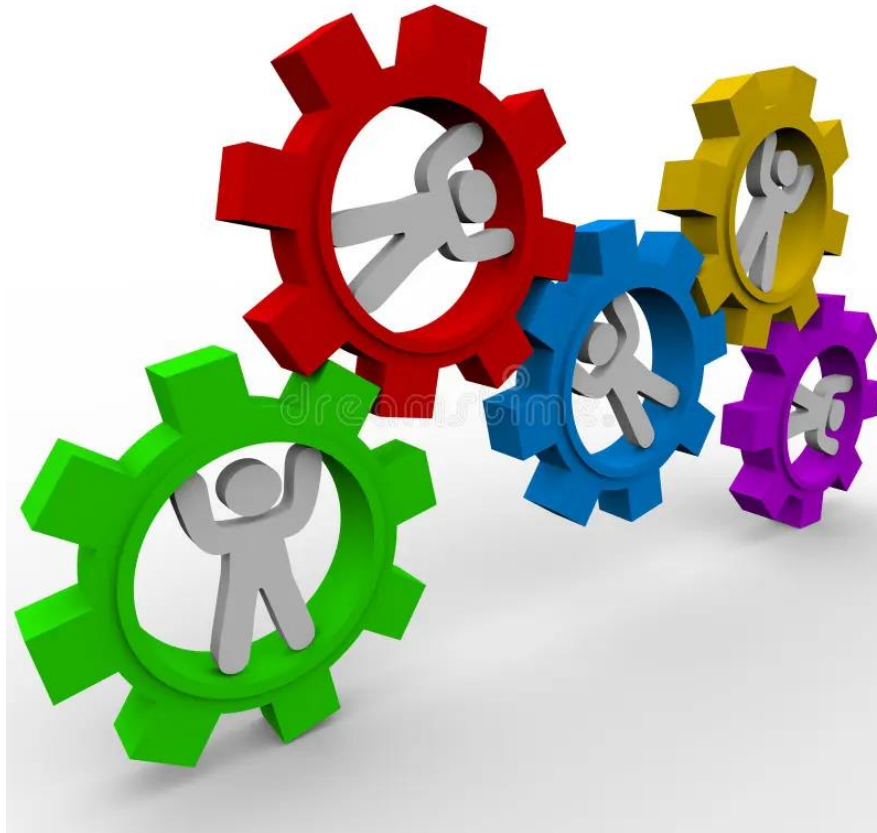
A Common Challenge, A Collective Response

- The strengths and challenges observed in Tanzania—ranging from institutional resilience and growing inter-agency coordination, to resource constraints and gaps in maritime domain awareness—are not unique. They reflect the broader realities faced by all countries within our region. This shared experience reinforces the urgency of collective action and validates the need for a dedicated operational platform like Working Group 3.
- We reaffirm our commitment to nominating qualified personnel, contributing to the development of the Group's terms of reference, and actively participating in its work. We believe this platform will foster trust, interoperability, and resilience among our States, while reducing duplication and maximizing the impact of our efforts

NATIONAL FOCAL POINT COMMITMENT

- We, the National Focal Points of the Djibouti Code of Conduct (DCoC) Signatory States, are honoured to convene here in Mombasa for this inaugural workshop and to collectively affirm our support for the establishment of **Working Group 3 on Operational Cooperation and Coordination at Sea**. This Working Group represents a critical step forward in our shared mission to enhance maritime security and safety across the Western Indian Ocean and the Gulf of Aden. As coastal and island nations with interconnected maritime interests, we recognize that no single country can address the complex challenges of piracy, armed robbery, trafficking, and other transnational maritime crimes alone.

Ahsanteni kwa kunisikiliza



Thank you for listening