



DJIBOUTI CODE OF CONDUCT



**ENHANCING REGIONAL CAPABILITY
TO COMBAT NEW AND EMERGING
THREATS TO MARITIME SECURITY**



RECAP

In response to the changing geopolitics of the Western Indian Ocean and the Gulf of Aden and the new and emerging maritime security risks to international shipping, Signatory States to the Jeddah Amendment to the Djibouti Code of Conduct 2017 are taking a leading role in developing innovative cutting edge solutions to the challenges within the region.

Key initiatives include the adoption of the Information Sharing Network(ISN)Strategy which aims to significantly enhance regional information sharing, and the implementation of the new Capacity Building Coordination Matrix, developed with the assistance of IMO, which will enable the region to clearly identify its capacity development needs and attract the support of the appropriate donors who are able to offer the expert assistance required to address these needs.

The region is also embracing a “ Whole of Government Approach”to maritime security. This will see improved national maritime security governance and decision making in Signatory States through the development of National Maritime Security Committees, National Maritime Security Risk Registers, and National Maritime Security Strategies.



Highlights include:

Working for better coordination of Capacity Building between DCoC Participating States, Donors and Implementing Partners;

Regional States call for the development of a robust Information Sharing Centre Network to address Sea blindness;

KSA supports DCoC Regional Training on Combating New and Emerging Threats to Maritime Security;

Maritime Coordination Group scoping and capability building mission to Kenya;

Development of National Maritime Security Strategy set to underpin the development of Kenya’s Blue Economy;

IMO workshop enhances regional capabilities for securing the maritime domain;

Enhancing security of cruise terminals in the Seychelles;

Celebrating Women in Maritime - 18th May 2022;

Upcoming Events - 2nd Quarter, 2022; and

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WORKING FOR BETTER COORDINATION OF CAPACITY BUILDING EFFORTS BETWEEN DCoC PARTICIPATING STATES, DONORS AND IMPLEMENTING PARTNERS.

The Djibouti Code of Conduct Working Group on Capacity Building Coordination (Working Group 2) has urged National Focal Points from all the participating States to clearly identify capacity building requirements and submit them to the DCoC Secretariat to enable the effective coordination of technical assistance through an integrated Work Plan for the whole region.

It was further agreed that there is an inherent need to develop a DCoC regional plan to achieve integrated and enhanced Maritime Domain Awareness and to implement a project to achieve this under the auspices of the DCoC-JA. It was also recommended that there was a need to establish a cooperation mechanism for ensuring effective implementation and compliance with SOLAS Chapter XI -2 and the ISPS Code within the region.

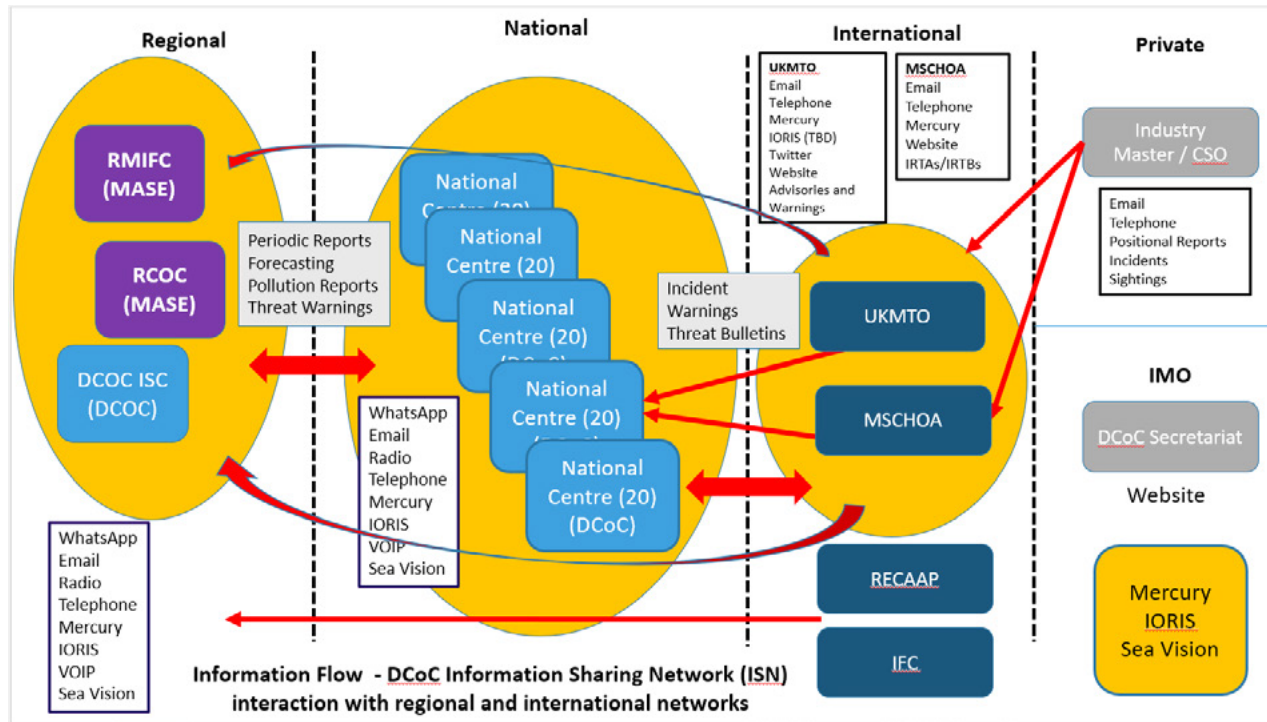
Other Recommendations for Working Group Two on Capacity Building drawn from the DCoC Best Practices for Information Sharing Training workshop in Djibouti - 13 -17 March 2022.

- Make the attainment of Initial Operational Capability of National Maritime Information sharing Centres a priority for delivery under the Capacity Building Matrix;
- Encourage the Friends of the DCoC to support NMICs in attaining Initial Operating Capability;
- Include maritime security awareness and sensitization training for senior management;
- As part of regional crisis response include training in media management and PR.



1 - Captain Getinet Abay from Ethiopia, the Chair of Working Group Two on Capacity building addresses participants at an event.





a dedicated working group was established to spearhead the development of the ISN to meet the objectives of the Jeddah Amendment.

With technical assistance from IMO, the Working Group developed and agreed a new regional strategy and roadmap for the development of the ISN.

The DCoC has also called for better harmonization of the work of international partners through the DCoC mechanism to ensure that Signatory States can maximize the benefits.

The Djibouti Code of Conduct, as amended, provides a critical regional framework for capacity building in the Gulf of Aden and Western Indian Ocean to counter the threat of piracy and other illicit maritime activity that threatens safety and security of navigation in the region.



2 - Participants listen in at a recent regional Information Sharing training workshop

REGIONAL STATES CALL FOR DEVELOPMENT OF ROBUST INFORMATION SHARING NETWORK TO ADDRESS SEA BLINDNESS

Signatory States to the Jeddah Amendment to the Djibouti Code of Conduct 2017, have called for the establishment of a robust regional information sharing network to enhance Maritime Domain Awareness (MDA) in the West Indian Ocean and the Gulf of Aden. This follows recommendations of the DCoC Working Group on Information Sharing (Working Group 1), for the establishment of National Maritime Information Sharing Centres (NMISCs) in all participating States, having agreed that for the region ISN to be effective, it must first have firm foundations at national level, inter-linked with strong governance structures and a whole of government approach.

The NMISCs will play a key role to encourage information sharing and interoperability at national level, where different departments, ministries and agencies can share Maritime Domain Awareness data

between themselves to maximize the national maritime situational awareness picture and improve their joint response capabilities to live operational incidents.

Following the broadening of the scope of the Code to cover wider threats to maritime security, including Illegal, Unreported, and Unregulated (IUU) fishing, human trafficking, terrorism against ships and marine installations,



REGIONAL TRAINING ON COMBATING NEW AND EMERGING THREATS TO MARITIME SECURITY

Senior maritime security officials and law enforcement agencies from signatory States to the Jeddah Amendment to the Djibouti Code of Conduct, 2017, participated in a regional training programme on Combating new and emerging threat to maritime security (14-24 February 2022). The programme was hosted by the Saudi Border Guard at the Jeddah Academy for Maritime Science and Security Studies, and supported by subject matter experts

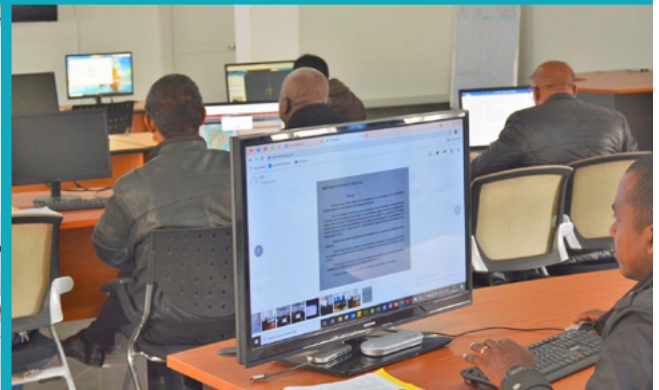
from the International Maritime Organization (IMO) and the International Organization of Airport and Seaport Police (INTERPORTPOLICE). The UN International Office on Migration (IOM) and the International Criminal Police Organization (INTERPOL) also supported the training via remote link.

The participants learned new methods to manage responses to a range of threats to port and shipping sectors including

terrorist attacks using sub-sea, surface, airborne and cyber modus operandi; piracy; and other criminal activities, including trafficking of drugs, weapons, people and wildlife. Key factors included the need for robust legal frameworks, inter-agency cooperation, development of procedures and effective contingency planning.

Participants were also briefed on INTERPORTPOLICE's Community Security Best Practice programme and tools including Project Griffin International (PGI), Port Security Management Systems (PSeMS) and the AtlasOne Smart Application.





National and Regional Maritime Information Fusion Centre for the Eastern and Southern Africa- Indian Ocean region



THE PARTNERS' UPDATE

From signing bilateral agreements, establishing education curriculum's, conducting training and funding capacity building initiatives, the implementing partners working closely with Kenya are determined to grow Kenya's capabilities in the maritime sector.

In a meeting hosted by the USA in Nairobi, members of the Maritime Coordination Group discussed ongoing areas of support with Kenya throughout the year. Efforts to enhance the country's compliance with SOLAS Chapter XI-2 and the ISPS Code and gain accreditation for the STCW basic course have seen continued progress.

The International Maritime Organization highlighted its Information Sharing and National Maritime Security Strategy development training workshops, and the High-Level Meeting involving all regional stakeholders that is scheduled for 28th -30th June 2022. A new and innovative Capacity Building Coordination matrix will be launched at the meeting.

A bilateral agreement to streamline the acquisition of spare parts for boats supplied through local commercial suppliers on behalf of the country was also discussed, and members cautioned of the recurrent maintenance and refueling costs.



DEVELOPMENT OF NATIONAL MARITIME SECURITY STRATEGY SET TO UNDERPIN KENYA'S BLUE ECONOMY

Participants drawn from 18 agencies within the Kenya maritime sector took part in a two-day National Maritime Security Strategy development workshop, held in Mombasa (7-8 March 2022), and funded under the EU Port Security and Safety of Navigation project, of which the International Maritime Organization is a partner.

“This effort will help combat illegal, unregulated, and unreported fishing and other risks within and beyond the periphery of the country’s EEZ (Exclusive Economic Zone); help lead to improved regional maritime security coordination, as well as ensure collective action by

multiple stakeholders within the local maritime sector,” said Dr. Kevit Desai, Kenya’s Principal Secretary, State Department for East African Community.

These commitments can best be achieved through the establishment and development of a National Maritime Security Strategy, he said.” Kenya’s focus towards maritime security ensures it meets its commitments under Article 3 of the Jeddah Amendment to the Djibouti Code of Conduct, and helps deliver a safe and secure maritime domain in the Western Indian Ocean and Gulf of Aden.



BACKGROUND

The National Maritime Security Strategy is a high-level strategic policy framework and shared vision for securing a country's maritime domain, including its ports and territorial waters.

The strategy's success is dependent upon the development of National Maritime Security Committees (NMSCs), National Maritime Security Risk Registers, and National Maritime Information Sharing Centres (NMISCs), by all Signatory States to the Jeddah Amendment to Djibouti Code of Conduct 2017



3 - His Excellency Otsuka Umio, Japanese Ambassador to Djibouti, officially launches the Best Practices for Information Sharing workshop at the DRTC.

IMO WORKSHOP ADDRESSES URGENCY TO ENHANCE REGIONAL CAPABILITIES FOR SECURING THE MARITIME DOMAIN

23 participants from 14 signatory States *to the Jeddah Amendment to Djibouti Code of Conduct attended a 5-day regional workshop on Best Practices for Information Sharing at the Djibouti Regional

Training Centre (DRTC) from 13 -17 March 2022. The workshop examined ways to strengthen the regional Information Sharing Network to detect, deter and disrupt illegal activities at sea.

Developing regional capability is high on the signatory States agenda to address new and emerging threats to maritime security and the risks this poses to international shipping within the region.

The workshop, which was officially launched by His

Excellency Otsuka Umio, Japanese Ambassador to Djibouti, developed planning tools for the advancement of a robust Information Sharing Network (ISN), including the establishment of National Information Sharing Centres.

It also explored ways to enhance interoperability and coordination between regional and international MDA networks for greater regional benefit.

The IMO led workshop was supported by subject matter experts from the UK and EU.

* Comoros, Djibouti, Ethiopia, Jordan, Kenya, Madagascar, Mauritius, Mozambique, Oman, Seychelles, Somalia, South Africa, United Republic of Tanzania, and Yemen





ENHANCING SECURITY OF CRUISE TERMINALS IN THE SEYCHELLES

The Seychelles is an important cruise tourism destination. Screening checkpoints for passengers and their baggage are key in ensuring the safety and security of international ports. A new IMO developed training course in maritime cruise, ferry passenger and baggage screening and searching took place at the Seychelles Defence Academy (26-28 April). Thirty officers from six government agencies* with responsibility for port terminal security learnt about effective screening and searching of passengers and their baggage. The Seychelles welcomes thousands of passengers via air and sea every year, making it extremely important to have an effective

screening system.

This three-day national workshop is being piloted by IMO to support Member States in dealing with new and emerging threats to maritime security. The new course is aimed specifically at security staff, their supervisors and port facility security officer, to highlight good practice including: the setting up and

design of screening checkpoints for passengers and their baggage; the effective use of security equipment; and the calibration of security equipment to ensure its optimal use.

IMO is also developing a more advanced training course

in this area, which will include practical hands - on training on how to carry out an effective body search, and how to properly use x -ray screening techniques to screen baggage.

This training in maritime cruise and ferry passenger and baggage screening and searching is only one of a number of new training courses and workshops being rolled-out by IMO, with further courses being trialed over the next couple of years.

The workshop was conducted under the auspices of the Jeddah Amendment to Djibouti Code of Conduct with funding from the EU Port Security project.

* Seychelles Maritime Safety Authority, Seychelles Coast Guard, Seychelles Revenue Commission, Seychelles Marine Police, Seychelles Civil Aviation Authority, and Seychelles Anti-Narcotic Bureau



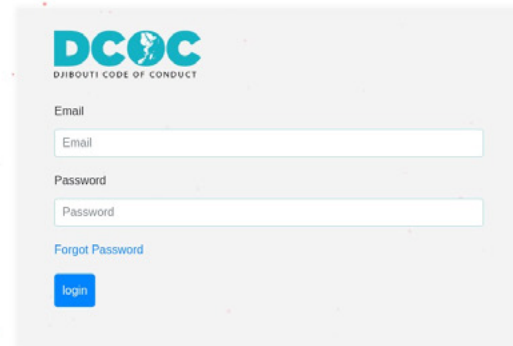


REGIONAL PROGRESS IN BRIDGING THE GENDER EQUALITY GAP

During the DCoC high-level Conference on Sustainable Maritime Development: Towards 2030 and Beyond, held in Jeddah, Saudi Arabia, from 5 to 7 November 2019, it was agreed that there was a need to promote equal opportunities for women in the maritime sector. As a result, the Djibouti Code of Conduct/Jeddah Amendment has actively promoted the participation of more women to support maritime security efforts in the region, and emphasized the important contribution of women as key maritime stakeholders.

Three of the four recruited DCoC Secretariat staff are women, and in a recent 5-day regional training workshop on Best Practices for Information Sharing at the Djibouti Regional Training Centre from 13-17 March 2022, seven women learned how to develop Standard Operating Procedures (SOPs) for the DCoC Information Network in order to promote interoperability and common standards amongst participating National and Regional Maritime Information Sharing Centres.





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NEW REGIONAL TOOL ON CAPACITY BUILDING TO MAXIMIZE DONOR SUPPORT & REDUCE EFFORT DUPLICATION

The maritime security environment in the DCoC area is changing. The end of UNSCR 2608 will significantly affect the mandate and the justification for large scale non regional naval support. This places greater responsibility on coastal states in the region to implement effective measures to address all maritime security threats. As we all know, many of the DCoC countries are working with limited resources and consequently, international donor support plays a critical role in developing capability and building capacity.

The post COVID global economic environment has also led to a reduction in the availability of foreign aid, making the efficient provision of sustainable capacity building support

more important than ever. It is essential that donor support is directed where the need is greatest, and that need is identified and prioritized by the regional countries.

The DCoC signatory states, through WG2 resolved to develop a Capacity building coordination Matrix, designed to facilitate this, whilst avoiding duplication of effort and not only addressing national level priorities but critically, facilitating the provision of regional solutions to solve regional problems.

Clearly donors will have priorities they want to support, either by looking to support specific counties or regions, or by focusing on supporting the developing specific capabilities. The matrix facilitates that and also provides

donors with reassurance that their funds are being used to support a need that has been identified and prioritized by a country. In turn, this nationally or regionally derived ownership and prioritization of a capacity building need greatly enhances the likelihood of the enduring success of projects which are implemented through the matrix.

The matrix, which is the property of the DCoC member states, is purely a support mechanism, allowing signatory states to prioritize their needs and to bring them together with the Friends of the DCoC to support, fund and implement activities.

Beyond being an efficient method of providing capacity building support, this system creates efficiencies. If a number of states are requesting the same support, then a regional activity or linked national activities may prove to be a more cost-effective method of providing support, freeing funds for additional activities.

As with any new initiative, it requires significant amounts of effort to get it going and even more to maintain the momentum. Almost all of the DCoC countries have now populated priorities into the matrix



SUPPORTING KENYA TO DEVELOP NATIONAL MARITIME SECURITY RISK REGISTER

Identifying emerging threats to maritime security is key in developing the right tools to ensure sound maritime security governance.

To address this, thirty participants from multiple Kenyan Government Ministries and Agencies with responsibility for maritime security policy and operational implementation are taking part in a five-day IMO-sponsored workshop (9-13 May). They will assist the Kenyan Government in the development of its National Maritime Security Risk Register.

The finalized National Maritime Security Risk Register will assess the threat, impact, and vulnerability criteria of all security threats to Kenyan national maritime security interests. This will enable the National Maritime Security Committee to formulate and coordinate new work programmes to mitigate these risks. It will also drive the development of the strategic objectives in the Kenyan National Maritime Security Strategy, which will set out Kenya's vision for how it will safeguard its maritime domain for the next twenty years. Securing and

safeguarding the growth of the country's blue economy is critical for development and economic growth. This forum followed an earlier workshop on the Development of the National Maritime Security Strategy (7 to 8 March 2022), which shared good practice on the establishment of an effective National Maritime Security Committee structure and the development of a National Maritime Security Strategy.

This multi-agency workshop is an excellent example of the whole of government approach to maritime security. The workshop is part of the EU-funded project on Port Security and Safety of Navigation in Eastern and Southern Africa and The Indian Ocean, which IMO is delivering with implementing partners Interpol and UNODC.



2022 Upcoming Events - Q2



High-level meeting of DCoC signatory states

28-30 June 2022
United Arab Emirates



National Train the Trainers workshop on ISPS Code for PFSO/DA

6-10 June 2022
Cape Town, RSA



National workshop on the implementation of SOLAS-Chapter XI-2 and the ISPS code

13-17 June 2022
Cape Town, RSA



Regional Training on Passenger Searching and Baggage Screening – DRTC,

21-23 June 2022
Djibouti



Contact Us

We are tasked with increasing regional awareness of incidents, which enables cross -agency, cross-ministry and cross-border communication and trust. We also encourage guest contributions to the DCoC Newsletter. The DCoC Team will retain editorial discretion.

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