MASE/DCoC(JA) Collaboration to meet common objectives

Re-engineering the DCoC/JA to meet the challenges of new and emerging threats to Maritime Security
1. Introduction as to why we should reinforce MASE/DCoC collaboration
2. Need for common understanding of the vision and strategy and focus
3. Areas of cooperation including under PSP
4. The MASE Architecture
5. Specific areas of cooperation:
   a) Better understanding the bigger picture of maritime threats & crimes
   b) IUU fishing
   c) MARPOL
MASE/DCoC(JA) collaboration to meet common objectives

IOC/MASE cooperation with DCoC/IMO is not new:

- DCoC HLM (21-23 April, 2019), called for better coordination of capacity building efforts
- IMO report: Key to the success of the Code is the effective implementation of commitments - promote inter-agency cooperation, and the development of national capability as the foundation for stronger regional cooperation.

15 May 2016 - The establishment of the RMIFC and RCOC was supported by a regional Ministerial Meeting on maritime safety and security, Djibouti which also called upon the International Community to support the operationalisation of these two regional Centres.

Complementary approach as MASE LESS focus on INFORMATION SHARING but more on the conditions for info sharing
MASE/DCoC(JA) collaboration need a shared understanding on key issues for national and regional capacity building

1. National v/s regional v/s INTERNATIONAL - No country alone can ensure adequate EEZ SECURITY: regional and international cooperation improves national sovereignty. E.g piracy – the only example of success

2. A strong and responsive national base for national and regional policy: Reinforce national level institutional processes and structures – National MASE Policy & Strategy, National MASE Committee and NISC

3. Investment choices: too skewed towards naval and air heavy assets which are too costly which anyway, the region can’t afford and too little in MDA (new technology, intelligence & HRD)

4. Optimal strategy: current (reactive to an event) v/s an intelligence based focussed - Monitor movement of vessels and focus on abnormal movement of vessels – the common denominator for most maritime security threats
MASE/DCoC(JA) collaboration need a shared understanding on key issues for national and regional capacity building

5. Inter-linkages among maritime crimes. E.g. fishing vessels may have licenses and VMS on, but fishing vessels are used for drug, arms, human trafficking, etc.

6. WIO need a comprehensive and integrated approach to addressing all maritime security threats – MASE ARCHITECTURE VIA THE MASE AGREEMENTS
   a) Cross-border crime (all sorts of traffic)
   b) Maritime terrorism & unlawful acts at sea against critical maritime infrastructure;
   c) Dealing of massive destruction weapons;
   d) Threats against freedom of navigation;
   e) Environmental risks by intentional or accidental pollution, effects of climate change and illegal or accidental rejects and immersions;
   f) Violation of regulations relative to the protection of the sea or underwater cultural heritage.
MASE/DCoC(JA) collaboration need a shared understanding on strategies for addressing maritime security threats

1. Multipronged regional approach in a regional plan adapted to each maritime crime and threat (including preventive)
2. Comprehensive recognized maritime picture - each maritime crime or threat
3. National Strategies for each MASE challenge with multi-agency approach and NS, NC, NIC (adequacy of HR, tools & mechanisms & transfer of technology)
4. Sustained mechanism adapted & affordable to the region which can’t afford for each MASE challenge
5. Capacity to inspect the vessels (adequacy of HR, tools & mechanisms & transfer of technology)
6. Capacity for legal finish – national, regional & international legal framework (adequacy of HR, tools & mechanisms & transfer of technology)

There is so much to do on the above that there is no place for uncoordinated capacity building activities. IOC/MASE and DCoC should cooperate and reinforce each other, avoid duplication and make the maximum use of existing resources, especially as most of the MASE parties are also in DCoC.
MASE/DCoC(JA) Partnership: areas of cooperation

1. Exchange and eventual adherence of regional plans on each maritime crime and threat (including preventive) – e.g. IUU, MARPOL, PSP, legal, etc

2. Understanding and sharing CRMP for each maritime crime or threat:
   a) Practical & operational tools for collecting, collating, analysing & disseminating maritime crime and security related information
   b) Development of means to conduct targeted surveillance of MZI
   c) Development & delivering of an advanced MDA component for the trainings to enhance maritime situational awareness to counter illicit activity at sea
   d) Linkage of trafficking trends to HRD to ensure latest information on the tactics, techniques, & procedures of trafficking organizations

3. HR, tools & mechanisms & transfer of technology (national, inspection of vessels and legal finish)

4. Sustainability of existing mechanisms

5. Capacity to inspect the vessels

6. Capacity for legal finish – national, regional & international legal framework
MASE/DCoC(JA) collaboration need a shared vision for capacity development for legal finish as a cross-cutting theme for all maritime crimes

1. Review of national legal frameworks based on willingness of prosecution of particular maritime treats and crimes
2. Review and adapt laws/ regulations and support the relevant ministry or authority in the process, to align and improve national legal framework.
3. Establish a regional permanent platform for investigation & prosecution on specific cases via a regionally harmonised legal framework – need a collective and strong regional effort
4. Developing processes & techniques for the sharing of information with key stakeholders to help investigation, arrest & prosecution
5. HRD for LEA for advanced interdiction operations, including seamanship & maritime policing

DCOC/MASE COOPERATION in legal finish?
MASE/DCoC(JA) collaboration need a shared vision on ports security & safety of navigation

PORTS SECURITY AND SAFETY OF NAVIGATION
1. Baselines and targets based on International Conventions such as ISPS Code and formulate a Regional policy on ports Security and Safety of Navigation

2. Capacity building for monitoring the movement of vessels in maritime territories

3. Exchange missions to EMSA, MICA MSCHOA and ITCG
All vessels are monitored and abnormal movements are checked

Maritime crimes are punished

Respect the Ocean
THE EXECUTING ARMS OF THE WIO MASE ARCHITECTURE FOR MARITIME SECURITY

Resultat 4 & 5 OF THE MASE PROGRAMME

MASE Architecture supports the objectives of:

- Djibouti Code of Conduct and Jeddah Amendment
- African Union Integrated Maritime Strategy 20250 (AIM 2050)
- Lomé Charter on Maritime Safety and Security in Development in Africa

Sister centres – Distinct, but complementary
Sharing and exchange of Maritime Info.

Coordinated Operations at sea

Exchange & coordinate at national/regional levels

IFCs
Shipping Industry
Coast Guard, Navies, Regional States, International Partners,

MASE Signatories and other partner States
Area of interest of the RMIFC & the RCOC

Article 1 para.9 of the Regional Agreements

ICC General Area of Interest for maritime safety and security of Gulf of Guinea

RMIFC General Area of Interest

IFC Singapore General Area of Interest

RCOC Area of Operations
2. COMPREHENSIVE RECOGNISED MARITIME PICTURE – CRMP of the WIO

Getting a clear picture of the maritime security issues in WIO and in countries maritime zones.
MASE/DCoC(JA) collaboration requires collective understanding of the maritime security threats and crimes – deeper analysis of the figures required

The numbers are just the tip of the iceberg

**TRAFFIC INCREASES AND RISKS INCREASE**
MASE/DCoC(JA) collaboration – pre-requisites in capacity development for analysis and understanding the WIO maritime threats and crimes

**RMIFC DELIVERABLES**

**VESSELS OF INTEREST (VOI)**

**PRODUCTIONS AND REGIONAL TREND ANALYSIS**
MASE/DCoC(JA) collaboration for analysis and understanding the WIO maritime threats and crimes?

**ABOVE 70 VOIs SINCE THE BEGINNING OF 2021**

- Stateless vessels
- Wrong or erratic mmsi numbers
- Swintching on/off of ais regularly for particular movements in/out of eez
- Ais spoofing
- Ghost ships (activities before scrap)
- No call sign
- No imo number
- No destination
- No registration
- No lisence from iotc/siofa
- Deviation of cargo ships/bulk carriers from normal route
- Suspicious rendez-vous (cargo ship/fishing vessels)
- Unexplained anchorage of tankers for several days
- No answer from ship agents/owner
MASE/DCoC(JA) collaboration on specific maritime security issue - IUU FISHING
MASE/DCoC(JA) collaboration need a shared understanding on strategy on IUU FISHING

1. Multipronged regional approach in a regional plan adapted to each type of maritime crime and threat (including preventive) - Link up Regional Plan for Fisheries Surveillance & MASE Architecture based on regional & international Conventions such as flag states, ports states measures... etc

2. National Strategies – National IUU Fisheries Plan

3. Sustained mechanism affordable to the region – MASE Architecture + partners + e.g IOTC members contribution?

4. Comprehensive recognized maritime picture – RVMS & NVMS and precise estimate of IUU fishing

5. Capacity to inspect the vessels – RFSP – bridging the assets gap by partnering with EUNAVFOR/CMF/ID??

6. Capacity for legal finish – assessments in progress

DCoC/MASE Cooperation? MASE Signatories, RFSP and
Area of interest of the RMIFC & the RCOC

- **Article 1 para.9 of the Regional Agreements**
- **ICC General Area of Interest for maritime safety and security of Gulf of Guinea**
- **RMIFC General Area of Interest**
- **IFC Singapore General Area of Interest**
- **RCOC Area of Operations**
MASE/DCoC(JA) collaboration need a shared vision against maritime pollution.
MASE/DCoC(JA) collaboration against MARPOL

1. Multipronged regional approach in a regional plan adapted to each type of maritime crime and threat (including preventive) – already adopted regional Strategy and Plan +

2. National Strategies – NOSCP and NP

3. Sustained mechanism affordable to the region – Three-pronged structure

4. Comprehensive recognized maritime picture – MAS

5. Capacity to inspect the vessels

6. Capacity for legal finish

DCoC/MASE Cooperation? – Tier I, II and III Plan to be adopted
MASE/DCoC(JA) collaboration on MARPOL Assessing and understanding the risks

- 5,000 tanker trips & 600M tons of oil
- >200,000 vessel trips
- 8 vessels stuck on reefs last 2 years
  none were tankers
- Neither the one in Shri Lanka

**Key challenge:** Accidents happen to others Focus need to be on all vessels
<table>
<thead>
<tr>
<th>Country</th>
<th>OPRC Convention</th>
<th>OPRC-HNS Protocol</th>
<th>Nairobi Convention</th>
<th>Emergency Protocol to the Nairobi Convention</th>
<th>Agreement on the Regional Contingency Plan</th>
<th>MASE Agreements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comoros</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Djibouti</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>France (Réunion)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Kenya</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Madagascar</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Mauritius</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Mozambique</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Seychelles</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Somalia</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>South Africa</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Tanzania</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>
PRINCIPAL INTERNATIONAL CONVENTIONS AND STATUS:

- Prevention & Safety w.r.t MARPOL Annexes
- CLC
- Fund Convention and Bunker Convention
- OPRC 90
- OPRC HNS

How many countries have the capacity to negotiate, implement and make full use of these conventions and evaluate and re-engage at regional and international levels?
REGIONAL FRAMEWORK

INTERNATIONAL CONVENTION ON OIL POLLUTION PREPAREDNESS, RESPONSE AND COOPERATION (OPRC Convention) by IMO

Ratified by all countries of the Eastern Africa seaboard and the WIO islands except Somalia.

THE NAIROBI CONVENTION for the Protection, Management and Development of the Marine and Coastal Environment of the Western Indian Ocean

Co-operation in combating pollution in cases of emergency (Art. 12) - establishment of regional requirement and mandate for developing national plans and regional cooperation for major marine pollution incidents.

The protocol concerning CO-OPERATION IN COMBATING MARINE POLLUTION IN CASES OF EMERGENCY in the Eastern African Region Emergency Protocol

Expansion of provisions of Art. 12 of the Nairobi Convention.
COUNTRIES CAPACITY

GENERAL STATUS OF COUNTRIES’ LEVEL of autonomy and preparedness to address an oil spill incident:

• Availability and adequacy of trained HR
• Availability of operational equipment - quantity, availability and compatibility
• Necessary logistics for storage facility and regular maintenance
• Proven contingency plan and sound administration with clearly defined responsibilities and roles.
• Regular training/exercises - expertise and experience of the main stakeholders
• Adapted legal base.

How many countries can claim to have adequate Supply side capacity?
The extent and cost of preparedness and readiness depends on the capacity to assess the context and risk profile... including:

1. Availability of facilities (ports, harbours, marine terminals, pipelines, storage, offshore installations etc...) expected to be put, established and maintained.

2. The government’s capacity in its role to set planning and response policy/guidance, included in the national framework and implemented through robust contingency plans.

How many countries can claim to have response capacity based on its specific vulnerability due to above?
**Wio oil spill contingency planning project**
Regional Oil Spill Centre in Madagascar, agreement signed by all IOC countries

**Regional Contingency Agreement**
signed by all except France and excludes Somalia

**Regional Coordination Centre**
agreed by all to be hosted in S.A;

**A draft Regional Contingency Plan**
to be updated based on National CP

**IOC, NC, IMO, UNEP, UNDP and GEF meeting in Zanzibar:**
need for regional cooperation + ST & MT actions led by by Nairobi Convention Secretariat.
Issues – Covid, funding, use of existing Centres such as RMIFC and RCOC

1999
2004
2008
2012
March 2020
May 2021
PREPAREDNESS FOR AND RESPONSE TO MAJOR MARITIME POLLUTION IN THE WIO

20 YEARS LESSONS

Yesterday piracy, everyday IUU fishing, regularly drugs traffic, other traffic…. and today Wakashio

Initiatives come and die with projects

Regional value-addition: Progress depends on degree of collective involvement of neighboring countries and so, there is need for a sustained regional leadership –

Accident happens to others, so, why invest heavily in preparedness and response?

BUILD ON PAST ACQUIS VIA MASE ARCHITECTURE FOR MARPOL

need for multipronged approach which can be adapted to each type of maritime crime and threat whenever needed

need a sustained mechanism adapted and affordable to the region

role of IOC alongside NC, IMO and DCoC?

Focus on end objective deal with current challenges with a focus on development via BE promotion

MARINE POLLUTION – SYMPOSIUM ON THE ENVIRONMENTAL SECURITY IN THE IOC MARITIME SPACES
DCOC/MASE MARPOL COOPERATION- The whole WIO participate in one process
Regional response for preparedness and prevention against maritime pollution

1st Multi-sectorial Consultative meeting in May 2021

OBJECTIVES:
• Update the regional Contingency plan
• Strengthen Capabilities of WIO
Operationalising MARPOL requires same tools & mechanisms as MASE at both national & regional levels on

preventive, crisis management and post-crisis approaches

- NATIONAL CONTINGENCY PLANS
- REGIONAL CONTINGENCY PLAN
- REGIONAL COORDINATION CENTRE
AGREED OVERALL MASE PLAN OF WORK

Build on past acquis, use MASE architecture for MARPOL to:

A refined regional framework for marine pollution, in alignment with the Nairobi Convention’s Emergency Protocol.

A finalized Regional Contingency Plan (RCP)

Regular review of NOSCPs including procedures for integration with the RCP

A framework for the functioning of a RCC to implement the RCP based on the existing centres.

Capacity building for Tier II/III, commensurate with the pollution risks and aligned to the requirements of relevant international and regional instruments

Establish WG asap, including the non-Signatory countries

ATBA: France-Mauritius initiative

Mobilization of funds and operationalization
Organise National **simulation exercise annually**

Regularly **update and support National Oil Spill Contingency Plan** including adapted Strategic Map, Operational Map, Environmental Sensitive Area Map & formulate related policies

Establish a national **equipment list** and provision of training for deployment and **maintenance**

Set a Robust MDA both at regional & national levels

Assess national **capacity for implementation** of national, regional & international legislations, agreements and conventions, identify for the gaps and support capacity building to address them
Agree to a Regional Agreement
for Preparedness & Response and operationalise

Organise regional simulation exercise annually

Under the auspices of the RCOC:
Draft dynamic regional contingency plan to be tested and upgraded yearly;
Operationalise a specific maritime pollution data-base & tools for the RMIFC
Organise regional tabletop exercise

Prepare a regional HR Plan

Establish a regional equipment list, modalities & training
for deployment & maintenance
THANK YOU FOR YOUR ATTENTION
For more information on our activities:

@MASE_Programme
@commission_coi
@RMIFCenter
@RCOC_Center

#MASE PROGRAMME
A strong partnership for a safe and secure maritime domain