



COMMISSION DE  
L'Océan Indien



## **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**



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Dubai, 28<sup>th</sup> June 2022

# My presentation

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**.

**Participation of IOC/MASE and the MASE Centres** in many exchanges and meetings at least since 2018: 12-14 November 2018, Djibouti, 14-15 October 2019, HLM in Jeddah in 2019, Mombasa, 13-14 November 2019.

**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**

# MASE/DCoC(JA) collaboration UNDER PSP

- 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**

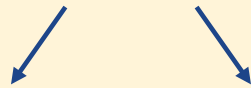
**Respect the Ocean**

# THE EXECUTING ARMS OF THE WIO MASE ARCHITECTURE FOR MARITIME SECURITY

## Resultat 4 & 5 OF THE MASE PROGRAMME



INDIAN OCEAN  
COMMISSION



Sister centres – Distinct, but complementary

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  
en Development in Africa**

# WIO ARCHITECTURE FOR MARITIME SECURITY

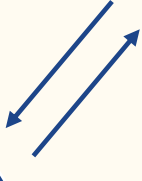
Sharing and exchange of Maritime Info.



Coordinated Operations at sea



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



MASE Signatories and other partner States

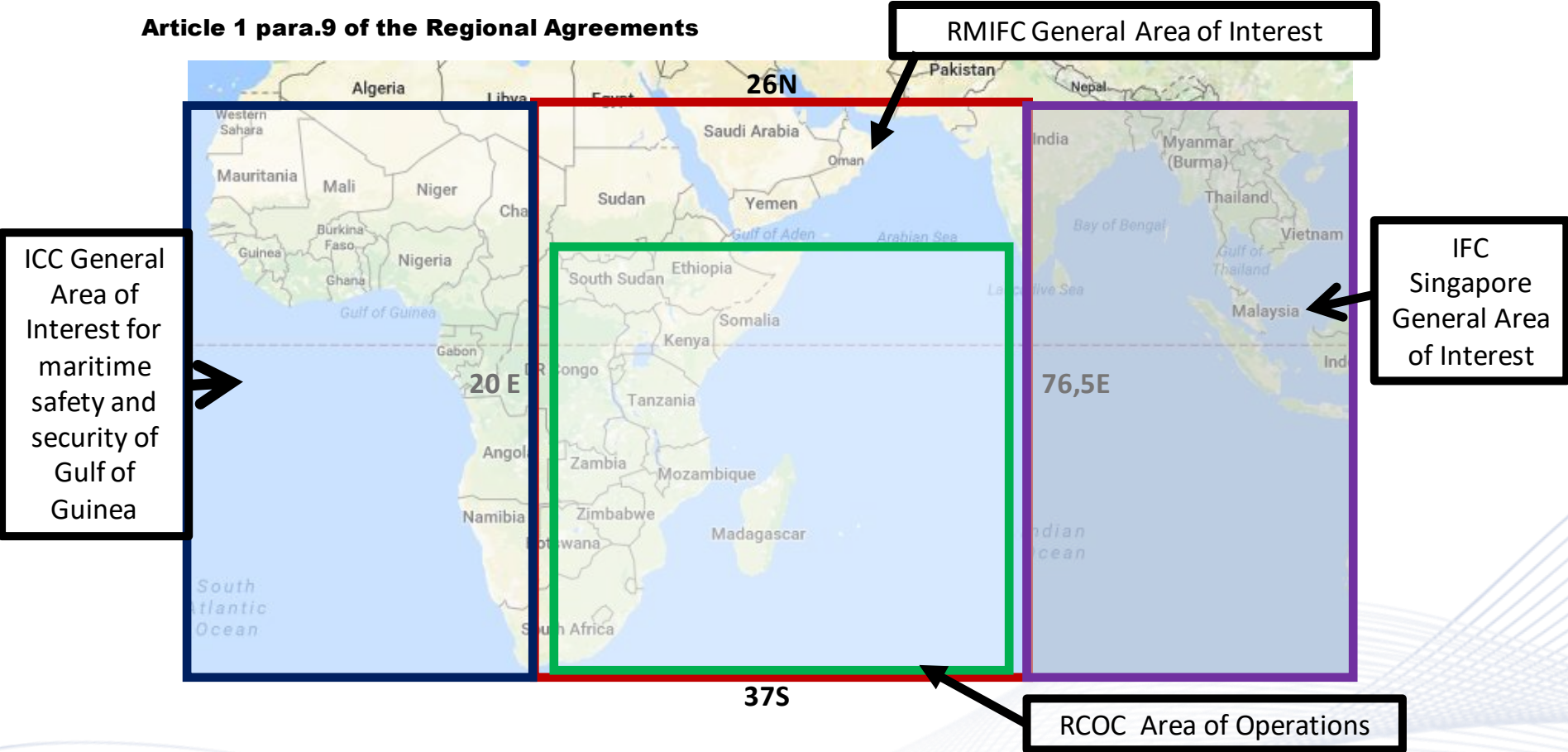


Exchange & coordinate at national/regional levels



# Area of interest of the RMIFC & the RCOC

Article 1 para.9 of the Regional Agreements



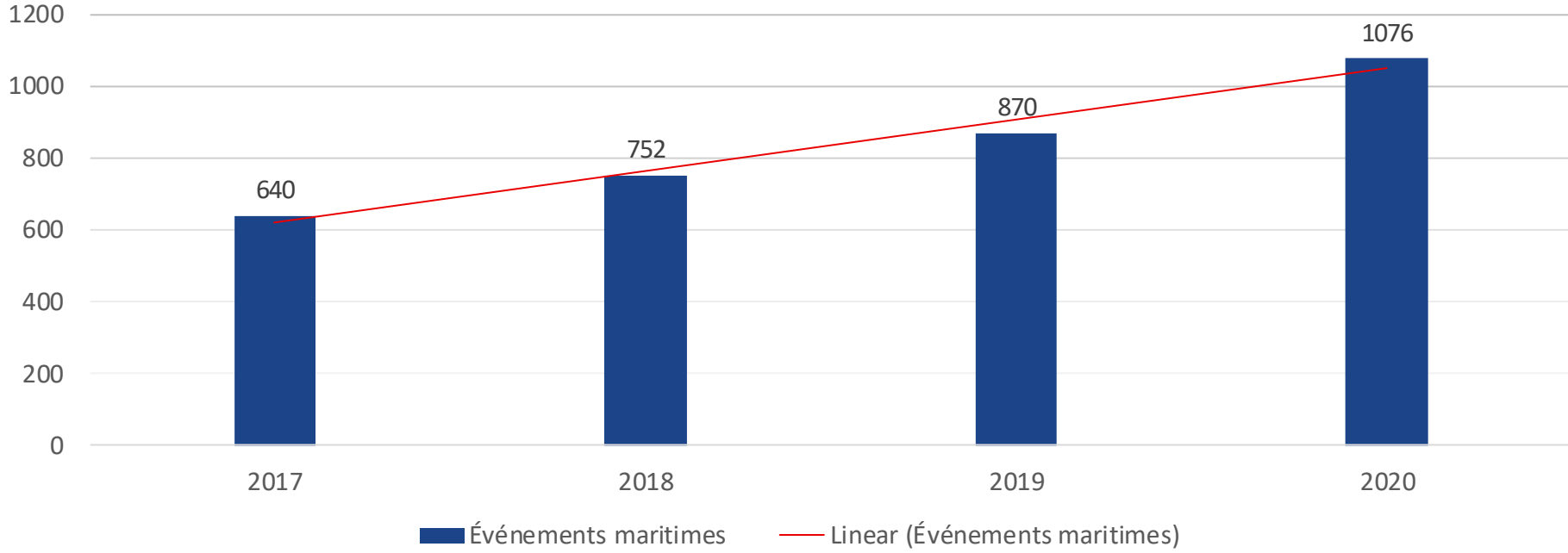
## 2. COMPREHENSIVE RECOGNISED MARITIME PICTURE – CRMP of the WIO



**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

## MARITIME INCIDENTS



The numbers are just the tip of the iceberg  
**TRAFIC INCREASES AND RISKS INCREASE**



# MASE/DCoC(JA) collaboration – pre-requisites in capacity development for analysis and understanding the WIO maritime threats and crimes

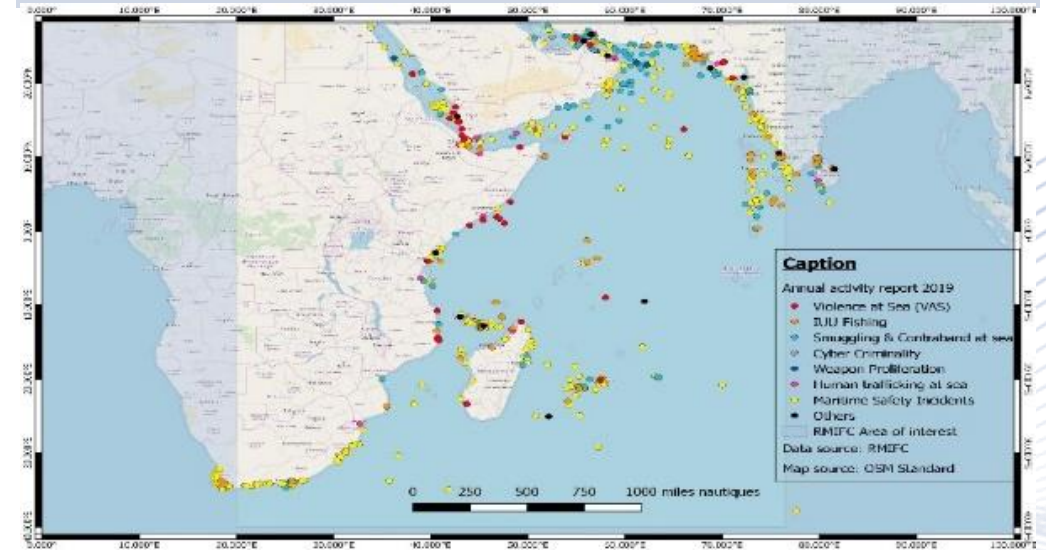
## RMIFC DELIVERABLES



### VESSELS OF INTEREST (VOI)



### PRODUCTIONS AND REGIONAL TREND ANALYSIS



## ABOVE 70 VOIs SINCE THE BEGINNING OF 2021

- ✗ Stateless vessels
- ✗ Wrong or erratic mmsi numbers
- ✗ Switching 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 licence 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



## IUU FISHING

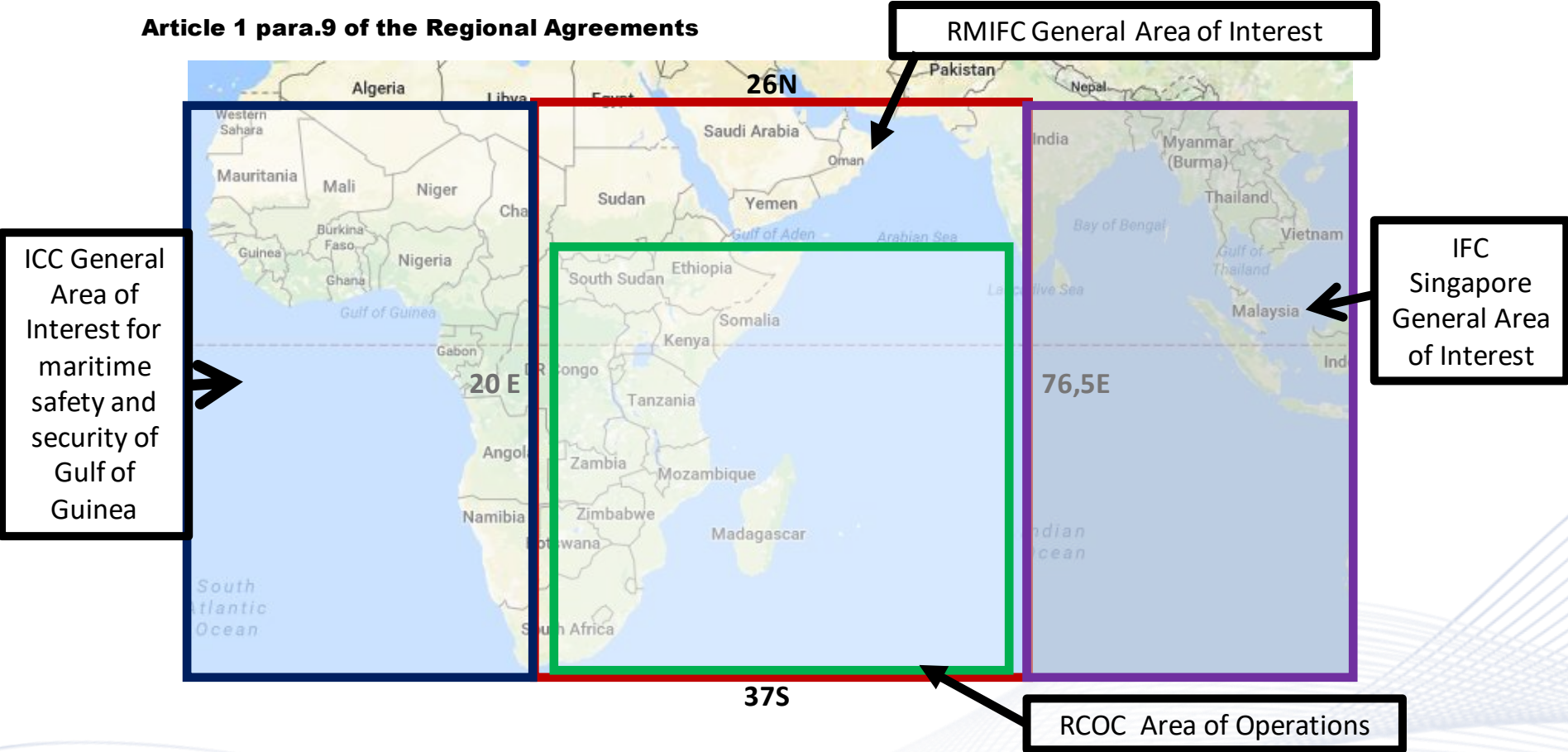
## **MASE/DCoC(JA) collaboration need a shared understanding on strategy on IUU FISHING**

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



MASE/DCoC(JA) collaboration need a shared vision against **maritime pollution**



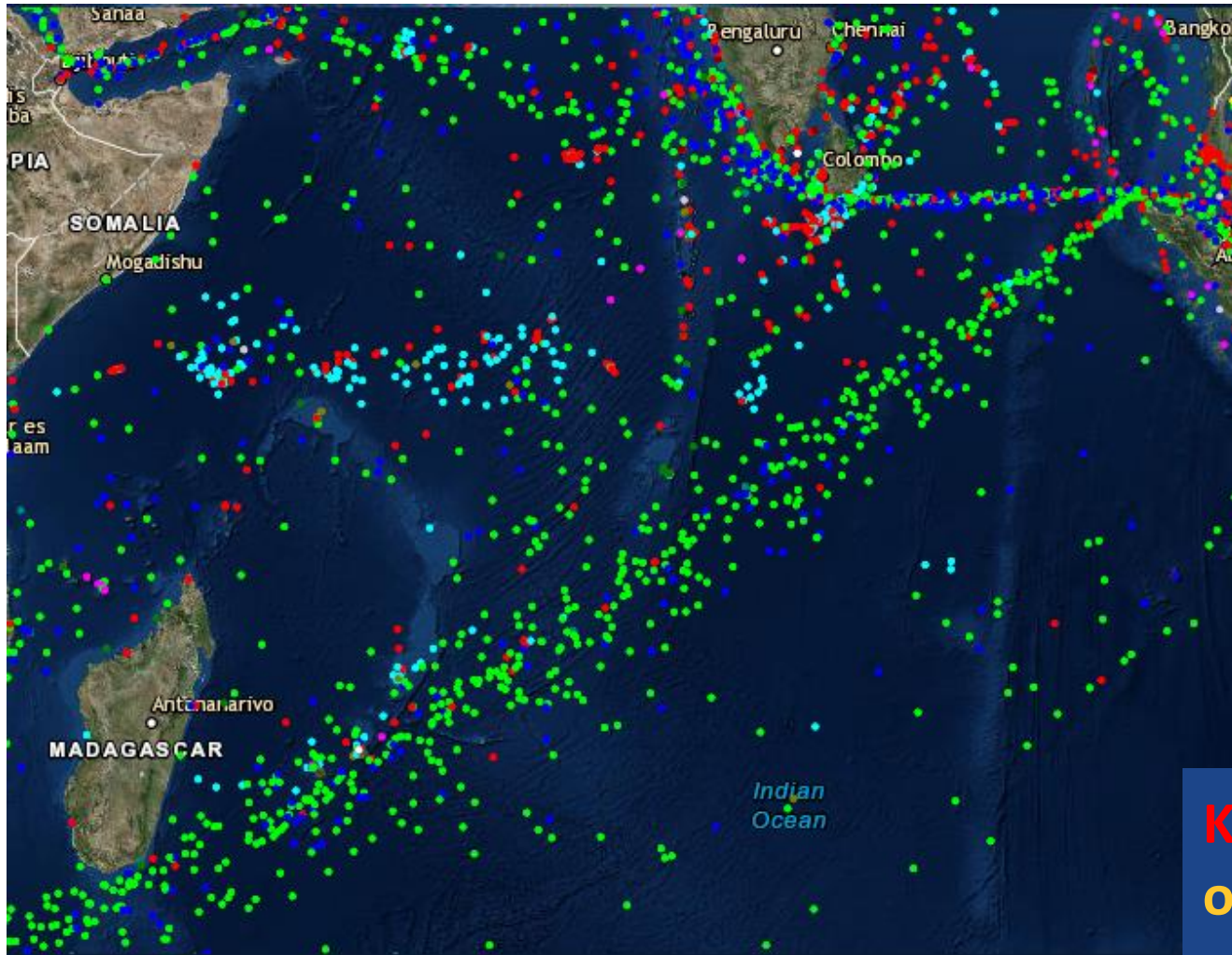
**MARITIME POLLUTION**

## **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**



# PREPAREDNESS FOR AND RESPONSE TO MAJOR MARITIME POLLUTION IN THE WIO

## INTERNATIONAL CONVENTION

Country	OPRC Convention	OPRC-HNS Protocol	Nairobi Convention	Emergency Protocol to the Nairobi Convention	Agreement on the Regional Contingency Plan	MASE Agreements
Comoros	✓		✓	✓	✓	✓
Djibouti	✓	✓				✓
France (Réunion)	✓	✓	✓	✓	✓	✓
Kenya	✓		✓	✓	✓	✓
Madagascar	✓	✓	✓	✓	✓	✓
Mauritius	✓	✓	✓	✓	✓	✓
Mozambique	✓		✓	✓	✓	
Seychelles	✓		✓	✓	✓	✓
Somalia			✓	✓		
South Africa	✓		✓	✓		
Tanzania	✓		✓	✓	✓	

## INTERNATIONAL CONVENTION

### 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?

# PREPAREDNESS FOR AND RESPONSE TO MAJOR MARITIME POLLUTION IN THE WIO

## 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?**

## ADJUSTING COUNTRIES 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?

# PREPAREDNESS FOR AND RESPONSE TO MAJOR MARITIME POLLUTION IN THE WIO

## Wio oil spill contingency planning project

Regional Oil Spill Centre in Madagascar, agreement signed by all IOC countries

1999

2004

2008

2012

March 2020

May 2021

## 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 Nairobi Convention Secretariat. Issues – Covid, funding, use of existing Centres such as RMIFC and RCOC

# 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

# DCOC/MASE MARPOL COOPERATION- The whole WIO participate in one process







## MARITIME POLLUTION

Regional response for preparedness and prevention against maritime pollution

1<sup>st</sup> 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



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