OUTCOMES AND RECOMMENDATIONS OF WG1

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BACKGROUND/CONTEXT TO THE ISN ROADMAP

- WG1 Work for the period focused on development of the ISN strategy and roadmap for implementation
- Focus on the DCoC (JA) ISN is on deterrence, detection, disruption and prosecution of a wide list of maritime crimes

Why?

- International maritime security assets are diminishing following the decline of piracy, thus creating an urgency to establish regional capabilities for other maritime crimes.
- Recent geopolitical patterns in WIO have significantly influenced shipping patterns and vulnerabilities in the region.(Red sea and other areas threats)

VISION OF THE ROADMAP

- Establishment of National Maritime Security Committee structures and operationalisation of National Maritime Information Sharing Center (NMISC)
- Sharing information through NMISCs
- MOUs between the Friends of the DCoC
- Enhanced capabilities by regional centres to distinguish patterns in illicit maritime activities and support disruption of maritime crime by guiding regional policy decisions

FRAMEWORK FOR IMPLEMENTING THE DCOC ISN STRATEGY AND ROADMAP

1. Building Facilities and Services.
2. Maritime Domain Awareness (MDA) Capability to include MDA/Information Sharing Systems necessary to support maritime security needs (National, Regional, International);
3. Organization of the NMISCs to include their Internal Manning Structure, Roles and Responsibilities;
4. That they will have Doctrine and Concepts that depict the National Regional Mandate/Policy
5. That they will have similar guidelines and operating standards for the National Maritime Information Sharing Centres

FRAMEWORK FOR IMPLEMENTING THE DCOC ISN STRATEGY AND ROADMAP: CONT…..

6. That the focus of NMISCs is cooperation across national agencies and Interoperability with the External Organizations;

7. That Member States further undertake to provide adequate personnel for their Manning and Operations;

8. That NMISCs will incorporate Training and standardization to enhance their capacity;

9. That member states will provide minimum logistics for their operations that will involve Access, Transport, and a sustainable Financial Model.

NMISC FOCUS

- Increasing deterrence, disruption and prosecution for illegal maritime activities
  - Tailoring Maritime Domain Awareness for Priority Security Challenges
  - Ensuring Accountability for Maritime Crime
- Identifying Lead and Supporting Agencies **(Nationally)**Involved in Maritime Crimes
- Notional Manning and Communications for National Maritime Information Sharing Centres (NMISCs)
- Information Flow - DCoC Information Sharing Network (ISN) interaction with regional and international networks

FUNCTIONING OF NATIONAL MARITIME INFORMATION CENTRES: CAPABILITY ASSESSMENTS

1. Signatory States to conduct a Self-Assessment to determine at what stage they are at in achieving the Initial Operating Capability (based on proposed minimum benchmarks in my earlier slide).
2. Upon completion of Self-Assessment, each Signatory State to notify WG1 of Initial Operating Capability attainment for its NMISC
3. WG1 to coordinate an independent assessment for the NMISC to guide attainment of full capability (Each Nation will determine the releasability of assessment's results).
4. Recognize role of partners in bilateral capability negotiations.
5. Provision of technical assistance in this regard by relevant Implementing partners to provide as determined in the capability assessments.

IDENTIFYING LEAD AND SUPPORTING AGENCIES INVOLVED IN MARITIME CRIMES

	Agency - Lead Agency and Supporting Agency																			
Challenge	Navy	Maritime Police	Intelligence Service	Fisheries Authority (Ports)	Immigration	Coast Guard (Safety)	Pollution	Terrorism	Transport	Maritime Admin (Ports)	Environment	Customs	Foreign Affairs	Justice	Fed Police	Labor	Agriculture	Tourism	Central Govt	Health	Civil Emergency
IUU Fishing																					
Maritime Terrorism																					
Narcotics																					
Human Trafficking/ Smuggling																					
Pollution/ Enviornmental Damage/Dumping																					
Safety of Life at Sea (SOLAS)																					

Lead Agency

Supporting Agency (Upper)

Supporting Agency (Lower)

Consulted Agency

OTHER KEY ASPECTS TO CONSIDER FOR COOPERATION AND INTER LINKAGES OF THE NMISCS REGIONALLY AND INTERNATIONALLY

1. Explore opportunities to include DCoC ISN and NMISCs, in operational activities.
2. NMISCs develop and share threat analyses across national and regional centres;
3. NMISCs to develop "Pattern of Life Analysis" to increase regional awareness of maritime threats; and
4. DCoC ISN to consider Geopolitical aspects that may affect maritime security in the Indian Ocean.
5. Development of National Maritime Security Strategies (NMSS) and National Maritime Security Risk Registers (NMSRR)
6. Develop proactive Information Sharing
7. National Centers be effective and balance the "need to know" against the "need to share."
8. National Centers must provide situational awareness for operators and policy makers and provide a way that this information can be shared.

RECOMMENDATIONS ADOPTED ON THE INFORMATION SHARING STRATEGY AND ROADMAP

Develop Milestones for National Maritime Information Sharing Centres (NMISCs)

- Establish benchmarks for "Initial Operational Capability" (IOC)
- Aspirational goal for all NMISCs to reach IOC within 2 years
- Explore opportunities to include the DCoC ISN in operational activities (e.g. incident reporting, exercise participation, threat analysis, etc)

Refine NMISC Assessment Procedures **(For Consideration)**

- Nation conducts Self-Assessment to determine achievement of IOC (based on proposed minimum benchmarks)
- Nation notifies WG1 of IOC attainment for NMISC
- WG1 coordinates independent assessment for NMISC to guide attainment of full capability (Nation determines releasability of assessment)

RECOMMENDATIONS ADOPTED ON THE INFORMATION SHARING STRATEGY AND ROADMAP

- Begin to focus efforts on pro-active aspects of ISN
  - Develop and share threat analyses through national and regional centres
  - Develop "Pattern of Life Analysis" to increase efficiency of NMISCs
  - Consideration of Geopolitical aspects that may affect maritime security in the Indian Ocean

For Working Group 2 (Capacity Building)

- Consider to align Capacity Building Matrix with attainment with IOC for NMICs
- Focus priority efforts of Friends of the DCoC with attainment of IOC

STATUS OF THE NMISC's

- DCoC Member States now with designated NMISC's
- NMISC's contact details now provided
- Ground for commencement of information sharing now ready

UPDATE ON THE INFORMATION SHARING WORKSHOP

- 13th to 21st November 2022
- Focus on developing best practice and enabling the development of the network.
- Need for continuous improvements to the DCoC Information Sharing Network
- Through capacity building, that practical improvements to NMISC facilities, equipment and processes must be matched by improved and increased collective training and the adoption of common practices.

1. YEMEN REQUEST TO RE- ESTABLISH THE REGIONAL MARITIME INFORMATION (REMISC) CENTRE IN ADEN.

Yemen has expressed intention to re-establish the Regional Maritime Information Centre in Aden. Assistance has been received as follows:

- UNDP Yemen has offered to support Yemen in re-establishing ReMISC in Eden. UNDP Yemen has recommended a joint technical assessment under IMO coordination, to establish the needs and recommend a roadmap for implementation.
- EU CRIMARIO further indicated willingness to provide support.
- Matter will further be reviewed by the FOC.

2. STRATEGIES FOR TRACKING SMALL VESSELS OPERATING IN TERRITORIAL WATERS AS THEY DO NOT QUALIFY FOR THE MEASURES GIVEN UNDER THE ISPS CODE.

1. Support for member states Local vessels to be equipped with special encrypted transponders which continuously transmit identity, location
2. Support for long range surveillance Coastal stations installed along the coast lines to receive transmissions from all vessels in real time and relay to the monitoring system.
3. Proposal for the establishment of a network and data centres to receive transmissions from coastal stations in real time with capabilities to store and process all vessel information and makes all information and functionality available to operator consoles.
4. That operator consoles have capabilities to securely connect to data centres over the internet and enable real time tracking and identification of vessels.

If you want to go fast, go alone. If you want to go far, go together.
– African Proverb