



High-Level Meeting on the Implementation of the DCoC/JA,

Dar es Salaam, 28-30 November 2024

**The Statement of the Deputy Minister of Transport, Yemen on
DCoC Member States Regarding the Maritime Security in the
Western Indian Ocean and Gulf of Aden Region**

In the name of Allah, the Most Gracious, the Most Merciful

His Excellency Dr. Khalid Salloum Mohammed, Minister of Infrastructure, Communications and Transport, United Republic of Tanzania.

Mr. Arsenio Antonio Dominguez, Secretary-General of the International Maritime Organization

Ladies and gentlemen, heads and members of delegations,

All present

Peace, mercy and blessings be upon you,

Allow me at the beginning of my speech to thank my friends and dear ones in the United Republic of Tanzania for the warm welcome, generous hospitality and good organization of this event in cooperation with the International Maritime Organization and those responsible for the Djibouti Code of Conduct, as well as the supporters and funders of this event.

The Republic of Yemen, by virtue of its distinguished geographical location and its possession of many islands in the southern Red Sea, the Gulf of Aden, the Arabian Sea and coasts extending for more than 2,500 kilometers, overlooks one of the most important shipping lanes in the world, which is the Bab al-Mandab Strait, through which about 30% of global trade passes.

Despite the UN resolutions related to not supplying the Houthi rebel militias in Yemen with weapons, most notably Security Council Resolution 2216 of 2015, it is unfortunate that some countries continue to use the marine environment to smuggle weapons and other prohibited items in order to destabilize regional and international security and peace.

It has recently been noted that these militias are being provided with experts and modern technologies to manufacture missiles, drones and booby-trapped interceptor speedboats and use them to attack ships at sea to affect maritime navigation in the Red Sea, the Gulf of Aden and the Arabian Sea.

As the attacks on commercial ships reached about 100 terrorist attacks, which led to human and material damage and damage to the marine environment. We take as an example what happened to the ship Rubimar, which sank in Yemeni waters at the



beginning of this year, 15 miles from the port of Mokha, carrying 22,000 tons of ammonium phosphate and about 180 tons of fuel and ship oils, which will inevitably leak into the marine environment.

Our country has sought from the first moment to form a crisis cell to deal with this incident, but the scarcity of resources prevented the possibility of rescue.

The continued smuggling of weapons to the Houthi militias does not only pose a threat to our country, but to the security and safety of international navigation as a whole.

Our government is working seriously with our brothers in the Arab coalition and other friendly countries to limit and prevent this type of violations that work to destabilize regional and international security and peace.

The Yemeni government has condemned these incidents that violate international laws and norms and has repeatedly affirmed its categorical rejection of such behavior.

Our country has made great efforts to secure navigation in cooperation with the signatory countries to the Djibouti Code of Conduct and the Jeddah Amendments, since the beginning of piracy in the Gulf of Aden and the western Indian Ocean, where it has sought in cooperation with the International Maritime Organization since 2006 to create a regional mechanism for cooperation between the countries of the region to combat piracy and armed robbery against ships, which resulted in the signing of the Djibouti Code of Conduct in 2009. The Regional Maritime Information Exchange Center (REMISC) has played a prominent role since its establishment in monitoring navigation, recording any incidents, collecting information from its sources, communicating with contact points in member states, analyzing information, providing information to those concerned as soon as possible, and issuing daily, weekly and monthly reports. The 2017 Jeddah Amendments to the Code of Conduct played an important role in expanding the Code of Conduct's mandate to include all maritime threats after the decline in piracy incidents to include illegal fishing, smuggling, human trafficking, drug smuggling, and marine environment conservation, etc. The number of Code members increased to 22 countries after the State of Bahrain recently joined. We see that the cooperation and solidarity of the member states is achieving progress towards maritime security and safety in this important region of the world.

The European Union CRIMARIO program for port security in the Red Sea also played a prominent role in the technical support provided to the Djibouti Code of Conduct countries, which is represented in capacity building, holding workshops, and establishing the IORIS platform to facilitate communication between the member states of the Code of Conduct and the naval forces participating in securing navigation from the European Union and the United States in a fast and secure manner.

The visit of the Secretary-General of the International Maritime Organization, Mr. Arsenio Dominguez, in late October 2024 to some countries overlooking the Gulf of Aden and the Red Sea, including our country, played a major role in mobilizing energies to confront threats to navigation in the Gulf of Aden and the Red Sea by the Houthi militias targeting ships with drones, ballistic and winged missiles and booby-trapped boats, and



coordinating cooperation between the countries of the region for the security and safety of maritime navigation, as well as mobilizing support from donor countries to support capabilities and provide capabilities to member states. Our country has suffered greatly since the Houthi militias' coup against the legitimate authority in 2014 until now, and their seizure of the capital, Sana'a, and the seizure of some of the state's capabilities, which gave it the ability to threaten navigation in the Bab al-Mandab Strait and the southern Red Sea, during which the Yemeni Coast Guard and the Yemeni Navy lost many of their capabilities. On this occasion, we call upon international organizations and donors from friendly countries to provide the necessary support to the Yemeni Coast Guard to provide capabilities such as patrol boats and interceptor boats, as well as to provide early warning monitoring means such as radars and night and day optical surveillance cameras to be installed in Bab al-Mandab, and communication devices to enable the Coast Guard forces to perform their role in securing navigation and stopping the terrorist operations of the Houthi militias.

We also highly appreciate the United Kingdom's announcement last week of a new package of support for the Yemeni Coast Guard forces within the coordinated efforts with regional allies and international partners to combat piracy and terrorism, arms smuggling and organized crime.

We also hope to support the General Authority for Maritime Affairs with means to combat pollution to preserve the marine environment, especially from ships that leak waste and oil, as well as distressed ships that are exposed to terrorist attacks in both the Red Sea and the Gulf of Aden, and to respond to distress calls from ships and provide the necessary support to preserve the lives of ship crews when necessary.

I wish our meeting success and good luck.