STRENGTHENING MARITIME SECURITY IN THE WESTERN INDIAN OCEAN



INTRODUCING A STATE-OF-THE-ART MARITIME SECURITY ARCHITECTURE
in service of the Blue Economy

EXECUTIVE SUMMARY

Acts of piracy off the coast of Somalia produced unprecedented levels of regional and international cooperation in the domain of maritime security.

The wide range of overlapping initiatives has delivered a minimum maritime capability across different areas: doctrinal, operational, capacity-based, judicial and political. Yet the multiplicity of players involved and the duplication of actions can hamper effectiveness, while regional dependence on international navies raises questions about the long-term sustainability of current mechanisms and actions in the region.

With pirates redirecting their activities to new forms of transnational organised crime, and in the face of other new and emerging maritime security challenges in the region, an inclusive and coordinated approach is key.

Maritime security and the Blue Economy are intimately linked: secure oceans are a precondition for the development of the Blue Economy, and a stronger Blue Economy can play a role in alleviating some of the root causes of maritime crime.

A regional maritime security architecture is the most effective framework to identify the problems that affect the region, to improve cooperation and coordination in the resolution of these problems, and to deliver maritime security and safety in the Western Indian Ocean.

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SNAPSHOT OF A "GLOBAL" REGION

Global trade depends on the Western Indian Ocean's major maritime routes. At the intersection of Asia, Africa and Europe, the Western Indian Ocean is of growing strategic importance.

28 countries border the Indian Ocean accounting for 35% of the world's population and 19% of global GDP

29 foreign military facilities are currently operational in the northwest Indian Ocean[1]

80% of oil exports transit across the Indian Ocean[2]

23 of the world's 100 busiest container ports are found in the Indian Ocean. The region accounts for 13% of world trade[3]

A REGION STRUCK BY PIRACY

From seablindness to minimum maritime capability

Maritime piracy off the coast of Somalia caused global shock waves in the early 2000s, harming regional economies and destabilizing international trade. The threats and opportunity costs of piracy continue today:

GLOBALLY

- In 2017 the total economic cost of piracy in the Western Indian Ocean was US$1.4 bn.
- There were 54 incidents of piracy/robbery at sea.
- 1,102 seafarers were exposed to piracy or robbery.
- Piracy is suppressed but not eradicated.[4]

REGIONALLY

- The marine and coastal assets of the region are critical for local economies.
- In 2017 the economic value of ocean-related activities in the Western Indian Ocean was US$ 20.8 bn, just 0.8% of the total global ocean economy. This signals enormous potential for development of the region's blue economy - but first the ocean must be secure.[5]

The interlinked challenges of maritime security and the development of the Blue Economy need solutions in the region, for the region, with strong international support.

This regional challenge of piracy and its global effects have been supported collectively, not only by the international community, but also by States of the Western Indian Ocean. Cooperation on and the coordination of initiatives are key[6] to addressing fragmentation, ensuring synergies and avoiding the duplication of mechanisms.

The EU[7]-funded MASE Programme, regrouping the regional community (IGAD[8], EAC[9], COMESA[10] and IOC[11]), has embarked on collective actions to set up a strong, cutting-edge and regionally-owned Maritime Security Architecture.

The Djibouti Code of Conduct and its Jeddah Amendments supported by the International Maritime Organisation.

The Contact Group on Piracy off the coast of Somalia gathering +60 stakeholders (States, international & regional organisations, operators) and chaired by regional states since 2016 (Seychelles, Mauritius in the name of IOC and Kenya from 2020).

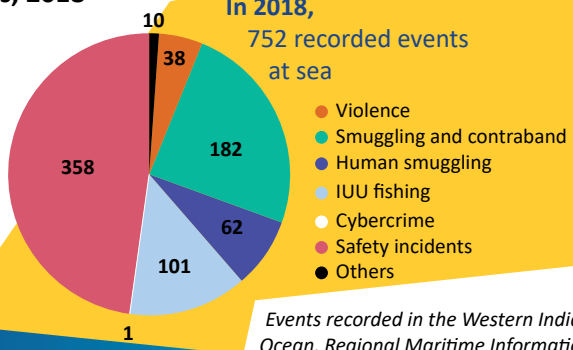
BEYOND PIRACY: A WIDER VIEW OF MARITIME INSECURITY

Piracy is suppressed but not eradicated.

"The root causes for piracy off Somalia - coastal violence, weak economic conditions, and the prevalence of crime networks – are still present."

StableSeas, 2018[12]

Piracy off the coast of Somalia generated powerful criminal networks. The international crackdown on piracy turned pirates into "poly-criminals" who have diverted their criminal activities into new transnational organized maritime crimes and threats.[13]



Events recorded in the Western Indian Ocean, Regional Maritime Information Fusion Centre (RMIFC), 2018

ILLEGAL TRAFFICKING

drugs, weapons, natural resources, human beings

Indian Ocean is the world's second largest tuna production area.

It accounts for nearly 20% of the world commercial tuna catch (i.e., 1 million tons)[14]

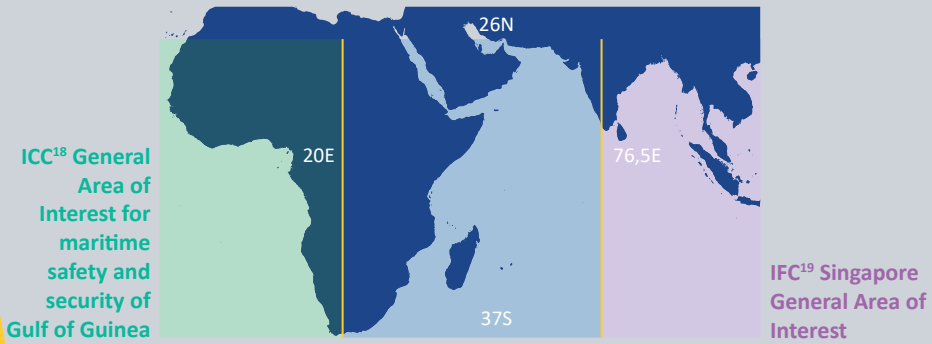
IUU fishing:
Estimates place the global financial value of up to
$23 billion USD annually[15]

40 tons of heroin
(estimated minimum)
transit the Western Indian Ocean into East Africa each year[16]

New drugs flows such as cocaine
262 kg seized
in Eastern and Southern Africa in 2017[17]

Illegal financial networks → financing of terrorism and transnational crimes

A strong, cutting-edge and regionally-owned Maritime Security Architecture is a prerequisite for the development of the Blue Economy



REGIONAL OWNERSHIP OF MARITIME CAPACITY

Under the EU-funded MASE Programme, the Indian Ocean Commission is leading a new initiative to develop a maritime security architecture based on two Regional Agreements, in line with relevant international conventions. Cooperation and coordination is the safest and most effective way to improve maritime control and surveillance. It allows littoral States to play a prominent role in shaping the future of the Western Indian Ocean.

2 REGIONAL AGREEMENTS

2 REGIONAL CENTRES

On exchange and sharing of maritime information

On coordination of operations at sea

RMIFC

REGIONAL MARITIME INFORMATION FUSION CENTRE

based in Madagascar

Core objectives :

- **Deepen** Maritime Domain Awareness by Parties
- **Monitor** maritime activities in real time to accelerate the planning and organization of control operations at sea
- **Improve** the capacity of Parties to appropriate maritime information fusion knowledge and technology
- **Promote** the culture of maritime information sharing and exchange in the Western Indian Ocean
- **Encourage and ensure** the sharing and exchange of marine information between RMIFC, national and regional centres

RCOC

REGIONAL COORDINATION OF OPERATIONS CENTRE

based in Seychelles

Core objectives :

- **Promote** cooperation and coordination to conduct missions of regional interest in accordance with the provisions of the agreement
- **Strengthen** individual and institutional capacities (training)
- **Organize** joint and/or coordinated interventions at sea or in the overlying space
- **Facilitate** cooperation between States when an international or regional maritime security interest is affected in the area of operation
- **Promote** cooperation with agencies responsible for safety and security at sea

Signatory countries as of October 2019

Ministerial Conference on Maritime Security — Mauritius, April 2018

Union of Comoros, Djibouti, Madagascar, Mauritius, Seychelles

Blue Economy Conference — Nairobi, November 2018

France, Kenya

BUILDING REGIONAL MARITIME DOMAIN AWARENESS

Signatories to the two regional agreements signal their political commitment to a regional maritime security architecture in the Western Indian Ocean. The regional agreements establish a strong capacity for Maritime Domain Awareness (MDA) through the RMIFC[20] and the RCOC[21] and are enabled by "MAS", a specially-developed Maritime Awareness System that offers a cutting-edge technological solution to the tasks of monitoring and surveillance in the maritime domain. This newly developed maritime security architecture enables signatory countries to play a prominent role in building the maritime intelligence needed to deliver maritime security in the Western Indian Ocean.

- **WHAT IS MAS?**

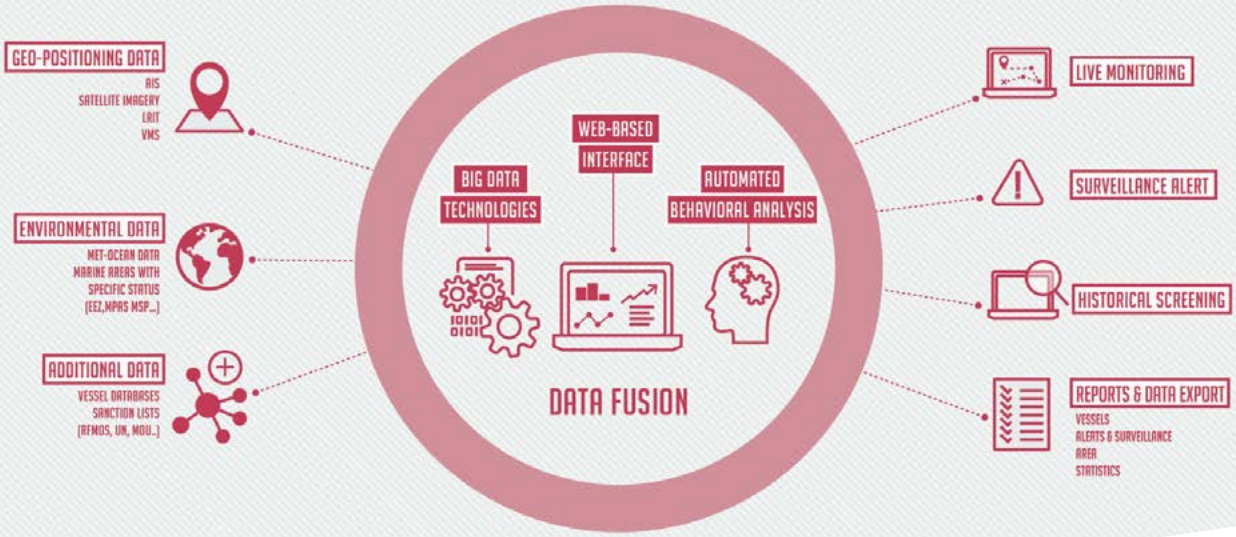
The Maritime Awareness System (MAS) set up in RMIFC and RCOC is a tailored-made system to exchange information and coordinate joint actions at sea.

- MAS is developed by LCI/CLS[22]
- MAS enables data fusion and in-depth analysis to build the most complete maritime picture possible and to deliver actionable intelligence.



RMIFC and RCOC as well as the National Centres of the signatory countries will be equipped with latest cutting-edge technology MAS

MARITIME AWARENESS SYSTEM - OVERVIEW



Source: LCI- CLS

THE VALUE ADDITION

• A **maritime security architecture** built up by regional States, managed by regional States and serving the whole region and beyond

• A **regional mechanism** for the exchange and sharing of maritime information and for the coordination of actions at sea, open to additional Parties and contributors

• A **state-of-the-art system** covering 14 million km², including major maritime routes and thus completing the maritime situation picture of the whole of the Indian Ocean

• An **example of cooperation and pooling** of resources to tackle common issues and overcome national limitations

• A **concrete step** forward for the AU 2050 Maritime Integrated Strategy and the 2030 Sustainable Development Goals



Signing of the two MASE Regional agreements by 5 countries (Djibouti, Comoros, Madagascar, Mauritius and Seychelles) during the Ministerial Conference on Maritime Security at Balaclava, Mauritius in April 2018.



The Republic of Kenya and Republic of France signed the two MASE Regional Agreements at the International Blue Economy conference in November 2018 in Nairobi, Kenya.

GROWING OUR STAKEHOLDERS - THE NEXT STEPS

• The most pressing need is to **strengthen coordination and partnerships** with the international community: the Regional Agreements setting-up (i) a Regional Maritime Information Exchange and Sharing Mechanism and (ii) a Regional Mechanism for Coordination of Action at Sea are open to States and organisations both within and beyond the Western Indian Ocean.

• **Maritime security** is a highly political issue and requires a strong political commitment at the highest level to ensure mobilization of national, regional and international stakeholders and to accelerate operational activities.

• The **operationalization of the Regional Centres requires the support and collaboration of international partners** for training and the mobilization of expertise.

• This **maritime security architecture** will aim to create synergies and links with national institutions and other projects/initiatives including the Jeddah Code of Conduct, and existing information fusion centres in Asia and Western Africa.

FOR MORE INFORMATION

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#MASE PROGRAMME

A strong partnership for a safe and secure maritime domain

Funded by
the European Union