

# **CUTLASS EXPRESS 2019**

## **Senior Leaders Seminar**

### **5 February 2019**



## **Session 4**

### **The Responses: IMO Perspective**

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Technical Cooperation Division, IMO

# Menu

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- What are the drivers for an effective law enforcement chain?
- How important is interagency cooperation?
- What is the connection between a whole of government process and a national maritime strategy?
- What has IMO done to help States take strategic approaches to maritime security?
- Is the strategic process at the regional level the same as at the national level?

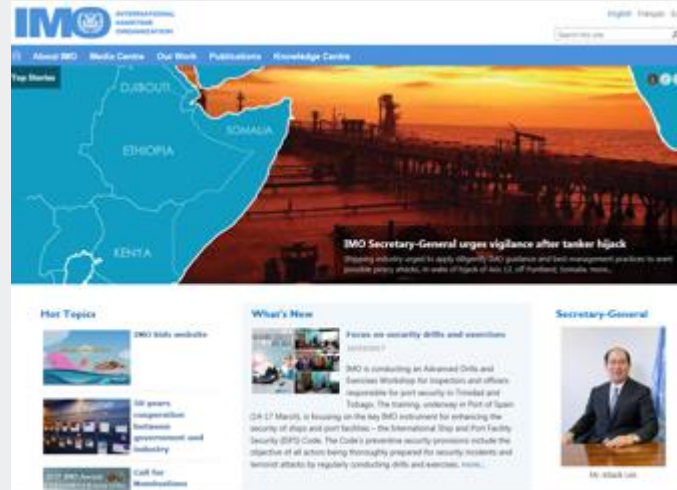
# The bottom line

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- Maritime security requires a multi-agency, multi-disciplinary and whole of government approach;
- Maritime security underpins economic development and generates wider stability;
- Maritime security must be wider than just countering piracy.

# The important bit

[www.imo.org](http://www.imo.org)



<http://gis.imo.org>





IMO

# What is IMO ?

**Safer** shipping

**Cleaner** oceans

***"IMO: SAFE, SECURE AND  
EFFICIENT SHIPPING ON  
CLEAN OCEANS"***



International Maritime Organization  
United Nations Secretariat of the Ocean  
London, United Kingdom  
www.imo.org

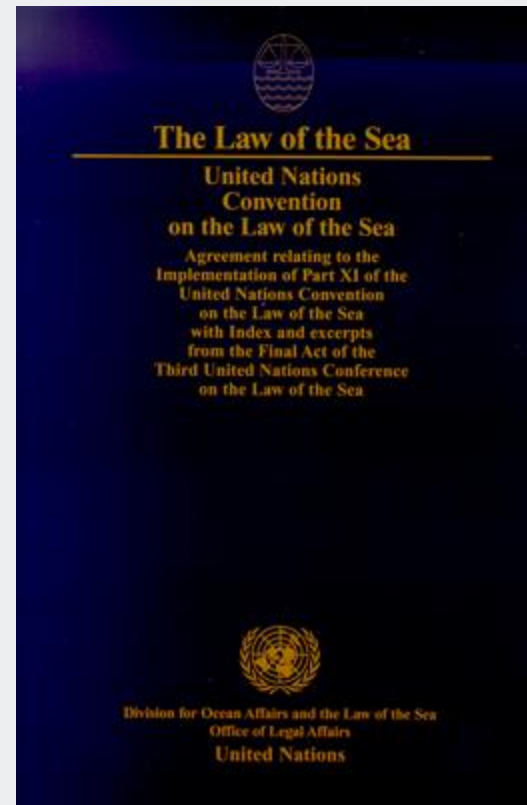


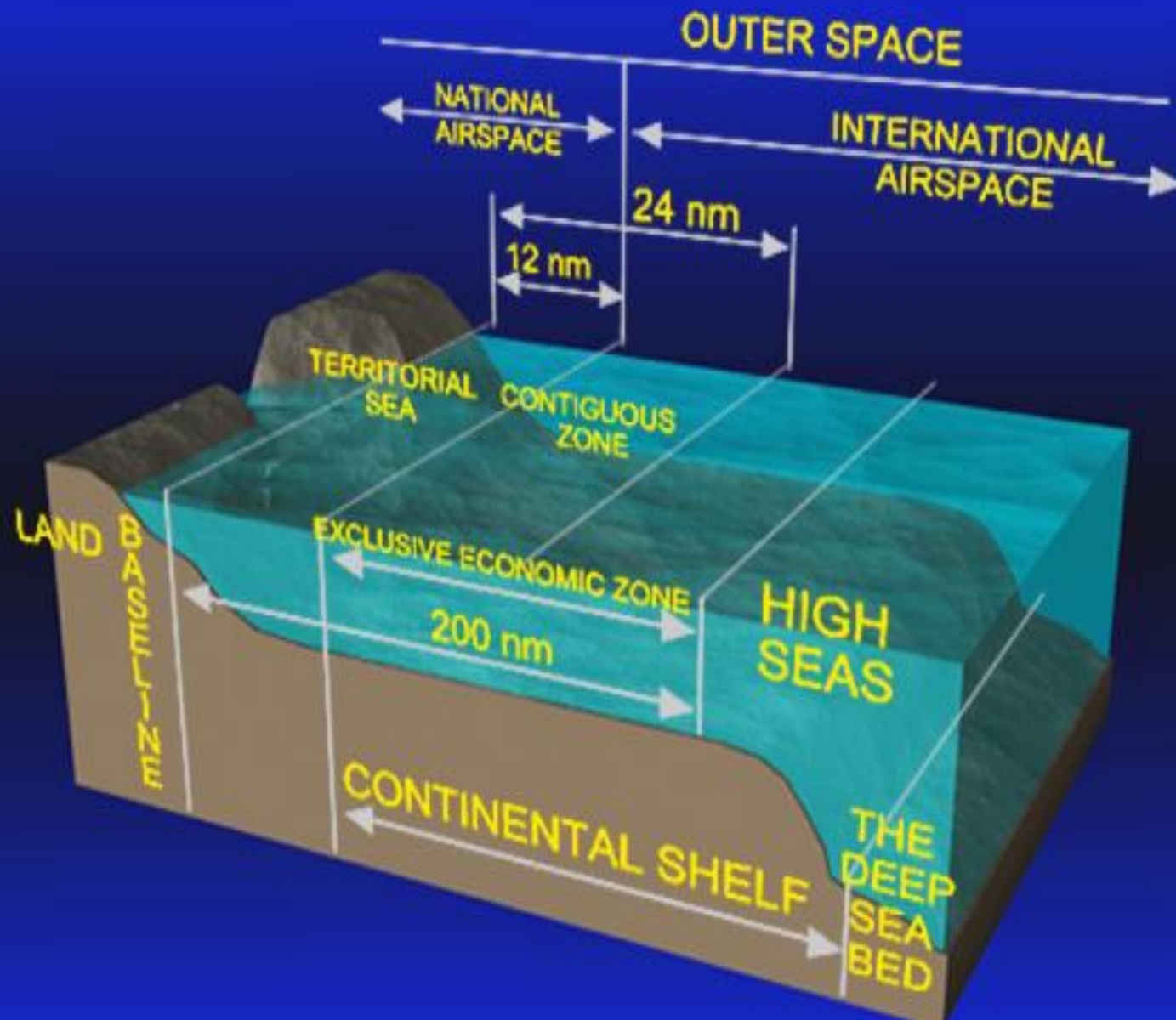
# UN 2030 Agenda for sustainable development



# UNCLOS

- United Nations Convention on the Law of the Sea





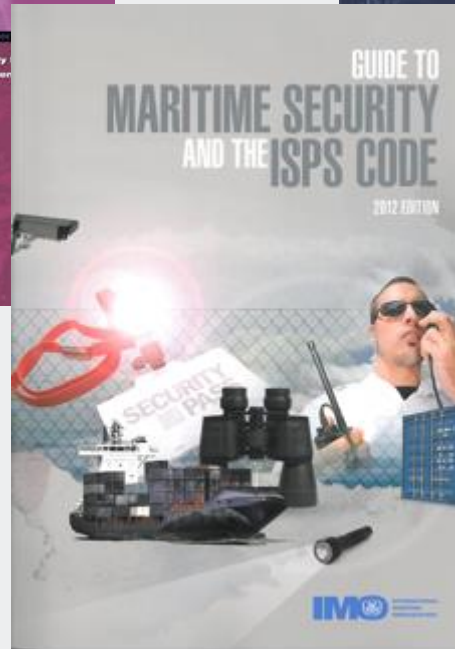
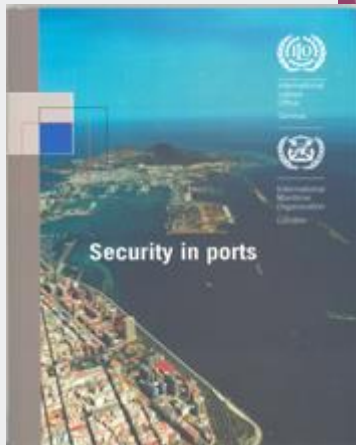
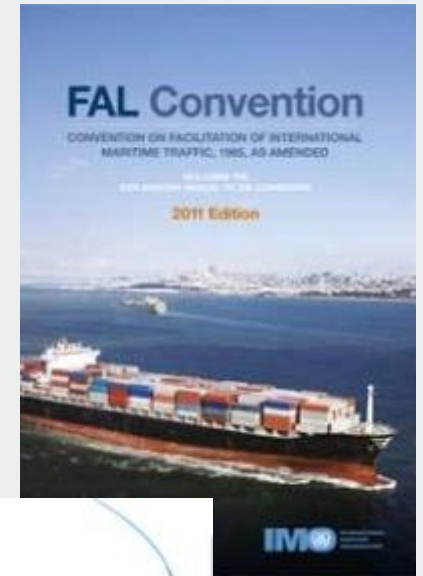
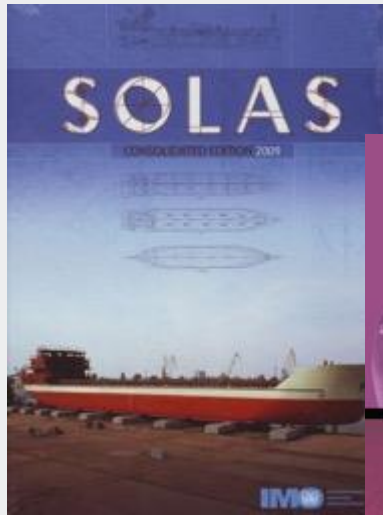
# ***MARITIME ZONES***

# Other relevant provisions

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- UN Security Council resolutions
- UN General Assembly resolutions
- Regional agreements

# IMO and other Conventions & Codes



# And don't forget national requirements

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## The UK National Strategy for Maritime Security

Presented to Parliament by the Secretary of State for Defence  
by Command of Her Majesty  
May 2014

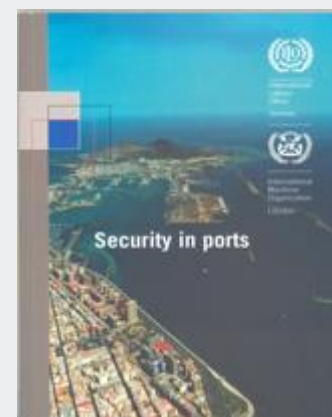
# State responsibilities at sea

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- Maritime and offshore security
- Suppressing piracy and armed robbery
- Fishery protection
- Counter illegal trafficking
- Protecting the environment
- Safety of navigation
- Search and rescue

# IMO and Inter-agency Cooperation

- ILO/IMO Code of Practice on Security in Ports
- WCO SAFE Framework
- UNODC Terrorism Prevention Branch
- UNODC Global Maritime Crime Programme
- INTERPOL
- Industry



# Current situation in Gulf of Aden, western Indian Ocean

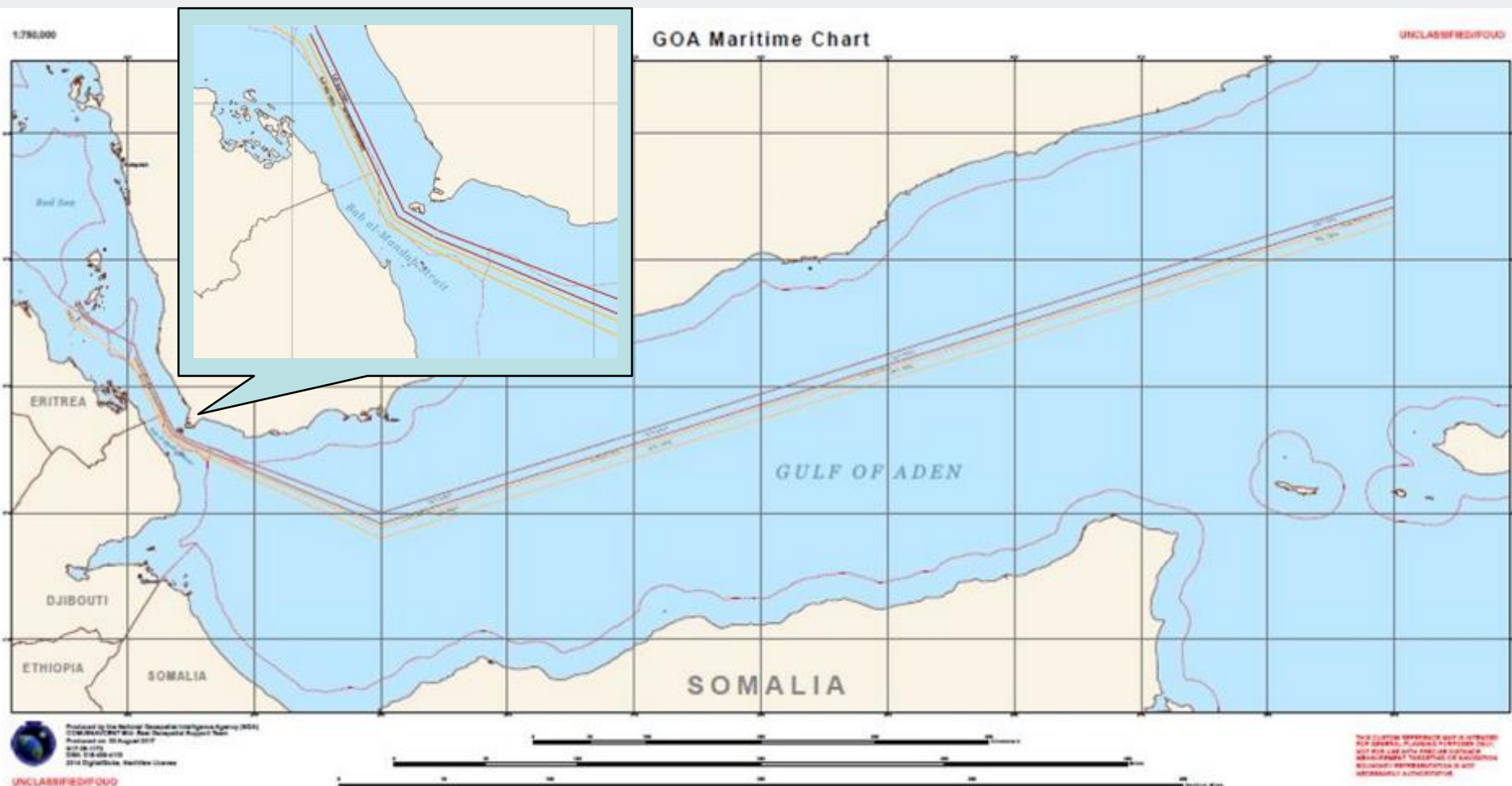
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- Piracy contained but:
  - NATO mandate ended
  - EU NAVFOR to 31 December 2020
  - Future of MSC HOA ?
  - Future of SHADE ?
  - Need for increased local action
  - Stated desire of DCoC signatories to build on counter-piracy experience

# Maritime security – not just piracy



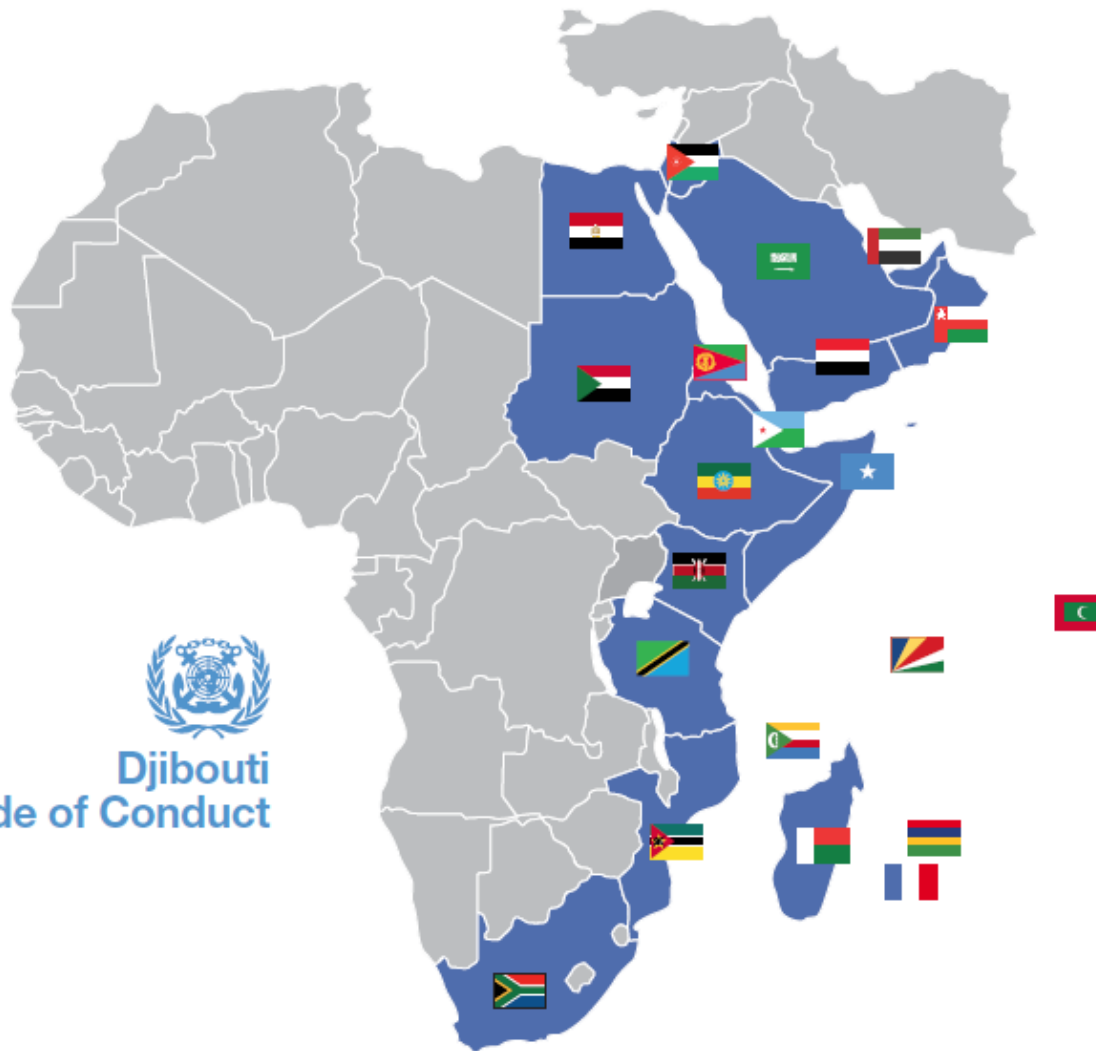
# New Maritime Security Transit Corridor



<http://www.combinedmaritimeforces.com>.



**Djibouti  
Code of Conduct**



# Key Objectives

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- Review of national legislation
- Capability for maritime law enforcement
- Capacity building cooperation
- Coordinated, smooth, and effective communications through information exchange centres

# Djibouti Code of Conduct - Strengths

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- National focal point (NFP) network
- Information sharing centres (ISCs)
- Civil / military cooperation
- DCoC Trust Fund

# Building on previous lessons learnt

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Jeddah Amendment takes into account lessons learned:

- Djibouti Code of Conduct
- Yaoundé Code of Conduct
- IMO Maritime Security Table Top Exercises on national contingency planning

## ‘Table-top exercises’

- West and Central Africa
- South Africa
- Djibouti
- Maldives
- Seychelles
- Mauritius
- Mozambique
- Kenya
- United Republic of Tanzania
- More to come for DCOC Signatory States



# Lessons identified

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- National organization is critical
  - Head of State buy-in
  - National Maritime Security and Facilitation Committee
  - Inter-agency cooperation (especially civil / military)
- Focus on developing national capability – then regional (Don't build your house on sand)
- What's in it for me?
  - Get all relevant agencies interested, including navies
  - Big picture strategy
  - Fishing is a revenue generator
  - Security underpins development

# National priorities

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- National maritime strategy
- National maritime security strategy
- National maritime security committee
- Legal frameworks
- National maritime security plans, practices and procedures
- Interagency approach

# Critical measures

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- .1 Developing a national maritime strategy that stipulates key priorities for the development of the maritime sector and the exclusive economic zone (EEZ);
- .2 Developing a national maritime security strategy to support the national maritime strategy;
- .3 Establishing a national maritime security committee involving all key maritime stakeholders;
- .4 Ensuring that the national maritime and maritime security strategies are underpinned by a robust legal framework;

# Critical measures

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- .5 Developing national and local maritime security plans, practices and procedures to implement the national maritime security strategy;
- .6 Formulating a plan of action that identifies the specific actions to be taken including priorities, timelines and sequence of implementation; legislative, infrastructure, training and equipment needs; and roles and responsibilities of all key maritime stakeholders; and
- .7 Taking ownership of the plan of action so that the receiving State calls in and coordinates assistance from investors and the international community





# Ongoing IMO policy initiatives

- Maritime Autonomous Surface Ships (MASS)
- Cyber security
- Emerging threats
  - Collateral damage from conflicts
  - drones
- Sustainable development goals
- Prevention of terrorism vs counter terrorism
- Increased focus on ports
  - wealth creators
  - International standards

# Questions?



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## International Maritime Organization

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