



PEACE, PROSPERITY AND  
REGIONAL INTEGRATION

**JOINT WORKSHOP ON SCIENCE FOR SOLUTIONS: BRINGING TOGETHER  
STAKEHOLDERS TO IMPROVE OCEAN PLANNING AND GOVERNANCE FOR  
ABNJ IN THE WESTERN INDIAN OCEAN AND SOUTH EAST ATLANTIC OCEAN  
REGIONS ON 10 - 12 JUNE 2019  
CAPE TOWN, SOUTH AFRICA**

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**REGIONAL MARITIME SECURITY PROGRAMME**

**ESA-IO REGION**

**IGAD – SECRETARIAT**

**AVE. CLEMENCEAU**

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## BRIEF HISTORY OF THE ORGANIZATION

## MANDATE OF THE ORGANIZATION

## GEOGRAPHICAL COVERAGE

The IGAD region stretches over an area of 5.2 million km<sup>2</sup> that comprises the countries of **Djibouti, Eritrea, Ethiopia, Kenya, Somalia, South Sudan, Sudan and Uganda.**



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Joint Workshop on Science for Solutions: Bringing Together Stakeholders to Improve Ocean Planning and Governance for ABNJ in the Western Indian Ocean and South East Atlantic Ocean regions



# FRAMEWORK MARITIME SECURITY



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# MARITIME SECURITY :CONCEPTUAL FRAMEWORK

**Maritime Security** is like any other International buzzword  
- it is a term that draws attention and rallies support for tackling “critical issues” taking place in the maritime domain.

**Maritime Security** refers to threats such as *maritime interstate disputes, maritime terrorism, piracy , maritime crime i.e. narco-trafficking, illegal fishing , arms proliferation, environmental crimes* - the argument then should be the absence of these threats should be **maritime security**

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# MARITIME SECURITY :CONCEPTUAL FRAMEWORK

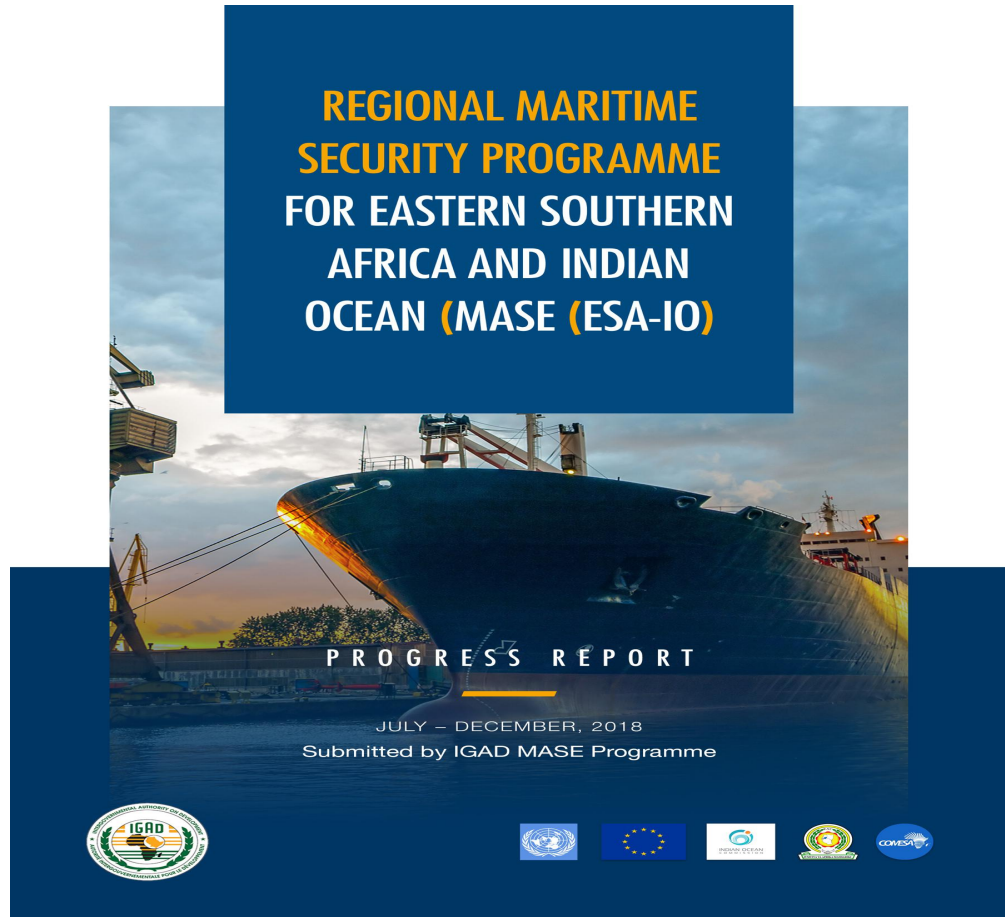
- Conceptually Maritime security is an element of security thinking, although maritime security in traditional sense used to focus on projection of sea power through states' armed forces or navies, this has been expanded to encompass issues as “new security threats” of *terrorism, organized crimes i.e. human and drug trafficking, Illegal Fishing and all the afore-mentioned etc.*
- Well, for now we are all involved (I am referring to the ESA-IO region) at least the “**global South**” is awakening to secure its ocean spaces for its benefits and for future generations to come.
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# MASE PROGRAMME

## State of play of the maritime security in the eastern southern Africa & Indian ocean region(ESA-IO)

# EXISTING PARTNERSHIPS BETWEEN REC'S UNDER (MASE) PROGRAMME

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# **PARTNERSHIPS INCLUDING POTENTIAL COLLABORATION MARITIME SECURITY ....IN THE CONTEXT ESA-IO**

**Result 1:** *Alternative Livelihoods through Vocational Development Initiatives and Advocacy against Piracy Are Supported; Maritime Coordination Mechanisms Are Reinforced In Somalia- **IGAD***

**Result 2:** *National/regional legal, legislative and infrastructural capability for Arrest, Transfer, Detention and Prosecution of Pirates is developed and/or strengthened; (**EAC**)*

**Result 3:** *Strengthen regional capacity to mitigate financial flows that relate to piracy while also addressing the structural vulnerability factors and minimize the economic impact of piracy. (**COMESA**)*

**Result 4:** *Enhanced national and regional capacity for maritime tasks and support functions; (IOC). **State-to State cooperation ....***

**Result 5:** *Improved regional coordination and information exchange. (**IOC**)*



## EFFECTIVE COORDINATION AMONGST STATES AND SECURITY AGENCIES BE REALIZED TO ELIMINATE DUPLICATION OF EFFORTS AND RESOURCES TARGETING MARITIME SAFETY AND SECURITY.

- There is NO collaboration among coast guard services ....and coast guarding services are left to the Navy at best instead (this is for most African countries) ..... *State action agreements*
- **Therefore coordination & cooperation structures should be in place a priority within the state entities or between states in tackling maritime insecurity...and overall maritime domain**
- Setting up coordination structures for multiple organizations involved in the maritime issues
- Streamlining and cutting down on the multiple agencies...and **mandate overlap.**
- collaboration on training issues;
- **Information sharing** within the state and between states in the regions



THE BMP 4 HIGH RISK AREA (HRA) HAS BEEN REDUCED IN SIZE FROM 1 DECEMBER 2015. THIS DEVELOPMENT IS IN RESPONSE TO THE REDUCTION IN PIRATE ATTACKS IN THE INDIAN OCEAN. THE **VOLUNTARY REPORTING AREA (VRA)** LIMITS REMAIN UNCHANGED.



# MARITIME INSECURITY : ECONOMIC COSTS OF PIRACY

- THE SHIPPING INDUSTRY .....
- INSURANCE .....
- Private Military Security Companies (proliferation of arms or guns -for- hire protecting illicit activities .....

## EFFECTIVE COORDINATION AMONGST STATES AND SECURITY AGENCIES BE REALIZED TO ELIMINATE DUPLICATION OF EFFORTS AND RESOURCES TARGETING MARITIME SAFETY AND SECURITY

- There is quite an ***overlapping or uncoordinated institutional mandates*** in most countries since multiple sectors affecting coastal and marine issues – Sectors and stakeholders include **local government/authorities, agriculture, tourism, mining, oil and gas and renewable energy, forestry, fisheries, regional development and transportation.**

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## TO WHAT EXTENT IS THE MARITIME INDUSTRY PREPARED TO ANTICIPATE, ADAPT AND RESPOND TO INSECURITY CHALLENGES PRESENTED BY AN INCREASINGLY DYNAMIC MARITIME SECTOR

- **Lack of /Weak law enforcement....**
  - Lack of law enforcement has indicated that sea-based criminal activities can take place with impunity.
  - Lack of capacities to patrol coastlines, or have surveillance systems in place.
  - Inadequate persecution capabilities on land, as well as the inefficiency of the judicial sector allowing for the prosecution of maritime crimes .
- **Economic marginalization of coastal communities**
- Due to distances and remoteness , poverty or lack opportunities local communities are drive engage or support maritime criminality in their areas.

## TO WHAT EXTENT IS THE MARITIME INDUSTRY PREPARED TO ANTICIPATE, ADAPT AND RESPOND TO INSECURITY CHALLENGES PRESENTED BY AN INCREASINGLY DYNAMIC MARITIME SECTOR

- Again There is NO collaboration among coast guard services ....and coast guarding services are left to the Navy at best instead (this is for most African countries) this indicates that legal or policy frameworks with respect to they maritime domain are under-developed or NOT developed
- **Therefore cooperation should be a priority within the state entities or between states in tackling maritime insecurity...**
- Setting up coordination structures for multiple organizations involved in the maritime issues collaboration on training issues;

## TO WHAT EXTENT IS THE MARITIME INDUSTRY PREPARED TO ANTICIPATE, ADAPT AND RESPOND TO INSECURITY CHALLENGES PRESENTED BY AN INCREASINGLY DYNAMIC MARITIME SECTOR...CONTINUED

- **Increased use of Technology ”**
- cooperation only does not imply that technology is the single most important component in addressing maritime security therefore emphasis should be placed **(1) maritime surveillance capacities (maritime domain awareness) and information sharing platforms.**
- **Public-private sector coordination is crucial**
- One element that stands out clearly that helped the maritime industry is the private-public cooperation with respect to measures adopted to counter piracy in the high risk areas(HRA) this came in the form of Best Management Practices (BMP).

## WHAT ARE EFFECTIVE ENFORCEMENT MECHANISMS FOR THE DETECTION OF THREATS AND ILLEGAL ACTIVITY ( E.G IUU FISHING) AND RESPONSE TO THOSE ACTIVITIES TO ENSURE THE HEALTH , SAFETY AND PROTECTION OF MARITIME ZONES ?

- In many cases IUU operations rely heavily on the lack of MCS communication and coordination between countries to avoid detection and conduct ongoing operations.
- IUU operators also place faith in the time and difficulty associated with states reaching international agreement on matters concerning MCS, and subsequently implementing these agreements in their domestic legislation.
- Responding to IUU would entail establishing a surveillance system – Monitoring and Control and Surveillance(MCS) and for this to be effective information on vessels owners, masters, catches, positions and infringement history must be made available to the appropriate authorities in as near to real time as possible.



# THANK YOU