



Press release related to Mombasa protocol (Wednesday 10th December 2014)

Organised by the Ministries of Transport from Kenya, Tanzania, Djibouti and Yemen

With the support of the EU Critical Maritime Routes programme / Marsic project

In Mombasa, on 10th December 2014, the representatives of Djibouti, Kenya, Tanzania and Yemen, approved the final draft of a Protocol, foreseeing governance and long-term sustainability of the four existing maritime centres dedicated to information sharing and training. This is the first step toward increased ownership of the Djibouti Code of Conduct, signed in 2009 between 21 western Indian Ocean littoral States.

World trade is strongly dependant on the maritime routes. The most important Sea Lines of Communication (SLOCs) span the Western Indian Ocean where there are many legal and illegal activities, including fisheries and growing offshore activities. Maritime security issues encompass all of these legal or illegal activities that transcend traditional borders, requiring greater interagency and regional cooperation. The Djibouti code of Conduct was signed in Djibouti in 2009, creating the first regional agreement promoting such cooperation at sea.

Through the Code of Conduct, several initiatives have been taken since 2009, together with international organisations and User States, for a safer and cleaner Indian Ocean. As the most important area to initiate cooperation was the information sharing and training, the first projects focused on **capacity building** succeeding in supporting, inter alia, the creation of the three regional Information Sharing Centres (ISCs), Regional Maritime ISC (ReMISC) Sana'a (Yemen), ISC Mombasa (Kenya), ISC Dar Es Salam (Tanzania), and the Djibouti Regional Training Centre (DRTC). The ISCs contribute to exchange maritime information, the first essential element necessary before establishment of Maritime Situational Awareness (MSA) can be attained. The DRTC is a key centre to support institutions and practitioners of the regional maritime community by improving skills, knowledge and confidence.

Respective governments hosting these four centres provide a strong support, demonstrating evidence of their willingness to maximise the opportunity afforded by the DCoC agreement. After more than 3 years of successful delivery of essential services and training in support of the regional initiative, it is time for these centres to establish a permanent structure supported by a clear commitment of the affiliated countries to ensure mid and long-term sustainability.

The **Mombasa Protocol** defines the rules of governance between its first founders and invites other signatory countries to renew their engagement in the DCoC by joining the process when they are ready to do so. It also foresees the framework of financial contribution to ensure a structured implementation for full sustainability of the centres.

The protocol will be officially signed in early 2015 and remains open to signature in London at IMO's Secretariat.

The four countries are now engaged in the challenge to promote this new and necessary pioneer initiative in their own country, with regional partners and international community. It is time now to solicit the private sector and User States to share the burden after two years of a tremendous support provided by EU and IMO alone.



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Background information

Maritime training centre

Located in Djibouti, the DRTC has developed an original educational approach including: bespoke curricula and training courses; regional coordination process to identify priority training needs of the 21 countries; selection of outsourced trainers; conduct of courses, based on limited time, but supported by a web-based follow-up process.

The DRTC coordination committee (DRCC) is a continuous annual process that brings together coordinators from countries recognized as training providers in order to establish DRTC's annual training programme. This includes shared sessions with other maritime training institutions. So far more than 420 trainees and 25 courses delivered.

More details on: <http://www.drtc.education>

Information sharing centres (ISC)

Three operational centres: From non classified information sent by National Focal Points throughout the Information Sharing Network linking the 21 DCoC countries, each centre provides, on a basis of 24 hours a day – 7 days a week, information on piracy events which take place in its geographical scope and after a process of verification and enrichment of the information, it is disseminated to the National Focal Point. Each centre is equipped with state of the art IT devices provided by IMO, EU MARSIC project and other partners.

An information sharing network, based on a secured Internet web-based network, facilitates the exchange of reports among the national focal points and the information sharing centres and other relevant authorities such as international navies and other reporting centres to solicit the appropriate responses to incidents.

ReMISC, based in Sana'a, covers: Djibouti, Egypt, Eritrea, Ethiopia, Jordan, Oman, Saudi Arabia, North Somalia, Sudan, United Arab Emirates, Yemen

ISC Mombasa (hosted by the Maritime rescue coordination centre at KMA) covers: Kenya, Maldives, Mauritius, Seychelles, Central/Southern Somalia.

ISC Dar es Salam (hosted by the Maritime rescue coordination centre at SUMATRA) covers: Comoros, Madagascar, Mozambique, Reunion, South Africa, Tanzania.

EU Critical maritime routes programme

The EU, through its Instrument contributing to Stability and Peace, has set up the **Critical Maritime Routes programme** (CMR) to secure shipping lanes of communications (SLOCs) and, in the longer term, to improve maritime governance. As part of the CMR programme, the Marsic project, launched in 2010 for a 5-year period, is a **pioneering initiative** to guide and coach national authorities in improving interagency cooperation and build genuine regional cooperation to tackle maritime security and safety issues within the DCoC framework.

More details on: www.crimson.eu.com

IMO Trust fund

Following the signature of the Djibouti Code of Conduct, the IMO developed an implementation plan, funded through the IMO Djibouti Code Trust Fund, with financing mainly provided by Japan together with Denmark, France, the Marshall Islands, the Netherlands, Norway, the Republic of Korea, and the Kingdom of Saudi Arabia.

More details on: <http://www.imo.org/OurWork/Security/PIU/Pages/DCoC.aspx>



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