



# Maritime Strategy - and the Challenges of Maritime Crime for the Blue Economy”

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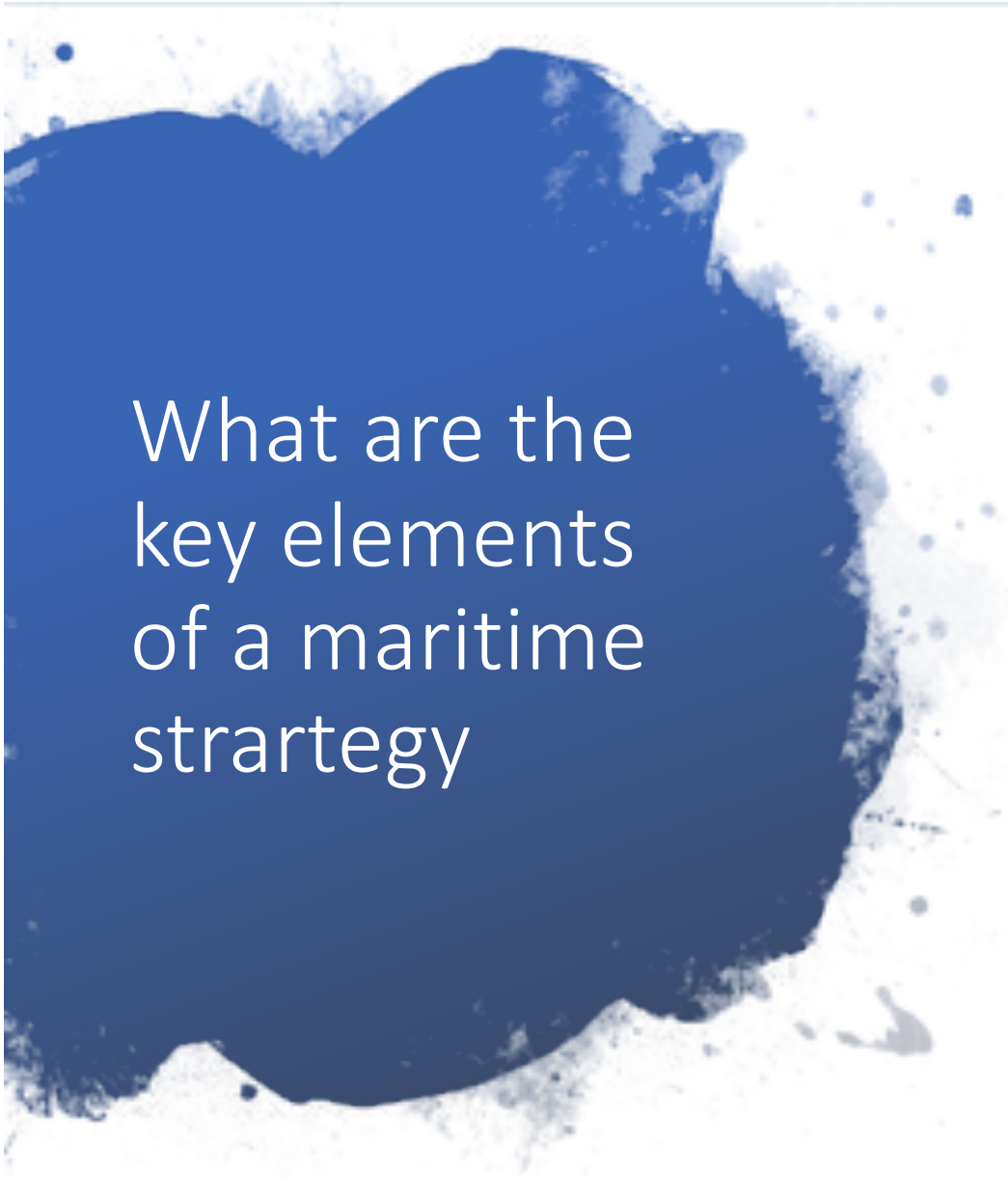
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# Why do we need a maritime strategy ?

- “**Maritime Power** includes all relevant aspects of national power both; civil and military. National maritime capabilities and potential are seen in comprehensive terms as including ports & harbours, merchant marine & maritime industry, fishing and oceanographic fleets, ocean economic resources, maritime outlook and tradition and other aspects of national power related to the sea.
- Whereas **Maritime Strategy** takes care of the development and management of the elements of maritime power. Access to the sea provides political, economic and military advantages to the littoral states and raises their stature in the comity of nations.
- However in order to take advantage of the boundaries of the seas, a nation has to evolve a comprehensive maritime strategy to be able to exploit and protect all elements of maritime power.”









# What are the key elements of a maritime strategy

- A. **Maritime Governance** : Maritime mission, Maritime Agency Organization, Maritime Law and Policy, Diplomatic and foreign affairs support, Maritime Programmes, Maritime Professionals, Maritime agency outreach and coordination, Accountability and Oversight.
- B. **Maritime Civil and Criminal Authority**: Enforcement of civil and criminal laws, Integrated border management, Judicial sector support, Port Security, Vessel Security, Supply Chain security, Maritime Environmental enforcement.
- C. **Maritime Defence**: Maritime Defence Administration, Maritime Defence Forces, Maritime Situational Awareness/Domain Awareness.
- D. **Maritime Safety**: Maritime safety administration, Flag State Control, Port State Control, Fishing and small vessel safety and operations management, Maritime facility management, Mariner Licensing, Aids to navigation infrastructure, equipment and maintenance, Channel and harbour management, Maritime safety inter agency coordination.
- E. **Maritime Response and Recovery**: Emergency response, Incident management, Search and Rescue, Fire, Environmental, Maritime Defence assistance to civil authorities, Investigation and after action analysis.
- F. **Maritime Economy**: Economic activity regulation and management, Commercial Ports, Transport, Market Conditions.

# Maritime Resource and Security Strategy Case Study - Somalia

- 6 areas each with a lead agency in support of Somali authorities developing their requirements.
- Each area with identified implementing organisations.
- Each area with an annex to the strategy identifying projects with priorities and funding requirements
- MRSS implemented Federally and Regionally in line with the constitution

**Nairobi, June 2013**  
 Given the very different stages of development across the geographic regions, it was imperative to appropriately weigh the requirements with representation from all the Somali people. Simultaneously potential donors and enablers were invited to match needs to offers of assistance. Of particular note:

	<p>The exercise of government authority and responsibilities to define policy objectives and to establish and implement laws, policies, regulations, plans, and governmental infrastructure to achieve national maritime security objectives.</p> <p><b>Lead Agency:</b> IMO  <b>Point of Contact:</b> Phil Holthead          philhead@imo.org</p> <p><b>Supporting Agencies and Organizations:</b></p> <ul style="list-style-type: none"> <li>• UN Agencies: FAO, IOC, UNESCO, UNODC, UNSOM</li> <li>• International Organisations: EUCAP Nestor, IMLL, IMO, Interpol, WMU</li> <li>• Member States: Seychelles, SFG and regions, Turkey</li> </ul>
	<p>The exercise of authorities and responsibilities to secure the maritime realm from illegal activities such as intentional damage to maritime interests through sabotage, subversion, terrorism, or criminal acts; border exploitation; and illegal damage or removal of marine resources.</p> <p><b>Lead Agency:</b> UNODC  <b>Point of Contact:</b> Alan Cole          alan.cole@unodc.org</p> <p><b>Supporting Agencies and Organizations:</b></p> <ul style="list-style-type: none"> <li>• UN Agencies: FAO, UNDP, UNEP, UNMAS, UNODC, UNSOM</li> <li>• International Organisations: CDF, CMF, EU, EUCAP Nestor, EU Mase, EUNAVFOR, IGAD, IMO, INTERPOL, IOM, NATO</li> <li>• Member States: Denmark, Finland, Japan, Netherlands, Norway, UK, US</li> </ul>
	<p>The exercise of defensive authorities and responsibilities to deter, detect, and interdict unlawful acts against the infrastructure, assets, and interests of a country's maritime domain, stakeholders, and users.</p> <p><b>Lead Agency:</b> UNSOM  <b>Point of Contact:</b> Eric Brandenburg          Brandenburg@un-fig</p> <p><b>Supporting Agencies and Organizations:</b></p> <ul style="list-style-type: none"> <li>• UN Agencies: FAO, UNODC</li> <li>• International Organisations: EU, EUCAP Nestor, EU MARSIC, EUNAVFOR, IGAD, IMO, IOM, INTERPOL, PMAr</li> <li>• Member States: Denmark, Netherlands, Seychelles, Turkey, UAE, UK</li> </ul>
	<p>The exercise of safety authorities and responsibilities to ensure personnel, vessel, and facility safety. Includes domestic and foreign flag vessels, onshore and offshore facilities, and the ability to provide oversight and enforcement of standards; investigate accidents and misconduct; and improve standards and policies.</p> <p><b>Lead Agency:</b> IMO  <b>Point of Contact:</b> Phil Holthead          philhead@imo.org</p> <p><b>Supporting Agencies and Organizations:</b></p> <ul style="list-style-type: none"> <li>• UN Agencies: FAO, IOC, UNESCO, UNODC, WFP</li> <li>• International Organisations: EU, EU MARSIC, IALA, IAPH, IHMA, IHO, IMO, World Bank</li> <li>• Member States: UK</li> </ul>
	<p>The exercise of specialised response and recovery authorities and responsibilities to react to maritime-related incidents and to recover rapidly from these incidents.</p> <p><b>Lead Agency:</b> IMO  <b>Point of Contact:</b> Phil Holthead          philhead@imo.org</p> <p><b>Supporting Agencies and Organizations:</b></p> <ul style="list-style-type: none"> <li>• UN Agencies: UNSOM, UNODC, UNDP, UNEP</li> <li>• International Organisations: DPID, EU, EUCAP Nestor, IAPH, IMO, INTERPOL, World Bank</li> <li>• Member States: Denmark, Kenya, Seychelles, Turkey</li> </ul>
	<p>The exercise of economic authorities and responsibilities to promote prosperity within and related to the maritime realm. Includes facilitation of infrastructure development to support sustainable economic capacity building for, and management of, maritime revenue streams from tourism, fishing, resource extraction, commercial shipping and port operations.</p> <p><b>Lead Agency:</b> FAO  <b>Point of Contact:</b> Andrew Reid          Andrew.Reid@fao.org</p> <p><b>Supporting Agencies and Organizations:</b></p> <ul style="list-style-type: none"> <li>• UN Agencies: FAO, ILO, IOC, UNDP, UNODC, WFP</li> <li>• International Organisations: OIA, DPID, DP, EU, EUCAP Nestor, IMO, SFF, USAID, WCO, World Bank</li> <li>• Member States: Italy, Seychelles, Spain, Italy, UK</li> </ul>



## Challenges of Capacity Building in a post conflict environment:

- The Somali Maritime Resource and Security Strategy and associated Annexes have often been circumvented in the development of the Somali maritime domain.
- There is a lack transparency across donors regarding program priorities and progress.
- Implementers of similar, or co-located, projects frequently do not coordinate or consolidate efforts.
- Capacity building projects in Somalia are often not complementary with regional efforts and vice versa.
- Somali authorities have often been left out of leadership roles in determining and implementing priority projects.
- Equally Somali authorities have not been consistent across ministries (and regions) and engaged in commercial projects and not updating their strategy and partners !

# Cross Government Coordination

National Focal  
Point

Justice

Defence

Finance

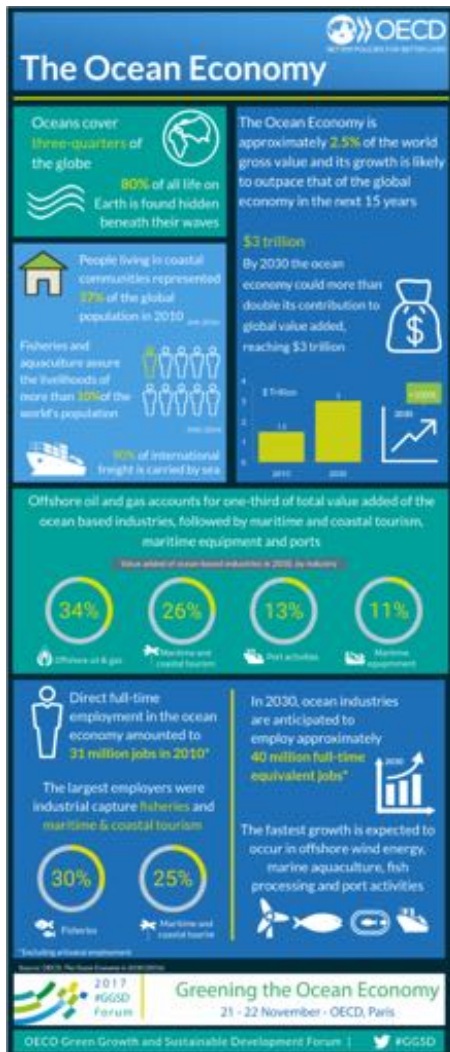
Interior

Natural Resources

Maritime  
Transport/Ports

Foreign Ministry





# Maritime Crime/Security

“The sea is a new frontier. For those who will exploit it respectfully, it still is a treasure trove of discoveries, a promise of opportunities.”



Transnational organized crime:  
**A global business  
worth US\$ 870 billion**



# Transnational Organized Crime





## MARITIME SECURITY AND THE BLUE ECONOMY ARE TWO SIDES OF THE SAME COIN

- Without a sufficient degree of security, ocean resources cannot be developed. Whether it is tourism, wind farms, fishing, or offshore oil platforms, these require a secure environment which is not threatened by criminal activity. Sustainability and environmental protection requires law enforcement capacity. Oil spills need to be prevented, fishery regulations enforced and environmental crime stopped.
- Maritime security requires the development of the blue economy. A core factor in the spread of maritime insecurities, violence and crime is the welfare of coastal communities. As is perhaps best visible for the case of Somali piracy, many coastal communities have been economically marginalized and in response turn to maritime crime as a source of income. A secure environment is hence impossible if coastal communities do not benefit from blue economy development.

# UNODC's Global Maritime Crime Programme Report

- Maritime crime poses a serious threat to the safety of seafarers, international trade and regional stability. As over 90%\* of global trade is carried out by sea, the economic effects of maritime crime can be crippling.
- Maritime crime includes not only criminal activity directed at vessels or maritime structures, but also the use of the high seas to perpetrate transnational organized crimes such as smuggling of persons or illicit substances. These forms of maritime crime can have devastating human consequences.
- Due to the unique nature of the high seas - falling outside the jurisdiction of any single State, but within the collective responsibility of all - a coordinated and comprehensive approach must be taken to tackle crimes both occurring at sea and being carried out through use of the maritime domain. This includes interrupting criminal activities at sea, strengthening domestic maritime law-enforcement capacity, and addressing the root causes of maritime crime on land.

# Maritime Crimes

- Maritime Piracy
- Unauthorized Entry (into a states waters)
- Wildlife Smuggling (Plants and Animals)
- Drug Trafficking
- Weapons Smuggling/Illegal carriage
- White Collar Crime (Tax Evasion)
- IUU fishing
- Discharging/Dumping
- Human Trafficking





## Responses

- MS Training of Police/CG and Customs
- Capacity Building
- National Maritime Domain Awareness
- Regional Maritime Domain Awareness
- A Maritime legal finish
  - Arrest
  - Prosecution
  - Trial
  - Prison
- Regional Coordination
- Awareness (SHADE, BMP, MSCHOA)
- Private Sector Security (Rules !)

# Cracking Maritime Crime Requires.....





- Maritime Domain Awareness





# MDA OVERVIEW

- Maritime Situational Awareness/Information Sharing
- Often thought of as communications tools for information sharing such as AIS, LRIT, information exchange portals, VHF DSC, MF/HF DSC, Satellite voice (FLEET 77), Inmarsat C, ISDN telephone network and other forms of electronic data that can achieve National/Regional cooperation
- Ability to communicate and exchange information based on mutual confidence and voluntary participation
- **Components:** commitment, political will, common interests
- **Intent:** improve knowledge of maritime situations through recognized maritime pictures within given areas of interest



# IMPORTANCE OF MARITIME COOPERATION

- Missions cannot be achieved without partnerships (national/regional/international): Focus is reporting and sharing of information not simply for security but also for safety in a comprehensive approach for law enforcement at sea
- Potential for common policies that ensure success
- Case for national laws: partnerships for information sharing cannot exist devoid of legal basis that allows for it
- Understanding and leveraging on collaborating partners capabilities (national and regional)
- Provides for feedback mechanisms, self assessments and enables monitoring, evaluation and improvements



## External information sharing

- **Components:** coherent national MDA programs
- **Challenges:**
  - Insufficient legal frameworks/national maritime security strategies (inclusive at national level)
  - Absence of single point of contact
  - Capacity building: cheaper options to be explored (mentorship)
  - Sea blindness: no common approaches to risk assessments
  - Absence of Regional SOPs
  - Reluctance to sharing resources for MDA and threat assessments

# Conclusion

- Good National Strategy:
  - National Coordination between agencies
  - National MDA Picture
  - Coordinated Capacity building/partnerships
- Regional Coordination:
  - Regional Policy
  - Regional MDA Picture
  - Operational Cooperation
  - Regional Capacity Building Priorities

