Status of the Implementation of
The Djibouti Code of Conduct

As of Dec 2011

The Djibouti Code of Conduct

Full Title: Code of conduct concerning the repression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden.

Adopted: 29 January 2009 in Djibouti

Signatory States (18): Comoros, Djibouti, Egypt, Eritrea, Ethiopia, Jordan, Kenya, Madagascar, Maldives, Mauritius, Oman, Saudi Arabia, Seychelles, Somalia, Sudan, UAE, United Republic of Tanzania, Yemen.

South Africa announced its intention to sign the Djibouti Code of Conduct at a conference in Cape Town in October 2011.

Djibouti Code of Conduct Trust Fund

The Djibouti Code Trust Fund is open to all and currently sits at just over US$14m of which US$9m has been allocated to projects. Overheads are small and opportunities exist to nominate where the money goes (within the spirit of the pillars of the Djibouti Code of Conduct). Donors vary from Governments to private individuals. If you want to help with this valuable work of giving the Western Indian Ocean and the Gulf of Aden the capability to contain piracy in the future you can by writing to us at:

Head of PIU
Maritime Safety Division
International Maritime Organization
4 Albert Embankment
LONDON
SE1 7SR

Or you can email us at:
PIU@imo.org

Or you can make a direct donation into our multi-donor account tied directly to the counter-piracy project, (but please send us a letter so we can write back to thank you):

Barclays Corporate Account US$:
Number: 47108722
Sort Code: 20-65-82
Swift Code: BARCGB 22
**Project Implementation Unit**

Formed in April 2010 to utilize the funds from the Djibouti Code Trust Fund to deliver the capacity building encapsulated within the Djibouti Code of Conduct. The team consists of 4 members: Head of Implementation Unit plus 3 Project Officers: Operations, Technical, and Legal. A Project Training Officer is in the process of being recruited.

**Scope of activities of the Project Implementation Unit**

Regional Training Centre, Djibouti (DRTC): Fund the building of a Centre to host regional maritime training.

Information Sharing: Develop an information network to pass piracy information between the Djibouti Code Signatory States based upon 3 Information Sharing Centres (ISCs) in Sana’a, Mombasa and Dar es Salaam, and a network of National Focal Points in all Signatory States and other States to which the Code is open for signature.

National Legislation: Ensure that all States in Djibouti Code of Conduct region have the national legislation in place to allow for the arrest, prosecution, conviction and punishment of pirates.

Training: Develop a regional maritime training programme to enhance maritime security awareness and expertise across the Djibouti Code of Conduct region.

Maritime Situational Awareness: Building upon the Information Sharing Network, and existing national infrastructures, enhance regional maritime situational awareness to assist with the operational control of regional maritime zones and regional maritime law-enforcement forces.

Project Management: Manage the Djibouti Code Trust Fund to deliver value-for-money activities in a timely manner. Cooperate and coordinate with other international and regional organizations to prevent duplication of effort whilst achieving best effect.

**Status of Progress**

Regional Training Centre, Djibouti (DRTC): IMO has agreed to fund the building up to US$2.5 million from the Djibouti Code Trust Fund. Building work commenced on 15 Sep 2011 and site clearance is complete. A ceremonial stone-laying by the President of the Republic of Djibouti, and Mr Koji Sekimizu, Director Maritime Safety Division IMO took place on 29 October 2011 to mark the launch of the building project. The building project is on track.

Training:
Training courses scheduled for first quarter 2012:
Boarding training at NATO MIOTC Crete
DRCC meeting in Djibouti Feb 2012
National focal point information sharing training, venue tbc - Feb 2012

Information Sharing: The 3 Information Sharing Centres became operational in the first half of 2011. Since then the network of ISCs and their sub-regional National Focal Points has been joined via the Djibouti Code of Conduct Information Sharing Network. Broader engagement with UKMTO, NATO Shipping Centre and ReCAAP ISC is developing the information sharing network to provide regionally generated reports of piracy (and other maritime security) incidents across the whole of the Indian Ocean, Gulf of Aden and into SE Asia. A set of standard operating procedures has been agreed between the 3 ISCs and ReCAAP ISC and these were confirmed by signature in Nov 2011 opening the route for information sharing between the Asia/Pacific area and the Indian Ocean.
Access to the network home-page is available at: [https://www.dcc-isn.net/isn](https://www.dcc-isn.net/isn)
and log-in access can be obtained through: lkontogi@imo.org

**National Legislation/Governance:** A number of international organizations are seeking to assess and assist with national legislations. The IMO Project Implementation Unit is particularly interested in two aspects of piracy legislation:

a. A State’s empowering of its law-enforcement forces to conduct arrests and criminal investigation under its piracy legislation.

b. A State’s piracy legislation being sufficient to meet the needs of its law-enforcement and justice agencies.

Workshops to address the process of enforcing national piracy law at sea, and what the justice process requires to achieve prosecution were held throughout 2011. One of the main outputs from this process has been to show States the need for the multi-agency approach required to successfully deliver national maritime law-enforcement at sea. This theme will be further expanded within wider IMO Maritime Security work to provide guidance and expertise for States wishing to establish multi-agency Maritime Security Committees.

**Maritime Situational Awareness (MSA):**

In a ploy to coordinate maritime law-enforcement agencies (predominantly regional navies) with their civil maritime agencies, IMO has entered into a partnership with the US AFRICOM in a shared project to link Maritime Situational Awareness pictures to both military and civil agencies. This work is proving to be particularly effective and provides a CIMIC approach to MSA whilst avoiding duplication of effort. There are plans to replicate the partnership for a number of regional States.

**MSA Tanzania**

Agreement between IMO and US Embassy in Tanzania to jointly procure, install and link 1Radar, 6 AIS stations and 6 VHF stations along coast. All data to be received at Dar es Salaam MRCC in addition to Tanzanian Navy HQ.

**MSA general**

IMO is planning to undertake MSA projects in Kenya, Mozambique, Mauritius, Seychelles, Maldives in 2011 and 2012 and will try to link up with existing MSA projects to avoid duplication and ensure compatibility with civil maritime agencies. Similar work is planned for Djibouti, Yemen and Oman where existing VTS and AIS could be made available to create a Gulf-of Aden regional picture. This work is vital if the small navies and coastguards in the region are to improve their effectiveness. By having a comprehensive ‘picture’ of what is happening in territorial waters and parts of EEZs, maritime forces can be employed to cover the areas of unusual, and unscheduled traffic. To do this along the coasts of East Africa and in the Gulf of Aden is ambitious, but would provide the sort of maritime control that has been lacking in this whole region. With sufficient funding IMO plans to not only create such a mechanism for each State, but to share a fused picture in order to promote a regional response to security hot-spots and generate a culture of burden-sharing. We call this: Protection of Southern Shipping Lanes.

**Project Management:** The Project is on track at all levels, and is developing new concepts and partnerships for the delivery of regional capacity. Whilst delivering the core activities within the Code of Conduct, the Project Implementation Unit is also delivering ‘bespoke’ projects using funds provided separately; thus there are NAVTEX and capability upgrades programmed for the Seychelles and funded totally by Japan, as well as a project to fuse VTS and AIS into the Sana’a ISC funded by the Republic of Korea.
Somalia

Our future will have to include building an effective maritime sector in Somalia, in order to regulate the seas that are under Somalia’s control as well as generate resources from maritime trade to fund maritime security. The declaration of Somalia’s Economic Exclusion Zone due to be announced at the end of 2011 will mark the first step in bringing Somalia fully back into the international maritime community, and will be the first step towards tackling the root causes of piracy. IMO will be closely involved in all aspects of this work, but there is much to do. Broad thinking is required to address the plethora of issues that face the building of a new and transparent maritime sector in Somalia. An early area of engagement might be to send selected Somali students on courses in Maritime Administration in order to provide a level of maritime expertise to help Somalia’s Ministers make informed decisions about the maritime sector. Scholarships to the World Maritime University and other maritime centres of excellence would seem an appropriate way to address this shortfall, and IMO hopes that the shipping industry and other maritime agencies might consider supporting this as part of their Corporate Social Responsibility programmes.