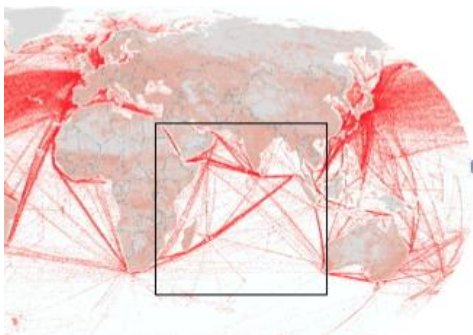


EU CRIMARIO: Enhancing Maritime Situational Awareness in the Indian Ocean

Regional cooperation for securing the maritime routes



The Indian Ocean represents the world's third largest ocean carrying out around 70% of all oil shipments. The threats on the maritime routes remain important, even if piracy and armed robbery at sea have decreased in recent years. The various forms of trafficking, smuggling, and illegal fishing jeopardize the development of the littoral countries.

Overcoming those cross-border issues at sea requires **regional cooperation and inter-agency coordination.**

European Union for enhancing the regional initiatives

When piracy reached the highest peak in 2009, the European Union decided to support the implementation of a regional mechanism, the **Djibouti Code of Conduct (DCoC)**, agreed in 2009 by 21 coastal states of the Western Indian Ocean.

Conceived as a tool to tackle trans-regional crime, the **Critical Maritime Routes programme (CMR)** has launched a number of initiatives in the maritime domain with two main objectives, securing the Sea Lanes of Communication and protect the economy of the EU.

EU MARSIC, the first CMR project (2010-2015), has initiated activities in the domain of Information sharing and training, two of the four pillars of DCoC. Working on a daily basis and in close cooperation with beneficiary countries (Djibouti - Kenya - Tanzania - Yemen), EU Marsic has succeeded in networking three main hubs (Information Sharing Centres) and the 21 National Focal Points identified in each DCoC country.

EU CRIMARIO for establishing a maritime situational awareness

The EU CRIMARIO concept goes beyond the Information Sharing mechanism developed under Marsic, and aims to enhance the maritime security and safety in the wider Indian Ocean region by supporting the coastal countries in the establishment of **maritime situational awareness (MSA)**.

MSA is the sharing and fusion of data from various maritime sources such as national and international agencies, the maritime industry, and non-governmental organizations to achieve an understanding of the maritime domain. An effective and sustainable MSA would, in turn, enable maritime stakeholders to improve the security, safety and environment of the maritime domain.

Information sharing and MSA are crucial aspects in maritime security and require a high level of cooperation among the countries. EU CRIMARIO will improve and strengthen the interoperability of existing information sharing and communication network, through capacity building activities.



EU CRIMARIO will cover most of the **Indian Ocean rim countries.**

Building a global information sharing network

EU CRIMARIO will promote the interoperability of existing information sharing centres and enable the fusion of information. As a result, the **Information Fusion Centres** will analyse and evaluate the existing data that can determine for example high risk maps, trends and patterns of piracy events, but also profile vessels, crew list, companies' profiles, etc. and provide workable/actionable information to authorised authorities, and as defined by a data sharing agreement.

EU CRIMARIO will directly support the establishment of two information fusion centres (one in the Northern Indian Ocean and the other in the South), and will stimulate cooperation with the existing South East Asia centres.

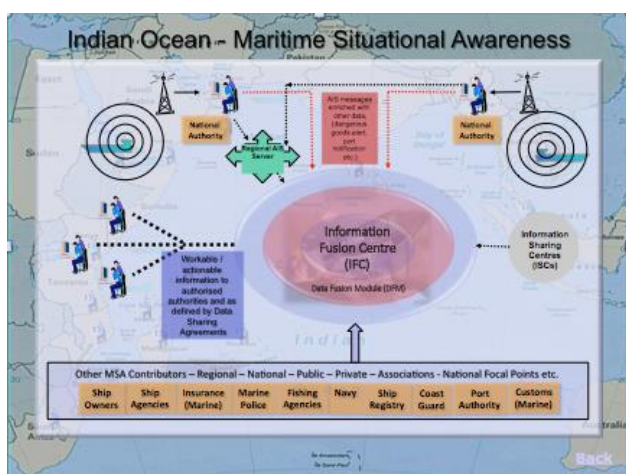
Strengthening the capacity building

Following the success recorded in the Western Indian Ocean in the domain of training in the maritime field, EU CRIMARIO will continue working with the existing training facilities available in the region, to develop the culture of Maritime Situational Awareness and improve the inter-agency approach. Namely, the coordination mechanism, already in place and coordinated by the DRTC (Djibouti Regional Maritime Training Centre), will contribute to the definition of specific training needs and optimising the training offered.

EU CRIMARIO aims to include the academic perspective available today in various maritime security research centres, think tanks and maritime training institutes geographically beyond the horizons of the DCoC. It will create the basis for a professional growth, a chance to share best management practices and expertise and develop the new culture of maritime information analysis.

Developing operational policies and maritime governance

In a region where the level of cooperation is still considerably low, it will be paramount to develop together with the regional partners a number of activities necessary to achieve common operational experience in the maritime domain. Standard Operating Procedures (SOPs) are the basis to support even the least experienced operators instructing them with common procedures (i.e. what to do, who to call when an emergency arises).



EU CRIMARIO will seek to create common methodologies, in order to overcome language barriers, different working policies in place, unavoidably rigid chain of command structures delaying decisions, and other hindrances which may impact negatively on the immediate response capabilities.

This will be achieved by identifying the gaps resulting from the current level of interagency cooperation and an assessment of existing intra-agency and cross border agreements. The ambition is to assist in establishing or enhancing agreements on data sharing. Adequate financial support will be provided for the organization of

events, joint exercises, national, sub-regional and international workshops. In addition, the project will facilitate two expert working groups, which will propose models and good practices to be handed over to beneficiaries.

In the long term, EU CRIMARIO will contribute to improve **maritime governance** in the Indian Ocean area and globally. The project should assure that all the competent authorities are involved in the process of developing and regulating in a fair way the numerous activities conducted at sea. The full participation of the parties involved in the decision making process should take place in the most transparent way.

Duration: January 2015 to January 2019

Budget: 5.5 M€

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