EN

ANNEX III

of the Commission Implementing Decision on the financing of the annual action programme to be financed from the general budget of the Union for Article 5 of the Instrument contributing to Stability and Peace for 2019 Action Document for Protecting Critical Infrastructure

ANNUAL PROGRAMME

This document constitutes the annual work programme in the sense of Article 110(2) of the Financial Regulation and action programme/measure in the sense of Articles 2 and 3 of Regulation No 236/2014.

1. Title/basic act/ CRIS number
   Annual Action Programme 2019 – Protecting Critical Infrastructure
   CRIS number: 2019/041-844 financed under the IcSP

2. Zone benefiting from the action/location
   The action shall be carried out at the following location: Global

3. Programming document

4. SDGs
   Primarily Sustainable Development Goal (SDG) 16 "Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels”.

5. Sector of intervention/thematic area
   Protecting Critical Infrastructure
   DEV. Assistance: YES

6. Amounts concerned
   Total estimated cost: EUR 9 500 000
   Total amount of EU budget contribution EUR 9 500 000

7. Aid modality(ies) and implementation modality(ies)
   Component 1: Indirect management with a Member State agency
   Component 2: Direct management

8 a) DAC code(s)
   15210 - Security system management and reform

8 b) Main Delivery Channel
   10000 - Public Sector Institutions

9. Markers (from CRIS DAC form)
   General policy objective
<table>
<thead>
<tr>
<th>Not targeted</th>
<th>Significant objective</th>
<th>Principal objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participation development/good governance</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Aid to environment</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Gender equality and Women’s and Girl’s Empowerment</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Trade Development</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Reproductive, Maternal, New born and child health</td>
<td>x</td>
<td></td>
</tr>
</tbody>
</table>

   RIO Convention markers
<table>
<thead>
<tr>
<th>Not targeted</th>
<th>Significant objective</th>
<th>Principal objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biological diversity</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Combat desertification</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Climate change mitigation</td>
<td>x</td>
<td></td>
</tr>
</tbody>
</table>
Critical Maritime Routes are the routes considered crucial to maritime trade, transport, fishing and other essential maritime activities. As maritime transport represents by far the largest proportion by volume of world trade and around 90% of Europe’s global trade is transported by sea, the Indian Ocean, the Gulf of Guinea and South East Asia are of strategic importance to Europe. Under the Instrument contributing to Stability and Peace Critical Maritime Routes programme (CMR), this action will increase maritime security and safety thereby helping to secure shipping and trading lines of communication for both coastal and user states in priority areas.

Component 1: “Critical Maritime Routes in the Indian Ocean” (CRIMARIO II) intends to support partner countries in the Wider Indian Ocean, with a particular focus on the Eastern Indian Ocean region, to adequately address maritime-related issues and maritime security challenges in a comprehensive manner, encouraging cross-sectorial and interregional approaches. The specific objective of the project are fourfold: enhance maritime domain awareness (MDA) coordination; strengthen national maritime law enforcement agencies; promote compliance and adherence to relevant existing international legal instruments and regional arrangements; and forge closer cooperation on “land-sea nexus” between maritime and port (land) security.

Component 2: “Critical Maritime Routes Monitoring Support and Evaluation Mechanism” (CRIMSON) is established to strengthen the trans-regional coordination, coherence and complementarity effect among the various projects contained in the CMR Programme, both within the programme itself, and with respect to any other relevant EU initiatives. The third phase of CRIMSON aims to increase the coherence with projects carried out or planned by EU member states bilaterally or other international and regional (external coherence).

1 CONTEXT ANALYSIS

1.1 Context Description

In recent years, a considerable escalation of pirate activities and acts of armed robbery at sea, in terms of geographical spread, number of incidents reported, level of violence against seafarers, period of detention and ransom payments, has been reported. Even though the attacks in the Western Indian Ocean are becoming less frequent, attacks are important in the Gulf of Guinea and numerous incidents are observed in South East Asia. These criminal activities endanger the lives of hundreds of seafarers who are taken hostage and in some cases assaulted, injured or even killed. Additionally piracy, armed robbery, illegal bunkering, illegal fishing, drug, arms and human trafficking as well as other criminal activities against ships are threatening some of the world’s busiest shipping lanes.

As maritime transport represents by far the largest proportion by volume of world trade and around 90% of Europe’s global trade is transported by sea, the Indian Ocean, the Gulf of Guinea and South East Asia are of strategic importance to Europe. Potential risks for the coastal countries concerned are that external trade vessels might not enter major ports in the region, a negative impact on the tourism and fishery sector, an increase in oil prices, high shipping and insurance costs as well as environmental hazards. Finally, the transboundary nature of threats to maritime safety and security pose a number of challenges for the littoral states particularly in terms of cooperation at national, regional and international level.

Component 1 concentrates on critical maritime routes in the Wider Indian Ocean, with a particular focus on the Eastern Indian Ocean region. In the last twenty years, the increase in maritime piracy
attacks and armed robberies at sea from the Bay of Bengal to Malacca Strait and South China Sea has earned the region the nickname “paradise for pirates”. Beyond this, illegal, unreported and unregulated (IUU) fishing, kidnap for ransom, maritime terrorism and illicit trafficking are also phenomena that plague this area.

The complex threat landscape (particularly in relation to the South China Sea dispute) has led to rising levels of national defence spending amongst countries in the region in recent years. Nevertheless, the capabilities of these countries (like Vietnam, Malaysia, Indonesia and Philippines) remain insufficient. This growth in defence spending requires complementary efforts in the professionalisation of maritime law enforcement at a national level, in order to ensure sustainability in operational capacity, as well as to address the numerous maritime security threats that countries in the region continue to face.

Maritime domain awareness capabilities are receiving investments but remain insufficient in some part of the wider Indian Ocean. Strengthening these capabilities would assist coastal nations in their efforts to build maritime and situational domain awareness, particularly through the use of new technology in this field.

When it comes to national maritime security capabilities in the Eastern Indian Ocean, surveillance and control have been falling behind the growing challenges linked to increased threats. More effective surveillance and control would require better C4ISR (Command-Control-Communications-Computers-Intelligence-Surveillance-Reconnaissance) capabilities at the national level.

Regional information sharing is complicated by the fact that ASEAN countries are equipped to different levels in terms of resources and capacities. Countries like Indonesia, for example, are reportedly reluctant to expose weaknesses in intelligence gathering and the existence of corruption in law enforcement agencies.

Some countries (like Malaysia) have shown willingness to cooperate regionally in an attempt to address their maritime security challenges. This indicates that political will is growing and improvements can be achieved.

Effective maritime security coordination at the national level and multinational cooperation at the regional level is essential. The different national training centres in the region (MATRAIN, SEARCCT, ILEA, etc) focus on counter terrorism cooperation, transnational crime and other issues (not exclusively maritime-security focused).

1.2 Policy Framework (Global, EU)

Component 1: “Critical Maritime Routes in the Indian Ocean” (CRIMARIO II)

In 2010, the Foreign Ministers of the ASEAN Regional Forum (ARF) agreed, through the 2010 Hanoi Plan of Action, to implement the ARF Vision Statement. Priority areas include: promoting compliance and adherence to relevant international legal instruments and regional arrangements; forging closer cooperation to enhance the safety and security of navigation (implementation of standards, best practices, data-sharing for small vessel registration on a national and (potentially) regional basis); promoting regional maritime security capacity-building through concrete activities (information sharing, exchanges of officials, table top exercises, joint training activities); and promoting cooperation (maritime security and safety, search and rescue, technological cooperation, combating maritime terrorism and national crimes like piracy, armed robbery against ships, hijacking, smuggling, trafficking in persons). The 2016 ARF ministerial conference determined that the EU and ASEAN have shared interests in maritime security, and that the EU as ARF Inter-Sessional Meeting co-chair will have until mid-2020 to help guide ASEAN’s maritime security agenda.

1 Maritime Transport Administration and Management Training (MATRAIN); Southeast Asia Regional Centre for Counter Terrorism (SEARCCT) and International Law Enforcement Academy (ILEA)
Among its objectives, the European Union Maritime Security Strategy (EUMSS) pursues its actions to ensure freedom, safety and security of navigation, including actions against piracy, and to ensure coherence between the activities of various organisations, notably in the fisheries, environment and transport fields. One of the main features of the revised Action Plan is the emphasis on the regional approach, which is considered fundamental to tailoring responses to security challenges in European sea basins and other key maritime hotspots, such as the Eastern Indian Ocean. The regional focus is viewed as much more dynamic and productive, capable of promoting a more concerted effort among all interested countries, regardless of their level of development.

Moreover, the EU Global Strategy notes that in the Eastern Indian Ocean, the EU will help build maritime capacities and support an ASEAN-led regional security architecture. The EU-ASEAN High Level Dialogue aims to gather ideas and inputs on how and where ASEAN and the EU can cooperate on maritime security. Specifically, the Dialogue explores pathways for bilateral cooperation between EU and ASEAN Member States to improve maritime surveillance, information sharing, law enforcement at sea, and the development of efficient, secure and environmentally friendly ports.

In the Western Indian Ocean, the first phase of CRIMARIO has laid important ground work for maritime data information exchange through development of the Indian Ocean Regional Information Sharing & Incident Management Network (IORIS).

**Component 2: “Critical Maritime Routes Monitoring, Support and Evaluation Mechanism III” (CRIMSON III)**

In 2008, in response to worsening maritime security situation worldwide, the EU has set up the Critical Maritime Routes (CMR) programme under the Instrument contributing to Stability and Peace to address the challenge of maritime security in different regions, such as South East Asia, the Western Indian Ocean and the Gulf of Guinea.

Over €35 million has been allocated to projects across the globe in an effort to enhance maritime domain awareness and to achieve the twofold objective of securing the Sea Lanes of Communication and protecting the economy of the EU.

The emphasis is on capacity building (providing legal assistance and training) on a regional level for exchange of information and cooperation and subsequent implementation at national level. The interventions focus on coast guard, maritime law enforcement with a coast guard function and/or other maritime authorities of selected countries, notably where the threat has appeared more recently and the gap in capacity is high.

Through different initiatives, the programme aims to promote regional and trans-regional cooperation to overcome the fragmented approach that arises from different levels of capacity and interest among littoral states.

CMR projects’ objective is to progressively form one global joint action which will contribute to create trans-regional synergies and increase maritime security and safety of critical maritime routes.

These activities targeting security and covering the Wider Indian Ocean and the Gulf of Guinea are complemented by regional programmes in Central, East and West Africa. For instance in the Central, East and South African region the EU focuses its support on Maritime situation awareness, security and safety of navigation with a total envelope of around EUR 75 Million. In particular support will be provided to reinforce the Maritime administrations, to the ports to comply with international standards and to promote safety in ports and coastal waters.

---

2 The Bandari Seri Begawan Plan of Action responds to the decision of Foreign Ministers made at the 18th ASEAN-EU Ministerial Meeting in Madrid, on 26 May 2010. It aimed to bring cooperation to a higher level, by addressing regional and global challenges of shared concern over the coming five years (2013-2017). It covered a wide range of areas – political/security, economic/trade, sociocultural – reflecting the multifaceted character of ASEAN-EU relations. Articles 1.2.2, 1.2.8, 1.2.9, and 1.2.10 of the Plan of Action specifically referred to maritime security issues.
CRIMSON is the overarching project that connects all CMR components under the Instrument contributing to Stability and Peace (IcSP). Established in 2011, CRIMSON is now in its second phase, with a strengthened focus on increasing coordination, coherence and complementarities among CMR projects, as well as other European and international maritime security initiatives.

In addition to monitoring and evaluation (M&E) activities, CRIMSON works to enhance the visibility of CMR components, highlighting their impact on the ground.

1.3 Public Policy Analysis of the partner country/region

See below.

1.4 Stakeholder analysis

Component 1: CRIMARIO II

Effective maritime security cooperation in the areas delineated by the ARF Vision has been challenging to achieve. Importantly in this regard, an underlying concern over independence and sovereignty (whether between countries in ASEAN or amongst agencies within a single country) is present in every country. Strategic distrust between countries in the region has proved particularly difficult to overcome. As such, countries within the region continue to grapple with trust deficit amongst them, stemming from historical animosities and territorial disputes.

In order to achieve maritime security and safety and improve cooperation, coastal countries in the region of interest have strongly engaged with external partners (INTERPOL, IMO, UNODC, US, Japan etc.). Namely, the US have strong interest in increasing maritime security in the region, being also a contracting partner of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia (ReCAAP), which is tacitly supported also by the EU. The ReCAAP counts on its own Information Sharing Centre (ReCAAP-ISC) that, among its 20 Member States, does not include Indonesia.

A transregional maritime security architecture on the model of the Yaoundé architecture does not exist in the Wider Indian Ocean. Nevertheless, ASEAN is currently discussing the possibility of establishing a Code of Conduct and confidence-building measures that enhance maritime security, namely in the South China Sea. Additional regional platforms are the annual Heads of Asian Coast Guard Agencies Meeting (HACGAM) and the Asia-Pacific Heads of Maritime Agencies (APHoMSA). Multiple ASEAN-centric platforms exist on maritime security, including the Extended ASEAN Maritime Forum, the ASEAN Regional Forum Inter-Sessional Meeting (ASEAN-ISM) on Maritime Security, and the maritime security expert working group under the ASEAN Defence Ministers Meeting Plus. These groups, however, have struggled to coordinate maritime cooperation in the South China Sea and wider Southeast Asia in concrete terms.

The efforts of current best-practice examples bringing together multiple bodies engaged in maritime law enforcement needs to be considered when working on capacity building activities to strengthen national law enforcement agencies. The Thailand Maritime Enforcement Coordination Centre (Thai-MECC), the Malaysia’s Maritime Enforcement Agency (MMEA) and the Indonesian Badan Keamanan Laut (BAKAMALA) are examples of agencies with which cooperation is paramount.

It will be equally important to work in coordination and complementarily with the international partners that are active in this field, such as IMO, INTERPOL (through project MAST) and UNODC with the Global Maritime Crime Programme (GMCP), which has an established headquarter in Bangkok and an office in Sri Lanka. The GMCP Indian and Pacific Ocean (which is supported by the MASE programme) deliver support to Western and Eastern Indian Ocean alike, underlining the need to connect the two regions. Relevant initiatives of regional organisations such as Indian Ocean Commission (IOC), Indian Ocean Rim Association (IORA), ASEAN and South

---

3 ASEAN remains far from united in its response to this activity, with some members -- notably Laos, Cambodia and the Philippines -- putting economic interests ahead of geopolitical concerns.
Asian Association for Regional Cooperation (SARC) should also be taken into careful consideration.

**Component 1 and 2:**

Both components will seek cooperation and synergies with:

- **Gulf of Guinea Inter-regional Network (GoGIN) (9.3 M EUR)**
  
  Launched in December 2016 by the EU and Denmark, the Gulf of Guinea Inter-Regional Network (GoGIN) aims to improve safety and maritime security in the Gulf of Guinea, notably by supporting the establishment of an effective and technically efficient regional information sharing network.

- **CMR Wider Indian Ocean (CRIMARIO) (5.5 M EUR)**
  
  The EU Critical Maritime Route Wider Indian Ocean (CRIMARIO) project was launched in 2015 to improve maritime security and safety in the Wider Indian Ocean (namely Western Indian Ocean). CRIMARIO aims to support countries in the region to enhance their Maritime Situational Awareness (MSA) and seeks to promote cooperation, coordination and interoperability of different information sharing centres based across the region, in particular through the organisation of joint events, trainings and capacity-building exercises.

- **Port Security Project (8.5 M EUR)**
  
  The Port Security Project intends to help partner countries in West and Central Africa to adequately address increasing vulnerabilities related to port security.

Other IcSP projects notably:

- **Cocaine Route Monitoring and Support Mechanism**
  
  The Cocaine Route Monitoring and Support Mechanism (CORMS) gives the IcSP Cocaine Route Programme (CRP) action more coherence and a wider complementarily effect, and ensures that activities are all time fine-tuned with ever changing criminal developments. The main objective is to facilitate the creation of synergies, both thematic and territorial, between all components (internal coordination) and with other initiatives and stakeholders (external coordination). Individual CRP projects should also be seen as complementary (namely SEACOP and CRIMJUST).

- **EU Transregional Responses to Drug Traffic and Organised Crime (EU-ACT)**
  
  The overall objective of EU-ACT is to contribute to the prevention and effective fight against organised crime, including the illicit trafficking in drugs, along the so-called “Heroin Route”, covering Tanzania, Kenya, Mozambique, Burundi, Comoros, Ethiopia, Madagascar, Rwanda, South Africa, Uganda, Comoros, Mauritius, Seychelles and Zambia.

- **Seaport Cooperation Programme (SEACOP)**
  
  The overall objective of SEACOP is to support the fight against maritime illicit trafficking and associated criminal networks in the targeted countries (Eastern Caribbean and West and Central Africa).

Other EU Initiatives, namely:

- **11th European Development fund (EDF) - Support to West Africa Integrated Maritime Security (SWAIMS)**
  
  Under the 11th Covering 16 countries in West Africa (ECOWAS Zone and Mauritania) SWAIMS aims to strengthen governance and law enforcement frameworks with more successful prosecution and adjudication of maritime crimes, as well as strengthen law enforcement operational capacities and responses.
• 11th EDF - Support the maritime safety and security strategy in Central Africa (PASSMAR)

The program to support the maritime safety and security strategy in Central Africa (PASSMAR) will intervene in the field of maritime safety and security and the strengthening of maritime governance. The targeted activities will be: 1) support the sectors of maritime cooperation in the field of the operationalisation of the collective maritime safety and security; 2) strengthen the legal frameworks dedicated to safety and security at the institutional, operational and normative levels; and 3) support the participation and involvement of civil society organizations and the private sector.

• 10th EDF - Programme to Promote Regional Maritime Security (MASE)

The programme to Promote Regional Maritime Security (MASE) is currently ongoing. The €37.5 million programme aims at promoting peace and maritime security and will thus enable the implementation of the Eastern and Southern Africa-Indian Ocean Regional Strategy and Action Plan. Implementation of the MASE project was preceded by a start-up project of 2 M EUR. The programme is currently coordinated by IGAD and IOC and it will run until 2020.

• EDF - Port Security and Maritime Safety Programme

The Port Security and Maritime Safety programme currently under implementation in the Western Indian Ocean and Southern Africa regions help ports become compliant with the international security standards by providing security training and improving port efficiency and maritime safety.

• CSDP – EUNAVFOR Operation Atalanta

The operation Atalanta was launched in December 2008 in response to the rising levels of piracy in the Western Indian Ocean. Its main objectives are: (1) protection of shipping of the World Food Programme (WFP) to Somalia to secure delivery of humanitarian aid; (2) safeguard other vulnerable shipping; (3) to disrupt, deter and arrest piracy groups; (4) to monitor fishing activities. The current mandate goes until December 2020.

• PI – Project for Enhancing Security Cooperation in and with Asia

The project has been designed to strengthen EU’s security engagement in and with Asia by supporting tailor-made cooperation activities with some of its key Asia partners (namely India, Indonesia, Japan and Republic of Korea). Maritime security is included among the focus areas for this action.

Complementarities are crucial as well as with other EU actions and external partners (UNODC, IMO, Interpol, etc.)

1.5 Problem analysis/priority areas for support

There is a clear gap in some countries of the region: capacity within maritime administrations, law enforcement and coast guards in the Wider Indian Ocean to address maritime security challenges remains insufficient in some cases. The region as a whole is faced with a rising threat landscape characterised by complex and intertwined maritime security challenges. Mitigating the threat criminal networks pose requires functioning maritime law enforcement in the region, improved capabilities in MDA and the development of/compliance with legal instruments and policies supporting cooperation on transnational prosecution and exchange of evidence both at national and regional level. For this to be achieved, capacity building in these areas is needed both within national law enforcement agencies and to facilitate cooperation between them. This would also support national agencies to fill the gap between land and sea security.

Building capacity in all aspects of criminal investigations is certainly an area to which greater investment could be directed to ensure that investigations into crimes at sea are complemented and integrated into criminal investigations on land. Other areas of potential training cover forensic
evidence preservation and collection, maritime crime scene investigation, interviewing techniques, presentation of evidence to courts, criminal intelligence data analysis, IT forensic exploitation, and the exchange of information with Financial Investigation Units (FIUs). This is something covered in the Eastern Indian Ocean by the CRIMLEA actions (initiated under the IcSP and now continued with geographical financing).

Moreover, there is the critical need to help some countries improve their maritime domain awareness, not only through bilateral assistance programmes on the provision of patrol vessels. Indeed, the provision of vessels, while certainly welcome, will not fully meet existing needs in terms of improving MDA and would anyway require additional training. On the contrary, capacity building activities focused on MDA coordination, information exchange and analysis, crisis management and safety would be better embraced. Training in new technology and surveillance system (satellite programmes, use of radar system for surveillance) would also be appreciated to keep ahead of the curve of advancement in surveillance technology.

In the Western Indian Ocean, the ongoing work concerning the roll-out of the Indian Ocean Regional Information Sharing & Incident Management Network (IORIS) will require further attention and follow-up by the project. Regional ownership of the activities is essential and the project will need to further work with beneficiary institutions in partner countries in the region, as well as with the Regional Maritime Information Fusion Centre (RMIFC) in Madagascar and the Regional Center for Operations Coordination (RCOC) in Seychelles.

Given the plurality of national training centres not exclusively maritime-focused, an institute coordinating capacity building efforts might be needed. Although the Maritime Transportation Working Group of ASEAN has appointed MATRAIN as the ‘Regional Training Centre’ of ASEAN\(^4\), the EU may consider establishing a regional training centre for the Asian region through which to deliver the aforementioned capacity building in maritime security and maritime law enforcement. The training centre would need to be led by a regional organisation and to serve all member states. Alternatively, the EU could assess the strengths and weaknesses of existing training centres in the region and assist regional organisations to create a coordinated, collaborative and complimentary network of ASEAN/IORA training centres across the region, with a centre in each member state. This would help to avoid political sensitivities over where training centres are located.

2 **Risks and Assumptions**

**Component 1: CRIMARIO II**

<table>
<thead>
<tr>
<th>RISK</th>
<th>RISK LEVEL (H/M/L)</th>
<th>MITIGATING MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reluctances of regional bodies/national agencies to collaborate</td>
<td>M</td>
<td>Inter-agency seminar organised. Coordination between support providers subordinating any support to information sharing. Coordination meetings and technical seminars at both regional and national level, bringing together relevant actors at both levels to ensure coherence regional to national and the other way around. Strong cooperation with regional organisations. Bottom-up approach.</td>
</tr>
<tr>
<td>Lack of buy-in from beneficiary countries (especially ASEAN Member States).</td>
<td>H</td>
<td>Awareness raising campaigns promoting the benefits. Use of current EU diplomacy platforms and political dialogues to promote and ensure traction.</td>
</tr>
<tr>
<td>Major sources of information in specific sectors are not made available</td>
<td>M</td>
<td>Stronger visibility campaigns and organization of public events. Bigger involvement with civil society organizations.</td>
</tr>
<tr>
<td>The private sector is not associated to</td>
<td>H</td>
<td>Invitation of the private sector to regular inter-agency.</td>
</tr>
</tbody>
</table>

\(^4\) Several trainings are also provided by the Australian-led Jakarta Centre for Law Enforcement Cooperation (JCLEC)
the regional effort. It continues to develop its own maritime security policy based on private security sector and contacts with selected local stakeholders, and refuses to share information.

| Lack of synergies or divergence/confusion concerning actions of other partners. | H | Participation of other partners as observers to the steering committee
Coordinated seminars with other support providers
Information letters regularly issued |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of synergies between this Action and other EU-funded programmes at national and regional level.</td>
<td>L</td>
<td>Regular coordination with EU HQ services, EU Delegations and engaged EU MS in countries where the activities take place will be pursued</td>
</tr>
</tbody>
</table>
| Lack of visibility of the project. | M | Develop a proper communication and visibility strategy
Produce visibility merchandise
Newsletters regularly issued to stakeholders and wider public |
| Overlapping with existing bilateral programmes supported by third party partners. | M | Thorough mapping of existing actions to ensure coordination with an participation in existing maritime security programmes
Creation of a regional Maritime Security Index for South East Asia |

**ASSUMPTIONS**

- Adequate contacts with EU services incl. HQ and delegations, partner countries, national law enforcement agencies and port operators will be made up front in order to ensure up-front adherence to the goals and methods of the actions.
- The Governments of the beneficiary countries are committed to cooperate both at a national and regional level
- All institutions involved in the project are committed to the overall objective and purpose of the Action throughout the duration of the project and ready to develop a working cooperation agenda
- Sufficient capacities at national and (sub-)regional levels can be mobilised for participation in the activities
- The security situation in the beneficiary countries will not deteriorate

**Component 2: CRIMSON III**

<table>
<thead>
<tr>
<th>RISK</th>
<th>RISK LEVEL (H/M/L)</th>
<th>MITIGATING MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>The team cannot count on a solid network of contacts among relevant stakeholders and cannot access information relevant to the Programme.</td>
<td>M</td>
<td>Strong contacts and formative dialogue are established with the EUDs and the CMR Programme Manager</td>
</tr>
</tbody>
</table>
| The different components of the Programme do not see any added value in mutual cooperation, coordination and information sharing. | L | Periodical meetings among all the components of the CMR programme are organised
Constant contact among all the members of the different CMR teams is ensured |
| The targeted countries or partner organisations are not willing/interested to co-operate in providing feedbacks on projects and share information. | M | Participation of CRIMSON III to relevant meetings and conferences in the field to ensure the circulation and the promotion of the CMR programme |

**ASSUMPTIONS**

- Adequate contacts EU services incl. HQ and with delegations, partner countries and partner projects/programmes will be made to ensure external coherence
- Adequate contacts with the other projects’ teams will be maintained throughout the implementation period to ensure internal coherence
- Adequate contact and dialogue will be maintained with the EC

**3 LESSONS LEARNT, COMPLEMENTARITY AND CROSS-CUTTING ISSUES**

**3.1 Lessons learnt**

Projects in the area of fighting against maritime insecurity cut across many different sectors and
issues, ranging from human rights, gender equality, good governance, and labour migration to criminal law and border management.

All activities of the projects will be carried out in conformity with the principles of rule of law, good governance and internationally recognised human rights standards as well as taking into account further victim-related and gender issues. The possible impact of the actions on the respect of human rights, good governance and gender issues will be constantly monitored and corrective measures will be carried out where relevant and necessary.

Particularly, care will be taken to ensure safeguards governing law enforcement powers and their agencies' respect of human rights and data protection. Training to law enforcement agencies may integrate a component on human rights and gender issues.

**Component 1: CRIMARIO II**

CRIMARIO was formulated to enhance Maritime Situation Awareness in the wider Indian Ocean Region (IOR) through Information sharing, Training and Capacity Building with a focus on promoting regional and intra-regional cooperation.

Following an operational audit in 2016, the focus was re-shaped with a stronger emphasis on the Western Indian Ocean with key partners in Comoros, Kenya, Madagascar, Mauritius, and Seychelles. CRIMARIO successfully adapted its core activities with the diverse challenges of IOR maritime security and initiatives conducted by the region; including the maritime security architecture initiated under the MASE programme which included the establishment of two regional centres; agreements for information sharing agreements; the EU maritime strategy and the evolutions of DCoC mandate and information sharing architecture. The action is implemented by Expertise France and CRIMARIO’s current phase will end in December 2019.

CRIMARIO worked with many regional countries for the early concept of the information system IORIS, then more closely with 5 key countries to build a maritime information sharing project that reflected the needs expressed by each country. The IORIS platform was officially launched in September 2018 in Mahe and it is currently used in the regional and national maritime centres or other partners.. With Phase I of IORIS operational, training was also extended to EUNAVFOR, US led Cutlass Express 19 (CE19) participants as well as a trial interoperability with US Navy SeaVision system. IORIS was selected as the Primary Communication tool for Cutlass Express 2019 exercise by USNAVAF.

For CRIMARIO phase II, the focus will include the transfer of ownership, governance and administration, while continuing mentoring of the two regional centres and training of national agencies in the five existing partner countries. As requested by other countries (such as for example Bangladesh, Indonesia, Malaysia, Sri Lanka) outreach to new countries will be continued.

In addition, the request from both IO centres in Madagascar and the Sychelles to increase operational linkages with the Singapore based Changi centre and RECAAP will also be pursued.

CRIMARIO has been continuously promoting the importance of MDA, regional and inter-agency cooperation during events and workshops, and digital channels (website, newsletter, social networks, media relations). As a result, the activities are regularly followed by several hundred key regional contacts and links have been established outside of the five key partners; with the role of the EU in maritime security highly visible and recognised.

**Component 2: CRIMSON III**

CRIMSON I and II were formulated to strengthen the trans-regional coordination, coherence and complementarity effect among the various projects contained in the Critical Maritime Routes Programme, both within the programme itself (CMR internal coherence) and with respect to any other relevant EU initiatives (EU internal coherence). The first phase of CRIMSON was implemented by “Defence Conseil International” (DCI) between 2013 and 2015. The second phase
Monitoring and Evaluation being one of the main pillars of CRIMSON, the project organised several M&E missions and analysis throughout its two phases of implementation. To evaluate the performances of the CMR projects, between 2013 and 2018, several missions were conducted in the Gulf of Guinea and the Wider Indian Ocean. The most important output in terms of M&E has been the report “EU Maritime Security Programming: A mapping and technical review of past and present EU initiatives”.

CRIMSON has promoted the importance of conveying the message of the CMR projects, mainly the importance of capacity building (providing legal assistance and training) on regional level for exchange of information and cooperation to improve security of essential maritime routes. To achieve this goal, CRIMSON has invested significantly in the communication and visibility dimension. CRIMSON is also in charge of the creation of outreach material of the CMR programme, as well as of increasing the profile of the programme on social media.

CRIMSON organised CMR weeks and several other dissemination events and meetings in coordination with other CMR projects. In order to increase synergies and coordination, CRIMSON is also engaged in dialogue with other EU actions namely SWAIMS, PASSMAR, MASE, EUNAVFOR Operation Atalanta and with the main EU partners working on maritime security (UNODC, INTERPOL, AFRICOM, etc.).

3.2 Complementarity, synergy and donor coordination

CRIMARIO has established itself in the region and continues to build a high level of credibility with the expertise provided to key actors. It has succeeded to develop synergies and a permanent flow of information with other EU initiatives covering Indian Ocean Region (IOR) such as MASE, EU NAVFOR, MSCHOA (Maritime Security Centre – Horn of Africa) (lessons learnt from Mercury), EUCAP Somalia (IORIS training in Somalia), CRIMSON (in communications and evaluation). CRIMARIO is a well-known ‘brand’ among maritime sector partner institutions in five partner countries and generates strong EU visibility.

Funded under 10th EDF, the components 4 and 5 of MASE (implemented by IOC) follow similar objectives to CRIMARIO. Synergies were developed, MASE focusing on maritime security strategies and CRIMARIO providing capacity building and technical input such as information sharing in line with the architecture defined by MASE, especially the two regional centres: Regional Maritime Information Fusion Centre (RMIFC) based in Madagascar and Regional Centre for Operations Coordination (RCOC) based in Seychelles. Those two centres have received intensive training from CRIMARIO and are ready to assume the role of IORIS management and administration. MASE facilitated the signature of information sharing agreements between Comoros, Djibouti, Kenya, Madagascar, Mauritius, Seychelles and France.

To achieve the objectives of the project, regional buy-in/regional ownership of the activities is essential. A first stage of operationalisation has been reached thanks to the collaboration and the willingness of all the key actors, but additional support is required for a complete and sustainable operationalisation of information sharing tools.

The continuity of IORIS relies on the dynamism and efficiency of the two regional centres, which have just become operational. This includes mentoring to manage IORIS for on behalf of, and for the benefit of the region, to assist in the design and commission of future developments of the platform to remain relevant as regional needs dictate, and expand it to other countries. In addition, training exercises have to be regularly conducted at national and regional level to maintain a high level of skills of the connected users.

The current CRIMARIO team has established working relations with some beneficiaries of possible future initiatives (i.e. mission to Sri-Lanka and India in 2018-19) as well as key international
players in the region (US Navy, EUNAVFOR). The Seychelles conference in September 2018 demonstrated the will of many countries in the IO rim to adhere to IORIS and support CRIMARIO II.

More widely, the importance of maritime domain awareness for safe and secure ocean starts just to be recognised by the IOR countries; its implementation requires continuous efforts in capacity building, training and promotion, and of course an international cooperation. For the EU, the IOR is a vital region for trade and a crucial link in its wider commercial relation with Asia. With global economic development shifting to the Indo Pacific, the EU is increasingly focusing on closer ties with key partners looking to enhance maritime security in the region, as India. In addition, the growing awareness that the development of the Blue Economy is based, among other, on maritime security and a strong maritime situational awareness, advocates for increase cooperation.

In this perspective, CRIMARIO II will offer a step further and help to map EU and other partners approaches and expertise in maritime security through shaping and strengthening a cooperative domain awareness community in the IOR.

Efforts to bolster cooperation in ASEAN have historically run into numerous difficulties. This is despite repeated calls for bilateral and multilateral cooperation, in the form of training, information exchange, joint exercises and technical assistance. The existence of national challenges in the area of maritime security (and the issues surrounding maritime law enforcement capabilities to address them) has presented hurdles to date.

In the field of information sharing, redundancy should be avoided; satellite communication remains the best option with usual concerns on subscription cost, maintenance, training, etc. It is clear that a sustainable solution for the region can be achieved only through constant consultation with the beneficiary states, partner states and regional organisations.

Specific forms of cooperation would need to be clearly defined and based on the needs, capacity and the relevant context of the countries involved. The EU’s engagement should therefore be balanced and prioritised, given the limited resources and the complexity of the maritime security challenges these countries face.

Complementarities with other EU and non-EU actions should be strongly encouraged. As mentioned above, there is a strong preference for training in the new technology and surveillance systems. The use of the EU’s Copernicus satellite programme for maritime security purposes can be highlighted as a potential area of interest. Being a CMR project, lessons learnt from the programme, namely from the two phases of CRIMLEA, which provided support for the development of training on maritime investigation and the cooperation among national and international law enforcement agencies. CRIMARIO’s focus on building maritime domain awareness through the sharing and fusion of data for various sources to promote security and safety could also be explored in the region, especially given the interest of numerous stakeholders in the IORIS platform.

The project should also seek strong complementarities with ongoing actions under the Global Maritime Crime Programme (GMCP) Indian and Pacific Oceans Programme (I&PO) of the UNODC as well as with INTERPOL, which has been implementing project MAST to improve information sharing and enhance maritime law enforcement cooperation in the region. IMO should also be taken into close consideration when addressing issues related to compliance with legal instruments.

Component 2: CRIMSON III

Building on the results of CRIMSON I and CRIMSON II, complementarities with CMR and other EU-funded maritime security projects are crucial as well as with other EU actions and external partners (UNODC, IMO, Interpol, etc.).

4 DESCRIPTION OF THE ACTION
4.1 Overall objective, specific objective(s), expected outputs and indicative activities

The overall objective is to contribute to improving maritime security and safety, encouraging cross-sectorial and regional approaches.

Component 1: CRIMARIO II

The work started under CRIMARIO I will be continued & further extended. The Specific Objectives of the project are:

1. Enhanced information exchange and analysis, crisis management and safety. This will include the further strengthening of the roll-out of the Indian Ocean Regional Information Sharing & Incident Management Network (IORIS).
2. Strengthened maritime surveillance, policing, investigation and judiciary.
3. Improved compliance and adherence to relevant existing international legal instruments and regional arrangements.

The expected outputs of the project are:

*Expected output 1.1*

Interoperable data gathering/information sharing system established to promote Maritime Domain Awareness (MDA).

*Expected output 2.1*

Platform for communication among law enforcement agencies (national and international), judicial police and judiciary established (not essentially only on maritime issues)

*Expected output 3.1*

Enhanced capacities of partner countries to comply with international regulations.

Main activities:

Capacity building activities would be supported through a response technical support facility with a broad geographical scope covering selected Indian Ocean countries, offering a range of targeted short term technical assistance activities upon request from national authorities in eligible countries.

*Main activities under Expected output 1.1*

Based on existing structures (and possibly new ones), the action will support the establishment of an interoperable data gathering/sharing information system to promote Maritime Situation Awareness along the shipping lines of the Indian Ocean. Capacity building activities include the provision of both equipment and training. Continuous support will be offered to the Indian Ocean Commission (IOC), and individual partner countries, in view of the hosting by the organisation of the IORIS on behalf of the IOR.

*Main activities under Expected output 2.1*

In close consultation with other actions (some with more limited geographical scope), the project will organize joint training, awareness raising, operational workshop and joint investigation teams (on forensic evidence preservation and collection, maritime crime scene investigation, interviewing techniques, presentation of evidence to courts, criminal intelligence data analysis, IT forensic exploitation and exchange of information with Financial Investigation Units). In the Western Indian Ocean, activities will seek complementary and coordination with CRIMARIO partner countries and other fora (*e.g.* Djibouti Code of Conduct (DCoC).

*Main activities under Expected output 3.1*

Main activities under this result area will include: mapping and assessment of existing cross-sectorial and cross-border agreements (*Treaties, Codes, MOUs, etc.*) and Standing Operating
Procedures (SOPs) including analysis and identification of remaining gaps within existing structures as well as benchmarking exercises, allowing highlighting and promoting best tools and practices. Moreover, it will be important to assist in establishing and mentoring of Working Groups to develop and validate joint models for SOPs covering maritime security including counter piracy and armed robbery at sea. SOPs will regularly be performed within table-top exercises and involve the maritime industry.

Component 2: CRIMSON III

The specific objective is to strengthen coordination, coherence and complementarity among the various components of the CMR, both internally and externally within the EU, MS and local frameworks.

The expected outputs of CRIMSON III are concentrated in four areas of activity:

1. Monitoring: The different components of the CMR Programme are closely monitored.
2. Strengthened capacities to implement ongoing projects and design future programme.
3. Enhanced knowledge on the different components of the CMR Programme as well as on current trends in the concerned regions.
4. Visibility, liaison and information sharing: The visibility of the EU and of the CMR Programme is increased within the EU, Member States, beneficiary countries, partner countries and organisations;

Main activities:

Activities planned under Output 1: Carry out evaluation missions and subsequent evaluation reports assessing the threat related factors, the context and the how the CMR actions address identified shortcomings proposing solutions.

Activities planned under Output 2: Production of recommendations on advisable adjustments to ongoing projects and appropriate actions to be undertaken for future programming.

Activities planned under Output 3: creation of an information gateway and production of regular update reports on national, regional and international initiatives/events/activities/projects planned or carried out in domains relevant to the Programme is provided to the EU.

Activities planned under Output 4: publication of press releases, organization regional and transregional seminars and conferences as well as thematic workshops bringing together relevant actors from partner countries and international organizations.

4.2 Intervention Logic

Component 1: CRIMARIO II

The rationale in the definition of the above-described result areas is based on the fact that these four dimensions (policy and legal frameworks, operational capacities of law enforcement and judiciary – i.e. across the criminal justice chain– and cooperation at inter-agency, public-private and international level) are the tenet of any basic conceptual framework in addressing maritime security.

In order to identify priority countries, in line with the IcSP Regulation's requirement for a trans-regional focus of Article 5, a set of criteria has been developed. These include: (i) Political commitment to engage with a Rule of Law ambition; (ii) Strategic role in the (sub)region; (iii) Readiness for international cooperation; (iv) The level and nature of maritime threat (v) No overlap with other donors/possible synergies.

This new project should build on established cooperation with priority countries of the pre-existing project “Critical Maritime Routes in the Indian Ocean” (CRIMARIO), Comoros, Djibouti, Kenya, Mauritius and Seychelles. One of its main achievements is IORIS, the “Indian Ocean Regional Information Sharing Platform”, which became operational in 2018 and the continuation and
ownership of which needs to be ensured

The tailored approach based on a continuous assessment of developments globally will be translated into the identification of need development of action plans and delivery of necessary capacity building activities.

Through the train-the-trainers component and the support of existing relevant entities (such as training institutions), as well as running and planned actions on behalf of other relevant players, including EU Member States and international institutions, ensures the increase of sustainability beyond the project’s existence and ensures ownership of partner countries.

**Component 2: CRIMSON III**

Maritime domain awareness and information sharing capacities, have been established to be the pivoting foundation underpinning the overall objective of the proposed action.

The underlying global assumption is that better coordinated efforts, better assessed and informed staff (project and EU) counting on the right means and venues for sharing, discussing as well as counting on specialised analytical products are the key elements to achieve successfully the expected results. Through the different activities foreseen in this action, sustainability is ensured by serving as a coordinating mechanism for the entire community of stakeholders streamlining principles and standards throughout fostering local ownership.

Lessons learnt from CRIMSON I and II will be duly taken into account in designing and implementing the CRIMSON III follow-up project, while complementarity with activities under other geographic and thematic financial instruments will be ensured.

**4.3 Mainstreaming**

Actions in the area of maritime security cut across many different sectors and issues, ranging from human rights, gender equality, good governance and migration to criminal law and border management.

Concerning gender, a key consideration in security-related actions is that in both developed and developing countries this is a traditionally male-dominated field. Increasing involvement of women in this field, as well as awareness raising of local authorities on such issues might have a progressive positive impact on their empowerment and inclusion in the relevant structures of their countries.

To ensure compliance of the proposed action with the obligations stipulated in Article 10 (“Human rights”) of Regulation (EU) No 230/2014, a clear human rights perspective should be incorporated throughout the different stages of the project cycle (project design/formulation; monitoring of implementation; evaluation) on the basis of the operational guidance developed to this end by the European Commission (https://ec.europa.eu/europeaid/operational-human-rights-guidance-eu-external-cooperation-actions-addressing-terrorism-organised_en ). Any potential flow-on risk on the respect of human rights should be constantly monitored and mitigating measures need to be foreseen.

The integration of a gender-sensitive perspective throughout the project cycle and in accordance to the specificities of the crimes at hand shall make the actions more sustainable through: (i) ensuring that national authorities are aware of relevant women’s human rights norms and standards and that they are trained to respect and protect these rights while performing their functions; (ii) supporting the legislative reforms that are gender-sensitive; (iii) promoting the balanced representation of women in the security sector; and (iv) fostering the increased participation of women in all operational activities related to the actions.

Involvement of civil society is also key for a holistic approach in addressing the maritime security. In a similar vein, beneficiary countries will be advised to follow the same principles especially as regards gender equality principles and guidelines as to fair and non-discriminatory treatment.
With regard to environment and climate change, the programme will aim to reduce its carbon footprint and environmental impact by limiting the use of dissemination materials (in hard copies) and whitening chemicals for printing materials, prioritizing video conferences to reduce the environmental impact caused by frequent plane travels and promoting carbon off-sets for air travel.

4.4 Contribution to SDGs

This intervention is relevant for the 2030 Agenda. It contributes primarily to the progressive achievement of SDG(s)16 "Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels", and 5 "Achieve gender equality and empower all women and girls"

5 IMPLEMENTATION

5.1 Financing agreement

In order to implement this Action, it is not foreseen to conclude a financing agreement with the partner countries.

5.2 Indicative implementation period

The indicative operational implementation period of this action, during which the activities described in section 4 will be carried out and the corresponding contracts and agreements implemented, is 64 months from the date of adoption by the Commission of this Financing Decision.

Extensions of the implementation period may be agreed by the Commission’s responsible authorising officer by amending this Decision and the relevant contracts and agreements.

5.3 Implementation modalities.

The Commission will ensure that the EU appropriate rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures.

5.3.1 Procurement (direct management, Component 2)

The implementation method will be direct centralised management through the signature of a service contract with International and/or Public organisations including not for profit organisations, or consortia thereof to achieve the results outlined above.

<table>
<thead>
<tr>
<th>Subject</th>
<th>Type (works, supplies, services)</th>
<th>Indicative number of contracts</th>
<th>Indicative trimester of launch of the procedure</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRIMSON III</td>
<td>Services</td>
<td>1</td>
<td>Q4/2019</td>
</tr>
</tbody>
</table>

5.3.2 Indirect management with a Member State Organisation (Component 1)

This action may be implemented in indirect management with an entity which will be selected by the Commission’s services following an open expression of interest from all EU Member States.

The entity will be selected by the Commission’s services using in particular the following criteria: operational capacity and value added. The implementation by this entity entails achieving the objective of supporting partner countries in the Wider Indian Ocean to adequately address maritime-related issues and maritime security challenges in a comprehensive manner, encouraging cross-sectorial and interregional approaches.

5.4 Scope of geographical eligibility for procurement and grants

Subject to the following, the geographical eligibility in terms of place of establishment for

5 www.sanctionsmap.eu Please note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy between the published legal acts and the updates on the website it is the OJ version that prevails.
participating in procurement and grant procedures and in terms of origin of supplies and materials purchased as established in the basic act shall apply.

5.5 Indicative budget

<table>
<thead>
<tr>
<th>Component</th>
<th>Amount in EUR</th>
<th>Third party contribution (indicative)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.3.1. – Component 2 – CRIMSON service contract (direct management)</td>
<td>2 000 000</td>
<td>N.A.</td>
</tr>
<tr>
<td>5.3.2. – Component 1 – CRIMARIO Indirect management*</td>
<td>7 500 000</td>
<td>N.A.</td>
</tr>
<tr>
<td>Procurement – total envelope under section</td>
<td>2 000 000</td>
<td>N.A.</td>
</tr>
<tr>
<td>Evaluation, (cf. section 5.9), 5.10 – Audit(cf. section 5.10)/Expenditure verification</td>
<td>Covered by another decision</td>
<td>N.A.</td>
</tr>
<tr>
<td>Communication and visibility (cf. section 5.11)</td>
<td>N.A.</td>
<td>N.A.</td>
</tr>
<tr>
<td>Contingencies</td>
<td>0</td>
<td>N.A.</td>
</tr>
<tr>
<td>Totals</td>
<td>9 500 000</td>
<td>-</td>
</tr>
</tbody>
</table>

*Indicatively max. 20% will be allocated to the provision of equipment.

5.6 Organizational set-up and responsibilities.

The implementation of this action will be coordinated and led by the European Commission. During the inception phase, an appropriate management structure will be established to ensure the coherence of all components.

5.7 Performance and Results monitoring and reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process and part of the implementing partner’s responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (outputs and direct outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality). The report shall be laid out in such a way as to allow monitoring of the means envisaged and employed and of the budget details for the action. The final report, narrative and financial, will cover the entire period of the action implementation.

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

5.8 Evaluation

Having regard to the importance of the proposed actions, a final evaluation will be carried out via independent consultants. The Commission shall inform the implementing partner at least 30 days in advance of the dates foreseen for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities. The evaluation reports shall be shared with the partner countries and other key stakeholders. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the partner countries, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project. The financing of the evaluation shall be covered by another measure constituting a financing decision.

5.9 Audit

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audits or
expenditure verification assignments for one or several contracts or agreements. The financing of the audit shall be covered by another measure constituting a financing decision.

5.10 Communication and visibility

Communication and visibility of the EU is a legal obligation for all external actions funded by the EU. This action shall contain communication and visibility measures which shall be based on a specific Communication and Visibility Plan of the Action, to be elaborated at the start of implementation. In terms of legal obligations on communication and visibility, the measures shall be implemented by the Commission, the partner country, contractors, grant beneficiaries and/or entrusted entities. Appropriate contractual obligations shall be included in, respectively, the financing agreement, procurement and grant contracts, and delegation agreements.

The Communication and Visibility Requirements for European Union External Action (or any succeeding document) shall be used to establish the Communication and Visibility Plan of the Action and the appropriate contractual obligations.
## APPENDIX 1 - INDICATIVE LOGFRAME MATRIX (FOR PROJECT MODALITY)

<table>
<thead>
<tr>
<th>Results chain</th>
<th>Indicators</th>
<th>Sources and means of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>To contribute to improving maritime security and safety, encouraging cross-sectorial and regional approaches.</td>
<td>Number of countries that adopt and implement constitutional, statutory and/or policy measures for addressing maritime security (on the basis of SDG Indicator 16.)</td>
<td>National progress reports on SDG Target 16, World Bank, UNDP, UNODC country statistical data and reports Project Evaluation(s) (Midterm review and final evaluation)</td>
</tr>
<tr>
<td>Specific objective(s): Result Areas</td>
<td>SO1: Enhanced information exchange and analysis, crisis management and safety. This will include the further strengthening of the roll-out of the Indian Ocean Regional Information Sharing &amp; Incident Management Network (IORIS). SO2: Strengthened maritime surveillance, policing, investigation and judiciary. SO3: Improved compliance and adherence to relevant existing international legal instruments and regional arrangements. SO4: To strengthen coordination, coherence and complementarity among the various components of the CMR, both internally and externally within the EU, MS and local frameworks.</td>
<td>1.1 Number of legal and policy instruments for exchange for mutual cooperation on information exchange and coordination. 1.2 Number of information exchanges and practical cooperation among participating authorities and between them and their EU counterparts Number of coordinated interventions at national level and correlation with prosecutions and adjudication. 3.1 Number of regulations, plan strategies and methodologies adopted by authorities as a result of project intervention 4.1 Number of coordinated actions and follow-up on cases with a strong land-sea nexus (bunkering, piracy, etc)</td>
<td>1.1. National legislation (official journal). 1.2. National strategies (official journal); Project update reports; National government reports, including National reports on the implementation of National Maritime Security Strategies; Statistical Office (NSO) progress reports; National Law Enforcement Reports; Press Releases</td>
</tr>
<tr>
<td>C.1.1 Interoperable data gathering/information sharing system established to promote MDA.</td>
<td>Status of the information sharing system/data gathering platform Number of beneficiary countries registered in the platform.</td>
<td>Project update reports; National government reports, including National reports on the implementation of National Strategies</td>
<td>Good cooperation amongst authorities and stakeholders.</td>
</tr>
<tr>
<td>C.1.2 Platform for communication among law enforcement agencies (national and international), judicial police and judiciary established (not essentially only on maritime issues)</td>
<td></td>
<td>Project internal monitoring system; Platform database</td>
<td>Good cooperation amongst authorities and law enforcement agencies.</td>
</tr>
<tr>
<td>C.1.3 Enhanced capacities of partner countries to comply with international regulations.</td>
<td>Status of certifications Number of agencies compliant with international regulations</td>
<td>Project internal monitoring system</td>
<td>Good cooperation amongst authorities and stakeholders.</td>
</tr>
<tr>
<td>C.2.1 Monitoring: The different components of the CMR Programme are closely monitored.</td>
<td>Number of Analytical reviews of CMR projects achievements provided to CA Status of Needs assessments and gap analysis for future programming</td>
<td>Project internal monitoring system Database of training participants List of projects newly formulated Database of projects monitored</td>
<td>Open dialogue is established with CA to provide objective and critical advice on existing activity and future programming</td>
</tr>
<tr>
<td>C.2.2 Strengthened capacities to implement ongoing projects and design future programme.</td>
<td>Number of EU staff with increased knowledge in project management and design formulation (disaggregated by sex) Number of projects successfully formulated by EU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C.2.3 Enhanced knowledge on the different components of the CMR Programme as well as on current trends in the concerned regions.</td>
<td>Number of Updates on emerging maritime security threats along the critical maritime routes</td>
<td>Project internal monitoring system</td>
<td>CRIMSON identifies and engages relevant partners in EU and other institutions. Understanding is reached with CA on information sharing Good working relationship with CA and project managers to ensure flow of information</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Status of the Review of policies and development in beneficiary countries pertaining to CMR</td>
<td>Frequency of updating the Newsfeed on initiatives and events by partners and donors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of projects monitored with a positive score/feedback</td>
<td>Project internal monitoring system</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C.2.4 Visibility, liaison and information sharing: The visibility of the EU and of the CMR Programme is increased within the EU, Member States, beneficiary countries, partner countries and organisations.</th>
<th>Status of implementation of the EU visibility and communication plans in the CMR projects</th>
<th>Project internal monitoring system</th>
<th>CRIMSON engage in regular meetings with partners and present at events to promote the achievements of CMR at series</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of articles/publications on xxx published with support of this Action</td>
<td>4.1 CMR project communication and visibility plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of website/platform visits</td>
<td>4.2 Articles published</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4.3 Platform registration/access data</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>