The sub group has met twice, with the following key findings, challenges and possibilities having been identified:

**KEY FINDINGS**

1. Sustaining success requires:
   - Regional integration of a common MSA picture, capacity-building, and coordination of efforts

2. Dual Track Approach includes two primary lines of effort:
   - Information primarily supplied by industry and shared with international and regional navies for action to deter pirates
   - Information shared between navies and coastguards for operational response planning and operations

**CHALLENGES & POSSIBILITIES**

1. Challenges:
   - Need to build further trust between stakeholders
   - Lack of coordination of capacity-building efforts
   - Barriers to information sharing (technical, legal, administrative, etc.)
   - Incentivizing continued industry participation in information sharing

2. Possibilities:
   - Formulate a plan of action to maintain a shared stakeholder commitment to a sustainable long-term MSA framework
   - Maintaining a focused international presence until full transition is possible

**RECOMMENDATIONS**

- The high-level requirements developed by the sub group should be shared with all relevant stakeholders to ensure a common understanding of the issue
- The sub-group and other relevant stakeholders should cooperate to establish specific steps and responsibilities needed to develop the desired framework for the long term
- Consideration should be given to continuing this process under the new CGPCS Counter-Piracy and Mitigations Working Group

**WORKING MSA DEFINITION**

MSA is defined as “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.”

www.oceansbeyondpiracy.org
INFORMATION SHARING IN THE WESTERN INDIAN OCEAN

Djibouti Code of Conduct (DcoC) Signatory States:

Comoros, Djibouti, Egypt, Ethiopia, Jordan, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Seychelles, Somalia, South Africa, Sudan, United Arab Emirates, United Republic of Tanzania, Yemen

The Djibouti Code of Conduct’s MSA work focuses on building upon the Information Sharing Network, and existing national infrastructures, enhancing regional maritime situational awareness to assist with the operational control of regional maritime zones and regional maritime law-enforcement forces.

EU-funded Capacity-Building Projects related to MSA:

Funded by the Instrument contributing to Stability and Peace (IcSP):

Critical Maritime Routes*:

MARSIC: Implementation support to the Djibouti Code of Conduct.
CRIMARIO: At least one Information Fusion Centre planned (possibly in the UAE).

*Other Critical Maritime Routes projects in the Indian Ocean include CRIMLEA and CRIMSON

Funded by the 10th European Development Fund:

The Regional Maritime Security Programme (MASE)

A new Information Fusion Centre was proposed in April 2014, possibly in Kenya, Madagascar, Mauritius or the Seychelles.