



## **CONTACT GROUP ON PIRACY OFF THE COAST OF SOMALIA WORKING GROUP 1 – LONDON, 10 MAY 2010**

### **CHAIRMAN'S CONCLUSIONS**

**The following are the draft Chairman's conclusions on his own responsibility reflecting the sense of discussion in Working Group 1 on 10 May, to serve as the basis for his oral report to the next Contact Group meeting.**

*(All presentations as well as other Working Group 1 documents, including the Regional Capability Development Matrix, are available on the CGPCS restricted access website.)*

Working Group 1 expressed its gratitude to the IMO for its support in hosting this meeting at the Headquarters of the IMO.

### **CO-ORDINATED MILITARY RESPONSE TO THE EVOLVING PIRACY THREAT THROUGHOUT THE REGION**

In response to the tasking received from the CGPCS, Working Group 1 discussed potential responses to the developing patterns of pirate activity throughout the region on the basis of an options paper by the chair and presentations by the co-chairs of the Shared Awareness and De-confliction (SHADE) mechanism as well as from representatives of the shipping industry.

Working Group 1 noted with appreciation the presentation by the co-chairs of the SHADE, welcomed ongoing discussion on military response in that body, and invited the co-chairs to keep the CGPCS updated on its planning and activity.

Working Group 1 welcomed the update on the numbers of pirates detained and pirate operations disrupted by the military operations, and underlined the importance of effective prosecution and imprisonment of pirate suspects to the credibility of the regional and international response.

Working Group 1 underlined the central importance of adherence to Best Management Practice (BMP) to risk minimisation, pressed for maximum possible adherence by all merchant shipping to BMP throughout the growing area of risk, and proposed that that the recommended area for BMP application be extended, noting that this question would be addressed at the forthcoming IMO Maritime Safety Committee. Working Group 1 noted that the identity of Flag States bears no correlation to the risk of attack, and agreed that all Flag States should be pressed equally to ensure by all means possible that all shipping under their Flag complies with BMP.

Working Group 1 noted the importance of continued focus on the Internationally Recognised Transit Corridor through the Gulf of Aden, and the need not to put at risk achievements in this critical trade artery.

Working Group 1 noted the need for more helicopters, Maritime Patrol Aircraft, oil tankers and the variety of types of warships which could be useful for counter-piracy operations (ie not just limited to destroyers and frigates) in order to respond to the evolving and more geographically-extended threat, as well as the need for increasing land basing options in the region to support such naval and air operations. It noted the particular gap in provision of Maritime Patrol Aircraft to cover the Indian Ocean.

Working Group 1 expressed concern at the lack of widespread Flag State consent for use of military Vessel Protection Detachments, and tasked the chair to engage with key Flag States of WFP, AMISOM and other vulnerable shipping to facilitate embarkation of Vessel Protection Detachments.

## **REGIONAL CAPABILITY DEVELOPMENT**

Working Group 1 welcomed the joint presentation on counter-piracy action and forward planning by the Ministers of the Transitional Federal Government of Somalia and Puntland and Galmudug States, notably their proposal for a Coastal Monitoring Force.

Working Group 1 welcomed the report by the UN Political Office for Somalia on the progress being made in the UN-facilitated discussions between the TFG, Puntland and Somaliland governments on counter-piracy issues (the “Kampala Process”).

Working Group 1 encouraged partners to consider support for the TFG/Puntland/Galmudug proposals, as well as for projects being advanced through the Kampala Process, ensuring that their intentions are shared with other partners through the WG1 Matrix mechanism.

Working Group 1 noted the presentation by Captain Jan Dahl of the Nordic Advisory and Co-ordination Staff on developing regional maritime co-operation for maritime peace and security in eastern Africa, and encouraged partners to consider the support that can be provided to EASBRIG partners to develop their maritime capabilities in response to the threat of piracy in the region, notably in the area of training as well as equipment needs.

Working Group 1 noted the presentations on the substantial, significant and complementary progress being achieved by IMO on implementation of the Djibouti Code of Conduct and by the European Commission on the Critical Maritime Routes programme.

Working Group 1 took note of progress being made by regional countries and other CGPCS participants in addressing regional capability development needs, and underlined the importance of such co-ordinated and transparent action in underpinning sustainable solutions to counter-piracy activity.

Working Group 1 encouraged CGPCS participants to consider support for remaining gaps identified in the WG1 Matrix, engaging with regional partners and other CGPCS participants, and informing the CGPCS as a whole of their current and planned activity through the WG1 Matrix mechanism.