



**TRUST FUND TO SUPPORT INITIATIVES OF STATES
COUNTERING PIRACY OFF THE COAST OF SOMALIA**

PROJECT DOCUMENT

PROJECT OVERVIEW	
1. Requesting Agency	UNPOS/IMO/UNODC
2. Project Title	Support to Maritime Law Enforcement in Somalia
3. Duration	24 months
4. Estimated Starting Date	January 2013
5. Location	Somalia
6. Application to Window of Fund	B
7. Focus Area	Maritime Law Enforcement
8. Request to Trust Fund	\$2,072,569

9. Brief Description

This is a submission from UNPOS, IMO and UNODC for support to the Maritime Law Enforcement (MLE) Authorities in Somalia. It proposes a package of assistance delivered by the three agencies designed to give the MLE authorities the basic skills and capability to exercise some control over their 12nm territorial sea.

The proposal has been deconflicted from the work of EUCAP NESTOR, FOA, UNDP, EU MASE, IGAD, the African Union, AMISOM and Turkey. The proposal has also been discussed with maritime law enforcement authorities in Somalia.

10. SITUATION ANALYSIS AND JUSTIFICATION

10.1. Background and Justification

UNPOS is mandated under UNSCR 1976 to be the coordinator of UN activity on counter piracy. This role is interpreted to include coordination of:

- Somali activity through the “Kampala Process”;
- UN and Regional agency activity which has or might have a counter piracy element through the “Nairobi Cluster”;

- Regional, bi-lateral, private security capacity building through the “Maritime Security and Counter Piracy Technical Working Group” which is part of Joint Security Committee;
- Liaison with naval forces particularly where they may impact on the Political or Military situation on land.

With UNODC, UNPOS runs the Hostage Release Programme. UNPOS as the political lead in Somalia assists CGPCS Working Group Chairmen with their work, especially locally within the Region. UNPOS also oversees implementation of the Roadmap Counter Piracy Targets and monitors the implementation of UNSCR Piracy Requirements. UNPOS PIO is responsible for implementing an advocacy project for WG4 in South Central Somalia.

Under the Djibouti Code of Conduct, **IMO** is implementing capacity building for regional maritime law-enforcement and maritime administrations within a legal framework. As such IMO is well placed to work to assist Somalia as a Djibouti Code Member State to deliver an update to its current legislation to empower maritime law-enforcement and this could be undertaken by the IMO Project Implementation Unit using funds held in the Djibouti Code of Conduct Trust Fund. Additionally IMO and UNODC have the expertise and contacts to undertake the design, training, and development of Somali MLE authorities and would seek to do this in partnership with other strategic partners. There are no funds within the Djibouti Code of Conduct Trust Fund for this work, and separate funding would be required.

Since May 2009, the **UNODC** has supported the criminal justice systems of states in the Eastern Africa/Indian Ocean region engaged in prosecuting piracy suspects handed over by international navies, in order to ensure their fair and efficient trials and secure and humane imprisonment. This support has been provided in Kenya, Seychelles and Mauritius. A programme to deliver support to Tanzania has been prepared with the EU pending the signature of a transfer agreement. UNODC is also helping to build capacity for secure and humane imprisonment in Somalia. Under the Piracy Prisoner Transfer Programme (PPTP), UNODC is currently implementing activities which will ensure that prison conditions are in line with international norms and standards in order to have Somalis convicted of piracy elsewhere, transferred back to Somalia to serve their sentences.

According to EUNAVFOR, there has been a significant decrease in the number of successful piracy attacks off the coast of Somalia in 2012. There are reportedly several possible reasons for this decrease; an exceptionally bad monsoon season; increased compliance of ship

owners with IMO Best Management Practices and private security companies being hired to protect vessels. The decrease has, however, been described by EUNAVFOR as 'fragile and reversible'. Concurrently, in the course of 2012, levels of stability not seen for decades have been reached in South Somalia. With a new elected Government and increased stability, counter piracy work in Somalia deserves an increased focus.

Somalia has one of the longest coastlines in Africa, a factor which has the potential to play a major role in carrying forward development in Somalia. On the other hand, if left unchecked, crimes committed at sea such as weapon, people and drugs smuggling, illegal fishing, and of course piracy, will continue to have a destabilising effect on the fragile state. Somali authorities have long been agitating for assistance to help them assert some control over their maritime zones in order to combat what they assess to be unchecked exploitation of and damage to their economic interests adjacent to their coast. The time is therefore right to increase the focus on MLE measures delivered in Somalia by Somalis.

UNPOS, IMO and UNODC have the operational capacity to expand activities to include support to the Somali MLE authorities. Using the momentum currently created by the improved security situation, the three agencies are partnering to establish a MLE Programme which will strengthen Somali institutions fighting the threat of piracy and other maritime crime by increasing the capacity of Somali MLE authorities.

While the Somali police forces are supported by UNDP and UNPOS and some shore based maritime policing capability exists in Puntland, there is currently no programme that the agencies are aware to support a basic inshore maritime law enforcement capability. Although this proposal has a counter piracy focus, the capability to patrol the territorial waters of Somalia will serve to counter a number of other crimes currently being committed with impunity off the coast of Somalia. This will contribute to raising the overall level of peace and stability in Somalia, and to empowering Somalia to begin reasserting some control over its waters and their resources – a significant concern for Somalis.

Current MLE capacity is as follows:

SOMALILAND

The Somaliland Coastguard comprises approximately 700 officers. Their activities on land and at sea are constrained by many factors, in particular a lack of communications and engineering capacity. Vehicles, vessels and radio equipment donated by various bilateral

partners have deteriorated due to lack of maintenance. A joint UNPOS/UNODC assessment mission revealed that 80% of their vessels are unable to go to sea for want of basic mechanical repairs and spares. The vessels have a range of inboard and outboard engines many of which require a level of maintenance and repair expertise which simply isn't available in the region. There are few spare parts and a very limited engineering capability. On shore, although there is a designated operations room, it contains limited equipment, is not manned 24 hours and there is limited understanding of the regional maritime law enforcement framework. The Coastguard is not able to communicate with their vessels or coastal stations other than intermittently. The Coastguard has been gifted a number of vehicles to allow them to access their coastal stations. Although these are of a suitable design for the task, any spares packages have been exhausted and many of the vehicles are no longer useable. In 12 months, unless the problem is addressed, few will be useable

PUNTLAND

Puntland has no maritime law enforcement capability beyond the harbor at Bosaso. However, the Puntland Maritime Police Force (PMPF) has been funded and trained to deliver a shore based law enforcement capability. It is considered to be competent and well equipped but currently outside the rule of law framework. PMPF has been heavily criticized by the Somalia and Eritrea Monitoring Group (SEMG) and its future is unclear. It is currently unfunded.

This proposal will support an entirely separate capability. The Government of Puntland has endorsed this approach but has few resources to contribute, although they have promised the necessary manpower and real estate. The coastguard HQ will be established in Bosaso where there is ample jetty space, a competent local boat builder and shipyard and widespread support for a maritime law enforcement capability.

SOUTH CENTRAL SOMALIA

South Central Somalia has a maritime force of about 600 personnel. They require substantial support, both material and educational, to enable them to contribute effectively to the efforts of AMISOM and international naval forces in maintaining stability in South Central Somalia. The Turkish Government is already engaged to provide basic equipment and training to this force. This proposal will provide a MLE coordination facility to allow command and control of MLE authorities throughout Somalia.

10.2. Synergies/Partnerships

UNPOS, IMO and UNODC have a long history of collaboration on counter piracy work under the Nairobi Cluster which is headed by UNPOS. IMO and UNODC have for several years carried out joint training in maritime law and rules of engagement to support signatories to the Djibouti Code of Conduct, most recently 15-17 November 2012 with representatives from the three Somali administrations. UNPOS and UNODC are currently collaborating on a project which provides support to hostages taken at sea and released from captivity in Somalia. UNPOS, IMO and UNODC CPP have personnel collocated in shared offices in Nairobi and work closely with UNDP and EUCAP NESTOR staff in Nairobi.

10.3. Partnership Arrangements/Modalities

This proposal has been developed through the Maritime Security Counter Piracy Technical Working Group which is set up to assist the Government of Somalia to develop a Maritime Security Strategy. As chair of the Kampala Process, UNPOS is directly responsible for communication between UN agencies and Government partners in Somalia.

DECONFLICTION

This proposal has been shared with the following:

- a. The African Union is developing Africa's Integrated Maritime Strategy for 2050 to address Africa's maritime challenges and opportunities focussing on wealth creation and sustainable governance of Africa's seas and oceans. This programme will be complimentary to this approach.
- b. UNPOS, IMO and UNODC have all been engaged in the development of the EU MASE Programme and meetings with implementing partners IGAD, IOC and EAC have ensured there is no confliction.
- c. This proposal has been shared with EUCAP NESTOR and does not conflict with their planned activities; indeed EUCAP NESTOR see their activities as being strongly complimentary. Specifically, while EUCAP NESTOR will be doing work to improve the effectiveness of regional coastguards, programme activities related to Somali coastguards have not yet been formulated. Having accompanied UNPOS/UNODC to Bosaso, EUCAP NESTOR personnel are aware of activities to be carried out under this programme and any support to MLE in Somalia under NESTOR will therefore be coordinated accordingly.
- d. The Turkish government have confirmed that this programme will complement their contribution of two 20m vessels to the Government in Mogadishu.
- e. UNDP Somalia who run police programming in some areas of Somalia. Their work does not include MLE forces.

- f. The Nairobi Cluster which includes all Nairobi based donors and agencies.
- g. FAO, who have formulated a programme to support the fisheries industry in Somaliland and Puntland which includes training of Somaliland Coastguard officers and provision of a patrol vessel. The programme is set to commence in 2013. In the event of concurrent programming, activities, especially those related to training, will be carried out in close coordination.

11. STRATEGY

11.1 Overview of Project Strategy

UNPOS, IMO and UNODC will work together to ensure that Somali MLE authorities have the legal framework and basic logistical support to police the territorial sea of Somalia (ie: out to 12 nm). The programme restricts its focus to 12 nm for 2 reasons:

- a. Although Somalia currently claims a 200nm territorial sea, this claim is in excess of that allowed by the UN Convention on the Law of the Sea 1982, which Somalia ratified 24 July 1989. Therefore, Somalia's legitimate territorial sea claim extends only to 12nm; the maximum allowed by the Convention. It is notable that Somaliland (via its Fisheries Law) has accepted that it has only a 12 nautical mile Territorial Sea, and that its authorities in its EEZ are consistent with UNCLOS 1982. Senior representatives from Somali administrations have also indicated that there is a little known 1986 law (they are seeking to find a copy) which revoked the Somali 200 nm territorial sea claim to bring their claims into conformity with UNCLOS 1982. The Somali administrations are thus aware that the 200 nm territorial sea claim is not sustainable and may even have been revoked – at any rate they recognise that further support would be conditional on clearly articulating or rearticulating this change of claim.
- b. Although there are no comprehensive laws in place to give Somali MLE personnel legal powers (including powers of arrest and seizure), there are sufficient laws in each area to allow maritime law enforcement personnel to exercise legal powers out to 12nm. The current patchwork of incomplete authorities and powers is recognised by the Somali administrations as being in need of reform.

Support to Somali MLE is in line with the following:

- a. UNSCR 1976 and 2067, and the UN Policy Coherence Paper No 7¹, the present proposal will contribute to “ensuring a comprehensive approach to address instability, lack of governance and law enforcement, and unrelenting poverty in Somalia and its regions which generate motivation to engage in piracy”.
- b. The ‘Roadmap’ was set up through the Kampala Accord. The roadmap for ending the transitional period identified key tasks in both the political and security sectors. The maritime security elements were not achieved and have been updated in a revised roadmap and a policy paper by UNPOS (see Annex A). The key objectives are:
 - I. Develop a National Maritime Economic and Security Strategy in conjunction with Regional States based on the Constitutional provisions and the NSSP.
 - II. Develop a Legal Framework to support the National Maritime Economic and Security Strategy
 - III. Establish a Maritime Law Enforcement capability in line with the NSSP to protect Somali Ports, territorial waters and EEZ.
 - IV. Develop a Ministry of Fisheries Marine Resources and Environment
 - V. Develop a Ministry of Maritime Transportation, Ports and Counter Piracy
 - VI. Develop support to Coastal regeneration projects and Advocacy Program as a counter to Piracy and other Crimes in coastal
- c. The on-going efforts of the Contact Group on Piracy off the Coast of Somalia (CGPCS) in developing regional and Somali capacity on land and inshore waters.

This programme will be focused on the following four main areas of support:

Area I: Establish National Maritime Strategy in line with the revised Kampala Process Roadmap (Led by UNPOS)

Area II: Support to MLE commanders (Led by IMO)

Area III: Logistical Support to MLE (Led by UNODC)²

Area IV: Support to Reform of MLE Legal Framework (Lead by IMO) NOTE: This work is

¹“UN Comprehensive Approach to Piracy in Somalia”

² Logistical support to MLE authorities will be targeted individually to Somaliland, Puntland and South Central respectively based on assessments of existing capacity made in each location and considering assistance already being provided by other actors.

not a prerequisite for areas I-III. Sufficient laws exist to give basic law enforcement jurisdiction to 12nm.

SOMALILAND

An assessment mission to the Somaliland Coastguard HQ in Berbera, identified at least 12 personnel as suitable to be trained as engineering technicians. Initial support to the Somaliland Coastguard will therefore focus on making the existing seagoing capacity of the Coastguard operational through the establishment of an engineering workshop for outboard motors and coastguard vehicles, mentoring and training of technicians and cover of engineering costs for existing boats. Funding to start up these activities has been secured bilaterally but expires in March 2013. Funding under this proposal would be targeted at continuing the above listed activities beyond the first quarter of 2013.

PUNTLAND

Support to Puntland, which has no existing coastguard, will be directed at establishing a HQ for MLE authorities in Bosaso under the Ministry of Maritime Transport Security and Ports as requested by the Government. This will entail provision of infrastructure including engineering workshop, maintenance facility, boat storage, boats, engines, and communication equipment; training and mentoring; all of which will be based in Bosasso. In the longer term, the Programme for Puntland would expand to other bases along the coast using the 2011 Puntland proposal developed for UNPOS as a guiding document. A National Training Facility for the coastguard may be placed in Bosasso following agreement between the Central Government and Puntland authorities for MLE training to take place there. This will be coordinated with existing EUCAP NESTOR plans for MLE training.

SOUTH CENTRAL SOMALIA

The Turkish Government has agreed to provide support to MLE in Mogadishu and some training is being provided by Bancroft. Therefore support to South Central Somalia under this project will be focused on establishing a central coordination mechanism for all MLE activity together, on the advice of FAO, with a modern fishery monitoring facility. At a later date capability needs to be extended along the coast to the Kenyan border with coastal stations, coastal monitoring and a patrol capacity both air and land based.

11.2 Major Project Outcomes and Outputs

Outcome 1: Maritime Strategy in place (Delivery led by UNPOS)

Outputs

- 1.1. Maritime Strategy agreed and published;
- 1.2. Joint Maritime Authority established in Somalia;
- 1.3. Ministerial leads for MLE authorities established and resourced.

Outcome 2: MLE Command structures in place and staffed by trained personnel (Delivery led by IMO).

Outputs

- 2.1. MLE commander have received command and control training*;
- 2.2. Rules of Engagement (RoE) drafted for maritime law enforcement in accordance with the Djibouti Code of Conduct.

Outcome 3: MLE operations developed (Delivery led by UNODC).

3.a Somaliland

Outputs

- 3.a.1 MLE personnel trained in existing powers applicable to the territorial sea*;
- 3.a.2 MLE personnel mentored by international experts in Berbera*;
- 3.a.3 MLE personnel trained in anti-corruption matters within the coastguard commend structure;
- 3.a.4 Berbera CGHQ has received resources to support basic operations;
 - Engineering department staffed with trained local personnel;
 - Engineering department equipped with basic repair and maintenance equipment;
 - VHF and HF communications in place to support CGHQ, Forward Operating Bases and vessels.

3.b Puntland

Outputs

- 3.b.1 MLE personnel mentored by international experts in Bosaso*;
- 3.b.2 MLE personnel trained in current criminal powers applicable to the territorial sea*;
- 3.b.3 MLE personnel trained in anti-corruption matters within the coastguard commend structure;
- 3.b.4 Bosaso CGHQ has received resources to support basic operations;
 - Five inshore patrol vessels provided;

- Uniforms and basic equipment delivered;
- Coastguard HQ constructed;
- Engineering department staffed with trained local personnel;
- Engineering department equipped with basic repair and maintenance equipment;
- VHF and HF communications in place to support CGHQ, Forward Operating Bases and vessels.

3.c. South Central Somalia

Outputs

3.c.1 MLE Command Centre Establishment in Mogadishu through the refurbishment and equipping of existing facilities.

Outcome 4: Legal Framework in place to allow MLE operations in all Somali maritime zones (Delivery led by IMO).

Outputs

- 4.1. Somali Maritime Law drafted to ensure a comprehensive legal basis for coastguard operations beyond the territorial sea (this is an area where EU NESTOR will contribute);
- 4.2. All necessary support provided for the declaration of Somali's Exclusive Economic Zone (EEZ);
- 4.3. MLE staff trained in Maritime Law Enforcement (this is an area where EU NESTOR will contribute).

*Areas where EUCAP NESTOR may contribute.

11.3 Key Risks and Mitigation Strategy

The principal risks associated with the proposed project are:

- Risk: Volatile Somali political / governmental environment.
- Mitigation: Close monitoring of political situation and activity implementation.
- Risk: Unstable security situation and / or attacks on implementing partners.
- Mitigation: Appropriate levels of investment in security measures and close monitoring of security situation.

- **Risk:** Lack of support within Somali communities for the strengthening of Somali MLE.
- **Mitigation:** Monitoring of political sentiments in local communities towards strengthening law enforcement entities.
- **Risk:** The three regions are at different capacity levels and of different need in support.
- **Mitigation:** The project will adopt the kind of assistance and support according to current level of capacity.

11.4 Means of Verification

- Field Monitoring from UNODC, UNPOS and IMO Staff including site checks and field visits to MLE Facilities;
- Reporting from mentors and experts on the ground;
- International Media Reporting & protection monitoring reports from UN Agencies;
- Meetings with implementing partners and government authorities;
- Evaluation by participants attending trainings including a pre-test at the commencement of the course to evaluate the knowledge and competency of students course work, training needs assessment (for those on advanced trainings), as well as an examination at the conclusion of the course including post-tests to undertake a comparative analysis of students before and after the course;
- File reviews of law enforcement / coastguard staff at the beginning and at conclusion of the training courses conducted in order to evaluate improvements in the quality of knowledge;
- Site reports regarding status of rehabilitation as well as final reports following completion of works;
- Reports from implementing partners.

12. MANAGEMENT ARRANGEMENTS

12.1 Project Management Mechanisms and Structure

The project will be implemented jointly between UNODC, UNPOS and IMO as outlined above.

This joint Programme will be lead by UNPOS, who will select and appoint a P4, based in Mogadishu, for the purpose. He/she will also have local staff in Mogadishu and be responsible for the delivery of the Programme.

IMO and UNODC elements will be delivered by international and local staff whose costs fall

within the areas.

12.2 Project Evaluation

UNODC will have the Trust Fund proposal fall under the successor to the Trust Fund project XEAX20, which will be opened in 2013 for easier administration and reporting purposes. This project will, along with XEAX20, be part of the independent midterm evaluation of the overall Counter Piracy Programme (CPP) to take place in 2013, and the final independent project evaluation of XEAX20. UNODC focuses its evaluations on the criteria of: relevance, effectiveness, efficiency, impact and sustainability. All UNODC's evaluations are carried out under the oversight of the Independent Evaluation Unit (IEU) of UNODC Headquarters in Vienna, which provides technical support and quality assurance throughout the process. IEU clears the Terms of References, the selection of the evaluation consultant/s, the inception and final reports. The Programme document of XAMT72 is the initial CPP document covering all regional activities and is covering the larger mid-term evaluation of the CPP.

12.3 Reporting

UNODC, UNPOS and IMO will present certified project reports to the Fund Board and the Fund Manager on an annual basis as per the TOR for the Fund, and the MOU for Participating UN Agencies. Interim reporting will be provided to the Fund Manager upon request.

12.4 Legal Context

The Government of the Somali Democratic Republic agrees that the Standard Basic Assistance Agreement (SBAA) signed on 16 May 1977 with the United Nations Development Programme (UNDP), shall apply, *mutatis mutandis*, to the assistance provided by UNODC under the present project document. The Government confirms, in particular, that Article IX (Privileges and Immunities), Article X (Facilities for the execution of UNDP assistance), Article XI (Suspension or Termination of Assistance) and Article XII (Settlement of Disputes) of the SBAA shall apply to the activities of UNODC under this project.

12.5 Budget Overview (by Outcome)

OUTCOME	BUDGET \$
Project Outcome 1 (UNPOS)	\$125,000

Project Outcome 2 (IMO)	\$125,000
Project Outcome 3 (UNODC)	\$1,115,000
Project Outcome 4 (IMO)	\$125,000
Project Staff 1 x Programme Manager, 1 x National Officer (UNPOS)	\$259,000
Project Management Costs (\$50,000 for UNPOS, \$100,000 for UNODC for security costs of staff in Somalia)	\$150,000
Evaluation (2%)	\$ 37,980
Subtotal	\$ 1,936,980
PSC (7%)	\$ 135,589
TOTAL	\$2,072,569

Signed on behalf of:**

Party/Entity	Name/Title of Signatory	Date	Signature
UNPOS	John Steed	20 Nov 12	
IMO	<i>for</i> Philip Holihead	20 Nov 12	
UNODC	Alan Cole	20 Nov 12	

14. WORK PLAN & BUDGET

EXPECTED OUTPUTS	PLANNED ACTIVITIES	TIMEFRAME				RESPONSIBLE PARTY	PLANNED BUDGET	
		YEAR 1					Budget Description	Amount
		Q1	Q2	Q3	Q4			
OUTCOME 1: Maritime Strategy in place (delivered by UNPOS)								
Output 1.1: Maritime strategy agreed and published	1.1.1: Draft maritime strategy	X	X	X	X	UNPOS	Equipment / Sub-Contracts	\$ 125,000
Output 1.2: Joint Maritime Authority established in Somalia Output	1.2.1: Establish Joint Maritime Authority	X	X	X	X	UNPOS	Sub-Contracts	
1.3: Ministerial leads for MLE authorities established and resourced	1.3.1: Arrange for the establishment of ministerial leads for MLE authorities	X	X	X	X	UNPOS	Sub-Contracts	
OUTCOME 2: MLE Command structures in place and staffed by trained personnel (delivery by IMO)								

<p>Output 2.1: MLE commanders have received command and control training (might be EUNESTOR contribution)</p> <p>Output 2.2: Rules of Engagement (RoE) drafted for maritime law enforcement in accordance with the Djibouti Code of Conduct</p>	<p>2.1.1: Conduct training for MLE commanders</p> <p>2.2.1 Draft Rules of Engagement</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>IMO</p> <p>Sub-Contracts</p>	<p>Training</p>	<p>\$ 125,000</p>
<p>OUTCOME 3: MLE operations developed (delivered by UNODC)</p>								

<p>Somaliland</p> <p>Output 3.a.1: MLE personnel trained in existing powers applicable to the territorial sea (might be EUNESTOR contribution);</p> <p>Output 3.a.2: MLE personnel mentored by international experts in Berbera (might be EUNESTOR contribution);</p> <p>Output 3.a.3: MLE personnel trained in anti-corruption matters within the coastguard command structure</p> <p>Output 3.a.4: Berbera CGHQ has received resources to support basic operations</p> <p>Ountland</p>	<p>3.a.1.1: Conduct training on existing powers applicable to the territorial sea for MLE personnel</p> <p>3.a.2.1: Engage mentor</p> <p>3.a.3.1: Conduct training in anti-corruption matters</p> <p>3.a.4.1: Provide resources:</p> <ul style="list-style-type: none"> - Engineering department staffed with trained local personnel; - Engineering department equipped with basic repair and maintenance equipment; - VHF and HF communications in place to support CGHQ, Forward Operating Bases and vessels 	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>UNODC</p> <p>UNODC</p> <p>UNODC</p> <p>UNODC</p> <p>UNODC</p>	<p>Training</p> <p>Consultancy</p> <p>Training</p> <p>Procurement / Equipment</p>	<p>\$1,115,000</p>
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<p>Puntland</p> <p>Output 3.b.1; MLE personnel mentored by international experts in Bosaso (might be EUNESTOR contribution)</p> <p>Output 3.b.2; MLE personnel trained in current criminal powers applicable to the territorial sea (might be EUNESTOR contribution)</p>	<p>3.b.1.1: Engage mentor</p> <p>3.b.2.1: Conduct training on existing powers applicable to the territorial sea for MLE personnel</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>UNODC</p> <p>UNODC</p>	<p>Consultancy</p> <p>Training</p>	
<p>Output 3.b.3; MLE personnel trained in anti-corruption matters within the coastguard command structure</p> <p>Output</p>	<p>3.b.3.1: Conduct training in anti-corruption matters</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>UNODC</p>	<p>Training</p>	
<p>3.b.4; Bosaso CGHQ has received resources to support basic operations</p>	<p>3.b.4.1: Provide resources;</p> <ul style="list-style-type: none"> - Five inshore patrol vessels; - Uniforms and basic equipment; - Construct coastguard HQ; - Staff engineering department with trained local personnel; 	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>UNODC</p>	<p>Equipment / procurement</p>	

<p>South-Central Somalia</p> <p>Output 3.c.1: MLE Command Centre Establishment in Mogadishu through the refurbishment and equipping of existing facilities</p>	<p>- Equip engineering department with basic repair and maintenance equipment;</p> <p>- VHF and HF communications in place to support CGHQ, Forward Operating; bases and vessels</p> <p>3.c.1.1 Procure equipment for existing facility</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>UNODC</p>	<p>Equipment / Procurement</p>	
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