

STRENGTHENING MARITIME SECURITY in West & Central Africa



INTERNATIONAL
MARITIME
ORGANIZATION

STRENGTHENING MARITIME SECURITY IN WEST AND CENTRAL AFRICA

Foreword by the Secretary-General

This document outlines IMO's strategy to assist Member States in West and Central Africa to enhance their maritime security and maritime law enforcement capabilities within the wider context of maritime capacity building. It highlights ways in which the Organization can and does contribute to the successful implementation of regional initiatives for maritime security, including the "Yaoundé Process" and the Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa. This also contributes to wider African initiatives, including the African Integrated Maritime Strategy for 2050 and the Lomé Charter, as well as towards meeting the Sustainable Development Goals. In delivering this strategy, IMO will continue to work with United Nations offices, programmes and agencies, the African Union and African regional and sub-regional organizations, and with other development partners in areas under their respective competences. Work to deliver the strategy is underpinned by the IMO West and Central Africa Maritime Security Trust Fund as well as by in-kind support from development partners.



A handwritten signature in black ink, which appears to read "Kitack Lim". The signature is stylized and fluid.

Kitack Lim

IMO's role in capacity building

IMO is the United Nations specialized agency responsible for safe, secure and efficient shipping and the prevention of pollution from ships. The Organization has a robust technical cooperation programme that gives priority to African States in the allocation of resources to assist them to build their capacity, including training government and private sector officials in the implementation of international instruments.

In 2006, IMO and 25 countries of the Maritime Association of West and Central Africa (MOWCA) initiated a process that led to the signing of a Memorandum of Understanding on the Establishment of a Sub-Regional Integrated Coast Guard Network (MOWCA MoU). This MoU set out a number of 'coast guard functions' that need to be performed by coastal States, including countering piracy and armed robbery against ships; maritime and offshore energy supply security; addressing illegal migration; preventing the trafficking of drugs, weapons and people; operating search and rescue services; and the prevention of pollution and protection of the marine environment. Since then, IMO has been conducting capacity building activities in the region under a programme that includes table top exercises, seminars and maritime security related training.

Maritime Security in West and Central Africa

Threats and current situation

Below are some of the challenges facing the region:

The population of sub-Saharan Africa will more than double by 2050

The ten countries with the youngest populations and the ten countries with the highest fertility rates are all in Africa

The economies of sub-Saharan countries are not growing fast enough to meet the demands of their increasing populations

Food security is being threatened by unsustainable levels of fishing and climate change

Youth unemployment can lead to violent extremism, criminal activities and drug abuse, thereby contributing to the breakdown of social cohesion

It is evident that Governments need to do some joined-up thinking in order to take effective action to deal with these pressing challenges. At the supranational level, the United Nations has responded by setting out the Sustainable Development Goals (SDGs). IMO is supporting countries in the region to meet these goals by bolstering the maritime sector and the sustainability of the regional blue economy through its technical cooperation programme. This is underpinned by a long term strategic vision of creating the right conditions for creating employment, prosperity and stability in West and Central Africa. IMO firmly believes that Members States must realize the potential of the maritime sector.

Sustainable Development Goals

As the United Nations agency responsible for global standards for safe, secure, clean and efficient maritime transport, IMO has an important role to play in helping Member States to achieve the 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs)¹. The 2030 Agenda emphasizes the need to consider the social, economic and environmental dimensions of sustainable development.

Security and a well-functioning transport system are essential for economic growth. Regional agreements, including the Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa as well as the IMO strategy, also reiterate the importance of countering piracy and armed robbery against ships in order to accelerate the development of a vibrant, sustainable maritime sector. In assisting Member States to implement the International Ship and Port Facility Security (ISPS) Code aboard all ships and port facilities engaged in international maritime transport and to combat piracy and armed robbery against ships, IMO contributes to food and energy security, and ultimately, the creation of peaceful societies.



¹ In September 2015, the UN's 193 Member States unanimously adopted the 2030 Agenda for Sustainable Development, including the 17 Sustainable Development Goals (SDGs) and 169 related targets.

The Code of Conduct

The Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa was adopted formally by Heads of State or their representatives from 25 West and Central African countries in Yaoundé in June 2013¹. The Code of Conduct was developed by the Economic Community of West African States (ECOWAS), the Economic Community of Central African States (ECCAS) and the Gulf of Guinea Commission (GGC), in response to United Nations Security Council resolutions 2018 (2011) and 2039 (2012). These resolutions expressed concern about the threat that piracy and armed robbery at sea in the Gulf of Guinea pose to international navigation, security and the economic development of states in the region.

The Code of Conduct complements the abovementioned MOWCA MoU in urging the necessity of an integrated, whole of Government approach to maritime security and maritime law enforcement at the regional level.

African Union's (AU) Integrated Maritime Strategy 2050

The African Union's Integrated Maritime Strategy 2050 (AIMS 2050) recognizes that Africa's maritime domain has vast potential for wealth creation and that support is needed to boost intra-African trade. The corollary of a secure maritime environment is trade and foreign direct investment, which in turn leads to economic development and sustainable job creation. Effective capacity building can only be achieved by conquering 'sea blindness.'

IMO strategy

IMO's strategy document² outlines the technical cooperation work that IMO endeavours to undertake for the purpose of assisting regional States to implement key areas within the Code of Conduct. This joined up approach at the international level reinforces all of IMO's technical cooperation activities in the region.

To achieve this objective, IMO is working with sister UN agencies such as:

- UN Office on Drugs and Crime (UNODC)
- Food and Agriculture Organization (FAO)
- UN Refugee Agency (UNHCR)
- United Nations Regional Office for Central Africa (UNOCA)
- United Nations Office for West Africa and Sahel (UNOWAS)

Our international partners include:

- INTERPOL
- World Customs Organization (WCO)

Our development partners include:

- G7++ Friends of the Gulf of Guinea
- European Union (EU)
- US Africa Command
- NATO (NMIOTC)

Regional partners:

- MOWCA
- Ports Management Association of West and Central Africa (PMAWCA)

¹ 25 signatory States: Angola, Benin, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, the Republic of the Congo, Cote d'Ivoire, the Democratic Republic of the Congo, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Mali, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone and Togo.

² IMO's strategy document is entitled Implementing sustainable maritime security measures in West and Central Africa and is available on the [IMO website](#).

West and Central Africa Maritime Security Project

20 coastal states
which are Member
States of IMO and
come under the
West and Central
Africa Maritime
Security Project

Cabo Verde

The Gambia

Guinea-Bissau

Sierra Leone

Liberia

Mauritania

Senegal

Guinea

Côte d'Ivoire

Ghana

Benin

Nigeria

Togo

Equatorial Guinea

Sao Tome
and Príncipe

Cameroon

Gabon

Rep.
of
Congo

Democratic
Rep. of Congo

Angola

The West and Central Africa Maritime Security Project is predicated on the implementation of, compliance with, and enforcement of, the provisions of SOLAS chapters V and XI-2 and the ISPS Code, with particular emphasis on SOLAS regulation V/19.2 on long-range identification and tracking of ships (LRIT); SOLAS regulation XI-2/7 on threats to ships; and the port facility related sections of the ISPS Code.

Since the inception of the project in 2012, IMO has organized 'table top' or national contingency planning exercises³ in all 20 coastal Member States with the aim of developing capability in an incremental manner. Ghana was the first country to host a table top, with the last being Guinea at the end of 2016.

³ Contingency planning exercises have been held in: Angola, Benin, Cameroon, Cabo Verde, the Republic of the Congo, Cote d'Ivoire, the Democratic Republic of the Congo, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone and Togo.

Not only have the table top exercises served to identify gaps and inconsistencies in the Member States' maritime security space, but they have clearly highlighted the need for an integrated approach to maritime law enforcement, including the suppression of piracy and armed robbery against ships. What is more, they have stimulated discussions and demonstrated the need for co-operation amongst government departments together with other agencies and stakeholders. In other words, the table tops have confirmed all the principles stipulated in the MOWCA MoU and the Code of Conduct.



Table top exercise, Bissau, Guinea Bissau, November 2016



Participants discussing contingency planning during a table top exercise in Sao Tome and Principe, September 2016

The ultimate objectives of the contingency planning exercises are:

- The elaboration of national maritime strategies
- The creation of national maritime security plans and procedures
- The establishment of national maritime security and facilitation committees

Experience has shown that in order to successively achieve these lofty ambitions in a region grappling with other development imperatives, it is vital that IMO and other development partners co-operate to offer a tailored, comprehensive programme of support to Member States which are keen to develop and protect the potential of their exclusive economic zones (EEZs), in particular the fisheries and off-shore sectors. Bespoke technical assistance will ensure that the programme will be successful, durable and most importantly, owned by the Member State.

Development of National Maritime Security Strategies

The West and Central Africa Maritime Security Project's flagship programme has seen IMO work in partnership with governments to develop national maritime security strategies and in some cases, a framework for the implementation of these strategies.

The aim of the programme is to improve collaboration amongst departments and agencies with an interest in maritime security so as to encourage a multi-agency approach for the robust implementation of IMO and broader maritime security measures. To achieve this objective, IMO works with the maritime authorities and key representatives of the national maritime sector to identify the roles, responsibilities and inter-relationships of the various government agencies and departments with a stake in maritime security, from the maritime authorities and environmental protection agencies through to the national security and border control authorities.

IMO is keen to work with other countries in West and Central Africa on similar programmes. Please contact the Secretariat if your maritime authority would like further details.



National training programmes

Table top exercises and needs assessments have been conducted in some Member States which have led to phased technical assistance designed to fortify these countries' existing efforts to improve their respective maritime domains. The programme comprises three components:

- ISPS Code Workshop for Designated Authority and Port Security Officials
- Self-Assessment and Audit Training Workshop
- Drills and Exercises Workshop

ISPS Code Workshop for Designated Authority and Port Security Officials, Nouakchott, Mauritania, October 2016.

Needs Assessments

IMO has organized other maritime security operational and physical security needs assessment missions in Benin, Cabo Verde, the Democratic Republic of Congo and Nigeria in response to the interest generated by the table top exercises in these countries:

Benin



IMO examined the status of implementation of SOLAS chapter XI-2 and ISPS Code in order to scrutinize the measures and arrangements adopted by Benin for the purpose of developing and implementing a national maritime security strategy. The Government of Benin subscribes to a joined up approach to enhancing maritime security as enshrined in the concept of Action de l'Etat en Mer (AEM), a French system of action at sea involving all competent government departments which have the resources pertinent to, and jurisdiction over, the maritime domain.

Cabo Verde



Following the table top exercise in Cabo Verde in 2015, IMO was invited to meet with the agencies involved in the maritime sector to discuss the country's future role in regional maritime security activities. The conclusions from the deliberations were that IMO will provide ISPS Code training as well as help the Government to develop a maritime security strategy and to implement IMO conventions. The Organization will also facilitate regional cooperation for maritime domain awareness projects hosted by Cabo Verde.

Democratic Republic of Congo



In evaluating the ports of Matadi, Boma and Banana, IMO examined the measures and arrangements necessary at the national level for the purpose of implementing, verifying compliance with, and enforcing the provisions of SOLAS chapter XI-2 and the ISPS Code with a particular focus on physical security and operational aspects.

Nigeria



IMO conducted a needs assessment mission in 2016 to examine the measures and arrangements adopted by Nigeria for the purpose of implementing, verifying compliance with, and enforcing the provisions of SOLAS chapter XI-2 and the ISPS Code. Recommendations from the visit were communicated to the host country, and included a comprehensive training programme which is being rolled out in Nigeria. The three phase programme is designed to reinforce existing national maritime security initiatives and has been welcomed by officials who have participated in the training.



A visit of the port facilities at Folawiy Terminal as part of IMO's needs assessment mission to Lagos, Nigeria, January 2016



Self-Assessment Audit Training Workshop (SATW), Lagos, Nigeria, March 2017

Regional Training programmes

NMIOTC in Crete

The fruitful collaboration between NATO's Maritime Interdiction Operational Training Centre (NMIOTC) under the Djibouti Code of Conduct (DCoC) programme whereby officials attend training sessions in a variety of disciplines at the Centre, was extended to include West and Central African (WCA) countries and the DCoC countries as a joint programme for the first time in 2015. Officials from a total of fourteen countries⁴ attended the course which provided broad, holistic and comprehensive training on all aspects of piracy and armed robbery at sea, based on best practices and recognized international standards for the planning and conduct of criminal investigations at sea.

In 2016, NMIOTC devised a tailor made course for WCA countries on maritime crime interdiction operations on piracy and armed robbery, including how to tackle crimes at sea. Law enforcement officials from Cameroon; Cabo Verde; Cote d'Ivoire; Democratic Republic of Congo; Guinea-Bissau; Liberia; Mauritania; Nigeria; Sao Tome and Principe; Sierra Leone and Togo attended the course. IMO will continue to work with NMIOTC under this project.



Participants undertaking a practical training exercise during the Maritime Crime Interdictions course at NMIOTC, Crete, November 2016

Participants learning the theoretical aspects of best practice and recognized international standards of interdicting maritime crimes



⁴ West and Central African participating countries: Angola, Benin, Cabo Verde, Côte d'Ivoire, Gabon, Ghana, Liberia, Nigeria and Togo. Djibouti Code of Conduct participating countries: Jordan; The Maldives; Mauritius; Saudi Arabia; Somalia and Sudan.

Situational awareness workshops

In conjunction with the Brazilian Navy, IMO has hosted two seminars in Brazil on strengthening maritime domain awareness in the South Atlantic to improve governance and protection of the EEZ.

The first of its kind to be hosted by Brazil and targeted specifically at Lusophone countries⁵ in western and central Africa plus Mozambique, a sub-regional seminar on maritime surveillance, monitoring and communication systems was held in Rio de Janeiro in 2015. The seminar sought to increase States' coastal security and maritime situational awareness through the better use of ships' AIS, LRIT, coastal radar, monitoring control and surveillance systems with a view to encouraging the exchange of such information across the region.

The second seminar in 2016 focussed on tracking and voluntary reporting capabilities and on the institutional framework needed to foster maritime governance and security in the South Atlantic. Experts from Angola, Benin, Cameroon, Cabo Verde, Cote d'Ivoire, Equatorial Guinea, Ghana, Guinea-Bissau, Liberia, Mozambique, Namibia, Nigeria, Senegal, Sierra Leone, Sao Tome and Principe and Togo attended. Representatives from the Interregional Coordination Centre (ICC), Multinational Maritime Coordination Centres (MMCCs) Zones D and E and the Regional Coordination Centre for Maritime Security in Central Africa (CRESMAC) also attended.



Experts' Panel Meeting
on Maritime Security
in the South Atlantic,
Rio de Janeiro, Brazil,
June 2016

Port security

Sponsored by the Government of Denmark, IMO is organizing port security training in Anglophone and Francophone Africa to build capacity in the areas of shipping and logistics. Designed to complement the 2017 World Maritime Day theme of 'IMO – Connecting Ships, Ports and People' and the SDGs, the training will focus on boosting port security at ports with the highest reported numbers of stowaway incidents. A regional workshop on port security and facilitation will subsequently be organized based on the outcomes of the first two trainings.



5 Angola, Cabo Verde, Equatorial Guinea, Guinea-Bissau, Mozambique and Sao Tome and Principe.



Assigned consultants

As part of IMO's commitment to adapt its engagement in accordance with the needs of individual Member States, the Organization plans to embed assigned experts in Cameroon and Liberia to strengthen these countries' maritime sectors.

IMO invites other Member States which would like to work with maritime security experts on a long-term basis to contact the Secretariat.

Regional initiatives

To date, the IMO has supported:

ICC

The Interregional Coordination Centre (ICC) was formally opened in Cameroon in September 2014 and provides a means for establishing cooperation, coordination and communication between the Member States of ECOWAS, ECCAS and GCC at the strategic level, including the exchange of information on a range of issues, namely, best practice and cooperation on strengthening capability, together with countering piracy, armed robbery and other illicit activities at sea.

IMO has assisted the ICC by providing experts to advance the functioning of an information sharing network and has equipped the centre to render it operational.



MTISC

The concept of a Maritime Trade Information Sharing Centre Gulf of Guinea (MTISC-GoG) was trialled in Ghana from 2014-2016 and was an initiative of the maritime industry and supported by the Oil Companies International Marine Forum (OCIMF). IMO supported the operations of the MTISC until the end of the pilot project in 2016.

France and the UK have established the Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG). Like the MTISC, the MDAT-GoG provides operational advice and situational awareness to merchant ships in the region so as to reduce the risk of unlawful acts against seafarers and ships.

Regional Meetings

IMO participates in various regional meetings to promote joint capacity building efforts in the region. Such meetings have been organized by UNODC, the EU, the G7++ Friends of the Gulf of Guinea, the African Centre for Strategic Studies (ACSS) and US AFRICOM. IMO representatives also attended the Tokyo International Conference on African Development (TICAD V) in 2012 and the African Union Extraordinary Summit on Maritime Security/Safety and the Blue Economy in 2016. The latter culminated in the issuing of the Lomé Charter which commits signatories to taking specific and measurable actions to promote the Africa-wide development of a sustainable blue economy to be underpinned by good maritime security and effective maritime law enforcement.

West and Central Africa Maritime Security Trust Fund

The West and Central Africa Maritime Security Trust Fund was established by the Secretary-General of IMO to support the implementation of IMO projects for maritime security capacity building in West and Central Africa, in particular to support the implementation of the Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa and the IMO/Maritime Organization for West and Central Africa (MOWCA) Integrated Coast Guard Network project.

Various generous contributions have since been gratefully received thus far. Donor countries to date include: Angola, China, Denmark, Japan, Nigeria, Norway and the United Kingdom.

For details of the Fund and how to make a contribution, please contact the Secretariat.



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