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**MINISTRY OF FOREIGN AFFAIRS
OF DENMARK**



INTERNATIONAL FORUM ON THE STATUS OF IMPLEMENTATION OF THE YAOUNDÉ PROTOCOL



- Kofi Annan International Peacekeeping Training Centre
- Ministry of Foreign Affairs of Denmark
- Inter-Regional Coordination Centre

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REPORT

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Acronyms

AIMS, African Union Integrated Maritime Strategy 2050

ANCAEM, Autorité Nationale Chargée de l'action de l'État en Mer

CRESMAC, Regional Centre for Maritime Security of Central Africa

CRESMAC, Regional Centre for Maritime Security of West Africa

ECCAS, Economic Community of Central African States

ECOWAS, Economic Community of West African States

GGC, Gulf of Guinea Commission

GISIS, Global Integrated Shipping Information System

GOGIN, Gulf of Guinea Inter-Regional Network

HASSMAR, High Authority for Security, Safety and marine environment coordination

ICC, Inter-Regional Coordination Centre

IUU Fishing, Illegal, Unreported and Unregulated fishing

IMO, International Maritime Organization

KAIPTC, Kofi Annan International Peacekeeping Training Centre

MDA, Maritime Domain Awareness

MMCC, Multinational Maritime Coordination Centre

MOC, Maritime Coordination Centre

MoU, Memorandum of Understanding

NGOs, Non-Governmental Organisations

RECs, Regional Economic Communities

UNODC, United Nations Office on Drugs and Crime

Section 1. Executive Summary

The Kofi Annan International Peacekeeping Training Centre (KAIPTC), in collaboration with the Danish Ministry of Foreign Affairs and the Inter-Regional Coordination Centre (ICC) for Safety and Security in the Gulf of Guinea, joined efforts in organising the International Forum on the Status of Implementation of the Yaoundé Protocol. The Forum was held from 5 to 7 December 2019 at the KAIPTC the Danish-funded project: “enhancing regional research, capacity building and convening of stakeholders towards a safer maritime domain in the Gulf of Guinea”. It was indeed the need to address the issues of maritime security that gathered stakeholders from all levels in Accra and endeavoured to establish viable solutions for the region. Naval staff, national authorities, sub-regional and regional representatives, as well as the academia, met with the clear ambition of assessing the challenges that the Gulf of Guinea is currently facing, and particularly of defining sustainable cooperative relations between all concerned actors.

The Forum centered on the following key objectives:

- ◆ Address the current situation of maritime safety and security in the Gulf of Guinea;
- ◆ Evaluate the status of implementation of the Yaoundé process, through a country-based approach;
- ◆ Determine the challenges that have occurred and are prevailing in regard to implementing the Yaoundé Code of Conduct;
- ◆ Establish prospects of the full and effective implementation of the Yaoundé Code of Conduct;
- ◆ Ensure that good relations are maintained within the Gulf of Guinea region;
- ◆ Enhance the cooperation between entities at the national, sub-regional and regional levels;
- ◆ Formulate guidelines and policy recommendations for the effective implementation of the Yaoundé process.

Major General Francis Ofori, the Commandant of the KAIPTC, opened the International Forum on the Status of Implementation of the Yaoundé Protocol with a welcome address. He stated the efforts of the KAIPTC to engage the discussion on maritime security and reiterated the G7++ Friends of the Gulf of Guinea Conference that the Centre

hosted on 5 and 6 November 2019, as well as the conference held in October in Pointe Noire, Republic of Congo. The Commandant further asserted the strategic advantage of the Gulf of Guinea within the international maritime domain as a hub of transatlantic connections between the Western part of Africa and the rest of the world, a region in which ECOWAS and ECCAS are at the centre. He affirmed the need to address maritime security issues in the region and the challenges they pose to the concerned countries. He urged the deliberations of the Forum to include ways in which countries can respond to the multiplicity of issues and challenges and identify threats, while still remaining effective. A step in this direction was called for in terms of identifying how the Inter-Regional Coordination Centre can use its political channels with the Gulf of Guinea Commission to ease regional issues. The cooperation with partners was called upon once more to reiterate the need for capacity assistance to the Gulf of Guinea countries.

Rear Admiral Seth Amoama, Chief of Naval Staff of the Ghana Armed Forces, denoted the discussions’ objective of initiating a dialogue for national and regional actors to make decisions towards security in territorial waters, and commended Ghana’s contribution to Africa’s commitment to diplomacy on maritime security. He confirmed the existing threats against maritime security and called for the need of all national navies to cooperate in the fight against transnational threat, which remains a work-in-progress. Ghana’s efforts to implement the Yaoundé architecture, such as hosting maritime zone F and the signing of a Memorandum of Understanding between ECOWAS members in July 2019, concluded these remarks, as well as understanding the importance of qualified personnel and thereby collaboration with other actors.

Rear Admiral (Dr.) Narciso Fastudo Junior, Executive Director of the Inter-Regional Coordination Centre (ICC), commended the regional efforts to address maritime security issues, and informed the Forum of the ICC’s own efforts to engage other actors through the signing of MoUs, the latest being with Interpol. He affirmed the purpose of the Forum to consolidate the outcomes of the previous meeting held in Pointe Noire, and thereby focus on the effective implementation of the Yaoundé architecture in ECOWAS and ECCAS. The creation of the ICC and its role in discussing maritime security with other stakeholders was explained, denoting the need for a collective response to promote economic development, as well as the necessity to maintain a calm environment without threats to achieve results.

Her Excellency Tove Degenbol, the Danish Ambassador to Ghana, delivered a remark in which she expressed the importance of the Gulf of Guinea for the economies of the countries bordering it, as well as for international trade. For this reason, the importance of addressing maritime security issues was raised, and the various assistance that the region receives, both from the Danish Government, but also from the United Nations Office on Drugs and Crime (UNODC) and KAIPTC, was highly commended.

Mr. John Pokoo, Project Coordinator and Head of the Conflict Management Programme at the KAIPTC, concluded the opening remarks by reiterating the necessity to improve cooperation across the Gulf of Guinea region, and therefore addressed the need for inter-regional discussions such as the platform provided by the Forum. He highlighted the relevance of the project and defined its objectives of creating visibility in the concerned countries, expanding the project further and engaging involved actors, with a clear focus on the Code of Conduct that was signed in Yaoundé in 2013. The way in which this document can be implemented is now at stake, and national involvement, as well as information sharing on national experiences, was vital.

After thorough discussions, dialogues and debates, the international Forum resulted in the following recommendations:

- ◆ Whereas national maritime actors would like to premise information-sharing on adequate Maritime Domain Awareness (MDA), there is the implied view at the level of regional and inter-regional actors that information should be transmitted to the ICC before it is shared to all member states. The meeting urges continuous dialogue to bridge the varied perceptions on information-sharing. Countries, agencies and regional entities should continue the work on MDA and promote knowledge-sharing on maritime security issues and the Yaoundé Architecture.
- ◆ The meeting took note of the seeming lack of clarity in terms of the roles of the agencies at the various levels of the Yaoundé Architecture and calls for more dialogue on such terms as political level, strategic level, operational level, regional level, etc.
- ◆ Countries should take actions to establish and improve strategies at the national level to facilitate intra-state information-sharing and coordination, as well as with neighbouring countries.
- ◆ The meeting noted that coordination at the national and regional levels could have been better and recommends that countries make efforts to improve coordination at the national and regional levels.
- ◆ The meeting observed that the national maritime security committee, as contained in the Yaoundé Code of Conduct, is emerging under different modes and strategies in the various countries. However, not all of them have fully expressed their national strategies at sea. The meeting urges countries to quicken the processes of establishing their respective national maritime strategies.
- ◆ The meeting further urges countries to broaden the scope of national maritime strategies to include non-state actors and other professionals.
- ◆ In an effort to implement the Yaoundé Code of Conduct, there is a gap between the stated set of threats and the immediate focus of the ICC. This development creates the impression that maritime security in the Gulf of Guinea is about very few sets of threats (e.g. piracy, IUU fishing). The meeting calls on the ICC to take steps to expand its focus to inspire member states to involve multiple professionals in maritime security.
- ◆ The meeting heard about variations in the strategies for financing and staffing among the parties that set up the ICC and the influence it has on the effective functioning of the Yaoundé Architecture. In this regard, the meeting invites the ICC to prioritise the issue of harmonising the financing and staffing strategies of the Yaoundé Architecture.
- ◆ The meeting observed the legal questions that were raised by member States and recommends the harmonisation and domestication of regional and international maritime legal frameworks into domestic laws.
- ◆ The meeting observed the lack of clarity on the issues of national maritime focal points and national maritime security committees and asks

countries to ensure that there is no confusion in terms of the actors they designate as their interface with the rest of the Gulf of Guinea maritime community.

♦ The meeting urges member states to take immediate steps to implement the Yaoundé Architecture and related laws and MoUs. Accordingly, the meeting urges member states

to harmonise maritime legal frameworks and criminalise maritime offences.

♦ The meeting observed a lack of urgency in addressing the concept of “embarked officers”, resting on a lack of occurring cases and a need to harmonise the procedures. The meeting calls for countries’ commitment to engage this disposition of the Yaoundé Code of Conduct.



Dignitaries seated during the opening ceremony

Section 2. Introduction

In June 2013, the member countries of ECOWAS and ECCAS, as well as the Gulf of Guinea Commission (GGC), gathered in Yaoundé, Cameroon, to discuss the severity of illicit acts committed in the waters of the Gulf of Guinea, and reached a common ground by signing three main documents that aimed at strengthening maritime safety and security in the region. These were:

- ◆ The Declaration of the Heads of State and Government of Central and West Africa on Maritime Safety and Security in their Common Maritime Domaine (Declaration);
- ◆ The Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa (Code of Conduct);
- ◆ And the Memorandum of Understanding on Maritime Safety and Security in Central and West Africa (MoU).

The following year, the Additional Protocol was also signed, inaugurating the Inter-Regional Coordination Centre (ICC). It defined the mandate of the Centre as being the body in charge of enhancing the activities geared towards cooperation, coordination, mutualisation, and systems interoperability with implementation of the regional strategy on safety and security within the Central and West African common maritime space¹. Prior to the above processes and creation of the ICC, both ECOWAS and ECCAS had separate processes to address maritime safety and security issues. These structures were however subsumed under the Yaoundé processes with the signing of the MoU and establishment of the

ICC. As such, the maritime space was framed for each Regional Economic Community (REC), and a structure was established to ensure the efficiency of the Yaoundé structure (Figure 1. Zonal delimitation).

Five sub-regional zones were established, Zones A and D for Central Africa, and Zones D, E and F for West Africa, comprising the following groups of countries:

- ◆ Zone A: Angola, Congo and Democratic Republic of Congo
- ◆ Zone D: Cameroon, Gabon, Guinea Equatorial & Sao Tome and Principe
- ◆ Zone E: Benin, Nigeria, Togo & Niger
- ◆ Zone F: Ivory Coast, Ghana, Guinea, Liberia, Sierra Leone & Burkina Faso
- ◆ Zone G: Cape Verde, Gambia, Guinea Bissau, Sénégal & Mali

Each country has its Maritime Operations Centre (MOC) at the national level, and Multinational Maritime Coordination Centres (MMCC) were established for each of the zones. Above this, two centres, the Regional Centre for Maritime Security of West Africa (CRESMAO) and the Regional Centre for Maritime Security of Central Africa (CRESMAC), were also created, with the main objective of facilitating information-sharing, cooperation and collaboration between member states and their respective entities. All these institutions have their own area of responsibility and are expected to work together in order to safeguard the Gulf of Guinea region against all types of maritime crime activity.

¹Part II, Article 3. Additional Protocol to the Memorandum of Understanding Among ECCAS, ECOWAS, and GGC on Safety and Security in the Central and West Africa Maritime Space. Yaoundé, Republic of Cameroon. 5 June 2014.

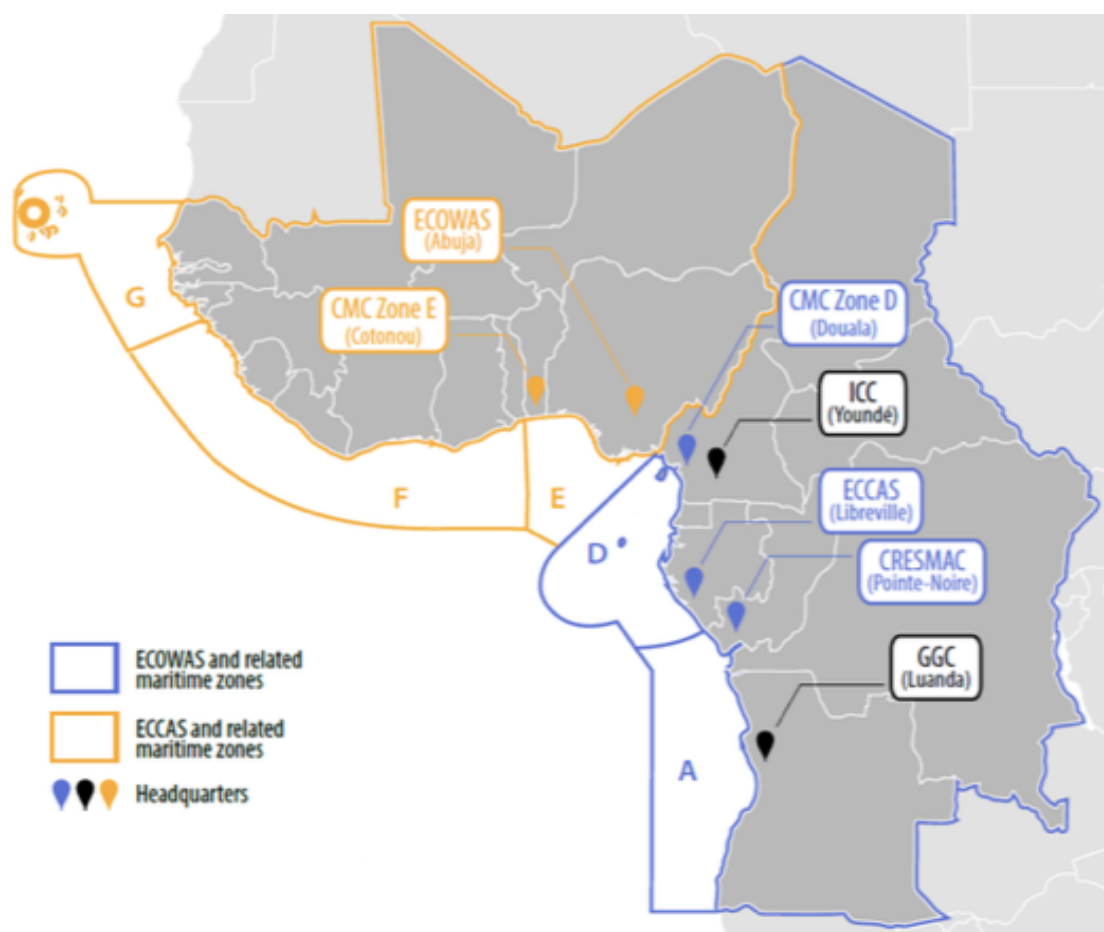


Figure 1. Zonal delimitation

While difficulties are ever on-going in the maritime space with crimes ranging from Illegal, Unreported and Unregulated (IUU) fishing to transnational organised crime, reaching 82 incidents of piracy in 2018 according to the Global Integrated Shipping Information System² (GISIS), challenges have also arisen regarding the implementation of the Yaoundé documents on national, zonal and regional levels. Real challenges have occurred in terms of domesticating the different dispositions, and a general lack of clarity amongst the different levels has led to inconsistencies between actors, influencing many of the practical actions that are required.

There remains thus a dual focus on addressing maritime crime in itself in the Gulf of Guinea, as well as on defining more specifically the inter-relations within the Yaoundé Architecture. While it has immense potential in organising a regional response to illicit acts at sea, the limits of the Yaoundé process are slowly but surely being identified by countries and regional institutions, while efforts are being made to find an effective way of operationalizing the Yaoundé process.

In this vein, the International Forum on the Status of Implementation of the Yaoundé Protocol provided the platform to assess progress of implementation of the Yaoundé Code of Conduct, as well as deliberate on maritime safety and security threats in the Gulf of Guinea. Organized with funding support from the Government of Denmark, under the auspices of the Danish Ministry of Foreign Affairs, and in collaboration with the Inter-Regional Coordination Centre, the Forum enabled the sharing of findings from research conducted under the project.

Additional critical issues discussed at the Forum included identification of impediments to the institutionalization of the national focal points, exploring a financing model for the architecture, formation of national maritime security committees, and strengthening the concept of 'embarked officers'.

Finally the Forum deliberated on the all-important issue of information sharing and harmonization of legal frameworks on maritime security. The success of the Forum is evident in the quality of recommendations that emerged through discussions and working group sessions (as presented in Section 8).

²Global Integrated Shipping Information System (GISIS). 2019. Reported Incidents of Piracy and Armed Robbery. [Online]. Available at: <https://gis.isimo.org/Public/PAR/Search.aspx> [Accessed on: 30 September 2019]

Section 3. Official Remarks

Welcome Address by Major General Francis Ofori, Commandant, Kofi Annan International Peacekeeping Training Centre (KAIPTC)



Major General Francis Ofori

The Ambassador of Denmark in the Republic of Ghana, Her Excellency, Mrs. Tove Degnbol, The Chief of Naval Staff, Rear Admiral Seth Amoama, The Executive Director, Inter-Regional Coordination Centre (ICC) for Safety and Security in the Gulf of Guinea, Rear Admiral Dr. Narciso Junior, Rear Admiral Ibikunle Taiwo Olaiya of Nigeria, ECOWAS and ECCAS Representatives, Director of FAAR, Dr. Kwesi Aning, Ladies and Gentlemen, It is a great honour for me to welcome you to the Kofi Annan International Peacekeeping Training Centre (KAIPTC), to discuss maritime security issues in the Gulf of Guinea. I notice that some of you were with us in Pointe Noire last month where we began the conversation around the question of ensuring the effectiveness of the Yaoundé Code of Conduct. I am grateful to the Government of the Republic of Ghana for its consistent support to the work of the KAIPTC.

Again, I would like to thank the Government of Denmark for the funding support that has enabled this noble initiative to take meaningful effect and also to thank Her Excellency, Mrs. Tove Degnbol for finding time to be here with us.

My gratitude also goes to the leadership of the Inter-Regional Coordination Centre (ICC), for partnering with us to host this important event. We shall continue to count on the commitment of all our partners for the successful implementation of this project.

These deliberations which will occupy our attention for the next three days are especially important due to the strategic location of the Gulf of Guinea within the international maritime domain. The Gulf of Guinea is the hub of extensive trans-Atlantic commerce connecting the western parts of Africa with the rest of the world. Its expanse encapsulates the littoral states of the two regional economic blocs: The Economic Community of West African States (ECOWAS) and the Economic Community of Central African States (ECCAS). Additionally, the Gulf of Guinea contains a significant share of the world's oil and gas reserves. Undoubtedly, this maritime domain is a significant source of economic life, but it also presents serious security challenges for the 26 countries concerned.

Maritime threats are a common phenomenon especially in the Gulf of Guinea. Reports from the International Maritime Organisation (IMO) and a plethora of similar international and regional agencies often identify issues such as attacks on sea-based transportation equipment, networks and cargoes in order to seize high value content, demand ransom, threaten the interests of a State actor, traffic in prohibited commodities such as cocaine and/or engage in unsustainable extraction of the resources of the ocean.

The maritime domain is therefore, one big space that enjoys the confluence of transnational economic resources, state authority, commerce and crime. It exudes an economy that faces constant existential threats. That sea-based economy is rightly referred to as the blue economy and it requires a reframing of the oceans as a development space and makes it imperative for countries to incorporate the value of the oceans/sea into national economic decision-making.

This morning, permit me to highlight some of the issues that may form part of your deliberations for the next three days.

While we continue to grapple with challenges with the implementation of the security architecture to deal with security within the maritime domain, pirates and transnational criminal gangs continue to wreak havoc.

In the first place, a number of maritime-related mechanisms are merging with separate structural requirements that put pressure on Gulf of Guinea countries in their effort to determine comprehensive responses to the threat to their maritime domain

while remaining compliant to the protocols they have signed up to. It is time to guide how countries can respond to the multiple international maritime initiatives and still remain effective.

A typical example is for us to identify how the Inter-Regional Coordination Centre (ICC) can use the political channels of the Gulf of Guinea Commission to ensure that operational issues such as the concept of “embarked officers” in the Yaoundé Code of Conduct. Can be activated.

We also need to look into the evolution of the Yaoundé Code of Conduct structures – financing, staffing and inter-relationships – and especially, agree on how much time these structures require to evolve and become fully operational. The pressure for infant structures to perform is quite intense but how do we ensure that our successes are sustainable and reflects the reality?

Ladies and Gentlemen,

For our side as a regional training Centre of excellence, and as part of our effort to promote peace and security in Africa, the KAIPTC with the cooperation of its partners, has been providing specific capacity development assistance to operational level actors from Gulf of Guinea Countries and across Africa since 2006. The Centre has already trained about 300 African maritime safety and security practitioners over the years. Lately, the Centre is scaling up its efforts in this area by joining up with its partners to design and implement related maritime security

projects. One of such partners is the Government of Denmark with whom we are implementing this project on “Enhancing regional research, capacity building and convening of stakeholders towards a safer maritime domain in the Gulf of Guinea”. This project targets coast countries in West and Central Africa along the Gulf of Guinea and responds to Pillar 3 of the Gulf of Guinea Maritime Security Project (GoG MSP) of the Government of Denmark, from 2019-2021. The above-mentioned project is premised on the following:

Research-based knowledge provides bases for dialogue;

Dialogue influences maritime security choice and decision-making; and the two, that is;

Research and dialogue inform training design and capacity building

With this approach, the KAIPTC and its partners are optimistic that the full implementation of this project will enhance comprehensive national and regional responses to the threats to maritime safety and security particularly in the Gulf of Guinea.

On behalf the Executive Committee of the KAIPTC, I wish you fruitful deliberations for the next three days and look forward to reading your deep insights on how we can sustainably enhance maritime safety and security in the Gulf of Guinea through effective operationalisation of the Yaoundé process. Thank you.

Opening Remarks by Rear Admiral Seth Amoama, Chief of Naval Staff, Ghana



Rear Admiral Seth Amoama

Your Excellency, Ambassador of Denmark to the Republic of Ghana, the Representative of The Economic Community of West African States (ECOWAS), the Representatives of the Economic Community of Central African States (ECCAS), the Executive Director Inter-Regional Coordination Centre (ICC) for Safety and Security in the Gulf of Guinea, Commandant, Kofi Annan International Peacekeeping Training Centre (KAIPTC), Members of the diplomatic corps, Serving and Retired Military Generals present, Distinguished delegates to the workshop, Ladies and Gentlemen, a pleasant Good Morning,

It is indeed a distinct honour and privilege to be part of this important event which seeks to deepen the inter-regional conversation aimed at further motivating countries along the Gulf of Guinea to work together to prevent and counter threats to safety and security in the Gulf of Guinea. The Ghana Navy in the recent past has hosted two international events to advance this important conversation.

I am well-informed that this event forms part of a series of activities of a maritime security project implemented by the KAIPTC with support of the Government of Denmark for the next three years. The project seeks to provide a platform for generating ideas for national and regional actors to make decisions towards the safety and security of their respective territorial waters.

As you may recall, after independence, Ghana has re-enforced her appetite to deploy her capacities in

support of Africa's collective international relations and military diplomacy. In fact, I am best placed to say a few words about Ghana's contribution to Africa's military diplomacy on our continent and beyond in order to place this event into its context.

For example, in spite of Ghana's limited resources, we have participated in almost every conflict resolution efforts in Africa and beyond in the framework of international peacekeeping and lately, multi-dimensional peace support operations. Over the years, we have made friends, garnered goodwill and served at all levels in peacekeeping operations – discharging our duties in very delicate hotspots and in humility and professionalism.

These experiences, in turn, generate lessons that inform future operations. The Kofi Annan International Peacekeeping Training Centre was set up by the Government of Ghana through the Ghana Armed Forces and the Ministry of Defence and in cooperation with the international community, to provide a platform for sharing such experiences among like-minded countries in the hope that we shall all go out from such meetings better informed so that national decisions could be based on appropriate knowledge.

Here at this Centre, peace and security-related training and research have become the primary mode of operations. Seminars and workshops such as this also provide a consultative framework for participants, but also, the KAIPTC, to keep abreast with trending research and training themes around which future training courses and research programmes could be developed.

In this context, the threat to maritime security is undermining the age long support of the sea to life on land. For example, if it is not about the organised smuggling of narcotics to create addiction for our youth on land to drugs, it is about illegal, unregulated and unreported fishing that deflate job opportunities for the youth in coastal regions along the Gulf of Guinea.

There are also incidences of piracy that threaten lives and cargoes in our waters. The attendant high cost of imported items on our markets is least talked about. Again, the sea is a source of energy and oil exploration, oil bunkering and potential oil spillages in the sea could have direct implications on the sea and its environment. It is our blue economy.

The emerging responsibility on naval forces in the Gulf of Guinea is enormous though limited resources are available. Nevertheless, as naval forces in the

Gulf of Guinea, these threats invoke our “policing or coastguard roles” especially as it is obvious that national navies in the Gulf of Guinea remain the only national actors with credible capabilities to police our territorial waters.

However, as national navies, we need to work together against the transnational threats to maritime security in the Gulf of Guinea. That said, achieving that sense of cooperation is work in progress. Be that as it may, it is obvious that the Gulf of Guinea spans both West and Central Africa.

On the ECOWAS side, the Committee of Chiefs of Defence Staff has set up the networks of Chiefs of Naval Staff which regularly sit as a sub-committee of the Committee of Chiefs of Defence Staff. Such platforms are encouraging, and we hope that a similar body exist in Central Africa or at this meeting, we can also learn from whatever model that they use to deepen the inter-regional cooperation that we so desire.

In addition to being part of the ECOWAS efforts, as part of the implementation of the Yaoundé Code of Conduct, Ghana also hosts the ECOWAS Maritime Zone F which groups the countries between Ghana and Liberia as well as Burkina Faso to work together to preserve the marine resources in the territorial waters of these countries. Thus recently, members of the Multi-National Maritime Coordination Centre (MMCC) Zone F, met in Accra and signed a series of memoranda of understanding (MoUs) to form the cornerstone for multinational cooperation including multinational patrols across national territorial waters. I am hoping that once we commence implementation

of these MoUs, the issue of “embarked officers” as mentioned in the Yaoundé Code of Conduct shall be given practical meaning in maritime Zone F where Ghana belongs.

But the naval forces cannot do it all alone, every issue area of maritime security, has its jurisdictional dimensions that require cooperation and collaboration with other relevant actors to drive up related issues of environmental protection, sustainable fishing and over-exploitation of other resources in the sea. Even the issue of arrests of criminals requires additional skill sets about protection of suspects’ rights, preservation of evidence, and prevention of tax evasion. These are specialised skills that continue to draw naval forces closer to other professionals in pursuit of maritime security in the Gulf of Guinea. Ghana understands these dynamics to maritime security and remains open to new ideas from such gatherings.

Excellency, Ladies and Gentlemen, this is why in addition to naval officers, professionals with diversified backgrounds having assembled here to pursue the issue of maritime security on behalf of the countries along the Gulf of Guinea.

Ghana remains committed to all these initiatives and awaits the outcome of your fruitful deliberations in the next three days.

I would therefore like to take this opportunity to thank the Government of Denmark for the funding support and wish you all the best in your deliberations.

I thank you and may the good Lord bless us all.

Opening Remarks by Rear Admiral Dr. Narciso Fastudo Junior, Executive Director, Inter-Regional Coordination Centre (ICC)



Rear Admiral Dr. Narciso Fastudo Junior

Madame la Ambassadeur de Danemark à la République de Ghana, Mr Le Vice-Amiral Seth Amoama CEM Marine du Ghana Mr Major General Commandant du Centre KAPTC, Excellence mesdames et messieurs les Amiraux le Généraux, Chères collègues toutes protocoles observés,

Thank you all and welcome to this second meeting on enhancing Maritime security in the Gulf of Guinea. I also want to thank the KAPTC for a successful meeting in Pointe Noire on 20 - 22 November 2019 and for partnering with the ICC in the Implementation of the Yaoundé Code of Conduct on the repression of piracy and other illicit activities committed sea. The objective of the first meeting was to promote research in the field of maritime safety and security

and develop cooperation strategy and strengthen the capacity of member States as well as the Yaoundé architecture. It is therefore, my belief that this second meeting would consolidate the gains of the first meeting with the view to effective implementation of the Maritime security strategy for West and Central Africa.

The ICC was created in accordance with the instruments adopted during the Yaoundé Summit of Heads of States and Government of the ECOWAS, ECCAS and GGC and charged with the responsibility of coordination and implementation of the Yaoundé architecture. In line with the mission of ICC, this meeting will ensure a collective response to maritime threats in the waters of West and Central Africa and promote economic development.

The ICC has initiated and implemented some programs which include: First Assessment meeting of the Yaoundé Code of Conduct, Development of 4 years plan, identification of training centres for capacity building, partnership Agreements like notable institutions, coordination of training, legal assessment and capacity building for judicial officers, Magistrates and prosecutors. These programs availed participants the opportunity to improve their knowledge on the complex nature of law enforcement in the region. This meeting is another avenue to share our experiences and frameworks on the fight against maritime crimes.

It is my hope that the discussions during this meeting will be fall and productive on practical ideas that will be useful to maritime security stakeholders and policy makers.

Thank you for your attention.

Remarks by Her Excellency Tove Degenbol, the Danish Ambassador to Ghana



H.E. Tove Degenbol

Major General Francis Ofori, Commandant Kofi Annan International Peacekeeping Training Centre, Rear Admiral Seth Amoama, Chief of Naval Staff Ghana, Rear Admiral Olaiya Ibikunle Taiwo, Nigerian Navy, Rear Admiral Dr. Narciso Fastudo Junior, Executive Director, Inter-Regional Coordination Centre (ICC), Dr Kwesi Aning, Distinguished guests, Ladies and Gentlemen,

The Gulf of Guinea is essential to the economies of the countries bordering it. About 90% of the region's international trade is moving by sea, the offshore oil sector has an estimated 4,5% of the world's reserves and have only started being developed, and fishery is providing the livelihood for millions of people;

Shipping is inherently global, and also for international seafaring nations such as the Scandinavian countries, the Gulf of Guinea is important. Denmark is a prominent maritime nation with strong seafaring traditions. For Danish shipping exports, Ghana, Nigeria and Côte d'Ivoire are major markets, and the Danish company Maersk strategies are considered a

key tool to guide the efforts and in Ghana, a maritime security strategy has already been prepared and is waiting for approval. In Nigeria, the 'Suppression of Piracy and other Maritime Offences Bills' has recently been passed. This represents an important legal step against piracy.

Support to research, training of maritime security practitioners, and establishing a platform for dialogue among international and national actors. This is what this forum is about.

Enhancing maritime operational planning and response through the assistance by the Danish Navy to monitor and mitigate security threats in the maritime domain. This includes various forms of training, including training in maritime operational planning and vessel boarding in cooperation with the US Navy and the annual Maritime Security Exercise OBANGAME EXPRESS.

While UNODC has been selected as the main implementing partner of the activities concerning national and regional maritime law response and support to national maritime strategies, the Kofi Annan International Peacekeeping Training Centre is the obvious partner for the activities concerning research, training, and establishing a dialogue platform for all national and international stakeholders.

I am very pleased to see that the programme today and the coming days include actors representing key institutions such as ECOWAS, ECCAS, ICC, CRESMAO and key national actors such as the navies of several countries in the region.

The programme and the participants promise well for the role of the Kofi Annan International Peacekeeping Training Centre as convener and facilitator of the interregional coordination in this important area.

I wish you all some interesting days and a fruitful dialogue.

Thank you.

Section 4. Overview of Maritime Safety and Security in the Gulf of Guinea



Pirates in the Gulf of Guinea³

Maritime security-related issues have created a highly volatile situation in the Gulf of Guinea, both for the countries in the region but also for the international community. In fact, acts of IUU fishing, drugs and weapons trafficking, robbery, migrant smuggling, piracy and transnational organised crime, are becoming recurrent in the area. They are affecting the safety of local populations, the economy of the region, the sources of natural resources such as oil and gas, as well as the international trade lines. Reaching a number of 63 incidents of piracy and maritime crime so far in 2019⁴, the number of maritime incidents regarding piracy and crime has decreased from 2018⁵, where instances of illegal acts amounted to 82. Regardless, the severity of the incidents and the implications they have for the region are not to be overlooked, as prevalent difficulties in managing the prevention and response against them still need to be handled. And while this escalation is persisting, adequate and limited counter-measures are struggling to be effectively operationalised. Gulf of Guinea countries are indeed facing many difficulties in establishing viable and sustainable solutions to address maritime crime, whether these are of organisational, capability or political nature.

The prevailing of threats against maritime security has therefore led to establishing guidelines that allow for understanding the threats themselves, especially their root causes, and from thereon, how they can be addressed and solved by relevant stakeholders. These guidelines include:

Understanding the political dimension that is involved in maritime crime, both the effect it has on it, but also the limits to ensure maritime security;

The spill-over of criminality and criminal networks on land into the seas;

And the professional dimension maritime crime has acquired by becoming legitimate business opportunities for some.

All three aspects establish a framework for the discussion on maritime security and aim to ensure that solutions are addressed with precision and efficiency. Indeed, in order to determine how maritime crime should be dealt with, one must understand the complexity it builds on and grasp all the dimensions that are involved. It is this attitude towards addressing maritime crime that led to the establishment of the Yaoundé Architecture. All twenty-five countries from West and Central Africa gathered on 25 June 2013 to sign the Code

³The Maritime Executive, 2019. Pirates Kidnap 19 Crewmembers from Navios VLCC. [Online]. Available at: <https://www.maritime-executive.com/article/pirates-kidnap-19-crewmembers-from-navios-vlcc> [Accessed on 10 December 2019]

⁴Supra. Note 2

⁵Ibid.

of Conduct, the founding document of the Yaoundé process. It outlines the different types of maritime crime that are to be considered, as well as all the responsibilities the member states are to undertake. These duties revolve extensively around the need to establish national measures, ensure cooperation and coordination, particularly in regard to information-sharing and incident reporting, as well as to develop and promote training and educational programmes, in addition to establishing national legislation for the indictment, prosecution and conviction of maritime criminals.

Although the Yaoundé Code of Conduct is not legally binding upon its signatories, member states have still committed efforts to ensure that its dispositions would be considered and engaged with. Yet, the multiplicity of countries in the region that have different legislative doctrines, political regimes and national interests, will inevitably face challenges in aligning themselves along standardised guidelines. For this reason, the Inter-Regional Coordination Centre (ICC) was established to facilitate and ensure the well-functioning of these collaborative relations, and especially promote the development of a unique strategy framework, which has come to be known as the Yaoundé Architecture (cf. Figure 2). This structure distinguishes the various actors at their various levels, with the various objectives. While national MOCs are the foundation of the entire system, and serve as the tactical level, the ICC supervises the entirety at the strategic level. Regional and sub-regional levels are also outlined, respectively through CRESMAO and CRESMAC, and the Zonal MMCC, and ECOWAS, ECCAS and the GGC address matters at the political level. All actors have their own delimited set of objectives, but they also work with each other across-board to ensure the circulation of information and the effective operationalisation of active measures.

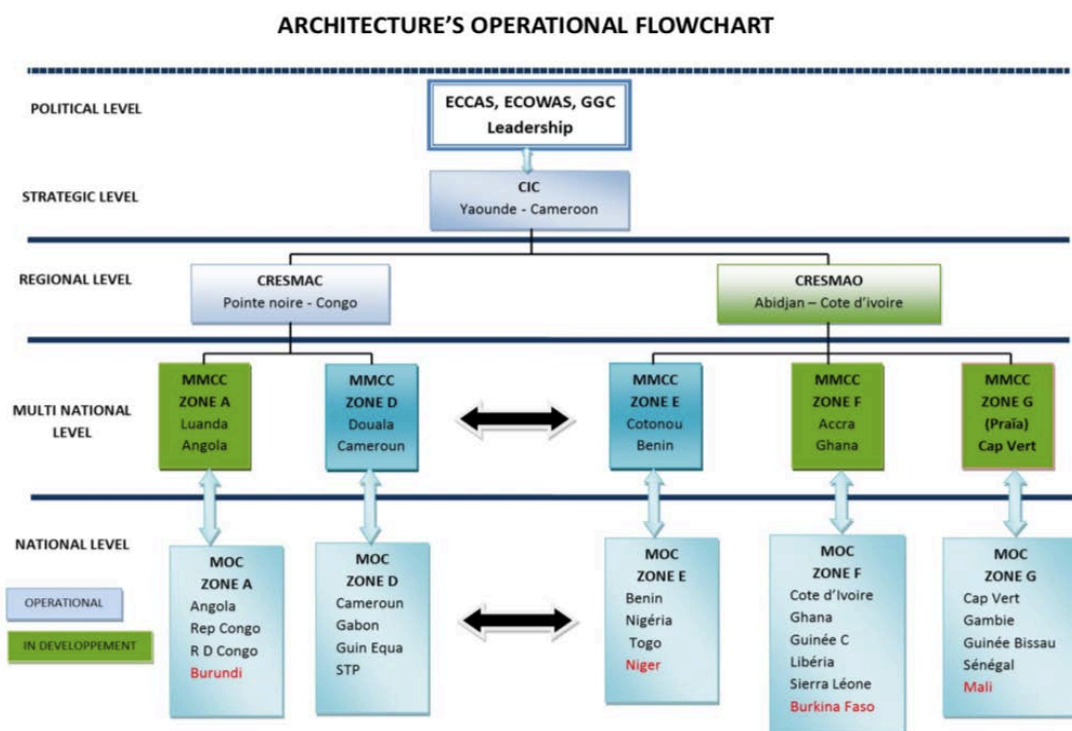


Figure 2. Yaoundé Architecture⁶

The architecture in itself presents ambitious solutions to address maritime crime issues, especially in regard to organising the flow of information and actions amongst intervening actors. Nevertheless, since the establishment of the Yaoundé process and the domestication of its dispositions, several challenges have occurred, both in terms of organisational aspects but also in regard to general discordances as to how information-sharing and activity-coordination should be facilitated. These intra-level disagreements are fuelling the ineffectiveness of the Yaoundé Architecture and preventing its full implementation. The difficulties arise on all levels, and each of them blames each other. Yet, general lack of commitment, problems with domestication of norms and confusions between responsibilities are all reasons as to why the individual countries and the regional entities face problems with the Yaoundé Architecture, yet strive to make efforts to successfully implement it.

Section 5. Status of Implementation of the Yaoundé Process

5.1 The Inter-Regional Coordination Centre (ICC)

The status of implementation of the Yaoundé Process, while being signed in June 2013, is still a work-in-progress. The diversity of actors, the multiplicity of levels, and the multitude of states involved, have impeded the full effectiveness of the Yaoundé Code of Conduct and the additional documents, and raised many challenges. Despite the difficulties, all entities are striving to find solutions as to how this can be improved. The ICC, which has the main responsibility of ensuring cooperation between member states, as well as the sub-regional and regional institutions, is a crucial entity within the Yaoundé Architecture. Its strategic pillars include:

- ◆ Exchange of information and sharing of experience
- ◆ Harmonisation of legislation
- ◆ Harmonisation of operational procedures
- ◆ Harmonisation of training
- ◆ Enhanced cooperation with international partners



The institution maintains and coordinates relations with all entities of the Architecture, namely CRESMAO and CRESMAC on the regional level, zonal MMCCs and national MOCs. One of the main aspects of this task concerns information-sharing processes, which Article 3(2) specifically outlines as follow:

“... facilitating exchange of information and experience among Heads of Navy and other maritime safety and security agencies of the Gulf of Guinea in conformity with the goals of the Centre; collecting, storing, disseminating and exchanging information form CRESMAC, CRESMAO, and any other sources; ...”⁷

While the ICC asserts the hierarchy of the Yaoundé Architecture, and therefore urges all information to pass through the institution, other actors of the region disagree on that note, and calls for a need to refocus on where action can be taken and on who can take action. The objective to respond when maritime crime incidents occur is indeed the main focus of national MOCs, but they do not believe that the ICC’s aim is to support them in responding proactively. This is not to blame on the ICC, nor the Code of Conduct, but the reporting mechanisms are not efficient in a way that allows for MOCs to rapidly deploy to the affected area.

The mission of the ICC is clearly defined in the Additional Protocol to the MoU among ECCAS, ECOWAS, and GGC on Safety and Security in the Central and West Africa Maritime Space. The entirety of the mission revolves around ensuring a collective response to maritime threats in order to safeguard the region, both in terms of the economy and natural resources. Yet, in contrast to the ICC being well-aware of its role and feeling confident in its action, the countries in the region have a different understanding of the matter. They face in fact many challenges in implementing the guidelines that the ICC is attempting to establish through the textual support of the Code of Conduct. While efforts are made by all states, difficulties remain widespread.

⁷Part II, Article 3(2). Additional Protocol to the Memorandum of Understanding Among ECCAS, ECOWAS, and GGC on Safety and Security in the Central and West Africa Maritime Space. Yaoundé, Republic of Cameroon. 5 June 2014.

5.2 Economic Community of West African States (ECOWAS)

Discussions and dialogues on maritime security more often than not result in emphasising challenges instead of giving an account of achieved and on-going efforts of involved parties. While understanding the issues evidently allows for defining successful action measures, it still seems paramount to highlight these during the process of improving the situation, and thus recognising the efforts of the Gulf of Guinea region. For this Forum on the implementation of the Yaoundé architecture, nine countries from the ECOWAS region were present namely Benin, Cape Verde, the Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Nigeria and Senegal. All three sub-regional zones (E, F and G) were thereby represented, allowing for a comprehensive contribution of the ECOWAS region to the debates.



While each country deals with its own challenges, whether these are piracy, pollution, IUU fishing, or other maritime crime incidents, many efforts are comparable across the countries. Huge efforts are in fact put on national engagement to address ways in which the Yaoundé Architecture and its documents can be implemented. These revolve mostly around the following areas:

Benin, Burkina Faso, Cape Verde, the Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone, Togo

- ◆ National authorities and maritime strategies
- ◆ Bilateral cooperation
- ◆ Inter-agency collaboration
- ◆ Legal reforms and police authorities
- ◆ Inspection, patrolling and training

National authorities have been essential to redefine or even establish, as they set the framework for maritime activity and surveillance on the domestic level. For example, Benin and Senegal have respectively established the Autorité Nationale Chargée de l'action de l'État en Mer (ANCAEM) and the High Authority for Security, Safety and marine environment coordination (HASSMAR). Guinea has also initiated a modernisation of the State administration to align with maritime security objectives. The main goal of these entities is to ensure the creation and implementation of a maritime strategy, or Integrated Maritime Security Strategy, which many of the ECOWAS countries have defined, such as Ghana or the Ivory Coast.

This national ambition of Gulf of Guinea countries to effectively address maritime security issues also explains the objective of ensuring bilateral cooperation through the signing of agreements. Such relations can be denoted between Togo and Benin, Ghana and the Ivory Coast, or even Cape Verde with Spain and the United States, as they keep proliferating along the sea line and the international community.

Inter-agency coordination has proven to be a major challenge for member states, as they extensively acknowledge the excessive task and responsibility division amongst maritime entities. Most of the present states at the Forum asserted their efforts to improve this coordination, especially Benin, Nigeria and the Ivory Coast.

While legal reforms are a significant challenge that many of the countries in the region have to deal with, many still attempt to reform their legal framework and domesticate international and regional norms. Senegal has adopted a new law on IUU fishing, Cape Verde has domesticated all international conventions addressing maritime crime and the Ivory Coast has promulgated a new maritime code.

In line with legal reforms, some of the ECOWAS member states have proceeded to create police authorities such as Guinea, while efforts are also being made towards inspection, patrolling and training. Indeed, most countries participate in sub-regional training exercises such as Obangame Express, Grand African Nemo or GOGIN, to ensure the proactiveness of national navies. In terms of patrolling and inspection, countries such as Ghana and Nigeria are pressing for improvement.

All these efforts illustrate the willpower and engagement that countries in the ECOWAS region have to effectively implement the Yaoundé Architecture, and especially ensure that maritime security issues get addressed in an adequate and timely manner.

5.3 Economic Community of Central African States (ECCAS)



Angola, Burundi, Cameroon, CAR, Chad, DRC, Equ.-Guinea, Gabon, Congo, Sao Tome and Principe

Similarly to the ECOWAS region, the ECCAS was also represented at the Forum to convey the position of Central African countries. However, only three countries were present from this area, namely Cameroon, Gabon, Sao Tome and Principe. No country was therefore representing zone A. Regardless, zone D has been very effective in moving from ideas to actions in terms of responding to maritime crime incidents as the zonal area has been under intense attack. The zone was therefore well represented to explain how the Yaoundé Architecture can be implemented.

In continuity with the efforts made by ECOWAS member states, Cameroon, Gabon and Sao Tome and Principe have all engaged in similar efforts. The latter has in fact concluded international partnerships with countries like Portugal and Brazil, as the country is highly exposed to maritime crime due to its coastal area. Gabon has established its integrated maritime security strategy in addition to creation the National Council of the Sea. Surveillance, intervention and repression are all domains in which the country has improved its capability. Similarly, Cameroon has also focused on bettering its surveillance as well as training its intervention units. More so, intra-state conventions have been signed, and Cameroon has invested a lot in equipment acquisition to improve its capabilities.

The efforts of the present ECCAS member states should therefore be acknowledged and commended equally as much as the countries in the West African region, all in line with promoting the need to implement the Yaoundé Architecture.

5.4 Summary

The efforts that all countries in the Gulf of Guinea have put into domesticating the Yaoundé Code of Conduct and implementing the guidelines set out by the ICC reflect their engagement in aiming to safeguard the region. Whether this involves cooperative or individual measures, all states are actively participating in make the Gulf of Guinea a more secure and safe maritime area. This being said, all participating countries in the Forum expressed the difficulties they face on a current basis to effectively achieve said objectives, and thus call for regional and institutional alignment. These challenges need to retain the main focus, as they will eventually result in establishing viable prospects for maritime security in the region. The fact that all stakeholders have a common objective is enough to believe in the success of the Yaoundé Architecture, even though this might be fuelled by different interests (e.g. national interests, natural resources, regional economy, trade, etc.). As it was denoted during the Forum, strategies, thoughts and ideas are enough to concretise actions; they are the ones we need to develop and transform into proactive engagement⁸.

⁸Statement made by Rear Admiral Dr. Narciso Fastudo Junior, Executive Director of the Inter-Regional Coordination Centre, 3 December 2019, at the International Forum on the Status of Implementation of the Yaoundé Protocol, KAIPTC, Ghana.

Section 6. Challenges of the Yaoundé Process

The gathering of representatives from the Gulf of Guinea region meant that many viewpoints and opinions were shared, which inevitably led to discussing challenges that affect the member states. These range from the national level to the regional level and require efforts from all stakeholders. Mostly, it is primordial to understand that maritime security is embedded in regional structures and that maritime insecurities operate in multiple spaces. No state is able to address challenges on its own, which calls for effective cooperation among regional states.

Main issues were defined in order to frame the different challenges. These revolved around uncoordinated goals, neglect of NGOs, unawareness of the Yaoundé Protocol and Code of Conduct, absence of political will, doctrine discordances, legal framework imparity, disparities in defining maritime offences, differences in implementation capacities and relationships. As a result of this, challenges regarding information-sharing procedures, establishment of focal points, domestication of legal framework and other dispositions, funding, harmonisation of procedures, systems and equipment, and intra-architectural discrepancies, were the main issues that were raised during the Forum.

◆ **INFORMATION-SHARING PROCEDURES** - The Yaoundé Architecture put significant efforts into establishing a structure that would facilitate the transmission and sharing of information amongst countries and their MOCs, the sub-regional MMCCs, CRESMAO and CRESMAC, as well as the ICC. While this framework was clearly defined in theory, the reality of it proved to be much more difficult. Indeed, implementing the Architecture in practice raised several challenges, both in terms of the flow of information and the nature of the information. On the domestic level, inter-agency information-sharing was a main struggle, which was seen as paramount for the overall well-functioning of the Yaoundé structure. In fact, if countries cannot harmonise and improve the national flow of information, difficulties will inevitably arise when the information needs to be shared across borders. More so, it was also the information arriving from the ships involved in maritime incidents that posed challenges. While MOCs and national agencies believe in the necessity to transmit the information to them, as they are the first on the ground, the regional level is most often the recipient of such information, which affects time-management and efficiency. Awareness of the region was called for to tackle this issue as well as the necessity to establish clear and identifiable focal points so that one would know precisely who should be contacted.

◆ **NATIONAL FOCAL POINTS** - The discussion on the need to establish national focal points stemmed from the plethora of maritime security agencies that are present in each country in the Gulf of Guinea. Indeed, with the multiplicity of maritime incidents and the general complexity of maritime security, many entities have been created on the domestic level to address the issues. This poses major difficulties, not only in terms of intra-state information-sharing, but also in regard to information-sharing across borders. Indeed, what we see is a duplication of roles, inter-agency rivalry, poor information-sharing, and thus overall poor securitisation of the maritime domain. The ICC was established to work with national focal points and national maritime security committees, yet, because of the ambiguity revolving around the ICC's mission, little effort has been put in to clearly defining countries' entry point. This inhibits the coordination of all entities and their cooperation, and because of the absence of integrated maritime security strategies, not much guides the countries in determining themselves who should be their focal point. It was denoted that there is a lack of legal support to frame these lead agencies, however, the Code of Conduct does allow for their creation, which leads to the issue of domesticating legal disposition.

◆ **DOMESTICATION OF LEGAL FRAMEWORK AND OTHER DISPOSITIONS** - The domestication of the legal framework that the Yaoundé process encompasses has been a major challenge for the member states of the region, which has also affected other areas of implementation of the Yaoundé Architecture. Several reasons explain this difficulty, namely the non-binding status of the Yaoundé documents, the inefficiency of national bureaucracies, the inconsistencies between the Code of Conduct and existing domestic doctrines, and the general lack of commitment towards the Yaoundé process. The deficiency in implementing the legal dispositions of the Yaoundé documents has indeed posed issues for other areas such as establishing clear focal points, criminalising trans-national violations and addressing the authorisation for embarked officers, to mention a few. This calls for a commitment of the signed agreement, as well as a need to harmonise the divergent legal doctrines, in order to reinforce the capabilities of all involved actors to address maritime security issues.

◆ **FUNDING** - The question of funding was raised in most of the discussions, both in terms of determining how it is a challenge in itself, but also the repercussions it has on other issues. Indeed, most difficulties that were addressed (i.e. the establishment of focal points, the domestication of legal frameworks, and the harmonisation of systems and equipment), identified the lack of funding as a major variable for the effectiveness. Regardless, the deficiency itself presented the main challenge, and attempts were made to define how it could be improved, ranging from the responsibility of the Gulf of Guinea countries themselves to the international community. Funding will remain an issue as long as domestic assurance of allocating financial means adequately is not ensured. Indeed, all maritime agencies at every level can come together and discuss how funding should be done, but the final solution belongs to the government and its prioritisation on how resources should be spent.

◆ **HARMONISATION OF PROCEDURES, SYSTEMS AND EQUIPMENT** - Fundamental elements that need to be ensured for an effective implementation of the Yaoundé process, such as national focal points and legal frameworks, require that practical aspects are also being developed and supported. In fact, there is a need to harmonise reporting procedures, software systems and technological equipment if the overall information-sharing and safeguard of the maritime domain in the Gulf of Guinea is to be realised. Countries are experiencing several challenges on these matters. Not only is funding limiting the procurement of necessary tools, but they also diverge between member states. If country A has a said software to communicate information, and country B has a different one, information-sharing will not be possible, or at least quite challenging. The disparities and lack of equipment proved indeed to be a major impediment to information-sharing, as well as to Maritime Domain Awareness (MDA), which hinder countries in implementing the Yaoundé process and thereby ensuring maritime security and safety. This challenge of limited technological equipment goes hand-in-hand with the lack of maritime capabilities and means. Indeed, member states expressed their concerns of not having enough patrolling ships, fuel, manpower and professional experts to handle the complex problems they face along the coastline. This creates another obstacle to the effective implementation of the Yaoundé Architecture, as qualified staff and adequate means are essential.

◆ **INTRA-ARCHITECTURAL DISCREPANCIES** - While all the previously discussed challenges are hands-on approachable, and necessitate the practical coordination between all stakeholders, an overall issue emanated from most of the discussions. Indeed, there seems to be fundamental disagreements between the different levels within the Yaoundé Architecture, especially in regard to each actors' role. This rests on the dichotomous focus that stakeholders have, where some see IUU fishing as the major

issue, while on the ground, some countries have mostly difficulties with piracy and trafficking. Also, the lack of clarity about the different actors' role within the Yaoundé Architecture leads to misunderstanding and frustration about what each entity is supposed and expected to do. All this fuels the incapacity of successfully implementing the Yaoundé process, and thus inhibits measures that can effectively respond, prevent and manage maritime security and safety issues.

Section 7. Prospects of the Yaoundé Process

The many challenges that were identified and discussed throughout the Forum were evidently meant to lay the groundwork for discussing how countries and their MOCs, zonal MMCCs, CRESMAC and CRESMAO, as well as the ICC, can address the problems and find common ground for viable and sustainable solutions. In fact, by determining what the problems are, all stakeholders will now be able to establish ways in which they intend to deal with them. While every country has its own struggles, general trends as to what obstruct the implementation of the Yaoundé process have been identified. These include:

- ◆ Improvement of information-sharing procedures
- ◆ Establishment of precise integrated maritime security strategy and national focal points
- ◆ Domestication of the Yaoundé documents and other international and regional norms into national legislation
- ◆ Harmonisation of procedures

This overview could easily imply that a standardised way of implementing the Yaoundé process exists. Nevertheless, it is important to acknowledge the differences among member countries, both in terms of capabilities and resources, but also in regard to the severity of the challenges they each face. Indeed, not all countries have adequate funds to build facilities and acquire equipment, and disparate illicit acts occur within each territorial water. Nevertheless, cooperation has proven to be a successful way to commit to the Yaoundé Code of Conduct, and thereby effectively engage in improving national capacities and retaining the focus on maritime security. Bilateral and multilateral agreements are a great example of this, where the outcome has enabled neighbouring countries to facilitate coordination across borders and thus limit the effects of maritime crime. Cooperation is indeed the key tool if the region is to be safeguarded, which the Code of Conduct rightfully asserts in Article 2(1):

“Consistent with their available resources and related priorities, their respective national laws and regulations, and applicable rules of international law, the Signatories [of the Code of Conduct] intend to co-operate to the fullest possible extent in the repression of transnational organized crime in the maritime domain, maritime terrorism, IUU fishing and other illegal activities at sea [...]”⁹

Also, national engagement is to be commended throughout the whole Gulf of Guinea region, as each member states strive to improve domestic measures, such as national maritime security strategies, national maritime security committees, inter-agency cooperation, harmonisation of legal frameworks and establishing good relations with all stakeholders. Despite the many difficulties, the goodwill of ECOWAS and ECCAS members goes to show that attempts are being made, and while not always being successful or as efficient as wanted, efforts continue. The mere example of this International Forum, in continuity with other conferences held throughout the year on maritime security, shows the commitment and engagement to find solutions and effectively implement them. It is indeed only through dialogue and discussions that challenges can be identified, common ground can be established, and viable solution can be developed and implemented.

Capacity building and operational focus have proven to be central if the status of implementation of the Yaoundé protocol is to be effective, which all countries acknowledge and aim towards. Their efforts do not go unnoticed, and they themselves are what creates notable prospects for the full implementation of the Yaoundé protocol and the safeguard of the maritime domain in the Gulf of Guinea.



Discussions on day 2, 4 December 2019, International Forum on the Status of Implementation of the Yaoundé Protocol

Section 8. Final Recommendations

After thorough discussions, dialogues and debates, the International Forum on the Status of Implementation of the Yaoundé Protocol resulted in the following recommendations:

- ◆ Whereas national maritime actors would like to premise information-sharing on adequate Maritime Domain Awareness (MDA), there is the implied view at the level of regional and inter-regional actors that information should be transmitted to the ICC before it is shared to all member states. The meeting urges continuous dialogue to bridge the varied perceptions on information-sharing. Countries, agencies and regional entities should continue the work on MDA and promote knowledge-sharing on maritime security issues and the Yaoundé Architecture.
- ◆ The meeting took note of the seeming lack of clarity in terms of the roles of the agencies at the various levels of the Yaoundé Architecture and calls for more dialogue on such terms as political level, strategic level, operational level, regional level, etc.
- ◆ Countries should take actions to establish and improve strategies at the national level to facilitate intra-state information-sharing and coordination, as well as with neighbouring countries.
- ◆ The meeting noted that coordination at the national and regional levels could have been better and recommends that countries make efforts to improve coordination at the national and regional levels.
- ◆ The meeting observed that the national maritime security committee, as contained in the Yaoundé Code of Conduct, is emerging under different modes and strategies in the various countries. However, not all of them have fully expressed their national strategies at sea. The meeting urges countries to quicken the processes of establishing their respective national maritime strategies.
- ◆ The meeting further urges countries to broaden the scope of national maritime strategies to include non-state actors and other professionals.
- ◆ In an effort to implement the Yaoundé Code of Conduct, there is a gap between the stated set of threats and the immediate focus of the ICC. This development creates the impression that maritime security in the Gulf of Guinea is about very few sets of threats (e.g. piracy, IUU fishing). The meeting calls on the ICC to take steps to expand its focus to inspire member states to involve multiple professionals in maritime security.
- ◆ The meeting heard about variations in the strategies for financing and staffing among the parties that set up the ICC and the influence it has on the effective functioning of the Yaoundé Architecture. In this regard, the meeting invites the ICC to prioritise the issue of harmonising the financing and staffing strategies of the Yaoundé Architecture.
- ◆ The meeting observed the legal questions that were raised by member States and recommends the harmonisation and domestication of regional and international maritime legal frameworks into domestic laws.
- ◆ The meeting observed the lack of clarity on the issues of national maritime focal points and national

maritime security committees and asks countries to ensure that there is no confusion in terms of the actors they designate as their interface with the rest of the Gulf of Guinea maritime community.

- ◆ The meeting urges member states to take immediate steps to implement the Yaoundé Architecture and related laws and MoUs. Accordingly, the meeting urges member states to harmonise maritime legal frameworks and criminalise maritime offences.
- ◆ The meeting observed a lack of urgency in addressing the concept of “embarked officers”, resting on a lack of occurring cases and a need to harmonise the procedures. The meeting calls for countries’ commitment to engage this disposition of the Yaoundé Code of Conduct.
- ◆ The meeting noticed countries’ engagement in the discussions during this Forum and welcomes the initiative to have a second Heads of State meeting to update the Yaoundé instruments.



Cross-section of participants at the Forum

Section 9. Concluding Remarks

The International Forum on the Status of Implementation of the Yaoundé Protocol, organised by the Kofi Annan International Peacekeeping Training Centre, in collaboration with the Danish Ministry of Foreign Affairs and the Inter-Regional Coordination Centre, was a fruitful gathering of representatives from ECOWAS and ECCAS member states. Discussions, dialogues and debates allowed the assembly to determine fundamental challenges that require more attention from all stakeholders of the Yaoundé architecture, and from thereon, establish viable and sustainable solutions to address these issues.

Indeed, difficulties in ensuring information-sharing on the domestic and regional levels, in establishing clear and precise national focal points, in domesticating the legal framework set out by the Yaoundé documents, in harmonising procedures and equipment across countries, and in maintaining good intra-architectural relations, all laid the foundation for the impediments to the effective implementation of the Yaoundé Protocol. Yet, opportunities such as cooperation and coordination, improvement of domestic measures,

and an overall harmonisation of all levels within the Yaoundé Architecture, deeply emphasised that countries in the Gulf of Guinea are committed and engaged to fully and successfully implement the Yaoundé documents and thereby ensure that maritime security and safety remains a priority.

While a decrease in maritime incidents from 2018 to 2019 was noted, it does not suggest that criminal activities at sea are to be overlooked. The violence and explosion with which they occur must be addressed in a proactive and effective manner, which will only be possible through national commitment and regional collaboration. The Yaoundé Architecture builds on the individual capabilities of member states to be efficient. Nevertheless, without good and solid relations among Gulf of Guinea countries, the prospects of safeguarding the region are truly challenged. This is why the acknowledgment of regional cooperation in Yaoundé in 2013 is mandatory to reconvey, and thus urge every stakeholder within the Architecture to fulfil its commitment towards its nationals, as well as to the entire region.



End of day 3, 5 December 2019, International Forum on the Status of Implementation of the Yaoundé Protocol

Organisers & Partners



KAIPTC
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The Kofi Annan International Peacekeeping Training Centre has over the past seven years been actively engaged in addressing maritime security issues. It is one of three institutions designated by the Economic Community of West African States (ECOWAS) as a regional Centre of Excellence for the delivery of training and research in the areas of conflict prevention, management and peacebuilding. The KAIPTC has to date offered over 400 courses in diverse aspects of peace and security for over 11,000 military, police and civilian personnel.



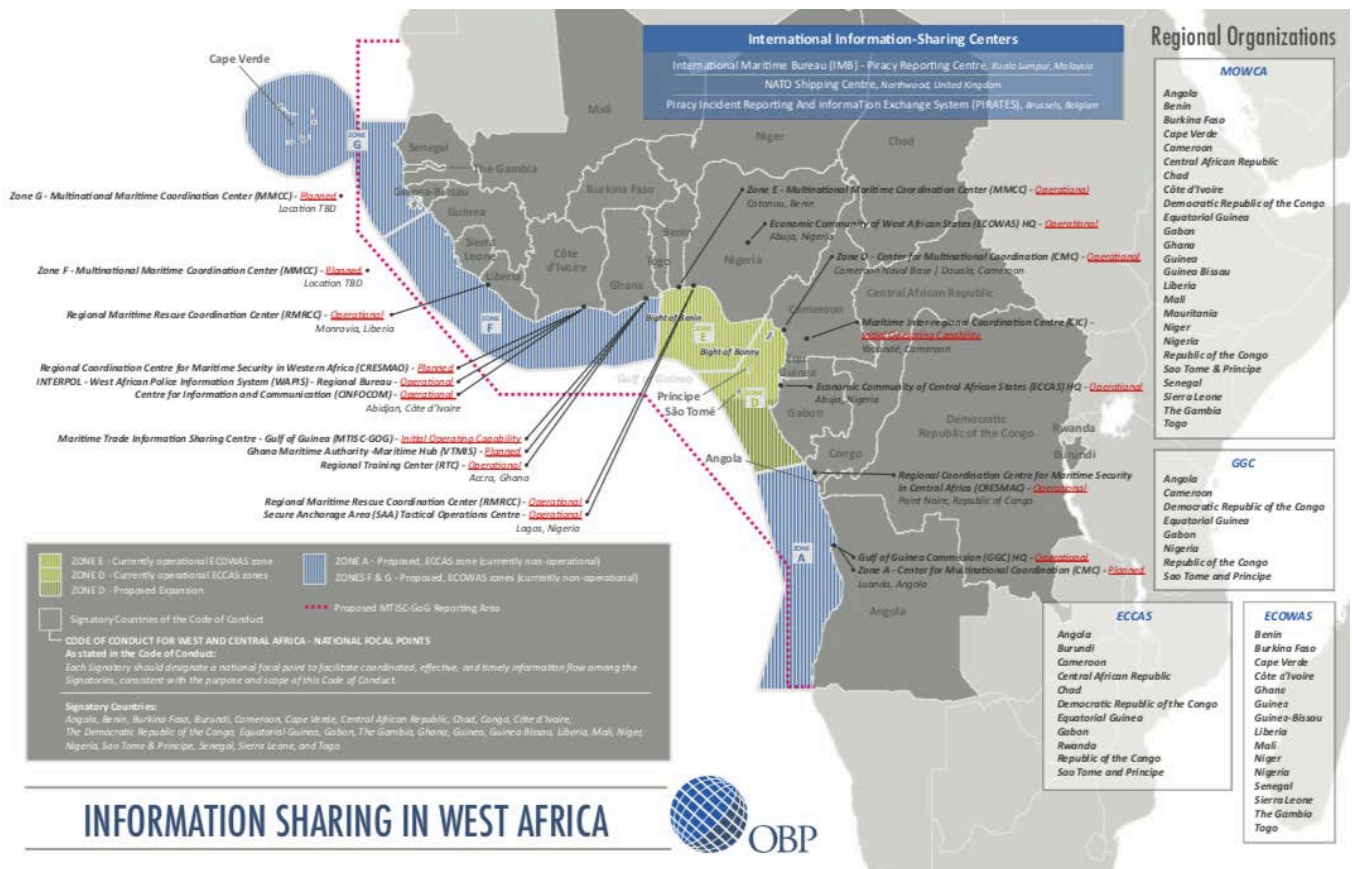
**MINISTRY OF FOREIGN AFFAIRS
OF DENMARK**

The Ministry of Foreign Affairs of Denmark, through its Embassy in Accra, Ghana, has an active engagement towards the country in promoting trade, development and economy. Four strategic objectives of this relation include: strengthened political cooperation based on shared values; promotion of inclusive and green growth; economic diplomacy and increased commercial cooperation; consolidation of results in development programmes.



The Inter-Regional Coordination Centre was established as a result of the Yaoundé Conference on Maritime safety and security in the Gulf of Guinea, in the Additional Protocol to the Memorandum of Understanding among ECCAS, ECOWAS, and GGC on Safety and Security in the Central and West Africa Maritime space. Placed at the top of the Yaoundé Architecture, it is the intersection between the operational, strategic, political and tactical levels of the architecture, and aims to coordinate and support all working entities.

APPENDIX 1 – INFORMATION-SHARING IN WEST AND CENTRAL AFRICA



APPENDIX 2 – PROGRAMME OF THE FORUM

INTERNATIONAL FORUM ON THE STATUS OF IMPLEMENTATION OF THE YAOUNDÉ PROTOCOL
3-5 DECEMBER, 2019
KA IPTC, GHANA

DAY 1

Time	Activity	Resource
14:30-15:00	Arrival and Registration	
OPENING CEREMONY AND RECEPTION		
15:00-16:00	Welcome Address	Maj. Gen. Francis Ofori, Commandant, Kofi Annan International Peacekeeping Training Centre (KA IPTC)
	Opening Remarks	Rear Admiral Seth Amoama, Chief of Naval Staff, Ghana Rear Admiral (Dr.) Narciso Fastudo Junior, Executive Director, Inter-regional Coordination Centre (ICC)
	Overview of Project: Enhancing Dialogue and Capacity Development towards a Safer Maritime Domain in Africa	Mr. John Pokoo (Project Coordinator & Head, Conflict Management Programme, KA IPTC)
	Remarks	H.E. Tove Degnbol, Ambassador, Royal Danish Embassy in Accra
1600 –1620	Coffee and Group Photo	
16:20-17:30	Plenary Session 1:	Moderator
	Enhancing Maritime Safety and Security in the Gulf of Guinea: A Threat Assessment Synopsis	Dr. Kwesi Aning, Director, Faculty of Academic Affairs & Research, Kofi Annan International Peacekeeping Training Centre (KA IPTC)
	Implementation of the Yaoundé Code of Conduct: Current State of Affairs	Rear Admiral (Dr) Narciso Fastudo Junior, Executive Director, Inter-Regional Coordination Centre
	Analysing the Prospects and challenges of implementing the Yaoundé Architecture: Findings from Field Consultations	Dr. Kwaku Danso, Research Fellow, Kofi Annan International Peacekeeping Training Centre (KA IPTC)
17:30	Cocktail reception	

DAY 2

9:00-10:15	<p>Plenary Session 2:</p> <p>Identifying Impediments to the institutionalization of the national focal points</p> <p>Strengthening bilateral and multilateral cooperation on maritime crime-related arrests in the GoG.</p>	<p>Moderator</p> <p>Rear Admiral Olaiya Ibikunle Taiwo, Nigerian Navy</p> <p>Capt. Fonkuah Mbah Sylvestre, CMC Zone D</p>
10:15-10:30	Coffee break	
10:30-12:00	<p>Plenary Session 3:</p> <p>Exploring an effective financing model for the implementation of the Yaoundé Architecture</p> <p>Status of formation of national maritime security committees</p> <p>Examining the prospects of scaling and strengthening the concept of “Embarked Officers” in the Gulf of Guinea</p>	<p>Moderator</p> <p>Mr. Gbeuly Joel Landry, CRESMAO</p> <p>Capt. Ahoyo Fernand Maxime, Maritime Prefet, Benin</p> <p>CV. Jean Leon Olatundji, Forces Navales, Benin</p>
12:00-13:00	Lunch break	
13:00-14:15	<p>Plenary Session 4: National Experiences and Lessons Learned</p> <p><i>legal reforms, setting up of maritime security committees, inter-agency collaboration, security vs safety measures and leadership issues</i></p>	<p>Moderator</p> <p>Panel Presentation:</p> <p>Congo</p> <p>Guinea</p> <p>Senegal</p>
14:15-15:30	<p>Plenary Session 5: National Experiences and Lessons Learned</p> <p><i>legal reforms, setting up of maritime security committees, inter-agency collaboration, security vs safety measures and leadership issues</i></p>	<p>Moderator</p> <p>Panel Presentation:</p> <p>Cameroon</p> <p>Gabon</p> <p>Cape Verde</p> <p>Sao Tome and Principe</p>
15:30-15:45	Coffee break	

15:45-17:00	Plenary Session 6: National Experiences and Lessons Learned <i>legal reforms, setting up of maritime security committees, inter-agency collaboration, security vs safety measures and leadership issues</i>	Moderator Panel Presentation: Benin Nigeria Guinea Bissau
17:00-17:10	Wrap up	

DAY 3

Time	Activity	Resource
9:00-9:15	Recap of Day 2	
9:15-10:30	Plenary Session 7: National Experiences and Lessons Learned <i>legal reforms, setting up of maritime security committees, inter-agency collaboration, security vs safety measures and leadership issues</i>	Moderator Panel Presentation: Ghana Ivory Coast The Gambia
10:30-10:45	Coffee break	
10:45-12:30	Breakout Session	
	Breakout Group 1: Developing a workable and functioning framework for sharing information	
	Breakout Group 2: Creating national maritime security committees and national focal points: Limitations, relationships and lessons learned.	
	Breakout Group 3: Harmonisation and domestication of international norms into national legal frameworks.	
12:30-13:30	Lunch break	
13:30-15:30	Plenary Session 8: Group Presentations	Moderator
15:30-15:45	Coffee break	
15:45-16:30	Plenary: Summary of Key Outcomes Official Closing	Moderator Maj. Gen. Francis Ofori, Commandant, Kofi Annan International Peacekeeping Training Centre (KAIPTC)

APPENDIX 3 – LIST OF PARTICIPANTS

Participants List

SN	NAME	COUNTRY	ORGANISATION
1	R/ADM DR. NARCISO FASTUDO JUNIOR	Angola	Inter-Regional Coordination Centre
2	CAPT AHOYO FERNAND MAXIME	Benin	Maritime Prefect
3	CAPT JEAN LEON OLATOUNDI	Benin	Naval Forces
4	CAPT JOSEPH GONSALLO	Benin	MMCC Zone E
5	JCAPT EAN LACKMATA	Cameroon	Navy
6	MRS FRANCINE ROLLANDE NDJIKI	Cameroon	Inter-Regional Coordination Centre
7	CAPT SYLVESTRE FONKUAH MBAH	Cameroon	MMCC Zone D
8	DR BADAÏ ELIE	Cameroon	Ministry of Fisheries
9	CAPT RUI ARMANDO CORREIA GONCALVES	Cape Verde	Coast Guard
10	CAPT EMILE GUEPJOP MEGAPTCHE	Congo	ECCAS/CRESMAC
11	LT CDR ALI YANDZA GUY JEAN FRANCOIS OMER	Congo	CRESMAC
12	MR JOEL LANDRY GBEULY	Ivory Coast	CRESMAO
13	CAPT CHARLES BAMELE	Ivory Coast	SEPCIM
14	CAPT FRANK KATI COULIBALY	Ivory Coast	Navy
15	COL CHARLES HUBERT BEKALE MEYONG	Gabon	Navy
16	CDR ALIEU SANNEH	The Gambia	Navy
17	MR HARUNA KAMEL	Ghana	National Petroleum Authority
18	MS SIJI SONG	Ghana	UNODC
19	REV RAY YAW LARTEY	Ghana	Ghana Revenue Authority
20	ACP IDDI SEIDU	Ghana	Ghana Police – Marine
21	MR ERNEST ESSEL PANFUL	Ghana	Ghana Ports and Harbour Authorities
22	COL JOSEPH MALIK PUNAMAME	Ghana	Ghana Ports and Harbour Authorities
23	CDR EBENEZER KWAME YIRENKYI	Ghana	Navy
24	CDR WILFRED GASU	Ghana	Navy
25	LT COL JOSHUA EYRAM AGBENYENU	Ghana	MMCC Zone F
26	MR NANA KWABENA BOAKYE-BOAMPONG	Ghana	Ghana Maritime Authority
27	R/ADM CARLOS ALFREDO MANDUNGAL	Guinea Bissau	Navy
28	MR MAMDOU YAYA DIALLO	Guinea	Navy
29	MR HOUSSEIN CAMARA	Guinea	PCIAE/Gendarmerie
30	R/ADM IBIKUNLE TAIWO OLAIYA	Nigeria	Navy
31	CDRE ANIEDI ANIEDU IBOK	Nigeria	NIMASA
32	ERE-WALSON AYEBAINE	Nigeria	FCWF
33	MR IBRAHIM SOW	Senegal	Navy
34	CAPI-DE-FRA PEDRO AFONSO DE BARROS	Sao Tome and Principe	Coast Guard

Royal Danish Embassy in Accra

SN	NAME	POSITION
1	H.E. TOVE DEGNBOL	Ambassador

Ghana Navy

SN	NAME	POSITION
1	REAR ADMIRAL SETH AMOAMA	Chief of Naval Staff

Kofi Annan International Peacekeeping Training Centre

SN	NAME	POSITION
1	MAJOR GENERAL FRANCIS OFORI	Commandant
2	PROF. EMMANUEL KWESI ANING	Director of FAAR
3	MR. JOHN POKOO	Head of Conflict Management Programme
4	DR. KWAKU DANSO	Research Fellow
5	MRS. AFUA AGYEIWAA LAMPTEY	Research Officer
6	MR. FRANK OSEI OKYERE	Research Associate
7	MRS. SERWAA ALLOTEY-PAPPOE	Research Associate
8	DR. EMMA BIRIKORANG	Deputy Director, FAAR
9	MR. ERNEST ANSAH LARTEY	Head, Peace and Security Studies Programme
10	MS. SHIELA NAADE TETTEH	Administrative Assistant (Rapporteur)
11	MR. DEVANTE DUNCAN	Administrative Assistant (Rapporteur)
12	MS. STEPHANIE LOLK LARSEN	Intern (Lead Rapporteur)