MARITIME SAFETY AND SECURITY INITIATIVES IN THE GULF OF GUINEA

Victoria, Seychelles
19 March 2018
BIENVENUE
WELCOME
BEM-VINDO
BIENVENIDO
SUMMARY

I. History of the ICC
II. Missions
III. Gulf of Guinea Maritime Safety and Security Architecture
IV. Challenges
V. Strategy of the ICC
1. HISTORY OF THE ICC

- **2009**: Protocol regarding the strategy for securing vital maritime interests of ECCAS States
- **2011**: Increase in number of acts of piracy
- **2011**: Seizure by President Yayi Boni of the UNSC
- **2011**: UNSC Resolution 2018 – bilateral or regional maritime patrols
- **2012**: UNSC Resolution 2039 – urged states to develop a regional anti-piracy strategy following a summit convened

- **24-25 June 2013**: Summit of Heads of State and Government in Yaoundé
- **22 June 2013**: Meeting of Foreign Ministers
- **31 January 2014**: Africa’s Integrated Maritime Strategy – Horizon 2050
- **29 March 2014**: ECOWAS Integrated Maritime Strategy

- **10 August 2013**: GGC Integrated Maritime Strategy

- **2013**: Declaration of Heads of State and Government
- **2013**: Memorandum of Understanding between ECCAS, ECOWAS, and GGC
- **2013**: Code of Conduct

- **31 January 2014**: ECOWAS Integrated Maritime Strategy
- **11 September 2014**: Inauguration of the ICC

- **19 March 2013**: Inter-ministerial ECCAS/ECOWAS/GGC Conference on Maritime Safety and Security
- **8-12 February 2016**: 1st Meeting of Senior ICC Officers Held
- **22 February 2017**: Installation of Statutory Staff
SUMMIT OF HEADS OF STATE AND GOVERNMENT OF ECCAS, ECOWAS, AND CGG ON MARINE SAFETY AND SECURITY IN THE GULF OF GUINEA

YAOUNDÉ, CAMEROON, 24-25 JUNE 2013
Ensure a collective response to maritime threats in West and Central African waters with the goal of promoting economic development through the “blue economy” of all member states. Coordinating information sharing and joint operational activities between CRESMAO and CRESMAC and working with Member States’ maritime “focal points” and the Maritime Security Committees, which include civilian and military components from the Member States. ICC will work closely with international partners and the marine industry to coordinate programs intended to prevent and respond to illegal actions at sea in order to foster safe and secure navigation in ports and along the coastal trade routes of the Gulf of Guinea. ICC programs are based on four (4) strategic pillars:

- Strengthen Member States’ maritime legal capabilities;
- Enable effective joint law enforcement actions at the regional level among Member States;
- Conduct training and regional exercises to support joint law enforcement operations;
- and Improve knowledge of the regional maritime domain and the sharing of information among Member States.
3. ARCHITECTURE OF THE YAOUNDÉ PROCEDURES

- Multinational Coordination Center MCC ZONE G Praia
- Multinational Coordination Center MCC ZONE F Accra
- Multinational Coordination Center MCC ZONE E Cotonou
- West African Regional Maritime Security Center (CRESMAO) Abidjan
- Central African Regional Maritime Security Center (CRESMAC) Pointe Noire
- Multinational Coordination Center MCC ZONE D Douala
- Interregional Coordination Center (ICC) Yaoundé

YAOUNDÉ ARCHITECTURE DISTRIBUTION
4. CHALLENGES

- Institutional challenges;
- Functional challenges;
- Sovereign challenges (legal obstacles);
- Financial challenges;
- Strategic challenges;
- Challenges in coordinating partner initiatives.
Institutional challenges

- Complex structures with 4 stages;
- Statutory dependence of CRESMAC/CRESMAO on CER;
- Need to clarify levels of structural or statutory dependence;
- Impulse, recording, and reporting levels and hierarchy and decision/validation/approval autonomy.
Functional challenges

- ICC↔CRESM, CRESM↔CMC, and CMC↔MOC exchange procedures;
- This challenge is related to the statutory dependence on CERs.
Sovereign challenges (legal obstacles)

- The architecture’s level of influence on national structures and the nature of the reports;
- Managing an intervention and joint armament of a Member State’s vessel at the expense of other States (...)

Financial challenges

- The architecture’s financing system;
- Harmonization of Personnel Regulations;
- Mobilization of autonomous means or States/CER contributions
  - Mobilization of fiscal resources;
  - Mobilization of resources stemming from partner contributions;
  - Resources from services that are part of the architecture’s structures.
Strategic challenges

- Multiplicity of regional strategies and diversity of methodologies;
- Need for interregional harmonization of regional strategies (ECOWAS, ECCAS, AU, EU, etc.);
- Need for an interregional strategy thanks to confusion between the Yaoundé Code of Conduct and interregional strategy.
Challenges coordinating partner initiatives

• Range of offers from valued partners;
• However, project coordination and, above all, self-determination (and not a command or issuance) are necessary;
• Formulation, implementation, and evaluation processes must be joint and not multilateral.
5. ICC STRATEGY

- Dialog and consultation;
- Define and clarify missions;
- Repositioning on interregional and regional agendas;
- Political lobbying;
- Structure partner support and recentralize partner support coordination;
- Conference for technical and financial partners;
- Study and implementation of sustainable, progressive, empowering SMR.
- Timeline: 2018-2026
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THANK YOU FOR YOUR KIND ATTENTION

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