WORSHOP

Fight against piracy: What solutions for the eradication of acts of maritime piracy in the ATLAFCO zone

--------

Rabat, Morocco on 21-22 October 2019

--------

Djoro Hyacinthe Gnepa- Head MRCC Abidjan-Côte d’Ivoire
Presentation of the ATLAFCO region
22 states from Morocco to Angola
Nearly two-thirds of the ATLAFCO countries are located in the Gulf of Guinea, one of the regions identified by the International Maritime Organization as the most dangerous in the world for maritime safety.

Ranked by the International Maritime Bureau (IBM) as the second most dangerous region after the Gulf of Aden.
Rich in fish resources (fish, sea turtles, crustaceans, seaweed), oil and mineral resources.

But confronted with armed robberies

Ships attacks and hijackings
Situation in Côte d’Ivoire
In Côte d'Ivoire, 05 incidents were reported in 2012 against 01 in 2011. In the last quarter of 2012 a Panamax tanker was hijacked off the Ivorian coast by pirates suspected of belonging to another nationality.
Statistics 2017:
Alerts (attacks or attempts) received by the MRCC from 01 January to 30 December 2017

<table>
<thead>
<tr>
<th>Location</th>
<th>Types of incidents</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Abidjan</td>
<td>Attempted Attacks</td>
<td>03</td>
<td>Attacks</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>00</td>
</tr>
<tr>
<td>Golf of Guinea</td>
<td>Attempted Attacks</td>
<td>01</td>
<td>Attacks</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>21</td>
</tr>
</tbody>
</table>
FACTORS CONTRIBUTING TO MARITIME PIRACY AND ACTS OF ARMED ROBBERY OF SHIPS
- Socio-economic and political fact;
- High levels of criminality;
- Ineffective government and law enforcement agencies;
- Reduced naval presence
- Corruption.
- Globalization. Pirates and terrorists have knowledge of the mechanics of international trade
- Lack of regional co-operation;
- Lucrative trade. Pirating of container ships is especially lucrative due to the high value of the content and the small number of crew on cargo ships. (IMO, 2000);
- Assistance from local authorities. Bribery is used to get information from local authorities on ships and the cargoes they carry
Linking the Threats

- Terrorism - Money Laundering - Trafficking in arms - persons & illicit drug - Trafficking in arms, persons & illicit drugs.
NATIONAL ARRANGEMENTS
Ivorian legal framework:


The Ivorian Penal Code is a national legal instrument for the repression of all common law offenses. Thus in its article 2, it gives a general definition of the offense in these terms:
Directorate General of Maritime and Port Affairs (DGAMP) in accordance with the provisions of Decree No. 2011-401 of 16 November 2011 on the organization of the Ministry of Transport, and Order 046 MEMT / DGAMP of 14 March 2005 DGAMP
National institutions in Côte d’Ivoire:

- the Maritime Police Service, which is under the direction of the Coast Guard. He is responsible for ensuring port security; offshore platforms; the monitoring of lagoon water, maritime waters and the protection and security of maritime approaches;

- The MRCC, whose mission is to provide the land-sea link with a view to assisting ships in trouble in waters under Ivorian jurisdiction; and

- the ISPS contact point collects and disseminates information on the security of ships and port facilities and the control and monitoring of security-related activities.
Navy with their four parol boats bought since 2015
Commitment of your country at the International / regional level
Initiatives of ECOWAS, ECCAS, CGG and MOWCA in the fight against maritime crime in the Gulf of Guinea

Initiatives to coordinate the fight against piracy (but also to take into account maritime safety) have been taken in recent years. At the Yaoundé [Cameroon] Summit, in 2013
• Efforts made to fight maritime piracy
In view of the increased security threats in Ivorian waters, a new security strategy has been put in place since 2014.

Under the coordination of the Navy, two types of patrols are carried out namely a first conducted in the outer harbor by rifle commandos of the Navy and the second mixed team composed of Maritime Affairs, the Gendarmerie Port
PROPOSED SOLUTIONS FOR AN EFFECTIVE FIGHT AGAINST MARITIME CRIME IN COTE D’IVOIRE, COASTAL STATE OF THE GULF OF GUINEA REGION
- Naval Operations in the Regions
- Information Sharing
- Prosecution and Imprisonment
- Data Collections and Information
- Strong relationship between states
- Operationalization of Yaoundé COC
MRCCs and Maritime Security
THANK YOU
MRCCs and Maritime Security, Case of the Abidjan MRCC (Côte d’Ivoire)

In accordance with international conventions such as SAR and SOLAS, the Maritime Rescue Coordination Centres (MRCCs) provide 24/24 permanent watch for receiving alerts and coordinating search and rescue operations at sea. But the status of the MRCCs is variable depending on the state. They can be under the banner of a coast guard as in the USA or be integrated with the national navies. In Côte d’Ivoire, the MRCC is under the Ministry of Transport. Its essential missions are:

- Co-ordination of search and rescue;
- monitoring of navigation;
- maritime assistance;
- broadcasting of maritime safety information.

To these safety missions, we must add those relating to security, including the receipt of alerts, the collection and broadcasting of security information. Missions that have become a challenge for most African states with limited resources and inadequate structures.

It is therefore to correct these shortcomings that the IMO and its partners decided in 2000 to provide aid to African countries.

IMO contribution
Recognizing the difficulties faced by the majority of African States in monitoring their coasts, IMO organized a regional conference on SAR and GMDSS for them in Florence, Italy, from 16 to 20 October 2000, with the cooperation of the United States, Italian Government and financial support from Norway, the Netherlands, the United Kingdom, the European Commission and the International Transport Workers’ Federation (ITF). At the end of this meeting, it was decided to create five subregional coordination centres, to enhance the efficiency and reduce the costs, of these countries (in Morocco, Liberia, Nigeria, South Africa and Kenya). Thus, these centers are composed as follows:

- **Zone 1**: Morocco (Morocco, Canary Islands, Mauritania, Senegal, Gambia, Cape Verde and Guinea Bissau)
- **Zone 2**: Liberia (Guinea, Sierra Leone, Liberia, Côte d’Ivoire and Ghana);
- **Zone 3**: Nigeria (Togo, Benin, Nigeria, Cameroon, Equatorial Guinea, Sao Tome and Principe, Gabon, Congo and DRC);
- **Zone 4**: South Africa (Angola, Namibia, South Africa, Mozambique, Madagascar and Comoros);
- **Zone 5**: Kenya (Tanzania, Kenya, Seychelles and Somalia).

Progress report
Since the Florence Conference of 2000, progress has been made in the States bordering the Indian and Atlantic Oceans, although efforts still need for certain States.

In zone 2 Liberia, to which the MRCC of Abidjan belongs, a clear evolution was observed. The progress made by the MRCCs is expressed in terms of:

![Côte d’Ivoire Search and Rescue Region](image)
- Development and implementation of a regional SAR plan;
- 24/7 operation of MRCCs;
- Self-assessment of the SAR capabilities of each of the 5 states;
- Development of operational procedures for some states;
- Close collaboration and exchange of information between RMRCC Monrovia and MRSCs;
- Regular holding of annual meetings;
- Establishment, in some States, of funding mechanisms for SAR activities.

With this development, the MRCCs have gradually become involved in security missions, including the management of security alerts, in addition to their main mission of rescue. These missions are rooted in the IMO guidelines issued in 2003.

**MRCC guidelines on acts of violence against ships**

At its 72nd session in 2003, the IMO Maritime Safety Committee modified the text of the existing Directives to include provisions for the handling by MRCCs of alerts received from ships in response to terrorist acts and other security incidents. It is therefore recommended that any government give its MRCCs additional skills outside the scope of search and rescue. In this way, MRCCs are incorporated in the organization that Governments have to set up to deal with acts of violence against ships, which may occur suddenly and anywhere taking into account the marine security directives set out in Chapter XI-2 of the SOLAS Convention.
and the International Ship and Port Facility Security Code (ISPS). It is in this context that the MRCC of Abidjan, thanks to the means at its disposal, collects, manages and broadcast security information for the protection of ships and their crews.

Presentation of the MRCC Abidjan
The MRCC is responsible for coordinating 24/7 search and rescue in Ivorian waters. In response to an alert, the MRCC undertakes a series of actions according to established procedures, starting from the sharing of information with the Operational Center of the Ivorian Navy, until the determination of the required assistance.

Resources
The MRCC of Abidjan does not have or command the naval means directly but solicits them according to the type of assistance to carry out a maritime mission.

For most missions in Ivorian waters, the MRCC of Abidjan relies on the Navy, the rescue tugs of the IRES towing company or the maritime police (Maritime Affairs). At the level of the means of communication, it has:

- Global Maritime Distress and Safety System (GMDSS) (in rehabilitation):
- MF / HF, VHF radio transceivers
- 02 INMARSAT terminals Mini- C (Text/data).
- 01 BGAN Explorer 700 (Inmarsat voice) with 02 Satellite phones
- Maritime Safety and Security Information System (MSSIS) Seavision (Web Satellite AIS); - AIS coastal station.

With this equipment, the MRCC receives both ships and earth stations, alerts (armed robberies, piracy) that are sent both to naval forces and to other centres in the sub-region in accordance with the multilateral agreement signed in 2007.

Statistics 2017:
Table 1: Alerts (attacks or attempts) received by the MRCC from 01 January to 30 November 2017

<table>
<thead>
<tr>
<th>Location</th>
<th>Types of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Attempted Attacks</td>
</tr>
<tr>
<td>Abidjan</td>
<td>03</td>
</tr>
<tr>
<td>Golf of Guinea</td>
<td>01</td>
</tr>
</tbody>
</table>

Challenges
Despite some progress in the installation of MRCCs, many challenges remain. These challenges can be expressed in terms of:

- Capacity building of the staff of these Centres;
- Information sharing with other MRCCs and / or other Operational Centres (MOCs);
- Annual exercises;
- Budgets substantial enough for operations and for the financing of activities;
- Advanced equipment for the reinforcement of surveillance means.