



**“FIGHT AGAINST MARITIME PIRACY”  
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# INTRODUCTION

- Maritime Piracy is not a new problem.
- The earliest act of piracy is found in ancient past.
- It is mostly common in the Adriatic Sea, Aegean Sea , China Seas, Gulf of Aden and the Gulf of Guinea.
- The early acts of piracy was made of shore parties raiding coastal villages.
- The 'Golden Age' of Maritime Piracy was between 17<sup>th</sup> and 18<sup>th</sup> centuries.
- The regular merchant traffic in the Caribbean and Mediterranean coincides with the rise of piracy.
- Effectively large-scale piracy ends when the French conquered Algeria in 1830.



## INTRODUCTION cont'd.

- **‘Modern’ Piracy As Defined In Article 101,1982 UN Convention On The Law Of The Sea(UNCLOS)**
- Piracy consists of any of the following acts:
- (a) any illegal acts of violence or detention or any act or depredation , committed for private end by the crew or the passengers of the private ship or a private aircraft and directed: (i) on the high seas against another ship or aircraft, or against persons or property on board such ship or aircraft; (ii) against a ship, aircrafts, persons or property in place outside the jurisdiction of any state;
- (b) any act of voluntary participation in the operation of a ship or aircraft with knowledge of facts making it a pirate ship or aircraft;
- (c) any act of inciting or of intentionally facilitating and act describing in subparagraph (a) or (b).



# CAUSES OF THE PIRACY

There are many factors contributing to piracy in the Gulf of Guinea and Aden. These factors include:

- legal and jurisdictional weakness
- favorable geography
- conflict and disorder
- underfunded law enforcement
- inadequate security
- poor zonal coordination and cooperation
- permissive political environments
- cultural acceptability, and promise of reward.



# National Arrangements

The Government of Sierra Leone have established the Joint Maritime Committee(JMC) to provide coordination and management mechanisms for all maritime resources and activities within Sierra Leone.

The JMC is comprises of the following institutions:

- Office of National Security(ONS)
- The Ministry of Defence – Navy
- Sierra Leone Maritime Administration(SLMA)
- Sierra Leone Ports Authority(SLPA)
- Ministry of Fisheries and Marine Resources(MFMR)



## NATIONAL ARRANGEMENTS cont'd

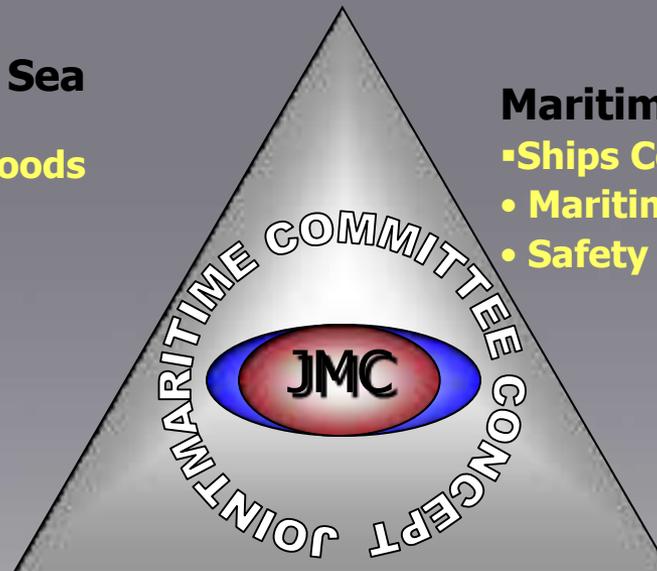
- National Revenue Authority(NRA)
- Department of Immigration
- Sierra Leone Marine Police(SLMP)



# SIERRA LEONE JOINT MARITIME COMMITTEE – THE CONCEPT

## Criminal Enforcement at Sea

- Protection of people and goods
- Illegal Traffic of people
- Illegal Immigration
- Smuggling
- Piracy
- Terrorism
- *Intel*



## Maritime safety

- Ships Control – (Inspections)
- Maritime Professional Logs (Ship registration)
- Safety of life at sea/Search & Rescue

## Sea ecosystem protection

- Pollution
- Fisheries enforcement – Combating IUU
- Investigation & Development
- Illegal buildings in the MPD



# THE JOINT OPERATION CENTRE(JOC)

The JOC is a centre of convergence for information from parties involved in maritime operations:

- Assets at sea
- Administration
- Co-ordinates with other mariners, EU & Merchant Navies
- The mission of collecting, assessing and managing information is essential in order to take into account new threats (terrorism at sea, armed smuggling, piracy.).
- Monitoring the evolution in these areas will be a permanent task for the Joint Maritime Committee through the INTEL function of the JOC.



# CHAIN OF INTEL COLLECTION

In shore Surveillance:  
Coastal station Watch  
permanent

Surveillance and intervention

Military ships

Surveillance of zone

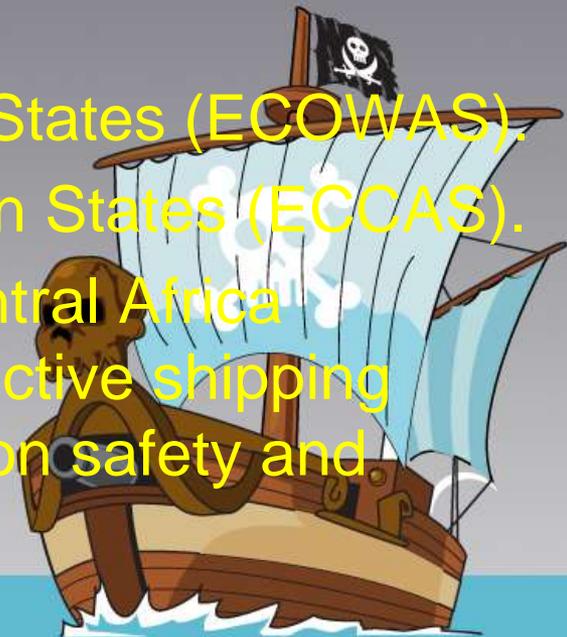
Aircrafts

prompt and uncertain



# COUNTRY COMMITMENT AT INTERNATIONAL/REGIONAL LEVEL.

- Attacks on shipping in the Gulf of Guinea have exposed the vulnerability of the region's maritime space. This has precipitated various countermeasures. A number of regional associations have been effectively involved in countering piracy in the region; these are
- The Gulf of Guinea Commission (GCC) created in 2001 but only operational in March 2007.
- The Economic Community of West African States (ECOWAS).
- The Economic Community of Central African States (ECCAS).
- The Maritime Organization of West and Central Africa (MOWCA) established to ensure a cost-effective shipping service for sub-regional countries focusing on safety and combating pollution.

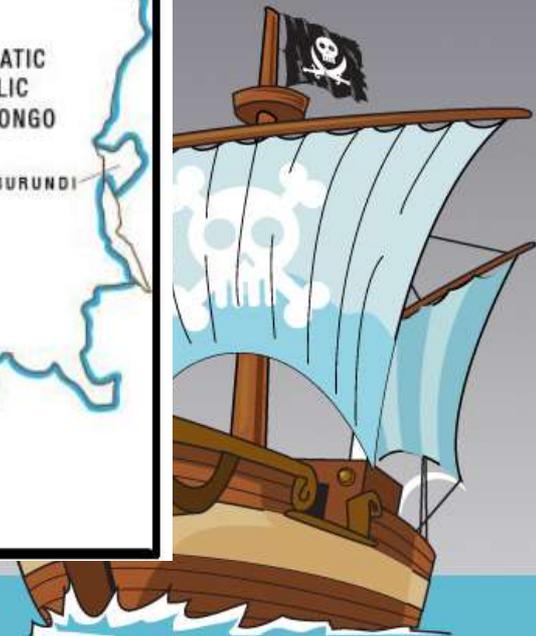
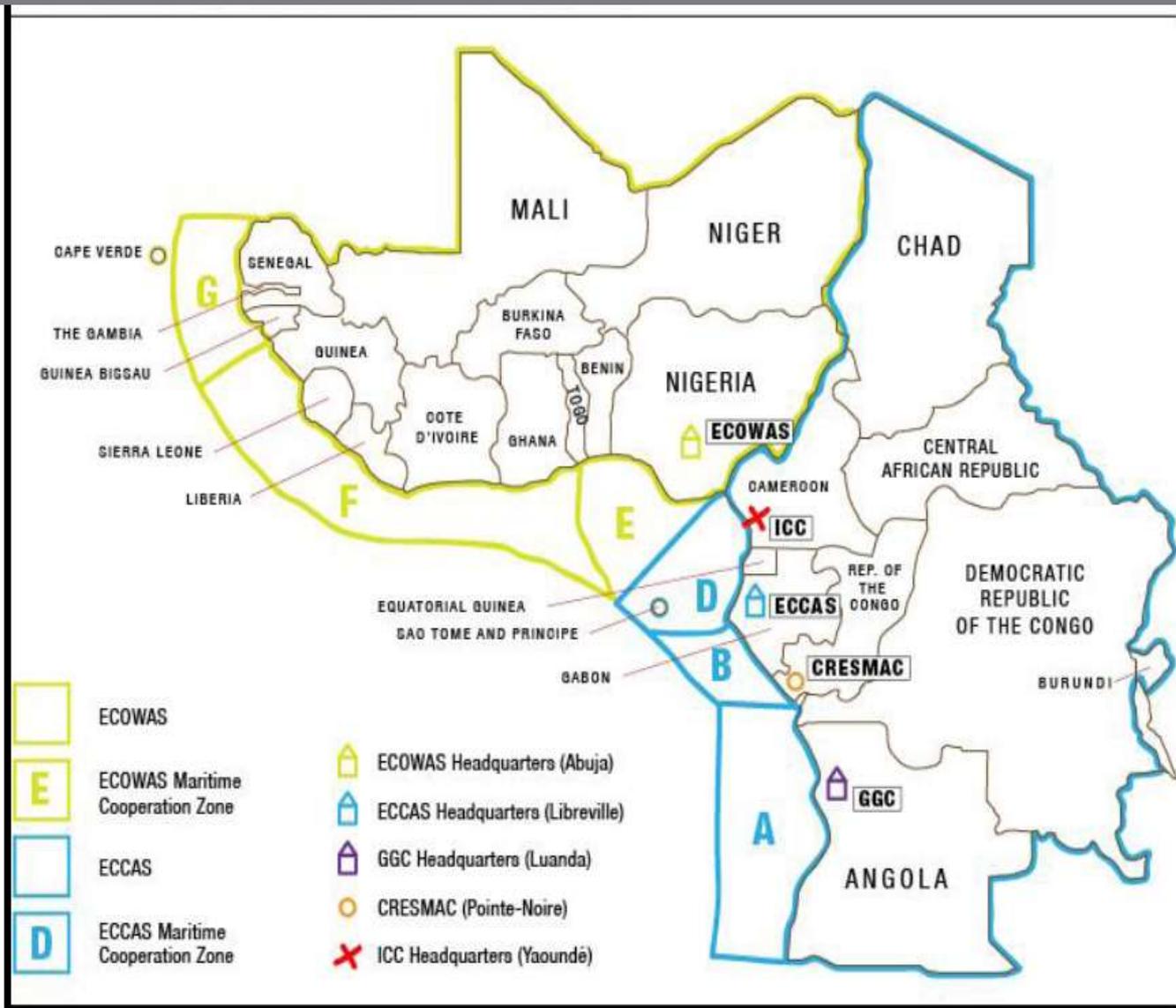


## COUNTRY COMMITMENT AT INTERNATIONAL/REGIONAL LEVEL. Cont'd

- The establishment of Maritime Inter- Regional Coordination Centre (MICC) in Yaoundé, Cameroon agreed by the heads of government from ECOWAS and ECCAS.
- The Yaounde' Declaration of June 2013 a “Code of Conduct Concerning the Repression of Piracy, Armed Robbery against Ships, and Illicit Maritime Activity in West and Central Africa” was adopted to further promote collective efforts on information sharing, interdiction, prosecution, and support to victims.



# REGIONAL MARITIME ARCHITECTURE IN GoG.



# RECORDS OF ACTUAL & ATTEMPTED PIRACY ATTACKS IN WEST AFRICA(2010-JUN 2016)

*Table.1: Actual and Attempted attacks in West Africa (2010-Jun2016).*

|                               | 2010      | 2011      | 2012      | 2013      | 2014      | 2015      | Jun-2016  |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Angola                        | -         | 1         | -         | -         | 1         | -         | 1         |
| Benin                         | -         | 20        | 2         | -         | -         | -         | -         |
| Cameroon                      | 5         | -         | 1         | -         | 1         | 1         | 2         |
| Dem.Rep.Congo                 | 3         | 4         | 2         | -         | 1         | 3         | 2         |
| Tome&Principe                 | -         | -         | -         | -         | 1         | -         | -         |
| Gabon                         | -         | -         | -         | 2         | 1         | -         | -         |
| Guinea                        | 6         | 5         | 3         | 1         | -         | 3         | -         |
| New Guinea                    | -         | -         | -         | -         | -         | 1         | -         |
| Ivory Coast                   | 4         | 1         | 5         | 4         | 3         | 1         | 1         |
| <b>Nigeria</b>                | <b>19</b> | <b>10</b> | <b>27</b> | <b>31</b> | <b>18</b> | <b>14</b> | <b>24</b> |
| Liberia                       | 1         | -         | -         | -         | 1         | 2         | -         |
| The Congo                     | 1         | 3         | 4         | 3         | 7         | 5         | 1         |
| Mauritania                    | -         | -         | -         | 1         | -         | -         | -         |
| Morocco                       | -         | -         | -         | 1         | 1         | -         | -         |
| Togo                          | -         | 6         | 15        | 7         | 2         | -         | 1         |
| Sierra Leone                  | -         | 1         | 1         | 2         | 1         | -         | -         |
| Region sub- Total             | 39        | 51        | 60        | 52        | 38        | 30        | 32        |
| World Total                   | 445       | 439       | 297       | 264       | 245       | 246       | 98        |
| Percentage of Region to world | 8.8%      | 11.6%     | 20.2%     | 19.7%     | 15.5%     | 12.2%     | 32.7%     |



# EFFORTS MADE TO FIGHT MARITIME PIRACY.

**Enforcement Coordination** - The restricted number of piracy-related trials emphasizes the necessity for greater coordination of legal efforts in the region as stated in the Memorandum of Understanding between ECCAS, ECOWAS, and the Gulf of Guinea Commission.

**Asset Availability** - A classes preventive mechanism characterized by maritime air patrols, ship-borne patrols, ground and satellite based surveillance assets is used to observe and secure the Gulf of Guinea.

**Profiling Piracy Networks.** Breaking the cyclical chain of attacks on shipping in a cost-effective manner requires a strong power for profiling maritime crime and sharing information among stakeholders in the region.



# CONCLUSIONS

- Maritime Piracy is a timeless issue.
- Piracy in and around the world is rooted in poverty and conflict.
- Counter-Piracy efforts are making a difference.
- Lessons learned from other pirate-prone regions may be useful.





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