MARITIME PIRACY

Equatorial Guinea

Fight Against Piracy: ATLAFCO Zone

WELCOME! BIENVENUE!

RMRCC-Monrovia
Liberia Maritime Authority
I. Introduction/Overview
II. Current State Of Maritime Piracy
III. Some Assumed Causes of Maritime Piracy
IV. Liberia Commitment to Regional & International Efforts
V. National Arrangements Regarding Fight Against Piracy
VI. What can be Done about Piracy/Way Forward
VII. Summary, Conclusion
Piracy is a global threat that has evolved over the years and remains an international challenge. It affects major shipping lanes, puts at risk lives of seafarers and merchant seamen from all over the world, of whom hundreds are taken captive each year. The Act threatens maritime security by endangering the welfare of seafarers and the security of navigation and commerce.
Effects Include

- Loss of lives
- Physical harm/hostage-taking of seafarers
- Disruptions to commerce & navigation
- Financial losses to ship owners
- Increased insurance premiums
- Increased costs to producers & consumers
- Damage to the marine environment.
Modest Definition

- Any criminal acts of violence by a private ship against another ship on the high seas.
- Similar acts on the High Seas is Piracy
- In port or at anchorage is considered Robbery
- IMB, MDAT, ICC, MMCC ZoneF etc may clone working definitions but piracy is an illegal activity punishable by law.
Useful Expressions

- SUSPICIOUS APPROACH
- SKIFF/MOTHER VESSEL/LADDER
- SHOTS FIRED/BOARDING
- ATTACK/HIJACK
- KIDNAP/HOSTAGE-TAKING FOR RANSOMS
- HIGH RISK AREA (HRA)/BE VIGILANT
II. CURRENT STATE OF MARITIME PIRACY

<table>
<thead>
<tr>
<th>Type of Vessel/Target</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supply/Oil vessel</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Platform</td>
<td>0</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Cargo/Bulk carrier</td>
<td></td>
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<td></td>
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<tr>
<td>Container ship</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tanker</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crew boat/passenger</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JTF/ESC/SECU vessel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Others</td>
<td>13</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fishing boat</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Courtesy of MMCC ZONEF
Useful Statistics

• IMB Report 2018
The International Chamber of Commerce International Maritime Bureau’s (IMB) Piracy Reporting Center (PRC) 2018 annual piracy and armed robbery report, showed a sharp rise in attacks against ships and crews around West Africa.
It pointed out that there were 201 piracy incidents occurring in 2018 up from 180 in 2017. The report highlighted that attacks in the waters between Ivory Coast and the Democratic Republic of Congo did more than doubled in 2018. These waters accounted for all six hijackings worldwide, 13 of the 18 ships fired upon, 130 of the 141 hostages taken, and 78 of 83 seafarers kidnapped for ransom (41 kidnappings were recorded in the waters off Nigeria alone).

• MDAT Report 2019
MDAT January-June 2019 reported recorded 53 pirate and related incidents including 14 attacks, 13 theft, and 9 hijacks/kidnaps. 5 robberies, 4 false alarms, 3 suspicious approach, 3 boarding, 1 other.

• Liberia Regional MRCC Report
Pirates activities reported to the Monrovia Regional Mrcc increased by +450% in 2018 compared to 2017 and occurred mostly in the waters off Nigerian with few elsewhere.
### Comparison of 2017 and 2018 Incidents

<table>
<thead>
<tr>
<th>NATURE OF INCIDENT</th>
<th>2017</th>
<th>2018</th>
<th>Percent Change (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medevac</td>
<td>7</td>
<td>3</td>
<td>-57%</td>
</tr>
<tr>
<td>Sinking</td>
<td>1</td>
<td>0</td>
<td>-100%</td>
</tr>
<tr>
<td>Man Over Board</td>
<td>2</td>
<td>2</td>
<td>0% (no change)</td>
</tr>
<tr>
<td>Piracy/Robbery</td>
<td>2</td>
<td>11</td>
<td>+450%</td>
</tr>
<tr>
<td>Out of Fuel</td>
<td>0</td>
<td>0</td>
<td>0% (no change)</td>
</tr>
<tr>
<td>Fire</td>
<td>0</td>
<td>0</td>
<td>0% (no change)</td>
</tr>
<tr>
<td>Missing</td>
<td>0</td>
<td>2</td>
<td>+200%</td>
</tr>
<tr>
<td>Ship Abandonment</td>
<td>1</td>
<td>0</td>
<td>-100%</td>
</tr>
<tr>
<td>Collision/Allision</td>
<td>1</td>
<td>0</td>
<td>-100%</td>
</tr>
<tr>
<td>Engine/Propeller Failure</td>
<td>1</td>
<td>0</td>
<td>-100%</td>
</tr>
<tr>
<td>Aviation/Plane Crash</td>
<td>2</td>
<td>1</td>
<td>-100%</td>
</tr>
<tr>
<td>Artisanal Incident</td>
<td>0</td>
<td>1</td>
<td>+100%</td>
</tr>
<tr>
<td>Cospas/Sarsat</td>
<td>7</td>
<td>10</td>
<td>+43%</td>
</tr>
<tr>
<td>Others</td>
<td>0</td>
<td>1</td>
<td>+100%</td>
</tr>
<tr>
<td>Total</td>
<td>24</td>
<td>31</td>
<td>+29%</td>
</tr>
</tbody>
</table>

### 2018 Annual Incidents

- Piracy/Robbery: 1
- MEDEVAC: 3
- Cannoe Capsize: 1
- Vessel Adrift: 1
- Man Over Board: 2
- Missing: 2
- Cospas/Sarsat: 10
III. ASSUMED CAUSES OF PIRACY

- Civil Conflict/Breakdown in Rule of Law
- Poverty/Destruction Of Means of Livelihood
- Profitability of the Trade (Piracy)
- Bad Governance/Uneven Distribution
- Inferior MDA/Monitoring-Surveillance
- Weak Law Enforcement at Sea
- Weak Legal Regimes
International Collaboration on Anti-Piracy

- Liberia supports IMO’s Resolutions & other International arrangements on fight against maritime piracy.
- Liberia participated in the inaugural meeting of Anti-Piracy Contact points and Workshop on piracy against ships in Singapore organized by the Maritime and Port Authority of Singapore (MPA)/10th – 11th January 2017.
- The relevant participant were anti-piracy contact points in Asia and Africa the regions with key shipping lanes and incidences of piracy and arm robbery.
- The workshop established point of contact across various anti-piracy points to promote greater networking and facilitate communication. The workshop allow participants share best practices, protocols and experiences in information sharing.
- Amongst the many contacts, the Regional Cooperation Agreement on Combating Piracy and Arm Robbery against ships in Asia (ReCAAP) comprise of 20 contracting states; provide a platform for information exchange with ReCAAP focal points. [www.recaap.org](http://www.recaap.org)
- Information Fusion Center or IFC also shares a larger platform 24/7 with more than 65 agencies and in 35 countries. [www.infofusioncentre.gov.sg](http://www.infofusioncentre.gov.sg)
Regional Collaborations

- Liberia is a signatory to the Yaounde Code of Conduct that seeks a regional approach to fighting piracy, arm robbery and all maritime crimes in the region. Liberia enjoys active information exchange with regional Zone F headquarter and all zonal states within and beyond zonal jurisdictions.
- Liberia hosts the Regional Maritime Rescue Coordination Center (RMRCC) with shared responsibility to Sierra Leone, The Republic of Guinea, Cote d’Ivoire and Ghana. This formulation was adopted at the IMO Italy Florence Convention of 2000 that established five regional maritime rescue coordination centers on the African Continent.
- Since its inception on 23rd April 2009, we come with over ten years of experience coordinating search and rescue, combating piracy, IUU and all forms of maritime crimes.
- Liberia accommodates the Gulf of Guinea Interregional Network (GoGIN) Project and had its first Crisis Response Training in February 2019.
- Ships flagged under Liberia are in compliance with all Anti-Piracy measures in place.
V. NATIONAL ARRANGEMENTS
Mechanism in Place

- 24/7 Watch Keeping Activities (3 Shifts Daily)
- Liberian Coast Guard in the state of Readiness for SAR & counter piracy 24/7
- Routine Radio Checks with Vessels at Anchorage & In Port
- SAR & Security Contacts Distributed (Locally, Vessel’s Agents, regionally & Internationally/on Website/IMO’s GISIS)
- SOPs on SAR & Counter Piracy in Place
- National Maritime Security Committee meets regularly
- Regularity of IMRF’s Full Membership for SAR
Partners:

Local
- Liberian Coast Guard (LCG)
- National Port Authority (NPA)
- National Fisheries And Aquaculture Authority (NAFAA)
- UNMIL Airops (before departure)
- Roberts Flight Information Region (ARCC)
- Roberts International AirPort (RIA/RoB)
- APM Terminals

Regional/International
- MTISC-GOG(MDAT)
- IMB (Piracy Reporting Center)
- MRSCs (Ghana, Cote D’Ivoire, Sierra Leone, Guinea, etc.)
- MRCCs (Lagos, Rabat, Cape Town, Mombasa, etc.)
- MOCs (Zone F, Ghana Navy, JOC-Freetown, Ivoirian Navy, etc.)
- JRCC Norway, France Telecom, LISCR, Etc.
Current Capabilities

Equipment & Software

- VHF DSC Marine Radio (Channels 09, 14 & 16/70)
- Two (2) Inmarsat Mini-C terminals (text/data)
- Two (2) BGAN Explorer 710 (Inmarsat voice)
- Local Area, WIRELESS and WLAN Networks
- Networked Computer Work Stations
- International landline & mobile Phones
- Maritime Safety and Security Information System (MSSIS) Seavision (Web Base Satellite AIS) & LRIT
- Additional equipment have been purchased & installed.

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Liberia Maritime Authority
VI. What Can Be Done About Piracy

How can this be stopped? Prevention is crucial...

There is no one fix solution but Pirates have vulnerabilities that can be exploited:

- **Consolidated approach**: review of existing policies and procedures could aid the region and thwart further upsurge.
- **Superior communication technologies** to mitigate the crime
- **Aggressive Security Networks** to dismantle pirates’ coastal bases/support networks
- **Constant Patrol of naval vessels** in territorial waters and beyond (Like the Sea Shepherd, the international community needs to help)
- **There’s a need to strengthen the criminal justice system** and make the crime a nonbailable offense; where those culpable will be made to account for their actions not ruling out life time jail sentence
- **Further strengthening maritime security** in the region is also an essential way to protect shipping in the region. We acknowledge help from the European Union through its Gulf of Guinea Interregional Network (GOGIN) project yet more needs to done. Also, the Yaoundé framework mentioned earlier is establishing a number of other reporting centers along the GoG coast in addition to the Inter-regional Coordination Centre in Yaoundé Cameroon. Individual flag states may as well have their own national ship movement reporting systems and as well support the Yaoundé Architecture.
In conclusion, piracy and armed robbery in the Gulf of Guinea region is an established criminal activity. Consolidated approach and review of existing policies and procedures could help save the region and prevent further insurgence. Let’s strengthen our Justice systems and make our waters a no go zone for pirates and their support networks.
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Thank You

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