



REPORT

***IMO / MOWCA MEETING TO PROGRESS THE IMPLEMENTATION
OF AN INTEGRATED COAST GUARD FUNCTION NETWORK FOR
WEST AND CENTRAL AFRICAN COUNTRIES***

Accra, Ghana

13 to 17 December, 2010

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Prepared by:
IMO Secretariat

**REPORT OF IMO / MOWCA meeting to progress the implementation
of an integrated coast guard function network for
West and Central African Countries**

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Introduction

1 The meeting to progress the implementation of an integrated coast guard function network for West and Central African Countries, jointly organized by the International Maritime Organization (IMO) and the Maritime Organisation of West and Central Africa (MOWCA), and hosted by the Ghana Maritime Authority (GMA), was held in Accra, Ghana, from 13 to 17 December 2010.

Objectives

2 Within the framework of establishing the sub-regional coast guard network and for the purpose of further progressing its implementation, the meeting focused on the following five main objectives:

- .1 to encourage all MOWCA coastal States to sign the Memorandum of Understanding on the establishment of a sub-regional integrated coast guard network in West and Central Africa (the MoU);
- .2 consistent with the MoU, to promote the implementation of coast guard functions across a wide range of activities, including the enhancement of maritime safety, security and environmental protection, law enforcement, and economic development;
- .3 consistent with the MoU, to establish and resource the coast guard coordinating centres;
- .4 to review and/or develop short, medium and long-term strategies for implementation on both national and regional bases; and
- .5 to facilitate co-operation and coordination amongst participating States and potential sources of assistance and co-operation from international, inter-governmental and non-governmental organizations, Governments and private entities participating in the forum.

3 The main issues for discussion were as follows:

- .1 Signature of the MoU;
- .2 Maritime safety issues;
- .3 Maritime security and law enforcement issues;
- .4 Piracy and armed robbery against ships;
- .5 Energy supply security;
- .6 Legal frameworks;
- .7 Sustainable development of the Exclusive Economic Zone (EEZ);
- .8 Technical challenges in the establishment of an integrated coast guard function network;
- .9 Assistance and technical cooperation; and
- .10 Funding issues.

Opening Ceremony

4 The meeting was held under the chairmanship of Mr. Issaka Peter Azuma, Director General of the Ghana Maritime Authority, who also gave the welcome address. The meeting was opened by the Honourable Mike Hammah, Minister of Transport of the Republic of Ghana, speaking on behalf of His Excellency Mr. John Dramani Mahammah, the Vice-President of the Republic of Ghana. Keynote addresses were also made by Mr. Chris Trelawny, Deputy Director, Maritime Safety Division, on behalf of Mr. Efthimios E. Mitropoulos, Secretary-General of IMO; Mr. Magnus T. Addico, the Secretary General of MOWCA; and by Rear Admiral Robert Wray US Navy, representing the Africa Partnership Station. Copies of the opening speeches are attached as annex 1.

Presentations, programme and participants

5 During the meeting, presentations were made by experts from MOWCA Member States, regional and international organizations and development partners. Topics addressed a wide range of aspects of civil/military, multi-agency and sub-regional and regional cooperation. These included national legislation, enhanced safety and security, sustainable fisheries, the linkages between maritime safety, security and the economy, and combating organized crime, IUU fishing, terrorism, piracy and armed robbery at sea, and other criminal activities.

6 A copy of the meeting programme and a synopsis of the key messages given by the invited speakers during the presentations are attached as annexes 2 and 3, respectively. A number of participating States from the region gave impromptu presentations on actions taken in their own States pursuant to implementation of the MoU, copies of which were made available to participants during the meeting.

7 The meeting was attended by [one hundred and seven (107) participants and observers from twenty (20) MOWCA Member States, other States, international and regional organizations as well as from regional maritime academies and MOWCA specialized agencies. Development partners kindly provided their experts at no cost to the Organization.

8 A list of participants, observers and speakers is attached as annex 4.

Key Themes

9 A number of consistent themes emerged from the discussions:

- .1 Maritime safety and security and other maritime functions typically considered to be “coast guard functions” (enforcement, fisheries protection, maritime safety, environmental protection, facilitation of maritime traffic, customs, ports, drug smuggling, prevention of stowaways, etc.), as opposed to military defence, are not the purview of one department or agency, but are a shared responsibility amongst various departments and agencies within Governments, with each Government having a slightly different approach. It is therefore important for all Member States to understand respective responsibilities and accountabilities within their Governments, and to adopt a “whole of Government,” multi-agency approach in the development of national frameworks and plans for addressing matters related to the maritime domain, which should include some form of a National Maritime Security Committee,

comprised of all relevant authorities, to discuss and address maritime matters of horizontal interest.

- .2 A solid legislative framework is the foundation for building a solid national security regime, as well as for promoting sub-regional and regional cooperation on the many maritime issues that are cross-boundary in nature. It is important for Member States to ratify international instruments, and to develop and maintain appropriate national legislation, as well as Memoranda of Understanding and other instruments between and amongst States where applicable.
- .3 Governments should build upon the legislative foundation by developing a comprehensive set of policies, strategies, plans, programmes, and activities that clearly address how a Government undertakes to deliver on its legislative commitments.
- .4 In order to deliver on legislative commitments, Governments must also have the ability to detect and deter threats to the maritime domain. That includes having a clear understanding of what is happening on its waters (maritime domain awareness), and having vessels and trained personnel able to interdict, arrest and detain law-breakers.
- .5 Developing detection and deterrence programs requires, *inter alia*, technology, shore-based infrastructure, vessels, trained personnel and equipment. No Government can afford not to explore all opportunities to share resources in order to take advantage of economies of scope and scale. There is strength in numbers, and as much as possible, solutions should build upon existing national, sub-regional, regional and international initiatives. This should include exploration of civil/military cooperation. A “coast guard function” does not necessarily mean a coast guard is required; in many countries “coast guard functions” are conducted by navies.
- .6 All departments and agencies face competition for scarce resources. It is therefore vitally important to build maritime awareness at the very senior levels of Government, and to explain to senior managers why maritime safety and security, which directly relates to the economy and prosperity of countries, is a critical national interest.
- .7 In order to determine what is needed, it is important to critically analyze current capabilities, identify gaps and future requirements, and develop solid business cases in support of investment in “coast guard functions”, taking into consideration infrastructure and resource requirements, as well as ongoing costs of operation, maintenance and training in order to ensure sustainable national maritime capabilities that are affordable, interoperable, easily maintained and cost effective. A credible business plan will demonstrate to senior Government officials as well as regional and international donors, the viability of investment in time and financial and other resources.
- .8 Information exchange is vital in promoting co-operation and coordination. It is therefore important to establish national, sub-regional and regional mechanisms for the exchange of information on matters related to the maritime domain;

- .9 Improved information exchange and coordination amongst the international community could improve efficiency and assist Member States in capacity building by better identifying sources of possible assistance.
- .10 Maritime crime does not respect boundaries. It is international, and the sea links all coastal States. Maritime safety and security issues that concern MOWCA Member States are also important to international partners. Maritime safety and security is a shared responsibility.
- .11 It is not enough to make investments for today; sustainable solutions with sustainable funding are required.

Outcome

10 The meeting agreed to propose to the MOWCA Bureau of Ministers, and the Governments of MOWCA Member States, the following recommendations for advancing the establishment of an integrated coast guard function network in the West and Central African coastal area, as follows:

- .1 To encourage member States which have not yet signed the MoU to do so as quickly as possible;
- .2 To encourage those Member States that have signed to implement the national provisions of the MoU without delay;
- .3 To consider amending the MoU to accept that 75% of eligible MOWCA Member States within a zone having signed the MoU was sufficient in order for that zone to move to the implementation phase of the initiative;
- .4 To commence training of personnel serving the coast guard function network coordination centres as soon as possible;
- .5 To establish and resource the coast guard function network coordination centres;
- .6 To encourage Member States which have not already done so, to become parties to IMO legal instruments and other legal instruments addressing maritime security and crimes committed at sea;
- .7 To promote the development of enabling legislation to give legal force to those international maritime instruments to which Member States are, or are about to become parties, in order to bring them into national law;
- .8 To note that the United Nations Office of Legal Affairs/Division for Oceans Affairs and Law of the Sea (UNDOALOS), the United Nations Office on Drugs and Crime (UNODC), and IMO, among others, can provide technical assistance in this regard;
- .9 To implement and harmonize national laws and codes, wherever practicable, to provide a legal basis for cross-Government co-operation;
- .10 To facilitate and encourage regular consultations for determining common positions between and amongst MOWCA Member States on issues of

maritime policy, to define concerted, collaborative solutions for addressing those issues, and to review progress;

- .11 To foster exchange of information and closer co-operation between and amongst MOWCA Member States, and between and amongst MOWCA Member States and the international community;
- .12 To establish and support National Maritime Security Committees comprising and coordinating the activities of all agencies with responsibility for maritime safety and security, which would adopt a multi-agency approach, and define and allocate the respective roles and responsibilities of each. The Maritime Security Sector Reform (MSSR) is one possible analytical tool that could be used to assist Member States in defining roles and responsibilities;
- .13 To promote bilateral and multilateral cooperation among the maritime administrations of Member States, and their respective operational organizations in the field of maritime transportation and maritime safety and security;
- .14 To designate points of contact within National Maritime Security Committees responsible to liaise with other MOWCA Member States in support of information exchange within the coast guard function network, and to continue to develop and promote mutual assistance and cooperation between and amongst Member States in matters related to the maritime domain;
- .15 To assess and articulate current capabilities, in support of the conduct of a gap analysis or self-needs assessment, and develop a business plan to address those gaps, which should include possibilities for resource sharing of hardware (radar, boats, ships, communications) and other resources with regional and sub-regional partners, and take into account infrastructure and ongoing operations and maintenance costs and requirements, and explore opportunities to partner with others with respect to, *inter alia*, interoperability, policy development, resource sharing, training, information exchange and promotion of best practices;
- .16 To identify sources of sustainable financing, based upon assessments of their economic impact, scope, duration and mechanisms for oversight, for example the Maritime Fund and the MOWCA Maritime Bank;
- .17 To encourage international partners and donors to strengthen information exchange and improve coordination of their efforts;
- .18 To articulate the importance of the maritime domain and, in particular, the economic imperative to safeguard maritime trade from all forms of unlawful acts – to senior officials within their respective Governments and Organizations – in order to secure support at the highest levels for successful implementation of a regional coast guard function network and developing its capacity;;
- .19 To consider the adoption and implementation of the concepts outlined in the African Maritime Safety and Security Agency (AMSSA) project;
- .20 To consider ways in which to promote the study of maritime safety and security issues in universities and other academic institutions in the region;

- .21 To invite national fisheries authorities to consider recommending to the Food and Agriculture Organization of the United Nations that fishing vessels should carry long-range identification and tracking equipment;
- .22 To invite national fisheries authorities to exchange information on suspected IUU fishing with regional fisheries organizations, flag States and external bodies including the European Union for them to take action and to advise on the actions taken; and
- .23 To invite MOWCA Member States to host regional and sub-regional meetings on a rotational basis, in order to promote better co-operation and understanding between Member States.

11 The meeting agreed to request the Secretary General of MOWCA to forward these suggestions to the next meeting of the MOWCA Bureau of Ministers for its consideration, approval and adoption to ensure that all possible measures are taken to advance the implementation of the sub-regional integrated coast guard function network.

12 The meeting further requested the IMO Secretariat to present these recommendations to the Secretary-General of IMO for onward transmission to the United Nations, the African Union, the Council of IMO, the Maritime Safety Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee, as appropriate.

Acknowledgement

13 The meeting, on behalf of all participants, addressed a special vote of thanks to the Government of Ghana, and, in particular, the Ghana Maritime Authority, for accepting to host this event.

14 The meeting also addressed a vote of thanks to the people of the Republic of Ghana for the warm welcome reserved for all delegations and the excellent working conditions which led to the smooth and effective conduct of the meeting.

15 The meeting finally addressed a vote of thanks and encouragement to the IMO Secretary-General, Mr. Efthimios E. Mitropoulos, on the one hand, and to the international organizations and development partners, on the other hand, for their support in the field of sub-regional maritime co-operation and hence ensuring financially sustainable marine services to West and Central African countries, with greater safety, security and reduced pollution.

Copies of the votes of thanks are attached as annex 5.

ANNEX 1

ADDRESS BY HIS EXCELLENCY JOHN DRAMANI MAHAMMAH, THE VICE-PRESIDENT OF THE REPUBLIC OF GHANA DELIVERED BY HONOURABLE MIKE HAMMAH, MINISTER OF TRANSPORT AT THE OPENING CEREMONY OF THE REGIONAL WORKSHOP ON THE COASTGUARD FUNCTION NETWORK FOR WEST AND CENTRAL AFRICAN COUNTRIES, 13TH TO 17TH DECEMBER, 2010

Mr. Chairman

Chairman of MOWCA

Hon. Ministers

Hon. Members of Parliament

Your Excellencies Ambassadors/High Commissioners

Secretary General of MOWCA

Director General, Ghana Maritime Authority

Representative of the Secretary General of the IMO

Representative of the African Union

Representative of the UN

Representative of the African Partnership Station

Chief Executives in the Maritime Industry here present

Distinguished Resource Persons from the IMO

Donor Partners

Observers from International and Regional Organisations

Distinguished Participants

Members of the Maritime Fraternity

Distinguished Invited Guests

Members of the Press

Ladies and Gentlemen,

I am pleased to join you this morning to mark the opening of this very important Regional Workshop on the Integrated Coastguard Function Network for West and Central Africa.

On behalf of the President of the Republic of Ghana, Professor John Evans Atta Mills and on my own behalf, I take this opportunity to welcome you particularly our brothers and sisters who have travelled to Ghana from London and all over West and Central Africa.

I also use this opportunity to acknowledge with appreciation the presence of our Excellencies the Ambassadors of most of the countries represented here and Hon. Ministers and Members of Parliament of the Republic of Ghana.

As I listened to the Director General of the Ghana Maritime Authority I can emphatically state that this Workshop has a wide geographical representation and a remarkable international character.

Mr. Chairman, there is no gain stating that Ghana is honoured to have been called upon by the International Maritime Organisation (IMO) and the Maritime Organisation for West and

Central Africa (MOWCA) to host this auspicious workshop. The Government of Ghana accepted to play host as a testament of our commitment to regional and international cooperation and our resolve to collaborate with the lead partners to combat all forms of unlawful acts at sea particularly acts of piracy and armed robbery against ships.

Ghana has as a matter of policy opted to align herself with the concerns of the Global Shipping Coalition, the International Maritime Organisation, The Best Management Practice – BMP3 signatories, NATO Shipping Centre, EU – Naval Force, The Maritime Liasion Office – MARLO and the US Central Command – CENTCOM, The UK Royal Navy's Maritime Trade Organisation – UKMTO and the Maritime Security Centre of the Horn of Africa - MSCHOA among others to fight unlawful acts at sea. Ghana associates herself with the ongoing global resolve to stop the seemingly unstoppable crimewave that have seriously affected Safety of Navigation by International Shipping at the Gulf of Eden, the Somali Basin and Arabian sea for a long time now.

The decision of Ghana to lend her support to the efforts of the International Maritime Community in this respect is informed by the fact, that a growing and spreading trend has been observed whereby pirates are now menacing shipping in much wider areas of the Indian Ocean, West of the Maldives and the Seychelles and also along the whole coastline of Kenya and Tanzania, the Northern part of the Mozambique channel – the waters between Mozambique and Madagascar the Union of the Comoros and quite recently in our sub-region-West Africa.

Credible reports from the International Maritime Organisation indicate, that a total of 27 incidents involving acts of piracy and armed robbery against ships engaged in international shipping occurred within the first to the third quarters of this year in West Africa.

Unfortunately, the breakdown of this number shows a growing trend as follows:

1st Quarter	2nd Quarter	3rd Quarter	Grand Total
8	6	13	27

Mr. Chairman, apart from the problem of piracy and arm robbery against ships. The subregion also experience a number of unlawful acts such as unauthorized and unlawful fishing, that threaten the extinction of our fish stock. There are also problems of illegal migration, illegal bunkering, drug and weapon trafficking etc.

These unlawful acts within our maritime domain must be halted through regional cooperative efforts. It is against this background that I consider the Integrated Coastguard Function Network as quite laudable.

I am informed that the proposed Integrated Coastguard Function Network is designed to strengthen regional cooperation for purposes of protecting the marine environment and ensuring maritime security and safety towards sustainable economic development for the entire region.

I am further informed that the concept of the Coastguard Network was introduced to the sub-region following a feasibility study conducted on the sub-regional coastguard network and a successful IMO/MOWCA International Forum held in Dakar, Senegal in October, 2006, which adopted a resolution calling for the establishment of the Network. Subsequently, the Member States of MOWCA adopted a Memorandum of Understanding (MOU) for the establishment of a sub-regional Coastguard Network for West and Central Africa at a General Assembly of Ministers held in Dakar, Senegal in July, 2008.

I understand the MOU provides a sub-regional institutional framework for suppressing piracy, armed robbery and other unlawful acts against ships while halting illegal fishing, drug

and weapon trafficking, illegal migration, oil theft, damage to gas pipelines and responding to maritime accidents.

Additionally, the MOU provides a framework for co-operation in terms of coastal surveillance of the exclusive economic zones of Member States of the sub-region and the enforcement of international conventions and codes mainly of the International Maritime Organisation (IMO) and the UN Convention on the Law of the Sea (UNCLOS).

It also provides an organizational arrangement by which the Network has two Principal Coordinating centres in Accra, Ghana and Luanda, Angola and that the sub-region has been divided into four Coastguard Zones made up of five States each; with four coastguard centers in Dakar, Senegal; Abidjan, Cote D'Ivoire; Lagos, Nigeria and Pointe Noire, Congo.

Although the MOU provides the basic framework for the Coastguard Network, it is important for the sub-region to develop detailed strategies and action-plans for the practical and functional implementation of the Coastguard Network. This is particularly so in view of the fact, that the arrangement involves a multilateral collaboration between independent and sovereign States. The arrangement is made even more complex by the fact that its implementation requires the potential use of force, multiplicity of languages in the sub-region as well as the involvement of the various agencies of the different States with varied statutory mandates for performing coastguard functions.

In the light of this and the many myriad of challenges, that the Coastguard Network has, it is important for every aspect of it to be examined in great detail by our distinguished experts in order to facilitate its operationalisation. The Governments of the Member States of the entire sub-region have reposed great trust in our experts to turn what is currently a written document into an operational and functional Coastguard Network for our mutual benefit.

I know the task ahead will be arduous, but I'm convinced, that with the expertise gathered in this room today, the assistance of the resource persons and the support of observers from interested international, regional and non-government organizations the outcome of this Workshop will be a blue-print to enhance the effective implementation of the Network.

However, I advise that you look at examples such as the Singapore-based Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia (ReCAAP) which focuses on information sharing on incidents alert. I further advise for the effective implementation of the BMP3 and its revised editions and I use this opportunity to highly commend its signatories and the well known support organizations.

I am informed that Ghana has been identified in view of her central geographical location and good security record to host a Regional Information Sharing Centre which will be founded by her development partners. This as a matter of fact is quite laudable and acceptable to Ghana.

To this end I wish to recognize and make a special mention of the MOWCA Secretariat and its indefatigable Secretary-General Magnus Teye Addico (who incidentally is a proud son of Ghana). MOWCA has planted and nursed the seed of the Coastguard Network and we are all being called upon to tend it to reach fruition.

Our appreciation must also be extended to the IMO for its invaluable assistance in the development of sub-regional capacity for ensuring maritime security through the establishment of the Regional Maritime Rescue Coordinating Centre in Liberia and the Maritime Rescue Co-ordinating Centres (MRCCs) in various countries throughout our sub-region. In particular Ghana is grateful to the IMO for providing equipment for the Ghana's Maritime Rescue Centre already established in Tema, the offer to train the staff of the Centre and to provide drafting assistance for Ghana to produce domestic legislation to implement the Convention for the Suppression of Unlawful Acts at Sea.

Before I declare the Workshop open, I wish to commend the Ghana Maritime Authority and the Ministry of Transport for the thought, effort and detail that has gone into the planning and hosting of this workshop. The Ghana Maritime Authority under the auspices of the Ministry of Transport has been at the fore front of Ghana's quest to enhance maritime safety and security with the implementation of the IMO's International Ship and Port Facility Security (ISPS) Code and the development of legislation to safeguard our Maritime domain from ships source pollution among others.

In conclusion, I wish you fruitful deliberations with the conviction that the palpable enthusiasm and good will that can be felt in this room will spur you on to attain the set objectives of this workshop. I now have the honour to formally declare this Workshop duly open.

Thank you for your kind attention.

WELCOME ADDRESS BY MR. ISSAKA PETER ASUMA, DIRECTOR GENERAL OF THE GHANA MARITIME AUTHORITY OF THE REPUBLIC OF GHANA AT THE OPENING CEREMONY OF THE REGIONAL MEETING TO PROGRESS THE IMPLEMENTATION OF AN INTEGRATED COAST GUARD FUNCTION NETWORK FOR WEST AND CENTRAL AFRICAN COUNTRIES, ACCRA, GHANA, 13-17 DECEMBER, 2010

Your Excellency the Vice President of the Republic of Ghana
Mr. Chairman and Member of the Council of State
Chairman of MOWCA
Hon. Ministers
Hon. Members of Parliament
Your Excellencies High Commissioners/Ambassadors
Secretary General of MOWCA
Representative of the Secretary General of the IMO
Representative of the African Union
Representative of the UN
Representative of the African Partnership Station
Chief Executives in the Maritime Industry here present
Distinguished Resource Persons from the IMO
Donor Partners
Observers from International and Regional Organisations
Distinguished Participants
Members of the Maritime Fraternity
Distinguished Invited Guests
Members of the Press
Ladies and Gentlemen,

I deem it an honour and indeed a privilege to respectfully welcome you all to this opening ceremony of the Regional Workshop on the Coastguard Function Network for West and Central Africa.

First of all, I express profound gratitude to His Excellency John Dramani Mahammah the Vice President of the Republic of Ghana, Your Excellencies members of Diplomatic Corps, Hon. Ministers, Hon. Members of Parliament, Representatives of International Organisations and other highly distinguished invited quest for making time despite your tight programmes to participate in this workshop.

Your Excellency the Vice President, Mr. Chairman, Distinguished Invited Quests, Ladies and Gentlemen. The main purpose of the workshop on the Coast Guard Function Network for West and Central Africa is to develop a roadmap on strategies and action plans that are practicable for operationalising the concept. The main object of the Network is to strengthen regional cooperation and build the requisite capacity for enhanced maritime safety, security, search and rescue programmes, marine environment protection and combat crime associated with piracy and armed robbery against ships, illegal migration, trafficking of drugs and weapons, illegal bunkering and illegal and improper fishing.

Your Excellency,

Out the 25 member countries of the Maritime Organisation of West and Central Africa (MOWCA) eighteen (18) countries are represented at this Workshop.

In addition, France, United Kingdom, United States of America and Lithuania are also presented.

Furthermore eight (8) International Organisations have also been represented namely;

- (1) The UN Security Council Counter Terrorism Committee Executive Directorate;
- (2) The UN Office on Drugs and Crime;
- (3) The World Customs Organisation;
- (4) Maritime Organisation of West and Central Africa;
- (5) The International Maritime Organisation;
- (6) The European Commission;
- (7) The World Bank;
- (8) Oil companies International Marine Forum (OCIMF);
- (9) United Kingdom Royal Navy; and
- (10) Maritime Institute – University of Plymouth.

Your Excellency,

During the five (5) days of the Workshop, participants will consider among other things the following agenda item:

- i. The signing of the MOU by MOWCA member states;
- ii. Maritime safety issues;
- iii. Maritime Security and law enforcement issues;
- iv. Piracy and armed robbery against ships;
- v. Legal frameworks;
- vi. Sustainable development of the Economic Exclusive Zone (EEZ) of member states;
- vii. Technical challenges in the establishment of the Coastguard Network;
- viii. Technical Assistance requirements;
- ix. Funding issues of MOWCA members ;
- x. Multi-agency cooperation at the national levels; and
- xi. Roles and responsibilities of the respective national agencies

Your Excellency,

The Ghana Maritime Authority in view of its legal mandate and as the lead agency for the promotion of IMO's objectives including the implementation of its conventions in the country find these topics very relevant for our development purposes. There is indeed the need for deeper understanding of the issues in order to collectively address certain inherent technical challenges for purposes effective implementation of the concept.

Your Excellency,

The Authority will continue to collaborate with well intentioned International Organisations on maritime affairs and play an advocacy role to ensure that our subregion does not become a safe-haven for maritime crime, dumping of toxic chemicals and substandard ships.

We have therefore decided to intensify our efforts for effective Port State Control and flag state implementation and ensure the prevention of hips source pollution of the maritime environment. We will continue to vigorously implement maritime security audits at the country's sea-ports and offshore installations which provide facilities for ship-interfacing operations in accordance with the International Ship and Port Facility Security (ISPS) Code and the Ghana Maritime Security Act 2004, Act 675.

To this end the Authority has engaged additional Technical staff and trained the existing ones for enhanced performance.

An urgent need of the Authority which I wish to draw Government attention is the early enactment of the requisite pieces of legislation which have already been drafted to support Ghana's oil and gas operation. The legislations are crucial for the strengthening of the administrative and the legal muscles of the Authority for effective performance. For example there is the urgent need for the Marine Pollution Bill which consolidates all the IMO Conventions on prevention of Ships Source Pollution, Civil Liability and Pollution Damage Compensation including Oil Pollution Preparedness and Response Coordination to be approved by Government as early as possible.

Your Excellency,

The Authority also need the requisite financial muscle in order to effectively implement most of the IMO Conventions ratified by Ghana. It needs adequate funding to implement most of its maritime safety programmes within the country's Maritime Domain and inland waterways. The existing arrangement whereby the Authority depends largely on a sister agency for the implementation of its programmes does not foster meaningful planning and effective delivery.

Your Excellency,

The Maritime Industry has great potential for generating self financial resources which should be more than enough to finance major development projects in the industry and provide for regulatory purposes without requesting Government financial support either through loans, oil revenue or other sources. All that is needed is institutional re-alignment and re-engineering with the requisite regulatory framework and robust administrative infrastructure for effective performance in line with international best practice.

Your Excellency,

The Ghana Maritime Authority would like to express its appreciation to the IMO and MOWCA for collaborating with it in organizing this Workshop which is very necessary for our subregion. It has tremendous benefits to the International Maritime Community, International Shipping and particularly coastal states like Ghana. We also express appreciation to our major sponsors such as the Ghana Ports and Harbours Authority, ClassNK of Japan and Clear Skies Company Limited. We acknowledge other sponsors such as Kosmos, GC-Net and the Ghana Shippers' Authority.

Your Excellency,

Since my duty is to welcome you, I on my own behalf and on-behalf of the Board, Management and Staff of the Ghana Maritime Authority express our appreciation to all of you for responding to our invitation to attend this opening ceremony, and I urge all participants to get actively involved in the discussions of the work during this 5 days to enable us submit practical recommendations to our Authorities for their necessary action in order to move the Network concept forward.

Your Excellency the Vice President, Mr. Chairman and Hon. Member of the Council of State, Hon. Ministers and MPs, Your Excellency, High Commissioners and Ambassadors, Secretary-General of Maritime Organisations, Distinguished Invited Guests, Colleague participants, Ladies and Gentlemen, on this note, I formally welcome you and thank you for your attention, please.

**KEYNOTE ADDRESS BY MR. CHRIS TRELAWNY
ON BEHALF OF MR. EFTHIMIOS E. MITROPOULOS,
SECRETARY-GENERAL, INTERNATIONAL MARITIME ORGANIZATION**

Mr Vice President HE John D Mahama, Hon. Minister, Mike Hammah
Mr Magnus T. Addico, Secretary-General of the Maritime Organization of West and Central Africa,
Excellencies,
Distinguished Delegates,
Ladies and Gentlemen,

On behalf of the Secretary-General, let me thank you for the opportunity to be here with you today, and to address you on some of the most important issues concerning the maritime community nowadays. Indeed, the prevention of terrorism, piracy and armed robbery against ships and the security of key international shipping routes have a significance that go far beyond the immediate concerns of the shipping industry, and the need for genuine progress to be made, and made without delay, carries a global imperative. Indeed, the IMO World Maritime Day theme for 2011 is "Piracy: Orchestrating the response. However, this meeting is about much more than just the prevention of terrorism and piracy. At this meeting, we have the opportunity to progress further this important initiative to promote safety and security at sea in it's wider context, with potential long-term benefits for all of the countries of West and Central Africa.

The fact that such an array of distinguished decision makers have made the time to participate in this meeting, once again shows just how high a priority establishing effective maritime security and combating piracy and armed robbery against ships and maritime security are, both for Western and Central Africa and, indeed, for the whole world.

This meeting was born out of the IMO/MOWCA forum on the establishment of an integrated coast guard function network for West and Central African Countries, held in Dakar, Senegal, from 23 to 25 October 2006, which itself was born out of an IMO / MOWCA seminar on combating piracy and armed robbery against ships, held here in Accra in 2003. The original concept was to establish a regional mechanism for combating piracy and armed robbery against ships and for enhancing maritime safety and security in general, from Mauritania to Angola, a concept formally enshrined in the MOWCA Memorandum of understanding on the establishment of a sub-regional integrated coast guard network in West and Central Africa, or MOWCA MoU, adopted in Accra in July 2008 and now signed by 75% of MOWCA coastal States.

Our aim remains to develop national capacity to perform what the Organization refers to as "coast guard functions", tasks mandated by the various international Conventions to which the MOWCA Member States have committed themselves, and then to establish an integrated network so that they can be applied across the region. These "coast guard functions" include the development of States' search and rescue capabilities; the prevention of pollution and protection of the marine environment; maritime and energy supply security; and countering piracy and armed robbery against ships, illegal migration and the trafficking of drugs, weapons and people. Such a system could also play a major role in MOWCA Member States' efforts to unlock the potential of their exclusive economic zones and to

develop and maintain viable fishing industries, thus contributing to sustainable development, consistent with the United Nations Millennium Development Goals.

A number of significant developments have taken place which could contribute to the success of this important initiative. The strategy set out in the MOWCA MoU has been adopted by the African Union in its Africa Maritime Transport Charter. IMO has commissioned or is developing maritime rescue coordination centres throughout West Africa; the Africa Partnership Station has promoted good civil / military cooperation; there have been successful projects for development of national fisheries; and other international organizations and non-governmental organizations have promoted regional cooperation within their remits. The challenge is for MOWCA Member States to coordinate these activities and incorporate them into their own national, zonal and regional plans. Maritime security in its widest sense is beyond the remit of any single Government department. It requires cooperation, coordination and communication between many different agencies, both civilian and military.

As most of you here today will be aware, the objectives of the meeting are essentially fivefold:

- 1 to encourage all MOWCA coastal States to sign the MoU on the establishment of a sub-regional integrated coast guard network in West and Central Africa (the MoU)
- 2 consistent with the MoU, to promote the implementation of coast guard functions across a wide range of activities, including the enhancement of maritime safety, security and environmental protection, law enforcement, and economic development;
- 3 consistent with the MoU, to establish and resource the Coastguard Coordinating Centres;
- 4 to review and/or develop short, medium and long-term strategies for implementation on both national and regional bases; and
- 5 to facilitate cooperation and coordination amongst participating States and potential sources of assistance and co-operation from international, inter-governmental and non-governmental organizations, Governments and private entities participating in the meeting.

However, this Meeting is not just about the challenges. We must also focus on the opportunities. The revenues from a well managed, protected and sustainable fishing industry could be the key to unlocking West and Central Africa's potential. Reduction of poverty and unrest, through better management, proper investment and the rule of law will allow industries and tourism to flourish, with even greater revenue generation as a result. Preservation of the marine environment and the prevention of illegal dumping at sea will allow future generations to benefit from all that sea has to offer.

The need for agencies and States to co-operate with others is fundamental to the very concept of enhancement of maritime security and sustainable development of fisheries. Common sense tells us that we cannot achieve security in isolation. If, despite our own best efforts in our own territories, our neighbours, albeit inadvertently, provide a haven for those who would wish to do us harm, then no one can claim to be genuinely secure. Similarly, if our neighbours allow illegal unreported and unregulated fishing to go unchecked, this will ultimately damage our own potential for development. Co-operation with other States on security, law enforcement and environmental protection should not be seen as a derogation

of sovereignty, rather it should be seen as multiplying the effectiveness of our sovereignty. Twenty five MOWCA States pooling their assets and expertise will benefit all of them.

This need for co-operation has been clearly demonstrated recently by IMO itself in this meeting. Many of the issues to be discussed are outside of IMO's remit. I am therefore pleased to highlight the active participation of other important UN agencies, international bodies and national authorities who will speak on areas within their particular remits, including case studies where similar initiatives have worked. The international community is behind MOWCA in wanting to make this initiative succeed. We will support you, but you have to make it work.

It remains for me to commend our hosts in Ghana and, in particular, the Ghana Maritime Authority, for their generosity and hospitality in hosting this meeting. The Organizing Committee has spared no effort to make this event as successful as possible. We thank them for that.

IMO is convinced that co-operation with others is the best possible way to combat the threats that face us all today and of providing us with the level of confidence and security we so urgently need to achieve. We have no doubt that this meeting will help to move us forward, through developing and implementing action plans, for the benefit of us all.

Thank you.

ANNEX 2

IMO / MOWCA meeting to progress the implementation of an integrated coast guard function network for West and Central African Countries (Accra, Ghana, 13 to 17 December 2010)

Day One: Opening statements and strategic planning

Monday 13	Subject	Facilitator	Contents
08:00 - 09:55	Registration / Administration	Administrative staff provided by Host	Participant registration
10:00 - 12:00	Opening ceremony	Host: Mr Peter Azuma Director General of the Ghana Maritime Authority	Opening addresses <ul style="list-style-type: none"> - Welcome address by the Director General of the Ghana Maritime Authority and Chairman of the organising Committee, Mr. Peter Azuma - Introduction by the Secretary General of MOWCA - Address by the Representative of IMO - Address by the Representative of the African Partnership Station - Address by the Chairman of MOWCA - Address by the Minister of Transport of the Republic of Ghana - Opening Address by the His. Excellency the Vice President of Ghana
12:00 – 12:20	Statement of Objectives.	IMO	Outline of programme; Details of breaks, meals, social programme; Setting the objectives; <ol style="list-style-type: none"> 1 to encourage all MOWCA coastal States to sign the MoU on the establishment of a sub-regional integrated coast guard network in West and Central Africa (the MoU) 2 consistent with the MoU, to promote the implementation of coast guard functions across a

			<p>wide range of activities, including the enhancement of maritime safety, security and environmental protection, law enforcement, and economic development;</p> <ol style="list-style-type: none"> 3 consistent with the MoU, to establish and resource the Coastguard Coordinating Centres; 4 to review and/or develop short, medium and long-term strategies for implementation on both national and regional bases; and 5 to facilitate cooperation and coordination amongst participating States and potential sources of assistance and co-operation from international, inter-governmental and non-governmental organizations, Governments and private entities participating in the forum. <p>Introduction of programme for the week:</p> <p>Main issues to be discussed</p> <ol style="list-style-type: none"> 1 Signature of the MoU (MOWCA Ministers) 2 Maritime safety issues 3 Maritime security and law enforcement issues 4 Piracy and armed robbery against ships 5 Energy supply security 6 Legal frameworks 7 Sustainable development of the EEZ 8 Technical challenges in the establishment of an integrated coast guard function network 9 Assistance and technical co-operation 10 Funding issues (MOWCA Ministers)
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12:20 – 12:35	Election of Chairman	Mr. Peter Azuma	
12:35 – 12:50	Adoption of agenda Introduction of documents	Chairman	Documents including: MOWCA MoU Report of Dakar Meeting 2006 MSSR Status of accession to IMO and other Conventions
12:50 – 13:00	Group photograph	All	
13:00 - 14:00	Lunch Break		
14:00-14:20	IMO update	Mr. Chris Trelawny IMO	IMO perspectives on the way forward for the implementation of the MoU.
14:20-14:40	MOWCA update	Mr. Magnus T. Addico, Secretary-General, MOWCA	Outcomes of the Ministerial meeting Progress report on implementation of the MoU Future strategies
14:40 -15:00	The MoU – A Francophone perspective	Col Tano Betin, Director General of Ivorian Maritime Administration	Issues of particular significance to the Francophone countries, gendarmeries, maritime police, and support for the MoU
15:00 - 15:20	The MoU – An Anglophone perspective	Admiral (rtd) Dirisu Nigeria	Views on the Nigerian coastguard zonal coordination centre, readiness to establish the coastguard zonal centres
15:20 - 15:40	The MoU – An Lusophone perspective	Angola	Preparedness and support of Lusophone countries for the sub-regional coastguard network.
15:40 – 16:15	Break		
16:15 – 17:30	Discussion session Determination of overall strategy for implementing the MoU	Chairman	Delegations to discuss and agree overall strategy for moving forward and to set the framework for individual national plans, zonal plans, and regional plans, as applicable. Develop outline of likely conclusions of the meeting Develop an overall mission statement and identity for the overall

			<p>project (Sea Future West Africa?)</p> <p>Political issues to be outlined could include:</p> <p>Multi agency cooperation at national level Roles and responsibilities of respective agencies Respective roles of civilian and military agencies in performance of coast guard functions Political will Lead agencies for progressing the regional initiative (MOWCA, ECOWAS, ECCAS, AU, etc?) Moving forward on a national, zonal or regional basis?</p> <p>Technical issues to be outlined include:</p> <ol style="list-style-type: none">1 Maritime safety issues2 Maritime security and law enforcement issues3 Piracy and armed robbery against ships4 Energy supply security5 Legal frameworks6 Sustainable development of the EEZ7 Technical challenges in the establishment of an integrated coast guard function network8 Others?
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IMO / MOWCA meeting to progress the implementation of an integrated coast guard function network for West and Central African Countries (Accra, Ghana, 13 to 17 December 2010)

Day Two: Maritime safety and security and introduction of key issues

Tuesday 14	Subject	Facilitator	Contents
08:45 – 09:30	Daily brief	Chairman	Programme for the day Restatement of objectives Matters arising from Monday.
09:30 – 10:00	Maritime Safety issues: Search and Rescue	IMO: Captain Vormawah	Update on progress since Florence Conference Assessment of needs Way ahead
10:00 – 10:30	Maritime Safety issues: Maritime situational awareness	IMO: Ms. Tracy Peverett	LRIT, AIS, multi agency co-operation Assessment of needs Way ahead
10:30 – 11:00	Overview: Counter-terrorism legislation	Dr. Jean-Philippe Morange UN Security Council Counter Terrorist Executive Directorate	States' obligations under UN Security Council resolution 1373, the counter terrorist conventions, the actions which States need to take.
11:00 - 11:30	Coffee Break		
11:30 - 12:00	Overview: National legislation on countering unlawful acts at sea	IMO on behalf of UNODC	Legislation on countering terrorism, piracy and armed robbery against ships and transnational organized crime, including technical assistance, development of regional action plans on combating terrorism, requirements for national legislation
12:00 - 12:30	Overview: Fisheries and other EEZ issues	Mr. Alhaji Jallow FAO	Benefits of investment in Fisheries and EEZ development and protection
12:30 - 13:00	Overview: Naval issues	Rear Admiral Wray US Navy	Overview of lessons identified through the United States civil / military co-operation programme Outcomes of Stuttgart meeting
13:00 - 14:00	Lunch Break		
14:00 - 14:30	Overview: Customs and supply chain	Mr Ulrich Meiser WCO	The work of the WCO, SAFE Framework of Standards, Customs in the 21st Century, revenue protection, countering smuggling

	security issues		
14:30 - 15:00	Overview: Energy supply security	Mr. Philip Pascoe General Counsel OCIMF	Measures to protect oil platforms, oil and gas infrastructure, energy shipping
15:00 - 15:30	Overview: MSSR	Ms. Christina Rosati US Department of State	Using the Maritime Security Sector Reform (MSSR) Matrix
15:30 - 16:00	Tea break		
16:00 - 16:30	Overview: Combating organized crime	C/Supt. Edward Tabiri NCB Ghana INTERPOL	INTERPOL initiatives to combat organized crime, resources, and capability building programmes
16:30 - 17:30	Discussion session Determination of overall strategy for implementing the MoU	Chairman	Delegations to review the information provided during the day and to consider the further development of national, zonal, and regional strategies and plans, as applicable, to take into account the need for the coast guard function network to address a wide range of issues.

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Day Three: Focus on development of EEZ and sustainable fisheries, wealth creation and sources of funding

Wednesday 15	Subject	Facilitator	Contents
08:45 – 09:00	Daily brief	Chairman	Programme for the day Restatement of objectives Matters arising from Tuesday.
09:00 - 09:30	Civil / military co-operation: The Africa Partnership Station (APS)	Rear Admiral Wray US Navy	Lessons identified by and opportunities for the APS Programme to help MOWCA States better perform coast guard functions – United States perspective
09:30 - 10:15	Monitoring, control and surveillance of fisheries	Mr. Alhaji Jallow FAO	IUU fishing, associated policy issues and fisheries protection as a key element of coast guard function. Case study: Development of sustainable fisheries in Namibia
10:15 - 11:00	Fisheries management	Mr. Alistair McDonnell United Kingdom Marine Management Organisation	European perspective : lessons identified in “Big stock” fisheries management goals; Monitoring , control and surveillance ; regional cooperation; and operational MCS and IUU work. Rights based fisheries
11:00 - 11:30	Coffee Break		
11:30 – 12:00	Establishing a coastguard	Cdr. Sam Seward UK Royal Navy	Case study: Assisting the development of the Yemen Coast Guard – the UK perspective. Lessons identified to help MOWCA States better perform coast guard functions
12:00 - 12:30	African Maritime Safety Security Agency	Dr. Karen Sumser – Lupson AMSSA & ULPGC	Scientific and Technical Information Platform, maximising resources, accelerating partnership opportunities and facilitating consistency
12:30 – 13:00	European Union development programmes	Mr. Pierre Cléostrate & Mr. Harm Greidanus European Commission	Potential funding of projects by the European Commission
13:00 - 14:00	Lunch Break		

14:00 - 14:30	Funding of the coast guard function network	Mr. Magnus Addico MOWCA	MOWCA proposals for funding the coast guard function network
14:30 - 15:00	Development of the maritime sector	Mr. Mamudu Abdulai-Saiku RMU Accra	Role of the Regional Maritime University and Institute IMO "Go to Sea" campaign
15:00 - 15:30	Piracy and armed robbery against ships	Mr. Chris Trelawny IMO	Update on piracy and armed robbery against ships in the region. IMO WMD 2011 theme: Piracy – Orchestrating the response
15:30 - 16:00	Tea Break		
16:00 - 17:30	Discussion session Development of national programmes for implementing the MoU	Chairman	Delegations to review the information provided during the day and to consider the further development of national, zonal, and regional strategies and plans

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Day Four: Focus on technical challenges and opportunities in the establishment of an integrated coast guard function network

Thursday 16	Subject	Facilitator	Contents
08:45 - 09:30	Daily brief & Discussion	Chairman	Programme for the day Restatement of objectives Matters arising from Wednesday.
09:30 - 10:00	Civil / military co-operation: The Africa Partnership Station (APS)	Commodore Osinowo, Nigerian Navy	Lessons identified by and opportunities for the APS Programme to help MOWCA States better perform coast guard functions – Regional perspective
10:00 - 10:30	Assistance from other Coast Guards	Ms. Marie-Laure Goebbels North Atlantic Coast Guards Forum	Potential for member States of the North Atlantic Coast Guards Forum to provide bilateral assistance to MOWCA States
10:30 - 11:00	Civil / military co-operation	Cdr. Jamie Dible Chiefs of European Navies	A Chiefs of European Navies (CHENS) view of Maritime Capacity Building in Western Africa.
11:00 - 11:30	Coffee Break		
11:30 – 12:00	Assistance from other Coast Guards	Cdr. John Driscoll United States Coast Guard	United States Coast Guard assistance programmes
12:00 - 12:30	Customs initiatives	Mr. Ulrich Meiser WCO	Customs capacity and capability programmes including the UNODC-WCO Container Control Programme and integrity development/anti-corruption programmes
12:30 – 13:00	Ethical conduct by navies	Mr. Peter Sharwood-Smith Drum – Cussac	Voluntary principles on security and human rights training
13:00 - 14:00	Lunch Break		

14:00 - 15:30	National statements	Participants	10 minute presentations: States from the region outlining their intentions and needs for progressing the integrated coast guard function network
15:30 - 16:00	Tea Break		
16:00 - 17:30	National statements	Participants	10 minute presentations: States from the region outlining their intentions and needs for progressing the integrated coast guard function network

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Day Five: Summary, conclusions, way ahead

Friday 17	Subject	Facilitator	Contents
08:45 - 09:00	Daily Brief	Chairman	Programme for the day Restatement of objectives Matters arising from Thursday
09:00 – 11:00	National statements	Participants	10 minute presentations: States from the region outlining their intentions and needs for progressing the integrated coast guard function network
11:00 - 11:30	Coffee Break		
11:30 - 13:00	Statements by observers	Observer delegations	5 minute presentations from observer delegations outlining any further issues for consideration, offers of assistance, etc their intentions and needs for progressing the integrated coast guard function network
13:00 - 14:00	Lunch		
14:00 - 15:00	Consideration of the report of the meeting	Chairman	Discussion on outcomes and decisions of the meeting.
15:00 - 15:30	Formal closing, summary & way ahead	Chairman Senior officials of Ghana, MOWCA & IMO	Summary of main points covered, agreements reached, the way ahead. Formal closing ceremony Certificates
18:00	Closing ceremony		Dinner

ANNEX 3

KEY MESSAGES GIVEN DURING THE PRESENTATIONS

MARITIME SAFETY ISSUES

Search and rescue

In the context of search and rescue (SAR), the meeting noted the progress made on the implementation of the recommendations of the Conference held in Florence, Italy from 16 to 20 October 2000 on arrangements for the provision and regional co-operation and coordination of SAR services and co-operation between States.

The “Nigeria Group”, which comprises Benin, Cameroon, Congo, the Democratic Republic of Congo, Equatorial Guinea, Gabon, Nigeria, Sao Tome and Principe and Togo, had signed a multilateral agreement in May 2008. The Nigeria Regional Maritime Rescue Coordination Centre (MRCC) was commissioned in May 2008, and assessment missions had been conducted in Benin, Cameroon, Congo, Sao Tome and Principe and Togo. The Maritime Rescue Sub-Centre MRSC in Togo was also completed and operational. Benin was in the process of being equipped.

The “Liberia Group”, comprising Cote d'Ivoire, Ghana, Liberia, Guinea and Sierra Leone had accepted the Florence conference resolutions and signed a Multilateral Agreement in November 2008. The RMRCC of Liberia was commissioned in April 2009. The supporting MRSCs in Cote d'Ivoire and Ghana had been completed and were operational. Sierra Leone was at installation stage while Guinea had yet to be assessed for their needs. Individual training programmes have been conducted in the completed countries. Group training was scheduled to be conducted in 2011.

The “Morocco Group” comprising Cape Verde, Gambia, Guinea Bissau, Mauritania, Morocco and Senegal, had all accepted the recommendations of the Florence Conference resolutions but were yet to sign a multilateral agreement. Needs assessment missions had been conducted in all the countries. MRSCs in Gambia and Mauritania were at the installation stage.

The meeting noted that IMO had offered to:

- .1 conduct needs assessment missions to the Democratic Republic of Congo, Equatorial Guinea, Guinea and Gabon; and
- .2 supply SAR equipment to Cameroon, Cape Verde, Congo, Democratic Republic of Congo, Equatorial Guinea, Guinea, Gabon, Guinea Bissau, Morocco, Sao Tome and Principe, and Senegal.

The conduct of needs assessments and allocation of equipment will be on a first come, first served basis.

Long-range identification and tracking of ships

In considering the long-range identification and tracking of ships (LRIT) in the context of SAR services, the meeting noted that MRCCs could request the provision of LRIT information

providing that those SAR services are formally associated with a data centre nominated by their Government.

A request for the provision of LRIT information for SAR is initiated by that data centre transmitting a SAR SURPIC message via the International LRIT Data Exchange (IDE) for broadcast to all LRIT data centres worldwide. This message requests the most recent data from the databases within all LRIT data centres to provide SAR with the ability to obtain a picture of ships in a given search area. SAR services can request up to the last 4 preset LRIT transmission reports from all ships in the search area, helping SAR identify which ships are best positioned to respond to the situation. Those ships can then be polled directly to determine their current locations. More details can be found in MSC.1/Circ.1308 on Guidance to search and rescue services in relation to requesting and receiving LRIT information.

Developing maritime situational awareness

The meeting considered ways of developing and enhancing maritime situational awareness through a combination of visual patrols and surveillance and through technical systems such as ships' automatic identification systems (AIS) and LRIT, and received a briefing of how AIS and LRIT systems work. The underlying assumption is that acquiring and sharing maritime information with a broad array of partners reduces vulnerability to attack and improves co-operation toward maritime security and safety.

The meeting noted the need to develop patrolling and surveillance systems which could include:

- .1 Developing a water/waterside watch programme;
- .2 Promoting public outreach programmes to encourage port workers, fishers, waterfront communities and seafarers to observe, record, and report to coast guards / law enforcement authorities; and
- .3 Developing an information-sharing culture and framework for data collection, analysis and dissemination.

With respect to **AIS**, the meeting noted the need for coastal States to conduct needs assessments including analysis of key choke points and critical areas, to review existing infrastructure, and to determine what further equipment and training was required.

With respect to **LRIT**, the meeting noted the need for coastal States to:

- .1 Establish national LRIT data centres or utilize other data centres to meet the SOLAS regulatory requirements and SAR obligations;
- .2 Inform the Organization of which data centre will be used;
- .3 Analyze the cost of port State tracking based on current port traffic; and
- .4 Consider creating custom polygons in critical areas for coastal State tracking.

The meeting noted the benefits of using existing systems and services rather than creating new structures, and the need to identify potential partners for assessments and information (which could include IMO) and for inter-agency and regional cost sharing.

Assistance and technical co-operation

The meeting noted the proposal by the African Maritime Safety Security Agency (AMSSA) (www.amssa.net) that MOWCA Member States should develop coordinated national maritime policy frameworks in parallel to the development of the integrated coast guard function network and develop an African inter-agency security data management template, from which to improve the quality, transparency, access, sharing, and the protection of critical safety/security information. This would also help guide the development of national critical security data plans as well as provide action roadmaps.

AMSSA expressed the view that new maritime security technologies will require highly trained competent human resources. Member States need to take steps to make certain that maritime education is of the highest level, that there is a harmonized curriculum and certification so skills are transferable at international, continental and national levels and implemented in a consistent, comprehensive and cross-disciplinary manner. It will also be necessary to develop a means by which military and civilian certification systems can be synchronized and the transition of individuals can be facilitated effortlessly. A key step will be to present transparent structures and assist the IMO to build recognised international standards for all safety/security operational and skill development. There was a need identified for the development of common systems and standards for the mutual recognition of diplomas and certificates; inclusive of operational professional development systems and academic pathways such as master programmes. New innovative courses should be considered, developed under the auspices of IMO and delivered through a network of regional universities and academies.

MARITIME SECURITY AND LAW ENFORCEMENT ISSUES

Maritime security sector reform

In considering a presentation by the United States Department of State on **Maritime security sector reform assessment tool** (MSSR), the meeting noted that the United States defined security sector reform as “The set of policies, plans, programs, and activities that a government undertakes to improve the way it provides safety, security, and justice”. (Further information on the United States security sector reform programmes can be found at www.state.gov/documents/organization/115810.pdf).

The meeting noted that the MSSR is an analytical tool, not a strategy, applicable to 6 interdependent maritime functions within the maritime sector:

- .1 Maritime governance;
- .2 Maritime civil and criminal authority;
- .3 Maritime defence;
- .4 Maritime safety;
- .5 Maritime response and recovery; and
- .6 Maritime economy.

The meeting noted that the MSSR provides a system-wide basis for analyzing regulatory, operational, and institutional policies and functions required for maritime security and assessing capabilities. Furthermore, it is designed to:

- .1 enable development of national (self-assessment) and/or collaborative (joint assessment) understanding of where resources may best be targeted to improve specific aspects of a country's national maritime sector;
- .2 provide consistent measurement criteria over time for comparative analysis;
- .3 permit identification of gaps in key functions and capabilities through sector-wide and cross-sector approach; and
- .4 facilitate coordination to avoid duplicative efforts, including through use by regional and international organizations.

A copy of the MSSR is attached as Appendix 1 to this annex.

Facilitation

The meeting noted that there was a need to facilitate maritime transport in the region by simplifying and minimizing the formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged on international voyages. Cumbersome bureaucracy, requirements for excessive documentation and outdated procedures were adversely impacting upon international trade and thus national income. Only 14 of the 25 Member States of MOWCA are Contracting Parties to the Convention on the Facilitation of Maritime Traffic 1965, as amended.

A list of Conventions and instruments under the purview of IMO to which MOWCA Member States are parties is attached as Appendix 2 to this annex.

Customs controls

Within the wider context of facilitating maritime transport and enhancing maritime security, the meeting noted two World Customs Organization (WCO) initiatives – the “Customs in the 21st Century” initiative to enhance growth and development through trade facilitation and border security; and the SAFE Framework of Standards to secure and facilitate global trade.

The SAFE Framework of Standards is based on two pillars: Customs-to-Customs Co-operation – using 11 commonly accepted standards; and Customs and Business Partnership – using 6 standards relating to identification of and benefits to secure business partners. Its objectives are to:

- .1 Establish standards that provide supply chain security and facilitation to global and legitimate trade lanes;
- .2 Strengthen co-operation between Customs to improve capability to detect high-risk consignments; and
- .3 Promote co-operation between Customs and trade to increase facilitation while enabling Customs to focus on high risk trade and tangible benefits for trade.

The four core principles of the SAFE Framework of Standards are:

- .1 **Advance electronic information:** States should harmonise the advance electronic information requirement on inbound, outbound and transit shipments;
- .2 **Risk Management:** States should commit to employing a consistent risk management approach to address security threats;
- .3 **Outbound inspection:** States should focus on inspection of high-risk consignments being exported, preferably using non-intrusive inspection methods; and
- .4 **Business partnerships:** Customs authorities should provide benefits to businesses that meet minimal supply chain security standards and best practices.

In a separate presentation, the meeting noted details of the WCO's capacity building programmes, which include the WCO / UNODC Container Control Programme, and the Integrity in Customs programme.

The meeting noted that States from the region would benefit from the implementation of WCO standards in collaboration with donors and other stakeholders through a regional approach. The WCO could assist in identifying areas for capacity building in respect of trade security and facilitation, leading to more effective revenue collection and better control of prohibited and unlawfully imported goods; and in management issues, including integrity development.

Key factors in the implementation of the **WCO / UNODC Container Control Programme** include the establishment of port control units, the creation of local steering committees, the delivery of professional training, E-learning and work-study tour, gaining access to innovative and secure communications technology, and gaining access to a web-based global container intelligence applications, thus leading to strengthened institutional capacity, increased customs revenues, alliances with trade organizations, better responses to the threats terrorism poses to maritime containers and the global supply chain, and improved knowledge about the extent to which maritime containers are being used for trafficking and other illicit commodities.

The meeting also noted that in an effort to address the factors that make Customs vulnerable to corruption, i.e. having direct contact with goods, people and money; taking important decisions on duty/tax or admissibility of imports/exports; that Customs personnel often work in remote border stations; and that clearance of many goods is time sensitive, the WCO had formulated the "Revised Arusha Declaration" which is the focal tool and central feature of a global and effective approach to preventing corruption and increasing the level of integrity in Customs and developed its **Integrity Development Strategy**. The Revised Arusha Declaration also forms the basis of numerous WCO tools for promoting ethics and integrity, including the Integrity Development Guide, the Compendium of Integrity Best Practices and the Model Code of Ethics, as well as Integrity Workshops, E-learning, and Integrity pilot projects.

WCO had also developed the **Integrity development cycle**, which could be adapted for use with most projects conducted under the integrated coast guard function network project, the elements of which are:

- Undertake self-assessment;
- Identify problems and solutions;
- Develop national action plan;

- Establish performance indicators;
- Gain executive endorsement;
- Implement action plan;
- Undertake self-assessment; and
- *Et cetera.*

Law enforcement

The meeting received a comprehensive briefing from the International Criminal Police Organization (INTERPOL) on its role and how it could assist in combating organized crime, including criminal activity at sea. **INTERPOL** has 188 member countries and is the world's only global law enforcement organization, essentially linking all of the world's police agencies. Police all around the world use INTERPOL's secure global police communications system called I-24/7 to share information, co-ordinate their activities and access INTERPOL databases. In addition, INTERPOL provides police with operational support services.

Through a network of Regional Bureaus and National Central Bureaus (NCBs) across the globe, INTERPOL delivers four key functions: secure global police communications services; operational data services and databases for police; operational police support services; and police training and development.

The meeting noted that INTERPOL is able to:

- .1 support and assist all organizations, authorities and services in preventing or combating international crime;
- .2 enhance the global exchange of police information;
- .3 develop and maintain global operational criminal information databases; and
- .4 provide capacity-building measures and expert assistance against major crimes

The meeting noted the recommendations by INTERPOL that, with respect to crimes committed at sea, MOWCA Member States should:

- .1 Make active use of the INTERPOL system;
- .2 Utilize NCBs in regional and international police operations;
- .3 Utilize existing networks and coordinate with international bodies to support law enforcement; and
- .4 Bring INTERPOL tools and services to the front line.

PIRACY AND ARMED ROBBERY AGAINST SHIPS

The meeting received an update on piracy and armed robbery against ships worldwide and IMO's regional initiatives to counter these activities. The meeting noted the success of regional co-operation in the Asia-Pacific region which had successfully reduced the number of attacks. The meeting also noted IMO's initiative for countering piracy and armed robbery against ships in waters off the coast of Somalia through the Djibouti Code of Conduct.

In the context of piracy and armed robbery against ships in the waters off West and Central Africa, the meeting noted that too few pirates are caught and prosecuted. It is important to have national officers trained in investigation techniques and with knowledge of the national legal framework. Many States do not have adequate legal frameworks to address piracy and armed robbery against ships and the meeting noted that this needed to be addressed as a matter of urgency, through the development of legal frameworks establishing national criminal jurisdiction and regional co-operation agreements.

The meeting also noted that IMO promulgates a range of piracy-related guidance for global application. These resolutions and circulars are available for download from the IMO website www.imo.org, and include:

MSC.1/Circ.1333 on Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships;

MSC.1/Circ.1334 on Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships;

Resolution A.1025(26) - Code of practice for the investigation and prosecution of the crime of piracy and armed robbery against ships; and

Resolution A.923(22) – Measures to prevent registration of phantom ships;

as well as guidance specific to the situation in waters off the coast of Somalia.

ENERGY SUPPLY SECURITY

The meeting noted that the **Oil Companies International Marine Forum (OCIMF)** engages in activities of mutual concern relating to transportation by tanker and marine terminalling of crude oil, liquefied natural gas, liquefied petroleum gas, their derivatives and related organic compounds, with special reference to the protection of the marine environment and the promotion of safety in maritime operations.

In respect of energy supply security and the protection of energy shipping from attack by pirates and armed robbers, the meeting noted the view of OCIMF that:

- .1 Compilation of accurate statistics of incidents is vital;
- .2 Accurate statistics would enable further analysis of incidents;
- .3 There is a need for accurate, verified information from a trusted source;
- .4 There is a need for a Gulf of Guinea information sharing centre, located in the Gulf of Guinea region; and

- .5 Maintaining a close Industry to National Government relationship is crucial.

To this end, OCIMF indicated that it would be supportive of an information sharing organisation concept located in the Gulf of Guinea on the basis of a 3 to 6 month trial in 2011 to establish and refine the concept. Furthermore, OCIMF's support could include provision of computer hardware, development of the database software, development of a website and provision of a merchant navy liaison officer for the trial period.

LEGAL FRAMEWORKS

The meeting noted that there was a need to strengthen the legal regime to counter unlawful acts against the security of maritime navigation, port facilities and offshore platforms and, in particular, to:

1. Ratify the international instruments and to incorporate the provisions of these instruments into domestic legislation and/or Codes. For example, it is important to refer to the relevance of the offences set forth in the SUA 1988 and 2005 Protocols, as well as the establishment of grounds of jurisdiction over those offences and the international co-operation mechanisms provided by these instruments (in particular "the extradite or prosecute" principle);
2. Ratify and implement the 2003 ILO Convention No. 185 on Seafarers Identification Documents in accordance with the international standards;
3. Implement effective security measures relevant to port facilities and offshore platforms according to the relevant international conventions in this regard, mainly the IMO instruments, which are the SUA Protocols of 1998 and 2005, Chapter XI-2 of the SOLAS Convention and the ISPS Code, but also related to national border controls at sea and law enforcement in the maritime domain;
4. Co-operate and promote wherever possible international, regional and sub-regional dimensions of security at sea, taking into account the lessons identified through the implementation of the Integrated Coast Guard Function Network, the Djibouti Code of Conduct, and experience gained from use of coordinated, joint and integrated patrols. Bilateral and multilateral agreements between customs, maritime gendarmeries and coast guard forces should also be encouraged;
5. Implement and train national officials on the legal regime and security applicable to unlawful acts against maritime safety, port facilities and offshore platforms, whatever and wherever they are;
6. Implement and train national officials on the security measures requirements for shipping, port facilities and offshore platforms, according to international rules;
7. Train national officials on the international, regional and sub-regional security arrangements in place; and

8. Improve and develop law enforcement and border controls at sea in territorial and coastal waters of Member States. Bilateral and multilateral agreements between relevant agencies can assist.

The meeting noted that it was important to address the issue of crimes committed at sea from a legal perspective and to identify them, primarily through the various international conventions and, most importantly, the international counter-terrorism instruments. The relevant Security Council resolutions and the international counter-terrorism instruments could help Member States to combat crimes committed at sea.

The meeting noted further that the **United Nations Security Council Counter Terrorism Committee and its Executive Directorate** could therefore help Member States to combat these acts through the provision of relevant technical assistance to ratify international and regional instruments and apply such instruments; to develop/adapt relevant national legislation so as to fully incorporate the relevant provisions of the international instruments, to put in place the necessary security arrangements, in line with the relevant international instruments, and to improve their law enforcement capacity and border controls, including at sea.

The meeting noted that **the United Nations Office on Drugs and Crime (UNODC)** also had programmes to provide assistance in aspects of maritime law enforcement, with a focus on a variety of crimes such as drug trafficking, migrant smuggling and human trafficking, dumping of waste, illegal and unregulated fishing and small arms trafficking. UNODC offered assistance in four areas relevant to law enforcement:

- .1 legislative assistance/law reform, including conducting comprehensive legal reviews and needs assessments by country, customised legislative advice, relevant to the different legal systems found in the region, and support to those drafting legal instruments with the engagement of national legal actors;
- .2 strengthening police / coast guard law enforcement capacity through training and mentoring programmes including basic and specialized investigative techniques, evidence handling, proper procedures under international law, communication, and witness protection;
- .3 strengthening the judiciary through provision of assistance to prosecutors and courts, including development of handover guidance, training in naval operations and maritime law, developing additional capacity, review of remand cases, review of trial procedures, best practices in prosecuting, handling of prisoner transfers and mentoring as required; and
- .4 development and dissemination of tools to facilitate international co-operation including handbooks, practical guides, best practices, knowledge management activities, and awareness raising and communication campaigns.

In considering ways to enhance the ethical conduct of navies, coast guards and law enforcement agencies, the meeting took note of the presentation by Drum-Cussac Nigeria Ltd, a risk management consultancy, on the “**Voluntary Principles on Security and Human Rights**” programme. This programme represents a code of ethical security behaviour developed between volunteering extractive companies, Governments and NGOs established in 2002 with a growing list of signatories and designed to assist Governments and Companies in setting ethical standards for assigned or contracted private or public

security forces. It has been used to train ground-based security forces but is equally applicable to maritime security training and operations.

Training in the voluntary principles is delivered by human rights and law enforcement specialists and covers four key areas:

- .1 Management awareness and responsibilities;
- .2 Knowledge and application: international standards on basic policing;
- .3 Skills and tactics: international standards on use of force and firearms; and
- .4 Capacity development: "Train the Trainers".

The meeting noted that the expected benefits of the Voluntary Principles on Security and Human Rights" programme were that it could:

- .1 Engender and preserve a positive relationship with seafaring communities;
- .2 Improve collection of security-related information from seafaring communities;
- .3 Reduce the likelihood of inappropriate use of force;
- .4 Reduce the likelihood of collaboration between community and criminal elements;
- .5 Improve the operational effectiveness of coast guards;
- .6 Set a common standard among co-operating States;
- .7 Be a tangible national measure to promote human rights;
- .8 Enhance the reputation of security forces and Governments; and
- .9 Set example for private maritime security companies.

Further details are available at www.voluntaryprinciples.org.

SUSTAINABLE DEVELOPMENT OF THE EXCLUSIVE ECONOMIC ZONE

Development of sustainable fisheries

The meeting received a series of presentations on the benefits of investment in fisheries and development and protection of the exclusive economic zone (EEZ). Development of sustainable fisheries could contribute to achieving a number of Millennium Development Goals including eradicating poverty and hunger; achieving universal primary education; empowering women; reducing child mortality; improving maternal health; combating HIV and AIDS, malaria and other diseases; ensuring environmental sustainability; and developing global partnerships for development.

Sustainable fisheries could provide income for millions of people, foreign exchange earnings and incentive for exportation, increased Gross Domestic Product (GDP) and national budget, links with global markets, development of rural communities, protection of the coastal areas

and eradication of poverty, lead the way to sustainable aquatic environments contribute well nutrition and health of the population.

The meeting noted that there were four key pillars of fisheries management:

- .1 **Policy:** defining general objectives for fisheries management and guiding decisions and actions for the sector;
- .2 **Institutions:** Government agencies, community fisheries organizations and research institutions;
- .3 **Law:** all instruments having the force of law, such as acts, regulations and orders; and
- .4 **Governance:** continuing process through which Governments, institutions and stakeholders of the fishery sector – administrators, politicians, fishers and those in affiliated sectors – elaborate, adopt and implement appropriate policies, plans and management strategies to ensure resources are utilized in a sustainable and responsible manner.

Political will and stability are necessary to underpin successful outcomes to activities relating to policy, institutions, law and governance and can be a critical variable in shaping and implementing policies relating to management of fisheries resources.

Fisheries management therefore requires commitment by both Governments and fishers. Governments' and fishers' roles are most effective when they complement each other, for example, local fisheries committees can be used to establish more coherence between the roles of Governments and fishers. Governments and fishers need to be committed to jointly identifying problems and finding solutions for fisheries management problems.

The meeting noted that fishers tend to flout the Government management arrangements or find ways around them and Governments lack resources for their full implementation. The absence of effective fisheries management in most countries in the region is the source of major wastes and conflicts as well as the depletion of resources.

Governments should provide the legal frameworks, and local management committees should enforce these laws and regulations in their fishing zones and communities. Fisheries in the region now require a dynamic partnership approach – using traditional skills, indigenous knowledge, local institutional arrangements and resource stewardship – complemented with national Governments providing an enabling environment: scientific advice, legislation, monitoring, control and surveillance and other assistance. Fisheries communities cannot manage fisheries on their own.

The meeting also considered the scope of illegal, unreported and unregulated (IUU) fishing, noting that it was a global phenomenon occurring in all fisheries (shallow, coastal and deep oceans). Not only was the revenue loss significant – global annual loss of US \$10 to \$23.5 billion per year, Sub-Saharan Africa loss approximately US \$1 billion/year, but also IUU fishing contributes to overexploitation of fish stocks and hinders the recovery of fish populations and ecosystems.

Direct economic losses include revenue losses from landing fees, licence fees, taxes and other levies which are payable by legal fishing operators. Indirect economic losses include the loss of income and employment in fisheries and other industries and activities in the chain upstream and downstream from the fishing operation itself.

IUU fishing also has environmental impacts including the effect on species and surrounding ecosystems, for example the use of prohibited fishing gear and operations in shallow coastal zones damages habitats; as well as socio-economic impacts, for example reduced catches put livelihoods and food security for fishers and fisheries communities at serious risk in the region. This is significant for small-scale fishers and communities in Sub-Saharan African, which are heavily dependent on fish as a source of animal protein.

The meeting noted that there were a number of actions which could be taken bilaterally and multilaterally, in co-operation with neighbours to address IUU fishing. These include:

- .1 entering agreements on fisheries co-operation;
- .2 supporting initiatives in the regional tuna commission (ICCAT) for the sharing of Monitoring, Control and Surveillance (MCS) and inspection data & conduct of joint inspections;
- .3 signing up to the Food and Agriculture Organization (FAO) Port State Measures agreement and conducting port State control inspections;
- .4 creating a 24/7 single point of contact for all fisheries reporting requirements and a single liaison office for handling of administrative requests from third countries and regional bodies on fisheries enforcement issues;
- .5 establishing mutual legal assistance and mutual administrative assistance programmes (similar to those used by Customs or international crime co-operation legislation); and
- .6 only dealing with responsible fishing companies (establishing national or regional standards).

The meeting noted the suggestion that, in cases where third country vessels infringe the laws of a coastal State, but that coastal State was unable to board or inspect them, evidence could be passed to the flag State, neighbouring States in the region, and/or regional organizations such as the European Union (MARE-QUERIES-IUU-1005-2008@ec.europa.eu). (In order for flag States to export products derived from their fishing vessel catches to the EU, Council Regulation (EC) 1005/2008 requires that flag States must verify that the catches have been obtained in compliance with all applicable fisheries conservation and management measures.)

The meeting noted that there were a number of free Internet sites providing information on vessel identification, vessel movements, operator/shipping information, species identification, trade statistics, and regional fisheries management organizations. A list is attached as Appendix 3 to this annex.

The meeting concluded by noting that it was important for States in the region to:

- .1 support the International Plan of Action to Prevent, Deter and Eliminate IUU Fishing;
- .2 pursue policies of responsible fisheries;
- .3 improve governance (and reduce political interference) including conducting legislative reviews for powers, boarding, search and detention of fishing vessels, including port State control measures;

- .4 strengthen MCS of fisheries, which is a core function of the integrated coast guard function network;
- .5 coordinate regional action against IUU fishing (including integrated coast guard function network);
- .6 eradicate use of “flags of convenience” for fishing vessels;
- .7 improve information exchange;
- .8 take action with respect to nationals involved in any IUU activity, as well as operators, owners and beneficial owners of illegal vessels; and
- .9 utilize financial proceeds of criminal investigations into fisheries offences to fund strengthening of capabilities.

TECHNICAL CHALLENGES IN THE ESTABLISHMENT OF AN INTEGRATED COAST GUARD FUNCTION NETWORK

The meeting noted the general description of the term “coast guard functions” given by the representative of IMO – that ‘coast guard functions’ are primarily civilian rather than military in nature, and are concerned with the enforcement of international and national law at sea. Such activities include fishery protection; prevention of trafficking of people, drugs, weapons and other prohibited or restricted items; prevention of attacks on ships and offshore installations; suppression of piracy and armed robbery against ships; protection of the marine environment; and the safety of navigation, including conducting hydrographical surveys and search and rescue. These ‘coastguard functions’ are additional to the defence and diplomatic tasks traditionally carried out at sea by navies.

The meeting also noted the definition of coast guard functions given by the representative of the North Atlantic Coast Guards Forum (NACGF): “Coast guard functions are the different responsibilities held, and activities performed, by organisations involved in the maritime domain, in accordance with each member State’s own national legislation, such as Coast Guards, Navies and other agencies, in order to contribute to the maintenance of maritime safety, security and environmental protection.

In considering the technical challenges in the establishment of an integrated coast guard function network, the meeting noted the advice of the speakers from the Africa Partnership Station, the NACGF and IMO on the need for MOWCA States to develop draft action plans to achieve maritime safety and security. Key elements included:

- .1 **Define the goal: maritime safety and security.** For example, consider what is an acceptable end state for countering piracy, trafficking, maritime theft, and illegal oil bunkering; for security of the energy supply; and for protection of fisheries and the marine environment;
- .2 **Define the capability requirements** to reach that end state. For example, consider what is required to achieve the full implementation of the SOLAS, SUA, SAR, and FAL Conventions, and the ISPS Code; what is required to patrol sea areas; and what enhancements to national legislation would be necessary to enable prosecution of piracy and other crimes committed at sea;

- .3 **Establish a strategic communications plan** to the top ten people in the Government. Without support from the highest levels of Government, nothing will change. Key message: maritime safety and security brings prosperity;
- .4 **Create a national agency/organization to coordinate maritime safety and security.** This should be in the form of a national maritime security and facilitation committee involving all agencies with an interest in maritime security. For example, Ministry of Transport, maritime and port authorities, police, coast guard, navy, gendarmerie, customs, border control authorities, fisheries, energy, foreign affairs, and others as required;
- .5 **Allocate responsibilities.** Which capability belongs to which agency within the committee? Assign responsibility;
- .6 **Assess each agency for its ability to provide that capability.** Do a gap analysis or needs assessment. Develop a budget and a business plan to fix the gaps for each agency. Send a consolidated list of needs to all potential partners and donors. Establish a subcommittee to coordinate support efforts;
- .7 **Establish a joint operations coordination centre,** and/or participate in a regional operations centre;
- .8 **Establish maritime situational awareness.** Establish visibility of sea-borne contacts through LRIT, AIS, radar, etc. Share this information with neighbour where possible;
- .9 **Participate in the regional coordination of maritime safety and security activities.** Pair agency/capability with similar agency/capability of neighbours. For example, search and rescue, fisheries, and port State control;
- .10 **Participate in joint exercises;**
- .11 **Coordinate within the regional organization** to coordinate needs within the region for equipment, for example, radar, boats, ships, communication systems. This will promote interoperability and economies of scale;
- .12 **Coordinate within the regional organization** to coordinate training opportunities. This will send clear, positive messages to development partners and will enhance regional co-operation through development of face-to-face co-operation; and
- .13 **Set targets towards achieving the goal.** Establish a national performance assessment, showing progress toward each required capability. Give it to the Head of State twice annually and share with other States in the region.

In considering the role of navies within the integrated coast guard function network, the meeting considered a presentation by Commodore Osinowo of the Nigerian Navy, Deputy Commander of the **Africa Partnership Station (APS)**, on civil-military co-operation (CIMIC) and the role of the APS. Navies engage in CIMIC which, from the navy viewpoint involves the concept of civil activities in support of the military, with coordination and joint planning with, and assistance to, civil agencies in support of the military mission. CIMIC is a function, capability and effort multiplier.

The aim of the APS is that African partner nations demonstrate improved regional cooperation and enhanced self-sustaining capability and capacity to stop trafficking, improve energy security, and counter piracy in their territorial waters, EEZ and littoral regions. The APS efforts are directed towards enhancing the development of five key areas:

- .1 maritime professionals, including recruiting, training and supporting personnel;
- .2 maritime infrastructure, including ports and jetties, maintenance facilities, and infrastructure;
- .3 response capabilities, including legal authority, operational procedures, equipment and sub-regional interoperability;
- .4 maritime domain awareness, including situational awareness and information sharing; and
- .5 development engagement, including coast guard functions such as fishery protection, hydrographic surveys and research.

APS programme focuses include local ownership, training effectiveness, national action plans, intra-national coordination, sub-regional frameworks and ensuring continuity.

The meeting noted that the NACGF, which could provide lessons for the integrated coast guard function network, had been established in a region where all the member States were facing the same threats and risks. Although there was a wide spectrum of maritime security and safety activities across all NACGF member States, which very much depended on the national allocation of responsibilities for coast guard functions, the common aims were to prevent incidents through coordinated activity to increase efficiency through co-operation; to promote the exchange of information and best practices; to establish appropriate national and international legal and jurisdictional frameworks, and to maximize maritime situational awareness.

The NACGF objectives are to:

- .1 Facilitate multilateral co-operation on matters related to combined operations, illegal drug trafficking, maritime security, environmental protection, information exchange, fisheries enforcement, illegal migration and search & rescue;
- .2 Exchange technical and operational experiences;
- .3 Conduct joint training;
- .4 Increase inter-agency and inter-administration co-operation under a common lead;
- .5 Improve partnership and co-operation with identified points of contact for each member State; and
- .6 Build a shared operational centre in the North Atlantic region to ensure situational awareness and to facilitate communication and alerts between member States' points of contact.

The meeting noted that the Chiefs of European Navies (CHENS) is an informal but non-political forum whose membership includes the Chiefs of Navy (CNS) of each European

maritime nation that is either a member of NATO or the EU. CHENS seeks to promote understanding between navies of the member countries, to examine issues of common and mutual interest and to increase awareness of the maritime domain in member countries.

CHENS promote the principle of African ownership in the multilateral development process and, as a group of senior European Naval Flag Officers with extensive experience in the maritime domain, are very keen to co-operate with United Nations, African Union, African regional and/or national organisations regarding maritime safety and security initiatives, through their collective ideas on how navies can add value to maritime capacity building.

The meeting noted the CHENS view that there are considerable and numerous threats in the maritime arena, and as has been shown, much benefit to be gained (particularly economic) through safe and secure use of the sea. However, this requires a nation to possess capabilities that enable it to regulate and police its seas. The skills and competencies required to help build these functions reside naturally in a navy but also in a coast guard. The roles of a navy and a coast guard can be seen as complimentary when conducting maritime capacity building and diversification of a navy's natural military role to embrace coast guard functions enables more persistent patrol activity at sea in the EEZ. The two should not be seen to be in competition, and the practical application of such naval expertise has proved to be highly successful in growing maritime skills in and between African nations. Engagement across the sphere of maritime capacity building may be conducted at all levels, but most value can initially be gained at lower levels of activity such as international maritime partnership initiatives, i.e., port visits, seminars, workshops, exercises, training and education activities and infrastructural projects, among others, where the gradual development of trust and cooperation will pay dividends as capacity is built on a continental level. CHENS view maritime capacity building as part of a comprehensive approach to building capacity in Africa, and propose that maritime capacity building requires greater visibility and high level governance to be truly effective.
