INTERNATIONAL MARITIME ORGANIZATION

(IMO)

Topic area B: "IMO Strategy for implementing sustain-

Topic Area B: IMO Strategy for implementing sustainable maritime security measures in West and Central Africa

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Welcoming Letter by the Chairs of IMO

Dear aspiring delegates,

We would like to express our most sincere honor and excitement to serve as Chairs of the International Maritime Organization and in this capacity we shall cordially welcome you to ThessISMUN 2019.

We are convinced that your passion and enthusiasm towards International Relations is indisputably proven by your participation in this simulation. More specifically, your fervor to get involved in the proceedings of the International Maritime Organisation and use your ThessISMUN 2019 experience as a springboard for your further involvement in the field of international shipping, maritime safety and environmental sustainability of marine ecosystems constitutes our duty to deliver. Therefore, we pledge our full devotion on succeeding our goal, which is to facilitate your ThessISMUN and specifically, your IMO experience.

Our agenda this year contains 2 pertinent and intriguing topics of debate that range from maritime safety to energy efficiency aiming to provide the committee with an holistic view of the topics being discussed be the IMO. Regarding Topic Area A, "Broadening the scope of the Ship Energy Efficiency Regulations and Related Guidelines, considering progress made in light of the GloMEEP project", energy efficiency has always been a crucial subject for the IMO, due to the many environmental problems that arise. Thus, our goal here is to find a way to use less energy to provide more products and performance. Topic Area B, "IMO Strategy for implementing sustainable maritime security measures in West and Central Africa.", on the other hand is about security in the West and Central Africa; a matter that agonizes the IMO. The Organization is on high alert, in order to prevent the so-called "Somalization" of the area.

In the following Study Guide we have strived to provide you with the fundamental background information as well as summarized details and further bibliography, for those wishing to further expand their knowledge in preparation for the conference.

Finally, we want to ask all of you to not only carefully read this guide, but also the Rules of Procedure (RoP), as you cannot play the game if don't know the rules.

It goes without saying that we are very much looking forward to meeting each and every one of you in person; it is in these conferences where amazing memories are forged and strong friendships are built.

Kind Regards,

Ioannis Chourmouziadis, Chair of the International Maritime Organization

Zoi-Tsirakopoulou Gklinou, Co-Chair of the International Maritime Organization

Mandate of the IMO

The International Maritime Organization, as a specialized agency of the United Nations, serves as the standard-setting authority on issues related to international shipping such as, but not limited to, safety, security, and environmental performance. Founded in 1948 (originally named Inter-Governmental Maritime Consultative Organization), IMO's mandate is to create a fair and effective regulatory framework designed to be universally adopted and universally implemented by the shipping industry. More precisely, the IMO's measures regulate multiple aspects of international shipping, such as ship design, manning, construction operation, equipment, and disposal in order to galvanize a safe, environmentally sound, energy efficient and secure sector.[1]

With a view to managing the aforementioned measures, the Organization's Member States, as well as the civil society, along with the shipping industry are working together towards a blue conomy and sustainable growth. It has to be noted that the IMO's field of operations is limited in the maritime sector, meaning in the sea and the ports of every state, and thus, the Organization is not authorized to provide humanitarian assistance outside its jurisdiction. Moreover, the collaboration of the IMO with Non-Governmental Organizations (NGOs), as well as governmental ones and other specialized agencies falls under the mandate of this committee, if deemed necessary.[2]

Regarding the 2030 Agenda for Sustainable Development, the IMO, as a specialized agency of the United Nations has invested in the realization of the Sustainable Development Goals (SDGs). Indeed, there is an obvious interdependence between the aspirations of the 2030 Agenda and the operation of the IMO, as multiple of the SDG's cannot be achieved without a sustainable transport sector that supports world trade. While specific SDG 14, is key to the IMO, the Organization's Technical Cooperation

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[1] International Maritime Organization (IMO). *Introduction to IMO.* [Online].2018.[Accessed 05 December 2018]. Available from: htp://www.imo.org/en/About/Pages/Default.aspx

[2] UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States. *The International Maritime Organization.* [Online]. 2018. [Accessed on 05 December 2018]. Available from: http://unohrlls.org/meetings-conferences-and-special-events/international-maritime-organizatio

Committee has formally approved various linkages between IMO's technical assistance work and the all the SDG's.[3]

As of today, the Organization numbers 171 Member States, as well as three associate members.[4] Its main bodies are the Assembly, where all Member States are represented, and the Council, which is the IMO's governing body and it is consisted of 40 Member States, as elected by the Assembly.[5]

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[3] International Maritime Organization (IMO). *IMO and Sustainable Development Goals.* [Online]. [Accessed on 05 December 2018]. Available from: http://www.imo.org/en/MediaCentre/HotTopics/Documents/IMO%20SDG%20Brochure.pdf
[4] International Maritime Organization (IMO). *The International Maritime Organization. What it is, What is does, How it works.* [Online]. 2018. [Accessed 12 December 2018]. Available from: http://www.imo.org/en/About/Documents/IMO%20general%20presentation%202016.pdf
[5] International Maritime Organization (IMO). *IMO-What it is.* [Online]. 2018. [Accessed 12 December 2018]. Available from: http://www.imo.org/en/About/Documents/What%20it%20is%20Oct%202013_Web.pdf

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Introduction

As 90% of African countries imports and exports are conducted by sea, it is apparent that international trade plays a vital role for their economies.[6] Moreover, the population of sub-Saharan Africa is expected to double, by 2050.[7] As a result, safe and secure maritime transport is the key for Africa to succeeding in trade, to achieving growth and to reaching sustainable development.[8]

To capitalize on their substantial assets, the African States need to surpass primary challenges in the maritime sector, through countering the various illegal activities taking part in the area, and especially in the region of the Gulf of Guinea. Thus, the states themselves, as well as the IMO are taking measures in order to achieve this goal.[9]

Currently, the issue of maritime instability in the West and Central African region is at its peak, with attacks against vessels taking place daily.[10] It is alarming that the region of the Gulf of Guinea in Western Africa is now facing a more serious issue, in terms of statistics, than in Eastern Africa and particularly Somalia, where traditionally, maritime security was at its highest levels.[11] It goes without saying that the international community, and especially the IMO, as the United Nations' specialized agency focusing on maritime affairs and precisely maritime security and prevention of pollution, needs to take action, in order to efficiently address the issue.

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[6]Saggia G. *About 90% of Imports and Exports in Africa Driven by Sea.* [Online].2017. [Accessed 29 November 2018]. Available from: https://news.sap.com/africa/2017/11/about-90-of-imports-and-exports-in-africa-driven-by-sea/

[7] Tempest M. Africa's population set to double by 2050, says new report. [Online]. 2016. [Accessed 29 November 2018]. Available from: https://www.euractiv.com/section/development-policy/news/africas-population-set-to-double-by-2050-says-new-report/

[8]International Maritime Organization (IMO). *Implementing sustainable maritime security measures in West and Central Africa.* [Online]. 2017. [Accessed 29 November 2018]. Available from:
http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/WCA%20Strategy_English_April%202017.pdf

[9] Ibid

[10] Sow M. *Figures of the week: Piracy increasing in the Gulf of Guinea.* [Online]. 2018. [Accessed 29 November 2018]. Available from: https://www.brookings.edu/blog/africa-in-focus/2018/08/02/figures-of-the-week-piracy-increasing-in-the-gulf-of-guinea/

[11] Oritse G. *Nigeria: Piracy - Nigeria Waters Now Worse Than Somalia.* [Online]. 2018. [Accessed 29 November 2018]. Available from: https://allafrica.com/stories/201808100418.html

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International Maritime Organization – Topic Area B　　　　　　　　　　　　**7**

Definitions

Since finding definitions that the whole international community agrees upon is rather impossible, the following definitions are according to the *African Charter for Maritime Security and Safety and Development in Africa (Lomé Charter)*, which constitutes a legal document that is legally binding its contracting states, or in other words the vast majority of the West and Central African countries. [12]

Armed robbery against ships *means any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, in the area falling within the jurisdiction of a state.*

Blue/Ocean Economy *means sustainable economic development of oceans using such technics as regional development to integrate the use of seas and oceans, coasts, lakes, rivers, and underground water for economic purposes, including, but without being limited to fisheries, mining, energy, agriculture and maritime transport, while protecting the sea to improve the wellbeing.*

Drug trafficking *means the global illicit trade involving the cultivation, manufacture, distribution and sale of substances which are subject to drug prohibition law.*

Flag State *means-the State under whose laws a vessel is registered or licensed which has authority and responsibility to enforce regulations over vessels registered under its flag, including those relating to inspection, certification, and assurance of safety and pollution prevention documents.*

Illegal, unreported and unregulated (IUU) fishing means:

    *I.   **Illegal fishing*** *means activities:*

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[12] *African Charter for Maritime Security and Safety and Development in Africa.* [Online].2016.33128 AU 60 opened for signature 15 October 2016. [Accessed 29 November 2018]. Available from: https://au.int/sites/default/files/treaties/33128-treaty-0060_-_lome_charter_e.pdf

a. Conducted by national or foreign vessels in waters under the jurisdiction of a State, without the permission of that State, or in contravention of its laws and regulations

b. Conducted by vessels flying the flag of States that are parties to a relevant, regional fisheries management organization but operate in contravention of the conservation and management measures adopted by that organization and by which the States are bound or relevant provisions of the applicable international law or

c. In violation of national laws or international obligations, including those undertaken by cooperating States to a relevant regional fisheries management organization.

II. **Unreported fishing** means fishing activities:

a. Which have not been reported, or have been misreported, to the relevant national authority, in contravention of national laws and regulations or

b. Undertaken in the area of competence of a relevant regional fisheries management organization which have not been reported or have been misreported, in contravention of the reporting procedures of the organization.

III. **Unregulated fishing** means fishing activities:

a. In the area of application of a relevant regional fisheries management organization that are conducted by vessels without nationality, or by those flying the flag of a State not party to that organization, or by a fishing entry, in a manner that is not consistent with or contravenes to the conservation and management measures of that organization, or

b. In areas or for fish stocks in relation to which there are no applicable conservation or management measures and where such fishing activities are conducted in a manner inconsistent with State responsibilities for the conservation of living marine resources under international law.

Marine Pollution refers to the introduction and or spread of invasive organisms into the ocean or the harmful or potentially harmful effects, resulting from entry into the ocean of chemicals, particles, industrial, agricultural and residential waste or noise and any other polluting factors carried by means of air or land pollution.

Maritime Safety means all measures taken for the safety of ships and offshore installations, their crews and where appropriate, their passengers, the safety of navigation and the facilitation of maritime traffic, maritime infrastructure, maritime facilities and maritime environment.

Maritime Security means the prevention of and fight against all acts or threats of illicit acts against a ship, its crew and its passengers or against the port facilities, maritime infrastructure, maritime facilities and maritime environment.

Piracy means:

a) Any illegal act of violence or detention committed for private ends by the crew or passengers of a private ship or a private aircraft, and directed:

    i. On high seas against another ship or aircraft, or against person or property on board such ship or aircraft

    ii. Against a ship, aircraft or property in a place outside the jurisdiction of any State

b. Any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft

c. Any act of inciting or of internationally facilitating an act as described in paragraphs a. or b.

Pirate Ship means a ship under the effective control of individuals who have the intention to use it to commit an act of piracy, or a ship which has been used to commit such an act as long as they are under the control of these individuals.

Terrorist acts refer to terrorist:

a) *Any act or threat of act in violation of the criminal laws of the state party likely to endanger the life, physical integrity, freedoms of an individual or group of individuals, which result or may result in damages to private or public property, natural resources, the environment or cultural heritage and committed with the intention of:*

i. *Intimidating, creating a situation of terror, forcing, exerting pressure or compelling any government, body, institution, population or section thereof to take or refrain from taking any initiative, adopt, abandon any particular standpoint or act according to certain principles*

ii. *Disrupting the normal functioning of public services, providing essential services to populations or creating a crisis situation within the populations*

iii. *Creating general insurrection in a State Party*

b) *Any promotion, financing, contribution, order, aide, incitement, encouragement, attempt, threat, conspiracy, organization or equipment of any individual with the intention of committing any act mentioned in paragraphs a) i. to iii.*

Trafficking in persons *means the recruitment, transportation, transfer, harboring or receipt of persons, by means of the threat or use of force or other forms of coercion, of abduction, of fraud, of deception, of the abuse of power or of a position of vulnerability or of the giving or receiving payments or benefits to achieve the consent of a person having control over another person, for the purpose of exploitation.*

Transnational Organized Crime *means organized crime coordinated across national borders, involving groups of three or more persons existing for a while acting together, to or committing one or more serious offenses to obtain, directly or indirectly, a financial or other material benefit or networks of individuals working in more than one country to plan and execute illegal business ventures. In order to achieve their goals, these criminal groups use systematic violence and corruption.*

Historical and Factual Background

Maritime security in West and Central Africa, undoubtedly, is not a recent issue. Illegal maritime activities have been ongoing since the 1970s, with the historical epicenter being Nigeria,[13] after the industrialization of various African countries and the discovery of multiple natural resources.[14] Following the late 1990s, tensions in the region increased, mainly as a result of piracy.[15] According to the United Nations Organization on Drugs and Crime (UNODC), piracy accounted for almost 30% of the attacks in African waters between the years 2003 and 2011. [16] Moreover, in 2004, the International Maritime Organization (IMO) ranked the Gulf of Guinea, an immense and diverse district in the Western African coast, as second in a number of piracy attacks.[17]

However, international attention was drawn to the issue of maritime security in West and Central African region only back in 2008, when the United Nations called for "even sterner military action by countries" to eradicate piracy and other illegal acts and eventually, to establish peace and stability.[18] This lead to quite an improvement, as African states started to enforce maritime codes of conduct, as well as they initiated naval surveillance of their territorial waters. [19] In July 2008, sixteen African states signed in Senegal the Memorandum of Understanding on the Establishment of a Sub-

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[13] Bridger J. *Piracy in West Africa: Preventing a Somalization of the Gulf of Guinea.* [Online]. 2012. [Accessed 29 November 2018]. Available from: http://cimsec.org/piracy-in-west-africa-preventing-a-somalization-of-the-gulf-of-guinea-pt-1/3575

[14] Usman Z. Africa's oil shock. Al Jazeera.[Online]. 16 January 2015. [Accessed 29 November 2018]. Available from: https://www.aljazeera.com/indepth/opinion/2015/01/africa-oil-shock-economy-20151653236689289.html

[15] Friedrich Ebert Stiftung . *West African Approaches to Maritime Security.* [Online]. 2013. [Accessed 29 November 2018]. Available from: https://www.fes-pscc.org/e/west-african-approaches-to-maritime-security/

[16] 10.   UNODC. Maritime Piracy. Transnational Organized Crime in West Africa.[Online]. 2010,volume 1, p.193-200. [Accessed 29 November 2018]. Available from: https://www.unodc.org/documents/data-and-analysis/tocta/9.Maritime_piracy.pdf

[17] Shafa, B.M. Maritime Security in the Gulf of Guinea Sub-region: threats, challenge and solutions. Colonel in the Nigerian Army, US Army War College, 2011.

[18] Fiorelli M., Piracy in Africa: The case of the Gulf of Guinea.. Kofi Annan International Peacekeeping Training Centre.[online].2014, volume 1. P.1-14. [Accessed 29 November 2018]. Available from: https://www.africaportal.org/documents/12359/Fiorelli-KAIPTC-Occasional-Paper-2014.pdf

[19] 13.   Vrey, F. Bad order at sea: From the Gulf of Aden to the Gulf of Guinea. African Security Review.[Online]. 2009, volume 1, p.26. [Accessed 29 November 2018]. Available from: https://www.tandfonline.com/doi/abs/10.1080/10246029.2009.9627539

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regional Integrated Coast Guard Function in West and Central Africa (IMO/MOWCA MoU), with a view to ensuring maritime safety and to endorse the implementation of coast guard and naval security. [20]

By 2011, the issue of the Gulf of Guinea and generally, that of the maritime situation in West and Central Africa had become an issue of "global concern".[21] In early 2012, the United Nation's Security Council, during its 6727th meeting, adopted Resolution 2039 (2012), expressing its concern about the state of affairs in the Gulf of Guinea.[22] More precisely, the Security Council assigned to the United Nations regional Office on Central Africa (UNOCA) the mission to examine possible solutions, in order to eradicate piracy and armed robbery in the area.[23]Statistically speaking and according to the International Maritime Bureau (IMB), for 2012 only, 966 sailors had been attacked in Western African waters and the cost of the goods that were stolen reached about 100 million dollars [24]. Following these events, in June 2013 the heads of the Economic Communities of the West African States (ECOWAS) and those of the Central African States (ECCAS), along with the Gulf of Guinea Commission (GGC), gathered in Yaoundé, Cameroon, to discuss a common strategy to address the ongoing maritime upheaval. The summit concluded with the creation of a code of conduct, vastly inspired by the already existent one for the Eastern African States, regarding the suppression of illegal maritime acts taking place in the Gulf of Guinea.[25] Later the

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[20] Fiorelli M., Piracy in Africa: The case of the Gulf of Guinea.. Kofi Annan International Peacekeeping Training Centre.[online].2014, volume 1. P.1-14. [Accessed 29 November 2018]. Available from: https://www.africaportal.org/documents/12359/Fiorelli-KAIPTC-Occasional-Paper-2014.pdf

[21]UN says piracy off Africa's west coasts is increasing, becoming more violent. *The Washington Post.* [Online].27 February 2012. [Accessed 29 November 2018). Available from:

[22] United Nations Security Council. Resolution 2039/2012: Requests Secretary-General To Support Summit through United Nations Offices in West, Central Africa (29 February 2012). [Online]. 2012, SC 10562. [Accessed 30 November 2018]. Available from: https://www.un.org/press/en/2012/sc10562.doc.htm

[23]United Nations Regional Office for Central Africa (UNOCA). Fight Against Maritime Piracy. [Online]. -. [Accessed 29 November 2018]. Available from: https://unoca.unmissions.org/en/fight-against-maritime-piracy

[24]Hurlburt K., Seyle C. The Human Cost of Maritime Piracy 2012. Oceans Beyond Piracy.[Online}.2012, volume 1, p.32-35. [Accessed 30 November 2018]. Available from: https://www.steamshipmutual.com/Downloads/Loss-Prevention/HumanCostPiracy2012Report.pdf

[25] Group of Research and Information on Peace and Security (GRIP). The Long March of African Maritime Safety and Security in the Gulf of Guinea. [Online]. 2016. [Accessed 29 November 2018]. Available from: https://www.grip.org/en/node/2113

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same year, the IMO Assembly unanimously adopted resolution A.1069(28), embracing the aforementioned actions and committing itself to take action.[26]

Ever since the IMO has successfully attempted numerous times to assist West and Central African countries to meet their objectives. A representative example of such attempts was the cooperation amongst the IMO and NATO Maritime Interdiction Operational Training Center (NMIOTC) in September 2015, in order to conduct a training course on investigation of criminal acts, where, among others, law enforcement officials from signatory states of the Yaoundé Code of Conduct, shared their experience.[27]

Despite those efforts, as of today, maritime instability still persists in the area. In 2017, more than 100 seafarers were kidnapped in the Nigeria River Delta. [28] Moreover, hijacking, attempted attacks, vessels fired upon and vessels that were boarded have reached an alarming number. For 2018, among the aforementioned activities the phenomenon of kidnapping for ransom has increased, more specific, according to the International Chamber of Commerce (ICC), of the 114 seafarers captured globally so far, only one was captured in a region, other the Gulf of Guinea.[29]

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[26] International Maritime Organization. Resolution A.1069/28: Prevention and Suppression of Piracy, Armed Robbery against Ships and Illicit Maritime Activity in the Gulf of Guinea (29 November 2013). [Online]. 2013, IMO A.1069(28). [Accessed 30 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/A.1069(28).pdf

[27] International Maritime Organization (IMO). Strengthening Maritime Security in West and Central Africa. . [Online]. 2018. [Accessed 29 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Pages/Strengthening-Maritime-in-West-and-Central-Africa.aspx

[28] Marex. Pirates Attack LNG Carrier in Gulf of Guinea. Maritime Executive. [Online].12 November 2018. [Accessed 30 November 201]. Available from: https://www.maritime-executive.com/article/pirates-attack-lng-carrier-in-gulf-of-guinea

[29] Commercial Crime Services. *Pirate Attacks Worsen in the Gulf of Guinea.* Online]. 2000.[Accessed 05 December 2018]. Available from: https://www.icc-ccs.org/index.php/1244-pirate-attacks-worsen-in-gulf-of-guinea

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Topic Analysis

Geographic Location and Importance of the Gulf of Guinea

Geographically speaking, breaches of international law resulting in the distortion of peace and maritime safety and stability in the West and Central African mainly occur in the complicated region of the Gulf of Guinea.[30] More precisely, the Gulf of Guinea consists of the maritime area situated in the western part of the African continent and is comprised of Ghana, Togo, Benin, Nigeria, Cameroon, Equatorial Guinea, Gabon, Sao Tome and Principe, Angola and Congo.[31] This region constitutes a major consumer market as it possesses numerous resources such as cocoa, diamond, gold and timber.[32] Moreover, Nigeria, a member of the Organization of Petroleum Exporting Countries (OPEC), as well as other countries such as Equatorial Guinea, Congo, Gabon, Cameroon and Ivory Coast produce more than 4% of the global total oil production.[33] However, rising rates of illegal acts, along with various civil wars which plague the region, have transformed it into a rather challenging destination for investment.[34]

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[30]International Maritime Organization (IMO). *Implementing sustainable maritime security measures in West and Central Africa.* [Online]. 2017. [Accessed 29 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/WCA%20Strategy_English_April%202017.pdf

[31] Oritse G. Nigeria: Piracy - Nigeria Waters Now Worse Than Somalia. [Online]. 2018. [Accessed 29 November 2018]. Available from: https://allafrica.com/stories/201808100418.html

[32] Fiorelli M. Piracy in Africa: The case of the Gulf of Guinea.. Kofi Annan International Peacekeeping Training Centre.[online].2014, volume 1. P.1-14. [Accessed 29 November 2018]. Available from: https://www.africaportal.org/documents/12359/Fiorelli-KAIPTC-Occasional-Paper-2014.pdf

[33]Blue Bird Marine Systems Limited. The Gulf of Guinea. [Online]. 2015 [Accessed 30 November 201]. Available from: http://www.bluebird-electric.net/oceanography/Gulf_Of_Guinea_Ivory_Gold_Coast.htm

[34] Ibid

Figure 1: Map of the Gulf of Guinea 1

Current Challenges for the West and Central African States

Firstly, the states of West and Central Africa need to confront the causes of this instability, in order to achieve maritime peace and stability. In short, these include piracy, armed robbery against ships, illegal oil bunkering and theft of crude oil, threats to offshore oil and gas production, trafficking of arms, drugs and humans, illegal wildlife trade, illegal, unreported and unregulated fishing and environmental pollution.[35]

To begin with, piracy and armed robbery against ships have been majorly affecting the African continent over the years[36]. At this point, it has to be noted that even though the terms "piracy" and "armed robbery" are quite similar, they are different in a sense that in armed robbery, the unlawful acts are not committed by pirates or pirate

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[35]International Maritime Organization (IMO). *Implementing sustainable maritime security measures in West and Central Africa.* [Online]. 2017. [Accessed 29 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/WCA%20Strategy_English_April%202017.pdf

[36] Ibid

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ships, whereas in piracy they are. [37] Recently, there has been a shift in the frequency and the impact of such incidents from the Eastern part of Africa and namely Somalia, to the Western one and, particularly, the Gulf of Guinea.[38] Moreover, the most common type of attack today is kidnap for ransom, as according to "Oceans beyond Piracy", last year only, 100 seafarers were abducted from the Gulf of Guinea.[39]

When it comes to illegal oil bunkering and theft of crude oil, as well as threats to off-shore oil and gas production, first and foremost, it has to be noted that recent findings reveal that Nigeria, Africa's largest oil producer, lost N.[40]1.29 trillion Revenue (the Nigerian coin) in 2015 due to such thefts.[41] Moreover, despite the fact that maritime robbery has a history in the Gulf of Guinea region, it has evolved to actions targeting oil tankers for their cargo. More precisely, to facilitate their tasks, the perpetrators engage in numerous schemes, varying from converting fishing ships to provisional oil tankers to moving captured vessels closer to the shores, so that they can in secret steal oil into barrels and sell it on the black market.[42] These actions result in the withdrawal of foreign investors from the region, the degradation of the environment and the enhancement of transnational organized

Figure 2: Flows of Arms Trafficking 1

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[37] African Charter for Maritime Security and Safety and Development in Africa. [Online].2016.33128 AU 60 opened for signature 15 October 2016. [Accessed 29 November 2018]. Available from: https://au.int/sites/default/files/treaties/33128-treaty-0060_-_lome_charter_e.pdf

[38] Oritse G. *Nigeria: Piracy - Nigeria Waters Now Worse Than Somalia.* [Online]. 2018. [Accessed 29 November 2018]. Available from: https://allafrica.com/stories/201808100418.html

[39] Marex. Pirates Attack LNG Carrier in Gulf of Guinea. Maritime Executive. [Online].12 November 2018. [Accessed 30 November 201]. Available from: https://www.maritime-executive.com/article/pirates-attack-lng-carrier-in-gulf-of-guinea

[40] Nigerian currency (1 euro=412.59 Nigerian Naira)

[41]Anyio S. F. Illegal Oil Bunkering and Theft in Nigeria: Impacts on the National Economy and the Way Forward. Ph.D, Ahmada Bello University, 2015.

[42] Oritse G. Nigeria: Piracy - Nigeria Waters Now Worse Than Somalia. [Online]. 2018. [Accessed 29 November 2018]. Available from: https://allafrica.com/stories/201808100418.html

crime. As many analysts have highlighted, there is a dire need for law enforcement in the area, so as to address the ongoing upheaval.[43]

Trafficking, in terms of people, drugs and arms undoubtedly affect the West and Central African region. This is directly linked to the shipping industry, as many times, seafarers fall victims of human trafficking themselves, or are used as a means to enlarge the drug and arm trafficking network. Specifically, concerning human trafficking, seafarers in all corners of Africa fall victims of all forms of trafficking and mainly forced labor and trafficking for ransom.[44]

Regarding drug trafficking, the most prominent hubs emerging in West Africa are those between Guinea and Guinea-Bissau and between Benin, Ghana and Nigeria. Traffickers, mostly from Latin America, tend to transmit, mainly cocaine through these hubs by bigger vessels, that are then offloaded to smaller ones and then they are either sold on the continent or further transferred elsewhere.[45]Finally, trafficking of arms also constitutes another crucial challenge that West and the Central African States need to tackle. Essentially, these states lack the capacity to generate their own arms; therefore the majority of the weapons circulated in the region come from outside the continent, and mostly, through the shipping industry.[46] In addition, according to experts, a big amount of the arms used by African terrorist organizations, such as Boko Haram, tend to be either stolen from military stocks in the region or acquired

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[43]Anyio S. F. Illegal Oil Bunkering and Theft in Nigeria: Impacts on the National Economy and the Way Forward. Ph.D, Ahmada Bello University, 2015.

[44]United Nations Office on Drugs and Crime. Tackling human trafficking in West Africa: UNODC and the story of Anna and Precious. 2015. [Accessed 29 November 2018]. Available from: http://www.unodc.org/unodc/en/frontpage/2015/January/tackling-human-trafficking-in-west-africa_-unodc-and-the-story-of-anna-and-precious.html

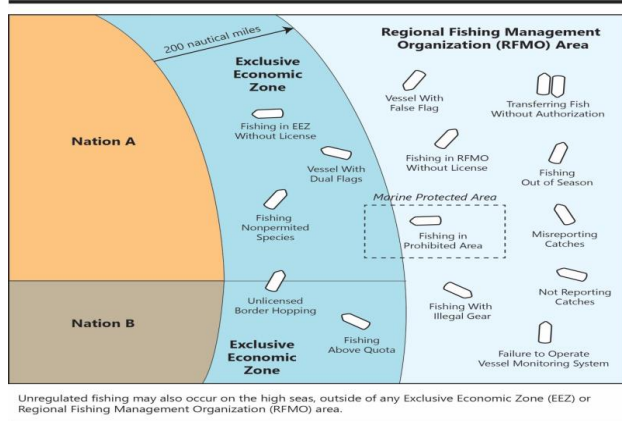[45] United Nations Office on Drugs and Crime. *West and Central Africa.*2010. [Accessed 29 November 2018]. Available from: https://www.unodc.org/unodc/en/drug-trafficking/west-and-central-africa.html

[46]United Nations Office on Drugs and Crime. Firearms in West and Central Africa. 2012. [Accessed 29 November 2018]. Available from: https://www.unodc.org/documents/toc/Reports/TOCTAWestAfrica/West_Africa_TOC_FIREARMS.pdf

from the black market.[47] As a result, it is important that the African States improve the stocks of their arms, so as to decrease their illicit flow.[48]

Regarding the illegal, unreported and unregulated fishing, one can easily observe that it undermines the sustainability of marine living resources, as well as it threatens the coastal communities in economic, social and political terms. Its impact is even more disastrous when it comes to the small-scale fishermen of Western Africa that depend on the near-shore fisheries and on their daily catch, in order to ensure their everyday living and survival.[49] Additionally, the current rates of extraction, besides confirming the threat to the livelihood of artisanal fishing communities, also underline that overfishing is found in the world's epicenter of sustainability crisis.[50] In this direction, the inadequate capacity of the African coastal states to patrol and monitor their waters further worsens the situation, making the capacity building a top priority, in order to tackle this issue.[51]

Common Forms of IUU Fishing

[47]Grassi S. Countering Illicit Arms Trafficking and its Links to Terrorism and Other Serious Crimes UNODC's Global Firearms Programme. [Power Point accessed through the VLE]. Preventing Terrorists from Acquiring Weapons. United Nations Office on Drugs and Crime, 2017.

[48]United Nations Office on Drugs and Crime. Firearms in West and Central Africa. 2012. [Accessed 29 November 2018]. Available from: https://www.unodc.org/documents/toc/Reports/TOCTAWestAfrica/West_Africa_TOC_FIREARMS.pdf

[49] Federation of American Scientists. Global Implications of Illegal, Unreported, and Unregulated (IUU) Fishing. Federation of American Scientists. 2016, volume 1, p. 6-18. [Accessed 29 November 2018]. Available from: https://fas.org/irp/nic/fishing.pdf

[50] Daniels A., Gutierrez M., Gonzalo F., Guerena A., Matheson I., Watkins K. Western Africa's missing fish. Por Causa. 2016, volume 1. p.26-29. [Accessed 29 November 2018]. Available from: https://www.odi.org/sites/odi.org.uk/files/resource-documents/10665.pdf

[51] Federation of American Scientists. Global Implications of Illegal, Unreported, and Unregulated (IUU) Fishing. Federation of American Scientists. 2016, volume 1, p. 6-18. [Accessed 29 November 2018]. Available from: https://fas.org/irp/nic/fishing.pdf

Lastly, when it comes to environmental damage in coastal communities across Africa, the oceans constitute a way of living.[52] More precisely, Sub-Saharan Africa possesses a variety of coastal ecosystems, such as coral reefs, bays, wetlands and banks that serve to facilitate these coastal communities, but also the national economies.[53] However, due to climate change and the political instability in the area, these assets are rapidly decreasing, leading to damage to the marine environment.[54] The African States, to address this situation are currently attempting to engage in programs such as regional fisheries research and management.[55]

IMO's Strategy for West and Central Africa

Over the years, the IMO has shown a wide interest in facilitating its West and Central African Member States in addressing the various challenges in the maritime domain. Its most fundamental actions began in 2006, when the Organization, along with 25 countries of the Maritime Association of West and Central Africa (MOWCA) signed the Memorandum of Understanding on the Establishment of a Sub-Regional Integrated Coast Guard Function Network in 2008, with a view to tackling piracy, armed robbery against ships, trafficking of arms, drugs and people, illegal migration and other major issues of safety and security[56]. Ever since, the IMO has been organizing numerous activities in the area, including seminars and maritime security related

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[52]The World Bank. West Africa: Fishing Communities Restore Health to Ocean Habitats. 2013. [Accessed 29 November 2018]. Available from: http://www.worldbank.org/en/news/feature/2013/06/05/west-africa-fishing-communities-restore-health-to-ocean-habitats

[53]The World Bank. The Importance of Africa's Coastal and Marine Ecosystems.2008. [Accessed 29 November 2018]. Available from: http://siteresources.worldbank.org/INTENVMAT/Resources/3011340-1238620444756/5980735-1238620476358/11AFR.pdf

[54]Ibid

[55]The World Bank. West Africa: Fishing Communities Restore Health to Ocean Habitats. 2013. [Accessed 29 November 2018]. Available from: http://www.worldbank.org/en/news/feature/2013/06/05/west-africa-fishing-communities-restore-health-to-ocean-habitats

[56] Maritime Organization of West and Central Africa (MOWCA). *Memorandum of Understanding on the Establishment of a Sub-Regional Integrated Coast Guard Function Network* (31 July 2008). [Online]. MOWCA/XIII GA.08/8. [Accessed 30 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/MOWCA%20MOU%20Final%202%20doc%20sg.doc

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training.[57] Moreover, following the unanimously adopted IMO Resolution on the *Prevention and Repression of Piracy, Armed Robbery against Ships and Illicit Maritime Activity in the Gulf of Guinea* of 2013, the Organization has been formally committed to cooperate, as requested by the local Governments, in order to assist their efforts. [58]

Through its Strategy for West and Central Africa, the IMO aims at helping West and Central African countries in developing national maritime strategies through initiating related action plans and procedures. In short, the Organizations' activities are designed to build the adequate capacity of states, so as to effectively counter the existing, as well as the potential, maritime challenges and eventually develop "*a sustainable, vibrant maritime sector".*[59]

It has to be noted that the Strategy is ongoing, and therefore, it is continuously updated, based on the progress of the mission. This is the reason why it is considered as a *"living document"*. Lastly, all activities deriving from this strategy are subjected to the availability of funds.[60]

IMO's role in capacity building

The International Maritime Organization possesses a prosperous technical cooperation program that prioritizes African countries, in order to distribute resources and to aid them in capacity building. Moreover, this program includes the acquisition of officials from both the public and the private sector, so that they can learn how to operate with international apparatus. Additionally, the IMO is able to build legal and technical capacity for enhanced maritime transport mechanisms in areas, which have yet

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[57] International Maritime Organization (IMO). Strengthening Maritime Security in West and Central Africa. [Online]. 2018. [Accessed 29 November 2018]. Available from:
http://www.imo.org/en/OurWork/Security/WestAfrica/Pages/Strengthening-Maritime-in-West-and-Central-Africa.aspx

[58] International Maritime Organization. Resolution A.1069/28: Prevention and Suppression of Piracy, Armed Robbery against Ships and Illicit Maritime Activity in the Gulf of Guinea (29 November 2013). [Online]. 2013, IMO A.1069 (28). [Accessed 30 November 2018]. Available from:
http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/A.1069(28).pdf

[59] International Maritime Organization (IMO). Strengthening Maritime Security in West and Central Africa. [Online]. 2018. [Accessed 29 November 2018]. Available from:
http://www.imo.org/en/OurWork/Security/WestAfrica/Pages/Strengthening-Maritime-in-West-and-Central-Africa.aspx

[60] Ibid

to unlock their economic future potential in international markets, while in the same time it tries to achieve the UN Sustainable Development Goals (SDGs).

The SDG Agenda of 2030 recognizes the need to consider the social, economic and environmental dimensions as crucial parts for a sustainable development. In order to achieve sustainable development, the IMO is already working with its integrated technical cooperation program (ICTP), which focuses on strengthening institutional and human capacities for an effective compliance with IMO's instruments and quality standards.[61] The IMO, so as to specifically act upon the problems of the West and Central Africa, has also developed a framework to carry out the difficult task of combating piracy, armed robbery and other illicit activities, to empower navigational safety, to protect the marine environment and last but not least to enable stakeholders, regional organizations, recipient countries and other bodies to cooperate for secure ports and offshore installations

The West and Central Africa Maritime Security Trust Fund

The Trust Fund's for West and Central Africa Maritime Security main objective is to support the IMO's projects for maritime security and capacity building in the region of the West and Central Africa and more specifically the implementation of the Code of Conduct regarding the prevention of piracy, armed robbery against ships and illicit maritime activity in West and Central Africa, as well as the Maritime Organization's for West and Central Africa (MOWCA) integrated coast guard function network project.[62]

In every one of its initiative actions, the IMO is collaborating with a plethora of other bodies and organizations such as the United Nations Office on Drugs and Crime (UNODC), the Food and Agriculture Organization (FAO), the Office of the United

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[61] International Maritime Organization (IMO). *Strengthening Maritime Security in West and Central Africa.* [Online]. 2018. [Accessed 29 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Pages/Strengthening-Maritime-in-West-and-Central-Africa.aspx

[62] African Maritime Safety and Security Agency. *MOWCA,* [Online]. 2008. [Accessed 05 December 2018]. Available from http://www.amssa.net/framework/MOWCA.aspx.

Nations High Commissioner for Refugees (UNHCR), the regional offices of UNOCA (United Nations Regional Office on Central Africa) and UNOWA (United Nations Regional Office on West Africa), as well as other international partners such as, Interpol and World Customs Organization (WCO), and development partners such as Japan, France, US Africa Command, China, the United Kingdom, the European Union, Norway and the G8++ Friends of the Gulf of Guinea.[63]

The World Bank's Blue Economy Program and PROBLUE

PROBLUE constitutes a newly established Multi-Donor Trust Fund (MDTF), accommodated by the World Bank that supports healthy oceans. PROBLUE supports the implementation of Sustainable Development Goal 14 (SDG 14)[64] and is fully aligned with the World Bank's twin goals of ending extreme poverty and increasing the income and wellbeing of those economically deprived, in a sustainable way.[65] PROBLUE is part of the World Bank's Blue Economy program, which takes a multidimensional approach to establish the sustainable use of marine and coastal resources. Understanding PROBLUE will aid for a better comprehension of the current aspects and appearing threats to oceans and search for more applicable solutions to put in action.

   PROBLUE focuses on 4 crucial aspects:

- The management of fisheries and aquaculture
- The threats that affect the ocean's health due to marine pollution.
- Building the capacity for respective governments to control their marine and coastal resources and to deliver more and long-lasting benefits to countries and communities.

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[63] International Maritime Organization (IMO). *Strengthening Maritime Security in West and Central Africa.* [Online]. 2018. [Accessed 29 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Pages/Strengthening-Maritime-in-West-and-Central-Africa.aspx

[64] The United Nations. *Progress of Goal 14 in 2018.* [Online]. 2018. [Accessed 05 December 2018]. Available from: https://sustainabledevelopment.un.org/sdg14

[65] The World Bank. *The World Banks Blue Economy Project and PROBLUE: Frequently Asked Questions.* 2018 [Online]. 2018. [Accessed 05 December 2018]. Available from: https://www.worldbank.org/en/topic/environment/brief/the-world-banks-blue-economy-program-and-problue-frequently-asked-questions

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- The sustainable development of key oceanic sectors such as tourism, maritime transport and offshore renewable energy.[66]

Who donates to PROBLUE?

Beginning with Norway, who was the first funder of PROBLUE, other countries, such as Canada have already donated in the trust fund and were followed by the European Union and many other countries of Europe. Additionally, there are other countries that are considering joining the PROBLUE. Finally, the PROBLUE is also inviting private donors, profit and non-profit donors and any other economic support to join its effort.

The importance of Blue Economy for sustainable development and economic growth

The oceans play a major role in capacity building and in environmental protection. One of their biggest roles is preserving biodiversity, providing business activities, food, driving economic growth, and keeping the planet safe from overheating by absorbing at least 30% of the planets CO_2 emissions. Also, at least 3-5% of global GDP is derived from oceans, but their overall health is reaching a tipping point. Close to a third of fish stocks are overfished, climate change affects coastal and marine ecosystems, uncontrolled development in the coastal zone is causing destruction and marine pollution, particularly from land-based source is reaching such a proportion that its impact cannot be accurately measured. If the same way of conducting business continues, it will have great negative environmental and social impact, which is expected to disproportionally affect vulnerable groups of the population, particularly women and girls. [67]Last but not least this is part of the Sustainable Development Goal (SDG 14), which urges to take care of the oceans and operate on them with caution.

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[66] The World Bank. *The World Banks Blue Economy Project and PROBLUE: Frequently Asked Questions.* 2018 [Online]. 2018. [Accessed 05 December 2018]. Available from:
https://www.worldbank.org/en/topic/environment/brief/the-world-banks-blue-economy-program-and-problue-frequently-asked-questions

[67] Ibid

International Maritime Organization – Topic Area B   **24**

Legal Background

Marine and maritime security in West and Central Africa can be founded in various legal documents. Starting from the more general, but at the same time most crucial ones, the United Nations Convention on the Law of the Sea (UNCLOS) and the International Convention on Safety of Life at Sea (SOLAS) provide us with the general guidelines regarding maritime safety and security. Furthermore, there are other legal documents, such as the Yaoundé Code of Conduct of 2013, the United Nation's Security Council 2039 of 2012 and 2018 of 2011,the IMO's resolution A.1069(28) and the Lomé Charter that address specifically the issue in West and Central Africa. All of the above, will be further analyzed:

United Nations Convention on the Laws of the Sea (UNCLOS)

The United Nations Convention on the Law of the Sea (UNCLOS) was firstly signed in 1958 in Geneva[68]. The Convention concluded in 1982, in Montego Bay, Jamaica, replaced all previous treaties from 1958 and was entered into force in 1994.[69] In short, it outlines the rights and the responsibilities of nations regarding the use of the oceans and it includes provisions concerning marine scientific research and marine environment protection.[70] It has to be noted that according to the International Court of Justice, the guidelines of the UNCLOS are applicable, as a part of international customary law, even to non-parties to the Convention (*Nicaragua v. United States of America).[71]*

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[68] Roucounas E. Public International Law. Athens: Nomiki Vivliothiki, 2015.

[69]United Nations. Chronological lists of ratifications of, accessions and successions to the Convention and the related Agreements.[Online].2018. [Accessed 29 November 2018]. Available from: http://www.un.org/depts/los/reference_files/chronological_lists_of_ratifications.htm

[70]United Nations. United Nations Convention on the Law of the Sea-Main
Page.[Online].2018.Online].2018. [Accessed 29 November 2018]. Available from:
http://legal.un.org/avl/ha/uncls/uncls.html

[71] International Court of Justice. Case Concerning the Military and paramilitary Activities in and against Nicaragua (Nicaragua v. United States of America). 27 June 1986.

International Convention for the Safety of Life at Sea (SOLAS)

The International Convention for the Safety of Life at Sea (SOLAS) was firstly discussed over a century ago, in response to the sinking of the famous ship "Titanic".[72] However, its current version was passed in 1974 and came into force six years later, in 1980.[73] The Convention lays the minimum safety standards that vary from the construction of the merchant ship to emergency situations, such as piracy, calling upon the signatory flag states to guarantee that the ships bearing their flag comply with these provisions.[74] As of November 2018, SOLAS counts 164 parties that account for approximately 99% of merchant ships globally, in terms of tonnage.[75]

Security Council Resolutions 2018 (2011) and 2039 (2012)

The United Nations Security Council, noting the upheaval and the threats to international peace and stability taking place in West and Central Africa and precisely, in the Gulf of Guinea, passed two resolutions, calling upon the relevant stakeholders to take action.[76] Namely, the resolutions 2018 of 2011 and the 2039 of 2012 both condemn the illegal activities in the area. More precisely, in 2011 the Security Council "*welcomes the intention of the Secretary-General of the United Nations to deploy a United Nations assessment mission to examine the threat of piracy and armed robbery at sea, in the Gulf of Guinea and explore options on how best to address the problem*".[77] Then, in 2012 and following the observations of the United Nations' Secretary-

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[72] Harrison and Sons eds. Text of the Convention for the Safety of the Life at Sea, Signed at London, January 20 1914. London: His Majesty's Stationery Office, 1914.

[73] Marine Insight. Safety of Life at Sea (SOLAS) & Convention for Prevention of Marine Pollution (MARPOL): A General Overview. 2017. [Accessed 29 November 2018]. Available from: https://www.marineinsight.com/maritime-law/safety-of-life-at-sea-solas-convention-for-prevention-of-marine-pollution-marpol-a-general-overview/

[74] Ibid

[75] International Maritime Organization (IMO). Status of Treaties.2018. [Accessed 29 November 2018]. Available from: http://www.imo.org/en/About/Conventions/StatusOfConventions/Documents/StatusOfTreaties.pdf

[76] International Maritime Organization (IMO). Strengthening Maritime Security in West and Central Africa. . [Online]. 2018. [Accessed 29 November 2018]. Available from: http://www.imo.org/en/OurWork/Security/WestAfrica/Pages/Strengthening-Maritime-in-West-and-Central-Africa.aspx

[77] United Nations Security Council. Resolution2018 of 2011 on acts of piracy and armed robbery at sea off the coast of the States of the Gulf of Guinea (31 October 2011). [Online]. 2011, S/RES/2018 (2011). [Accessed 30 November 2018]. Available from: http://repository.un.org/bitstream/handle/11176/16153/S_RES_2018%282011%29-EN.pdf?sequence=3&isAllowed=y

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General, the Security Council, through resolution 2039, urged the states of the afore-mentioned region to assemble in order to develop a common maritime strategy, as well as a relevant legal framework.[78] Consequently, the next year, 25 African states adopted the Yaoundé Code of Conduct.

Yaoundé Code of Conduct

The Yaoundé Code of Conduct constitutes a solid legal document that addresses matters of maritime safety and security in the Gulf of Guinea regions, such as piracy, armed robbery against ships, illegal fishing and other illicit maritime activity.[79] It was signed in June 2013 by 25 West and Central African Countries, in Yaoundé, Cameroon, following the discussion of the heads of the Economic Communities of the West African States (ECOWAS) and those of the Central African States (ECCAS), along with the Gulf of Guinea Commission (GGC).[80] Its main objective is to establish an all-inclusive security policy so as to confront the structural and economic dissociation in the area that induced a series of illicit maritime activities.[81]

IMO Resolution A.1069 (28)

Following the Yaoundé Code of Conduct, the International Maritime Organization, in November 2013 adopted the resolution A.1069 (28) that served as a means to provide support to the West and Central African states. More precisely, the IMO, through its resolution condemned the illicit activities occurring in the region and called for further collaboration amongst the states. Moreover, the IMO "requested" relevant governments to launch national rescue coordination centers or information sharing cen-

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[78]United Nations Security Council. Resolution 2039/2012: Requests Secretary-General To Support Summit through United Nations Offices in West, Central Africa (29 February 2012). [Online]. 2012, SC 10562. [Accessed 30 November 2018]. Available from:
https://www.un.org/press/en/2012/sc10562.doc.htm

[79]Economic Community of West African States. Code of Conduct Concerning the Repression of Piracy, Armed Robbery against Ships, and Illicit Maritime Activities in West and Central Africa (25 June 2013). [Online]. 2013,ECOWAS.). [Accessed 30 November 2018]. Available from:
http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/code_of_conduct%20signed%20from%20ECOWAS%20site.pdf

[80] Group of Research and Information on Peace and Security (GRIP). The Long March of African Maritime Safety and Security in the Gulf of Guinea. [Online]. 2016. [Accessed 29 November 2018]. Available from: https://www.grip.org/en/node/2113

[81]Nwangwu s. Implementation of the Yaoundé Code of Conduct and Maritime Insecurity in the Gulf of Guinea. Ph.D, University of Nigeria, 2015.

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ters, so as to report the arising attacks.[82] All in all, the Organization highlighted its position as a facilitator for the states, in order to reach maritime safety in the area.

African Charter on Maritime Safety and Security and Development in Africa (Lomé Charter)

The African Charter on Maritime Security, Safety and Development in Africa (Lomé Charter) was signed in October 2016, following the African Union Extraordinary Summit in Lomé, Togo.[83] The idea behind it was to further intensify the results of the previous summits, such as the Yaoundé Summit and to eventually upgrade the agendas on maritime security in Africa, as well as African blue economy. The most important aspect of the Lomé Charter is that it introduces a legally binding treaty approach (hard law), contrary to the Yaoundé Code of Conduct which only represents soft law and is not legally binding.[84] In addition, the Charter provides with also legally binding definitions of key terms, such as "maritime security" and "piracy".

Recent events

One can sum up the recent events in the Gulf of Guinea in three major threats that lurk and, if not dealt with, will transform the Gulf into a new Somalia. Thus, *piracy* is one of the major threats in the region followed by *kidnapping for ransom*, *unlawful boarding and attacks against ships.*

The pirates in the Gulf of Guinea are almost dominating the area. During 2018 there have been more pirate attacks than previous years. More specifically, the IMB's Pira-

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[82] International Maritime Organization. Resolution A.1069/28: Prevention and Suppression of Piracy, Armed Robbery against Ships and Illicit Maritime Activity in the Gulf of Guinea (29 November 2013). [Online]. 2013, IMO A.1069(28). [Accessed 30 November 2018]. Available from:

http://www.imo.org/en/OurWork/Security/WestAfrica/Documents/A.1069(28).pdf

[83] *African Charter for Maritime Security and Safety and Development in Africa.* [Online].2016.33128 AU 60 opened for signature 15 October 2016. [Accessed 29 November 2018]. Available from: https://au.int/sites/default/files/treaties/33128-treaty-0060_-_lome_charter_e.pdf

[84] Egede E. Africa's Lomé Charter on maritime security: What are the next steps?.Piracy Studies. [Online]. 2017. [Accessed 30 November 2018]. Available from: http://piracy-studies.org/africas-lome-charter-on-maritime-security-what-are-the-next-steps/

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cy Reporting Centre recorded 66 incidents in the first quarter of 2018, up from 43 for the same period in 2017, and 37 in 2016. The Gulf of Guinea accounts for 29 incidents in the first quarter of 2018, which is more than forty percent of the global total. Of the 114 seafarers captured worldwide, 113 were in this region. Nigeria alone recorded 22 incidents. It has to be noted that of the 11 vessels fired upon worldwide, eight were of Nigeria.[85]

Moreover, kidnapping for ransom is almost as frequent as a pirate attack. Most recently, in October 2018 pirates kidnapped ship workers of different ethnicities (Ukraine, Philippines, Poland) from the container ship Pomerania Sky as she was headed for the port of Onne in Nigeria. In September pirates attacked another ship of Swiss origin southwest of Bonny Island[86], hurting the crew, stealing the cargo and once again staining the area with violence and unstableness. The number of kidnapping has doubled since 2017 and the international community has been alarmed by the so-called "Somalization" of the area.

Last but not least, a plethora of news sites name Nigeria a piracy hotspot as attacks against ships and vessels are increasing in the area. [87]

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[85] Commercial Crime Services. *Pirate Attacks Worsen in the Gulf of Guinea.* Online]. 2000.[Accessed 05 December 2018]. Available from: https://www.icc-ccs.org/index.php/1244-pirate-attacks-worsen-in-gulf-of-guinea

[86] Marex. Pirates Attack LNG Carrier in Gulf of Guinea. Maritime Executive. [Online].12 November 2018. [Accessed 30 November 201]. Available from: https://www.maritime-executive.com/article/pirates-attack-lng-carrier-in-gulf-of-guinea

[87] Defence Web. Pirate Attacks Escalate in the Gulf of Guinea. *Defence Web.* [Online]. 11 April 2018. [Accessed 05 December 2018]. Available from: http://www.defenceweb.co.za/index.php?option=com_content&view=article&id=513 20&catid=74&Itemid=30

Figure 4: Piracy in Africa (01-06/2018)

Conclusion

Maritime security in West and Central Africa is not something to take lightly. Piracy, armed robbery against vessels, kidnapping and many more crimes are committed daily and affect not only the area but also the whole world. One must keep in mind that a ship that starts its journey, for example, from China, can be attacked at any time, thus the consequences are of a holistic nature and affect anyone that is exercising naval activities. Given that shipping is very crucial for the economy, but also for the very lives of the people that live in the region and work on the maritime sector, both the IMO and the international community, in general, shall be willing to take immediate measures, in order to counter and deal with these threats.

Points to be addressed

This section serves as a means to help you deeply understand the issue at hand and to guide you during the course of the debate. During the committee sessions, you must address specific matters that are of great importance for the whole process and of course for the drafting of your final document. The key points that should be discussed and decided upon are the following:

- What are the current challenges for the West and Central African countries regarding the maritime sector? What effect do they have on these countries, as well as in the international community? How can these challenges be answered by the international community?

- What is the IMO's role in capacity building? How is this connected with the UN Agenda 2030 on the Sustainable Development Goals?

- What is the role of PROBLUE in achieving maritime safety and stability in West and Central Africa? Is this initiative fully implemented? How can it be further enhanced?

- How can the respective states, and namely the respective port authorities assist in preserving peace and stability in the area, and especially in case of an attack, or in general, in case of an unlawful act?

- Could the NGOs support the Member States in the effort to achieve maritime safety and security in West and Central Africa?

- Do you think that the already existent legal framework, and precisely the Yaoundé Code of Conduct and the Lomé Charter, are adequate enough to cover the needs of the Member States? Is it enforced?

- Who will provide, if it is necessary to do so, **maritime education and training** to the regional or national organizations, as well as the competent authorities?

- Do you agree with **establishing information sharing center or centers** that shall receive alert signals in cases of emergency and be alert at all times to provide assistance? If so, will the access to this center be granted only to the parties of the Yaoundé Code of Conduct or not?

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- Is there a need for a **maritime surveillance system** aiming at harmonizing the accessible data and assisting to the implementation of the provisions of the Yaoundé Code of Conduct, as well as the MOWCA Memorandum of Understanding?

- Is there a need for a **national maritime security plan?** If so, what will be its aims and how will the Member States manage to coordinate amongst?

- Is there a need for a **national maritime security committee?**

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16. Harrison and Sons eds. Text of the Convention for the Safety of the Life at Sea, Signed at London, January 20 1914. London: His Majesty's Stationery Office, 1914.

17. Hurlburt K., Seyle C. The Human Cost of Maritime Piracy 2012. *Oceans Beyond Piracy.* [Online}.2012, volume 1, p.32-35. [Accessed 30 November 2018]. Available from: https://www.steamshipmutual.com/Downloads/Loss-Prevention/HumanCostPiracy2012Report.pdf

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