HOW TO IMPROVE INFORMATION SHARING IN THE GULF OF GUINEA

Presented by
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Chief of Multinational Coordination Center
Zone D
SUMMARY

INTRODUCTION

I. SECURITY SITUATION IN THE MARITIME SPACE OF GOG (ECCAS) BEFORE THE LAUNCH OF THE SECURITY STRATEGY IN ZONE D

II. ONGOING ECCAS MARITIME STRATEGY

III. THE OTHER GULF OF GUINEA INITIATIVES INSPIRED BY ZONE D ACTIVITIES

IV. THE CURRENT SECURITY SITUATION IN THE GULF OF GUINEA

V. INFORMATION SHARING ARCHITECTURE IN THE GULF OF GUINEA

VI. DIFFICULTIES

VII. HOW TO IMPROVE INFORMATION SHARING IN THE GOG

CONCLUSION
INTRODUCTION

During This last decade the Gulf of guinea seas have become one of the Most unsafe place in the world due to the increasing of piracy and arms roberies in This maritime space. Some initiatives have been taken by the political level of member states of This region to adress these threats and render the area safer.

One of the pillars of these stratégies against these transnational crime Is interoprablity of means to get intelligence and share it with other stakeholder at a national or international level.
I- SECURITY SITUATION IN THE MARITIME SPACE OF GOG (ECCAS) BEFORE THE LAUNCH OF THE SECURITY STRATEGY IN THE ZONE D

Vital interests of ECCAS States at sea seriously threatened

Arms robbery with hostages taken;

Illégal fishing

Illegal immigration

Marine pollution
II- ECCAS MARITIME STRATEGY

CREATION OF CRESMAC (Maritime Security Regional Center of Central Africa), located in Pointe-Noire, Republic of the Congo, following the Memorandum of Understanding signed October 24, 2009 in Kinshasa, between ECCAS and the Heads of State and Government of ECCAS countries.
CREATION OF CMC ZONE D May 6, 2009 in Yaoundé, following the Technical Agreement signed between ECCAS and the states of Cameroon, Gabon, Equatorial Guinea and Sao Tome and Principe, on the implementation of a Plan surveillance maritime security in the Gulf of Guinea "Zone D".

- The CMC is based in Douala, supported by Cameroon, and attached to the strategic level to CRESMAC.
- The CMC functioning budget is ensured by the State of Cameroon, since the launch of its activities and supported by ECCAS since 2014.
CMC ZONE D MISSION

The planning and coordination of the Zone D operations by developing a security plan that includes:

- Plan of equipment and facilities;
- Monitoring plan;
- Training plan with training rules and harmonized operational procedures.
- Fighting against:
  - Illegal immigration;
  - Drug trafficking;
  - Fraudulent circulation of small arms;
  - Piracy and hostage
  - Marine pollution;
  - Ships as standard and all other task necessary for the implementation of the strategy.
UNROLLEMENT OF ACTIVITIES

- **SECMAR 1:** launched September 14, 2009

- **SECMAR 2:** ongoing since February 12, 2011

- **TASK GROUP**
  - Cameroon: 01 patrol
  - Gabon: 01 patrol
  - Equatorial Guinea: 01 patrol

The naval group is based in Malabo
patrol boats are supplied by each State, while waiting for CRESMAC to be autonomous
# OUTCOME OPERATIONAL PLAN

<table>
<thead>
<tr>
<th>DESIGNATION</th>
<th>QTY</th>
<th>OBJET</th>
<th>OBS</th>
</tr>
</thead>
</table>
| **MARITIME ASSISTANCE**           | 03  | -Rescue of person who has been shipwrecked  
- Maritime assistance to the French supply ship ILE DE SEIN during operations of cable submarine installation for internet |     |
| **ILLEGAL IMMIGRATION SEIZURE**    | 02  | -Repatriation of Cameroonian clandestine from MALABO to LIMBE by an ECCAS boat.  
- Repatriation of Nigerian clandestine from Gabon |     |
## FISHING PLAN

<table>
<thead>
<tr>
<th>DESIGNATION</th>
<th>QUANTITY</th>
<th>OBJET</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAWLERS BOARDED AND INFRINGEMENT REPORT</td>
<td>27</td>
<td>Reports transmitted to the Cameroon fishing administration</td>
</tr>
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## PARTNERSHIP PLAN

<table>
<thead>
<tr>
<th>DESIGNATION</th>
<th>QTY</th>
<th>OBJET</th>
<th>OBS</th>
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</thead>
<tbody>
<tr>
<td>JOINT EXERCISES</td>
<td>16</td>
<td><strong>OBANGAME EXPRESS</strong></td>
<td>- PROOF of CONCEPT 2010</td>
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<td>- 2016</td>
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<td><strong>CORYMBE</strong></td>
<td>- Aviso LV LEHENAF</td>
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<td>- BPC le MISTRAL</td>
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<td></td>
<td>- Aviso CDT BLAISON</td>
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<td>- Frégate LATOUCHE-TREVILLE</td>
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<td><strong>NEMO</strong></td>
<td>- Ventose (14.4)</td>
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<td></td>
<td>- Aviso LV LAVALEE (15.1)</td>
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<td></td>
<td>- Commandant l’HERMINIER (15,2)</td>
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<td><strong>AFRICA ENDEAVOR</strong></td>
<td>- 2012</td>
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<td>- 2013</td>
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<tr>
<td>SYNERGIES ECCAS / ECOWACS</td>
<td>01</td>
<td><strong>23rd to 24rd February 2012</strong> visit of an ECOWAS delegates to the CMC to see what is going on in the Zone D for the development of an ECOWAS maritime strategy</td>
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<td>DESIGNATION</td>
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<tr>
<td>PARTNERSHIP WITH EU</td>
<td>03</td>
<td><strong>10th July 2012</strong> material donation of the EUROPEAN UNION to the CMC</td>
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<td><strong>January 25, 2013</strong> visit of an expert in the field of fisheries of the European Union</td>
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<td>Spurred by the SG / ECCAS, and the European Union through the PAPS II restored during <strong>March / April 2013</strong> annex building housing the offices of the CMC.</td>
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<td>DESIGNATION</td>
<td>OBJET</td>
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</table>
| PARTNERSHIP WITH THE BIR/DELTA | -Good collaboration with BIR (information sharing).  
- The CMC and the BIR jointly ensure maritime assistance to the French supply ship ILE DE SEIN | |
<table>
<thead>
<tr>
<th>DESIGNATION</th>
<th>OBJET</th>
<th>OBS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRAINING SEMINARS MADE WITH USA NAVY</strong></td>
<td><strong>From 2 to 13 December 2013</strong>, Seminar on &quot;Command and control and drafting standardized operation procedures&quot;</td>
<td><em>Image</em></td>
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<td></td>
<td><strong>From 12 to 21 February 2014</strong>, Seminar on &quot;Synthesis Maritime Intelligence&quot;</td>
<td><em>Image</em></td>
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<tr>
<td>DESIGNATION</td>
<td>OBJET</td>
<td>OBS</td>
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<tr>
<td>SEMINARS TRAINING OF TRAINERS IN THE MARITIME SECURITY ORGANIZED BY THE ECCAS THROUGH THE PAPS II</td>
<td><strong>From 14 to 18 July 2014</strong>, at Douala CMC in the benefit of the Cameroon and Gabon patrol boat crews</td>
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<td><strong>From 28 to 1 August 2014</strong>, at Malabo Naval Base in favor of the Equatorial Guinean patrol boat crew</td>
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</table>
III- THE OTHER GULF OF GUINEA INITIATIVES INSPIRED BY ZONE D ACTIVITIES

- The Summit of Heads of State and Government of ECCAS and ECOWAS countries held in Yaoundé 15 July 2013, on maritime security in the Gulf of Guinea, with the validation of Yaoundé Code of Conduct and the MOU, has led to the creation of Interregional Coordination Center (ICC), based in Yaoundé.
- ECOWAS maritime strategy with the operationalization of the CMC ZONE E in Benin are effective
- Development of Maritime Operational Centers (MOC) of different countries of the Gulf of Guinea
- Improvement in capacity building by Gulf of Guinea countries
IV- THE CURRENT SECURITY SITUATION IN THE GULF OF GUINEA

THE CASE OF ZONE D

- Stability of the security situation in Zone D despite of new modus operandi of pirates who attack in international waters (Sao Tome and Principe).
- Security of oil fields provided by the permanent presence of friends Forces and CMC Opcon vessels.
- Effective maritime traffic in Zone D.
- Regression of offenses committed by trawlers that conform more to the fisheries regulations.
- Illegal immigration from North to South (Equatorial Guinea, Gabon), remains a challenge faced by our patrols.
### SUMMARY INCIDENTS IN ZONE D AREA

<table>
<thead>
<tr>
<th>OPERATIONS</th>
<th>year</th>
<th>number of attacks</th>
<th>killed</th>
<th>injured</th>
<th>hostage</th>
</tr>
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<tbody>
<tr>
<td>SECMAR 1</td>
<td>2009</td>
<td>40</td>
<td>05</td>
<td>08</td>
<td>04</td>
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<tr>
<td></td>
<td>2010</td>
<td>16</td>
<td>06</td>
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<td>15</td>
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<td>2011</td>
<td>09</td>
<td>14</td>
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<td>2014</td>
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<td>from January 2015</td>
<td>01</td>
<td>02</td>
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<tr>
<td>TOTAL</td>
<td></td>
<td>85</td>
<td>28</td>
<td>22</td>
<td>47</td>
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</tbody>
</table>
NEW MODUS OPERANDI OF PIRATES

use of mother’s ships

arrestation October 8, 2014 at off Kribi in Cameroon's waters, the tug "BIBIANA"
Hijacking of tankers up to hundreds of coastal water with fuel thief

Hijacking of merchant ship with hostage taking and ransom payment

diversion of tanker cotton July 15, 2013 off the coast of Gabon and released seven days later off the Togolese waters with fuel thief

January 2, 2014: Diversion of SAN MIGUEL merchant ship in the waters of Equatorial Guinea.
IN ECOWAS WATERS

Nigeria

The kidnappings of sailors during attacks at sea, mainly but not exclusively in southern Nigeria are still frequent in 2014 and 2015. The objective of the kidnappers is obviously the payment of ransom. The issues of these deal are often rapid (an average of two weeks of captivity in the last month).

A controlled mooring area was set off Lagos and is monitored by a security company. The intervention, if necessary, is done by means of the Nigerian Navy at the most extensive of the area.

Nigerian security forces are engaged in the fight against piracy, including illegal activities related to trafficking of oil products. Nigeria approaches and oil exploitation areas are particularly prone to piracy. The targets of hackers and their motivations are not confined to a particular ship type or a single kind of merchandise.
V- INFORMATION SHARING ARCHITECTURE IN THE GULF OF GUINEA

FRIENDLY FORCES

Zone A
Angola, RDC and, Congo

Zone D
Cameroon, Gabon, Equatorial Guinea and Sao Tome and Principe.

Zone E
Nigeria, Bénin, Togo,

Zone F
Ghana, Ivory Coast, Liberia, Sierra Leone

Zone G
Sénégal, Cap Vert, Gambie, Mali, Guinée Bissau

foreign partners
- USA (US Navy, IMB)
- France (Brest Navy MOC, CORYMBE OPS, BOURBON Company)
- Brazil
- Germany
- Italy
- Spain
- Portugal
- China
- MTISC-GOG- GHANA (Maritime Trade Information Sharing Centre Gulf Of Guinea)
MEANS OF ZONE D INFORMATION SHARING

EXISTING MEANS

- **CMC / PATROL OPCON / FRIENDLY FORCES**
  - RADIO: HF - VHF
  - PHONE

- **CMC / NATIONAL MOCS/ PARTNERS**
  - RADIO: HF - VHF
  - PHONE
  - INTERNET: MAIL – SAMETIME CHAT -APAN - NCE - SPRINT CHAT
  - DETECTION: AIS - SEAVISION - CAMTES

DESired MEANS

INMARSAT – RADAR – GMDSS
MEANS OF INTERREGIONAL COORDINATION CENTER (ICC)
INFORMATION SHARING

- TPH et FAX
- INTERNET- APAN-
- SAMETIMECHAT
- CAMTES, AIS SEA
- VISION
- HF
- GMDSS
- NAVTEX
- INMARSAT
- SART
VI- DIFFICULTIES

- Lack of communication between different countries MOCs
- Difficulties of HF communication with ships by moment
- No AIS and internet connection onboard the most GOG ships
- Low coverage of the entire coast of the Gulf of Guinea by a coastal radar system
- Lack of means to get the payment of subscriptions to access services providers of satellite informations or telecommunications;
- Notion of sovereignty with degree of protection of informations to share with others remains a challenge to overcome at the national level with stakeholders and implicated agencies
- Poor commitment of national moc to share information with regional moc (the case of maximus was relevant with no information sharing between ecowac and eccas countries)
VII- HOW TO IMPROVE INFORMATION SHARING IN THE GOG

The summit of Heads of State of ECCAS and ECOWAS countries, held in Yaoundé from 24 to 25 June 2013, has marked a strong will and firm commitment of our leaders to use every means to fight in synergy the scourges that undermine the maritime area of the Gulf of Guinea. The Policy Statement, the MOU and the Code of Conduct that resulted from this meeting, are for us and other operational actors, strategy documents that we recommend a careful consideration for implementation.
National level

- RADAR systems installation along the natural coastline to have a good knowledge of the maritime domain;
- Develop a skilled human resources capable of exploiting information sharing systems or devices;
- Acquire boats with terminals compatible with the use of satellite information and GMDSS and pay for subscription to access different sites and have internet onboard;
- Densify the national Internet network and have the means provided for the payment of subscriptions to access service providers of satellite information or telecommunications;
- Install nationally a national data center for use of satellite information and ensure permanently subscription fees;
- Embed the GOG information sharing network to be put in place ensuring financial burdens subscription thereto; (this would allow us a certain independence from some of our partners who supply us with passwords to access their sites and have information databases);
- Favour the interoperability of communications or detection means for better compatibility between national users
- Elaborate national legal framework where it is stated what information is confidential or not and a need in some circumstances to make a judgement about whether confidential information can be shared in the public interest
- Favour the security of information sharing which must be proportionate to the sensitivity of the information and the circumstances
- Use of interoperable tools for information sharing such as secured websites, data analysis software, communication and situational awareness devices
- Use of fusion centers and a national coordination fusion center to manage timely and securely accurate information
- Interconnection of maritime operational centers and ships within the country in order to get a common operational picture ashore and offshore
Regional and Interregional Level

- At the regional level we can rejoice of having legal frameworks such as yaounde code of conduct, zoneD agreement, zoneE agreement, eccas and ecowacs maritime strategy, that encourage at a multilateral and bilateral level to share information amount GOG countries. The main problem here is the commitment of these countries to really implement these documents by really sharing information among them.
- It is advisable that despite of some confidentiality issues linked to the sovereignty of countries best judgement must lead to share information with others when there is a vital public interest.
- Develop in each Regional Economic Community a primary network of information sharing for the benefit of the States of the Gulf of Guinea (CRESMAC and CRESMAO);
- Favour the interoperability of communications equipment or detection with those of member countries;
- Develop the coordination of activities in the two regions at the Interregional Coordination Centre (CIC);
- Harmonize standard operational procedures in order to exchange in operational language well understood by all.
CONCLUSION

The best maritime domain awareness depends on the availability of new technology with efficient systems which permit detection, collection, gathering, dissemination, transmission, and communication at the aim to permit the decision maker to take the better decision to interact.

All of this is information sharing which goes from the level of a unit at sea to the national and international level through different intermediate levels.

Despite the lack of most of these genuine equipments in different countries of the GOG, we can rejoice for the firm commitment of chief of ECCAS and ECOWAC states who set up a legal framework for these countries to share among them vital information to make their maritime space safe and secured and promote the development of the blue economy.
The recent arrestation in kribi of the pirate vessel BIBIANA which was a mother ship for pirates and which was involved in the kidnapping of the tanker KERELA in Angola is a good example of information sharing between French navy, Cameroon navy, Equatorial guinea navy and the CMC ZONE D task force.

It's also thanks to the good information sharing between the US coast guard, French Togo and Ghana navies that Nigeria navy conducted a successful boarding onboard the tanker Maximus that was under pirates control.

Nevertheless, we still encourage strong will for member states to really share information for better use of all stakeholders and to think of the legal finish after operational success at sea.
THANK YOU FOR YOUR ATTENTION

Questions?