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From: Secretary-General of the European Commission,  
signed by Mr Jordi AYET PUIGARNAU, Director

date of receipt: 13 February 2020

To: Mr Jeppe TRANHOLM-MIKKELSEN, Secretary-General of the Council of  
the European Union

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Gulf of Guinea Action Plan 2015-2020: Fourth Implementation Report

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Delegations will find attached document SWD(2020) 34 final.

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HIGH REPRESENTATIVE  
OF THE UNION FOR  
FOREIGN AFFAIRS AND  
SECURITY POLICY

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**JOINT STAFF WORKING DOCUMENT**

**Gulf of Guinea Action Plan 2015-2020  
Fourth Implementation Report**

## JOINT STAFF WORKING DOCUMENT

Gulf of Guinea Action Plan 2015-2020

### Fourth Implementation Report

## Gulf of Guinea Action Plan 2015-2020

### Fourth Implementation Report

#### *Summary:*

The fourth implementation report of the Gulf of Guinea (GoG) Action Plan describes the progress registered in 2018, while the first, second and third reports covered 2015, 2016 and 2017 respectively. This report is based on information received from Member States, European Commission services, EEAS and EU Delegations

The EU Strategy on the Gulf of Guinea<sup>1</sup> was adopted at the Foreign Affairs Council (FAC) in March 2014 and supports the decisions taken at the West and Central Africa Heads of State Summit in Cameroon in June 2013. The so-called "Yaoundé process" focuses on tackling the complex and wide-ranging challenges of maritime insecurity and organised crime across the region.

The Gulf of Guinea Action Plan 2015-2020 (GoG AP)<sup>2</sup> was adopted in March 2015 by the FAC and sets out the basis for implementing the GoG Strategy.

The Action Plan (AP) is structured around 14 results with 67 actions, and 4 strategic objectives. It sets clear expected results and actions for the long term (3 to 5 years), medium term (1 to 3 years) and immediate delivery.

The main section of the 4th report concentrates on qualitative analyses related to the four objectives of the Action Plan, including general progress indicators. More detailed implementing actions are provided in annex.

EU activity - whether through new and ongoing projects and programmes or with regular military or *ad hoc* naval presence - was substantial in 2018. Based on an integrated approach to security and development, maritime security played a more systematic part in political dialogue between GoG states and EU Delegations. Increased attention was paid to the link between maritime security and Ocean Governance, Blue Economy, Law Enforcement, Migration and Human Development.

In addition, the private sector, in particular the shipping industry, has increasingly expressed its deep concern over the intensification of piracy incidents and attacks: the ongoing kidnappings of seafarers and persistent criminality in the waters of the

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<sup>1</sup> [https://eeas.europa.eu/sites/eeas/files/eu\\_strategy\\_on\\_the\\_gulf\\_of\\_guinea\\_7.pdf](https://eeas.europa.eu/sites/eeas/files/eu_strategy_on_the_gulf_of_guinea_7.pdf)

<sup>2</sup> <http://data.consilium.europa.eu/doc/document/ST-7168-2015-INIT/en/pdf>

GoG limit the capacity of the industry to expand investment and thus contribute to the development of coastal States and communities.

In 2018, EU maritime security analyses shared with African partners showed that incidents of piracy (actual and potential attacks) in the GoG increased by around 80%.<sup>3</sup> Reports also revealed the worrying upward trend of kidnappings of around 20%, along with the enlargement of criminal actions to fishing ships outside Nigeria's waters. The epicentre of the problem remains related to Nigeria, whose waters were the scene of a large number of incidents and whose territory is used by those groups involved in piracy.

During 2018, limited progress can also be identified in the Yaoundé maritime architecture, and the functional operational capacities of multinational, regional and interregional structures remain incomplete. Unfortunately, the G7++ Friends of the Gulf of Guinea (G7++FoGG) forum did not carry out significant activity during the year, with the exception of a meeting in Abidjan in December 2018.

Nevertheless, the Strategy on the Gulf of Guinea reflects the Integrated Approach to External Conflicts and Crises, as agreed in the Council Conclusions of January 2018, in particular through fostering the "security and development nexus". It contributes to containing and tackling common intra and interregional threats such as transnational organised crime, violent extremism and terrorism.

Achieving the results foreseen by the GoG AP will still require sustained ownership by institutions and countries of the GoG, as discussed during the G7++FoGG meeting in Abidjan in December 2018.

## ***I. Background:***

The Gulf of Guinea remains a region where Africa and Europe's interests converge, and where stability and security must be preserved and improved. It covers a vast area including approximately 6000 km of coastline. Keeping trade routes open, ensuring safe, secure and lawful use of maritime resources and contributing to stability in the GoG is of major importance.

At the Yaoundé Summit in June 2013, the Heads of State of the Economic Community of Central African States (ECCAS) and of the Economic Community of West African States (ECOWAS) reaffirmed their intention to co-operate against piracy, armed robbery against ships and illicit maritime activity in West and Central Africa. With this goal in mind, alongside a Joint Declaration, they adopted the Yaoundé Code of Conduct,<sup>4</sup> whose main aim is to "*promote regional maritime cooperation and a stable maritime environment, contribute to the peace, good order and continuing prosperity of the West and Central Africa*". Moreover, they urged the two regional organisations, ECCAS and ECOWAS, together with the Gulf of Guinea Commission (GGC) (via a Memorandum of Understanding)<sup>5</sup> to ensure better

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<sup>3</sup> "Piracy and Armed Robbery Against Ships", Report for 1 January – 31 December 2018, ICC International Maritime Bureau

<sup>4</sup> <http://cicyaounde.org/wp-content/uploads/2015/04/CodeofConduct-EN.pdf>

<sup>5</sup> [http://cicyaounde.org/wp-content/uploads/2015/04/Yaoundé-MoU\\_EN.pdf](http://cicyaounde.org/wp-content/uploads/2015/04/Yaoundé-MoU_EN.pdf)

cooperation between the various maritime security centres of the two regions and to ensure greater mutualisation and inter-operability. They also decided to create an Interregional Coordination Centre (ICC) in charge of the implementation of the Code of Conduct. The ICC has been hosted by Cameroon since September 2014.

The ambitious Yaoundé maritime security architecture has shown some progress since its creation, however – five years after the Yaoundé Summit decision – there is still room for improvement since current status does not allow the 19 countries of the GoG and the regional organisations to act efficiently and effectively, both between themselves and with international partners.

Since the adoption of the Yaoundé Code of Conduct, the most politically relevant event was the adoption of the Lomé Charter on Maritime Security, Safety and Development in Africa, at the African Union Extraordinary Summit held in Lomé, Togo, in October 2016. The Charter was considered a concrete deliverable of the 2050 African Integrated Maritime Strategy (AIMS),<sup>6</sup> and after its entry into force, it provided a pan-African scope and legally binding framework.

Building on experience and in line with the EU Global Strategy, the revised EU Maritime Security Strategy Action Plan adopted in June 2018 sought to enhance the EU's role as global maritime security provider.

## ***II. Main achievements of the EU on the four objectives in 2018***

The EU GoG AP covers the period 2015-2020 and foresees 14 results with 67 actions, under 4 strategic objectives. It comprises immediate, medium term (one to three years) and long term (three to five years) activities, to be conducted by Member States, Commission services and EEAS.

The extent and scope of the challenges to maritime security in the GoG demand a vision that integrates security, governance and development. Work done so far has increased a mutual understanding of the priority and scale of the threat, the strengthening of governance structures, the involvement of the private sector and the work with coastal communities.

The dialogue with EU industry present in the region is of paramount importance and should continue to be strengthened. In the same spirit, the presence of oil and shipping representatives and international NGOs at meetings such as the EU Task Force or G7++FoGG provides an opportunity for sharing information and assessing risks and dangers across the zone together. The EU encourages continued industry representation at future meetings, and recognises the industry's growing level of concern and frustration at the security threat in the region.

As in previous years, in 2018 Member States were informed and consulted via the COAFR Council Working Group. This collaboration at European level during G7++FoGG meetings should be constantly encouraged and strengthened.

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<sup>6</sup> [https://au.int/sites/default/files/documents/30929-doc-2050\\_aim\\_strategy\\_eng\\_0.pdf](https://au.int/sites/default/files/documents/30929-doc-2050_aim_strategy_eng_0.pdf)

**First Objective: Improved common understanding of the scale of the threat, and the need to address it among the countries in the region and the international community**

Result 1: Bilateral dialogues with ECOWAS, ECCAS, GGC, African Union (AU), and National governments

Result 2: Regular reporting and analyses of risks with EU Member States and international partners

Result 3: Sharing of information on activities among all stakeholders involved

**Achievements**

During 2018, the EU and some EU Member States continued contacts with the two main regional organisations ECOWAS and ECCAS, and to a lesser extent, with the GGC. Several Member States also had experts embedded in ECCAS, and/or ECOWAS, in addition to naval/maritime advisors in their Embassies.

The main forum to address Gulf of Guinea internationally remains the G7++FoGG, of which concerned Member States and the EU are members. Unfortunately, the G7++ FoGG forum has not carried out significant activity during the year, except a meeting in Abidjan in December 2018. France and Ghana will co-chair the Group in 2019, with appropriate support from EEAS and Commission services, a relevant association of the maritime industry and all the economic and non-governmental actors concerned.

GoG countries continue to generally acknowledge the level of the threat in the region, including piracy and armed robbery, crude oil theft and illegal bunkering, IUU fishing, insurgency, terrorism, and kidnapping of seafarers for ransom. They also recognise the need to secure their maritime environment. However, at a more operational level maritime security remains unevenly addressed by GoG countries and there is insufficient recognition of the link between maritime security and the fight against transnational crime on one hand and economic development and job creation on the other.

Several analytical reports produced throughout 2018 by the EU services and shared with Member States and with African partners showed that incidents in the GoG increased in 2018. Reports revealed the worrying trend of violent kidnappings for ransom and a return to tanker hijackings; and, in terms of conduct and strategies, the enlargement of criminal actions to fishing ships outside Nigeria's waters.

Reporting is regularly made by the European Commission's DG Mobility and Transport which produces a Piracy Bulletin bi-monthly in which Gulf of Guinea incidents are highlighted. The ICC produced a weekly report on maritime safety and security in the GoG throughout 2018. The collaboration with US-AFRICOM remained robust and mutually enriching, and was also a basis for exchange of information and for participation in exercises and forums.

The shipping and oil industries continued (in particular through ECSA and OCIMF) to share their evaluation of the situation and their perception of the increased danger to seafarers. Representatives from the shipping and the oil industries provided their views on the challenges and opportunities in the Gulf of Guinea and underlined the benefits of their commercial and industrial activities to the coastal States' economic prosperity and to the development of the blue economy. They highlighted the fact that the increase in kidnappings for ransom not only generates an economic cost for companies, but also involves human and psychological suffering for seafarers and their families. Passive defence measures (such as refuge in the citadel) can prevent harm to the crews but involve safety risks for the ships and the environment. It is therefore crucial that rescue in case of attacks is rapid and effective.

Established in June 2016, the Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG) mechanism continued operating from the French and UK navies' centres in Brest and Portsmouth respectively. The role of MDAT-GOG is to alert local authorities; warn other vessels in real time to avoid danger zones and loitering pirate groups, and share information and statistics on incidents.

Mapping of activities from GoG countries and partners and reporting of incidents are essential tools for more effective co-operation and information sharing. In addition, ICC should strengthen its activities in terms of harmonising the GoG legal frameworks dedicated to maritime safety and security and by reinforcing systems interoperability.

Cooperation with the Copernicus Maritime Surveillance (CMS) system continued in 2018, with a focus on making use of the satellite imagery to conduct exercises in close collaboration with Member States and UNODC. Exercises were carried out with individual countries (Liberia and Cape Verde) that carried out simulated boardings, and in which case led to the detention of a shipping vessel for IUU fishing. In addition three African Navy's Exercise for Maritime Operations (NEMO) were supported (February, June, and September) with satellite imagery from Copernicus.

## **Challenges**

The increase in maritime insecurity remains the fundamental challenge for the region. To tackle this challenge, partners' support mechanisms must take three elements into account: ownership, effectiveness and sustainability. These elements are interlinked as optimization in the use of resources and ownership will help ensure sustainability in the long term.

The involvement of the private sector in the coordination of maritime security is also essential. In 2018, contacts with maritime industry and all economic and non-governmental actors were reinforced. The French and Ghanaian co-presidency of the G7++ Group in 2019 will pursue this line of action.

Under-reporting of attacks remains a problem, hindering both progress in safety and the pursuit of research to understand the magnitude of this type of crime. Although security forces have successfully disrupted some activity, the rise in kidnappings illustrates that pirate groups remain capable and ambitious in their attacks.

## **Recommendations and priorities for 2019**

As noted in previous years, the fight against piracy and other criminal activities in the GoG would be facilitated by an integrated approach to maritime security and therefore needs to include surveillance, preventive action and law enforcement, within a global framework covering security, development and environmental issues.

Therefore, enhanced coordinated efforts and a multi-layered approach need to include both bilateral and multilateral collaboration with countries within and outside the region. The ICC and the regional centres CRESMAO and CRESMAC were initially defined to play this coordinating role. The delay in their full implementation is limiting the response and needs to be urgently addressed.

It seems important for all vessels to continue reporting into the Maritime Domain Awareness for Trade - Gulf of Guinea mechanism (MDAT-GOG) in the first instance, whilst trusted local institutions develop their capacities. The MDAT-GOG will continue to undertake efforts in 2019 to increase the number of vessels reporting. An expanded role for the CMS System could be explored.

In response to under-reporting, attention needs to be paid to the needs of shipping so that information is handled appropriately being secured within restricted communication networks, outside the reach of criminal organizations.

SUMMARY OBJECTIVE 1: Dialogues, sharing of information, reporting and analyses of risks continued during 2018. Special attention should continue to be given to dialogue and confidence-building with regional and interregional structures. GoG countries should be encouraged to implement adequate national legal frameworks and ratify as soon as possible the Lomé Charter. EU and EU Member States can be expected to provide political and financial support to these objective, in coherence with the EU's integrated approach to conflict prevention.

## **Second Objective: Reinforced multi-agency institutions at the regional and national levels**

Result 4: Capacity building of regional and national institutions

Result 5: Improved information exchange and deployment of state-of-the-art Information and Communication Technologies (ICT)

Result 6: Improved law enforcement and judicial cooperation (incl. customs, coast guards, maritime police and gendarmerie)

Result 7: Improvements in transnational (zonal) cooperation

## **Achievements**

At the end of 2018, the ICC is yet to fulfil adequately its role of harmonising legal and judicial capabilities. It lacks a strategic approach to training and the key elements for information sharing and communication. ICC remains understaffed and



underfinanced. CRESMAO and CRESMAC present a similar situation. At national level, Maritime Operations Centres (MOC) seem to have reached a level of maturity that should enable the reinforcement of cooperation. Efforts initiated in previous years at national level by developing National Work Plans on Maritime Security achieved better results in some countries of the region.

EU actions remained significant in the field of capacity building during 2018 as the EU and some Member States continued their support of both regional and national institutions, amounting to €41.5 million for ongoing activities from the European Development Fund and the Instrument contributing to Stability and Peace. UNODC and INTERPOL, supported by the EU, are also providing crucial capacity building in the region in coordination with other international assistance programmes, regional organisations and institutions of the Yaoundé architecture.

In terms of information technology, GoGIN is developing an interregional IT network for information sharing (YARIS) within the Yaoundé Architecture for Maritime Security and Safety, which is expected to be delivered in 2020.

Since 2012, with the support of the EU, INTERPOL has started the rollout of WAPIS (Western African Police Information System), starting with four pilot countries (Mali, Niger, Ghana, Benin). The objective of the programme is to increase the capability of the West African law enforcement community to collect, centralize, manage and share police data, both within the sub-region and with the rest of the world. The programme is now in its third phase, corresponding to the rollout of the system in all ECOWAS countries, plus Mauritania. Within that framework INTERPOL will design within WAPIS a specific module for maritime security, supported from the SWAIMS programme (see below). Technical discussions are under way to define the scope of data covered by the module, in relation to the existing database managed by the Maritime Security Department of INTERPOL, as well as the processes for collection and exchange.

During 2018 Nigeria continued taking steps towards equipping its Navy with suitable platforms to enable better policing and law enforcement within Nigeria's maritime domain. An improvement in prevention strategies by the Nigerian authorities in the Niger Delta region is to be noted and recent rescue operations were positive developments. Unfortunately, Nigeria's anti-piracy Bill was not approved despite the assistance of UNODC and dialogue with EU partners. UNODC have supported the operationalisation of that effort through a Maritime Law Enforcement Adviser. In addition, the UK NCA works with partners across the region to tackle serious and organised crime threats, including the provision of assistance to build the capacity and capability of local law enforcement agencies.

Following recent piracy episodes, the navy of Benin increased patrols to escort ships - particularly from Nigeria - to anchorage sites. Naval officers are now sent on board selected vessels (mainly oil-tankers) including on demand of the ship-owner for the time spent at anchor in Benin. In general, the coordinating national maritime security body remains unequipped and understaffed and is unable to ensure adequate protection to all cargos cruising Beninese waters.

The EU-funded programme “Support to West Africa Integrated Maritime Security” (SWAIMS - €29 million) aims at supporting ECOWAS’s Integrated Maritime Strategy and improving maritime security and safety in the Gulf of Guinea through a combined approach involving legal, technical and operational activities in the region. The project’s component managed by UNODC – capitalizing on legal activities conducted under GoGIN – will contribute to strengthening legal, governance and law enforcement frameworks to better support maritime security. The project also includes operational enforcement with the provision of equipment for use at sea and on land (managed by CAMOES), increased regional information sharing through the integration of maritime criminal data into the WAPIS database (managed by INTERPOL) as well as operational training delivered by regional academic entities such as ISMI (“Institut de sécurité maritime interrégional”) in Abidjan, and RMU (Regional Maritime University) in Accra, in liaison with CRESMAO and MMCCs’ staff. Finally, the project includes a component managed by the GIABA (Inter-Governmental Action Group against Money Laundering in West Africa at ECOWAS) to conduct an assessment of illicit financial circuits generated by maritime crime.

Another field of work identified during the dialogue with GoG partners was the need for a harmonized legal framework among countries in the region. This is a fundamental prerequisite to facilitate stronger and more effective inter-regional cooperation between the competent national authorities (customs, maritime police and coast guards, national police and naval forces), as well as between these authorities and the judiciary in all the coastal states of the Gulf of Guinea. Incentivising this vital work requires a reminder that maritime security contributes to better economic performance for the States concerned, and that combatting IUU fishing helps to avoid over-exploitation and hence ensuring better management of marine resources to the benefit of coastal communities.

### **Challenges**

The ICC should be encouraged to fulfil its role at the centre of the Yaoundé Architecture. Some lines of actions already identified could accelerate its readiness to lead the process. Special attention needs to be paid to the complementarity and cooperation between the two regional centres and the interregional one. Better operational capacities by CRESMAO and CRESMAC will facilitate the ICC’s strategic role, as foreseen in the Yaoundé Architecture.

The implementation of different EU supported initiatives makes the coordination between new and on-going EU-funded actions a crucial task in order to avoid duplication, increase synergies and sustain their impact.

The varied legal frameworks within the GoG complicate the response to challenges faced at sea. Stakeholders frequently comment on the lack of criminal prosecutions, despite the many instances of piracy in the region.

A framework for legal cooperation must be established to ensure that appropriate legal action is taken in the various cases under consideration. To ensure the success of all legal proceedings, investigative and evidence gathering procedures must be improved; the skills of the stakeholders at sea in the preservation of crime scenes and evidence gathered must be improved.

The coastal states will need to take forward the various processes for the harmonisation of legal frameworks. This fundamental step can be helped by increased political will from GoG states to take domestic action and establish adequate legal frameworks applicable to maritime security.

**Recommendations and priorities for 2019**

Main recommendations for 2019 would include supporting the ICC to update its action plan. Much will need to be done, including a credible investment plan, recruiting the necessary staff, mapping the ratification of international conventions, treaties, establishing an inventory of existing national legislations as well as legal practices on maritime crimes, and exploring innovative funding contributions (for example from port operators and others), and a possible donor conference. The orientations planned by the French and Ghanaian co-chairmanship of the G7++ FoGG could see advances on these points. In addition support from both PASSMAR and SWAIMS, capitalizing on GoGIN’s achievements, should assist.

Support to improve judicial cooperation in the region as well as reinforcing Law Enforcement Agencies should be strengthened in order to better tackle the multidimensional and cross-border aspect of piracy and illicit trafficking.

In order to reinforce the coordination of cooperation programmes, a mapping of ongoing and planned actions could be defined during 2019 with the collaboration of the G7++ FoGG. This should contribute to an integrated and comprehensive approach to maritime security in the GoG – both within the EU and with partners.

In order to share a strategic vision and enhance coordination of actions, the structured policy dialogue between the EU, UNODC, and INTERPOL should be strengthened and synergies promoted.

SUMMARY OBJECTIVE 2: In 2018, new programmes increased the opportunities for supporting regional institutions in general, for example on law enforcement, reforms and judicial cooperation. This effort should continue together with an encouragement for consolidating regional (CRESMAC, CRESMAO) and interregional (ICC) institutions and clarifying the mandate and tasks of each one of them during 2019.

**Third Objective: More prosperous and resilient economies and coastal communities**

- Result 8: Improved governance of key industries (incl. fishing and extractive industries)
- Result 9: Support for infrastructure projects, including ports
- Result 10: Support to growth and employment in coastal areas
- Result 11: Facilitation of research to understand conducive causes, and support to youth and educational initiatives to mitigate criminality

## **Achievements**

The EU and its Member States continued to provide support for the development of fisheries resources, maritime infrastructure, and other types of economic development for an amount of approximately €75 million under the European Development Fund and the EU Emergency Trust Fund for Africa. As an example, the EU-funded €15 million programme "Improved Regional Fisheries Governance in Western Africa" (PESCAO) aims at building more prosperous and resilient economies in coastal communities. The programme supports ECOWAS in developing a regional fisheries strategy and facilitating cooperation with sub-regional fisheries organisations. Through a partnership between the Sub-Regional Fisheries Commission (SRFC), the Fisheries Committee for the West Central Gulf of Guinea (FCWC) and the European Fisheries Control Agency (EFCA), the programme encompasses activities to address IUU fishing. This is done by building the capacities of competent national and regional monitoring, control and surveillance (MCS) authorities to conduct fisheries controls and inspections. Since 2018, four joint surveillance campaigns have been funded by PESCAO. Finally, the programme brings together fisheries stakeholders and scientists, to propose concrete improvements on fisheries management and thereby contribute to building the resilience of marine ecosystems. The EU is funding projects in Liberia and Ghana to support fishermen communities. Sustainable Fisheries Partnership Agreements (SFPAs) provide additional financial for capacity strengthening and support to national fisheries policies.

On IUU issues, the European Commission continued in 2017 and 2018 to engage with several GoG countries through bilateral dialogues under the EU IUU Regulation.

The new project "Improving port security in West and Central Africa" (WeCAPS) funded under the Instrument contributing to Stability and Peace was signed end of 2018 and is to be launched. The project foresees activities in the areas of International Ship and Port Facility Security Code (ISPS) compliance, port governance, civil protection, and law enforcement. The project is also intended to serve as a platform for more targeted actions coming from other sources.

Fostering the link between security at sea and on land, the three projects "Organised Crime West Africa Response"<sup>7</sup> on (1) cybersecurity and fight against cybercrime; (2) on anti-money laundering and counter financing of terrorism; and (3) anti-trafficking; will contribute to tackle security challenges in the region with an integrated approach.

## **Challenges**

Climate change and environmental issues which hold back the achievement of sustainable development by coastal states are the major challenges. Strengthening their resilience (climate change proofed natural resources and food resource management and protection of biodiversity) means improving the local livelihoods of coastal areas, which in turn generates positive results in terms of sustainable growth, and is complementary to the fight against armed conflict and piracy in the region.

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<sup>7</sup> Organised Crime: West African Response on Cybersecurity and fight against Cybercrime (OCWAR-C), Organised Crime: West African Response on Anti-Money Laundering and counter financing of terrorism (OCWAR-M) Organised Crime: West African Response to trafficking (OCWAR-T).

IUU fishing poses a serious environmental threat to fish stocks, and also distorts competition and puts law respecting businesses and coastal communities at risk, bringing negative consequences in terms of livelihoods. Fish resources are in constant decline and most coastal states suffer from illegal exploitation of fish resources and from toxic waste dumping, thus increasing deprived local fishers of their source of income, which in turn, may increase the risk for them to join criminal organised networks. For these reasons, bilateral dialogues are crucial towards more prosperous and resilient economies in coastal communities. Increased revenue from the fishing sector needs to go hand in hand with efforts to ensure good governance and fight against corruption.

Since the adoption of the Yaoundé Code of Conduct, the Lomé Charter on Maritime Security, Safety and Development in Africa was adopted at the African Union Extraordinary Summit held in Lomé, Togo, in October 2016. However, the Lomé Charter annexes are not yet finalised, which is currently preventing other Member States to ratify the Charter.

### **Recommendations and priorities for 2019**

Enhanced regional coordination and cooperation with partners, dialogue with coastal communities and the adoption of specific community development programs should be considered as the relevant instruments to mitigate the risks of attacks.

ECOWAS and ECCAS can have a leading role in co-ordinating the development of strategies for local capacity building. These institutions should also encourage the finalisation of the annexes of the Lomé Charter, notably the one on Blue Economy. In addition, reinforced national maritime security capacity – institutional/legal as well as operational – could also reinforce regional cooperation to the benefit of coastal communities.

Sustainable and inclusive economic development in the Gulf of Guinea is crucial to improve livelihoods, strengthen resilience of vulnerable populations and provides an alternative to current threats present in the region. By improving the prospects of coastal communities through job creation, youth empowerment through investment in education, private sector development and trade, countries located in the Gulf of Guinea would benefit from better regional integration and stability.

In this vein, the “Europe-Africa Alliance for Jobs and Investments”, and the European External Investment Plan (EIP) will mobilise public and private resources for investments as well as assist in building a conducive investment climate in the region. Regarding trade policy, the region has an opportunity to capitalise on the Economic Partnership Agreements (EPAs) contributing through trade and investment, to growth, sustainable development, and job creation.

<p><b>SUMMARY OBJECTIVE 3:</b> The EU and its Member States should seek more opportunities to support coastal communities vulnerable to the risk of impoverishment with consequences on regional stability. The participation of private actors at all levels during dialogue and consultations facilitates the identification of realistic priorities and their contribution to the development efforts of coastal communities.</p>
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## **Fourth Objective: Strengthened cooperation structures with the region, and amongst EU Member States and international partners**

Result 12: Encouragement of practical regional cooperation beyond declarations of intent

Result 13: Political dialogues and coordinated lobbying for implementation of the Code of Conduct

Result 14: Support to ECOWAS, ECCAS and GGC internal coordination with their Member States, with each other, and with external partners

### **Achievements**

Five years after the implementation of the 'Yaoundé maritime architecture', several maritime centres are only partially operational. The architecture for maritime security in the Gulf of Guinea is gradually being implemented. However, the sustainability of the advancements is uncertain. Maritime security issues were included in the agendas of Article 8 political dialogues<sup>8</sup> between the EU and several partner as well as with ECOWAS (November 2018) and ECCAS.

From the EU side, new interventions such as SWAIMS for West Africa (€29 million, EDF RIP) and PASSMAR for Central Africa (€10 million, EDF RIP) to begin early 2019, will complement on-going crisis response training, capacity building and legal reform activities carried out under GOGIN (€7.5 million under IcSP). All three together represent a contribution of €46.5 million, with a leading role for Regional Organisations and Maritime Centres. Other initiatives, including PESCAO against illegal fishing, COPERNICUS providing satellite imagery, WAPIS contributing to the police database with INTERPOL, and SEACOP address multiple elements of the EU's overall policy for maritime security in the Gulf of Guinea. All these interventions complement those of EU Member States, notably France, Portugal, Spain, Denmark, Belgium, the Netherlands, and the UK, and take place in synchronization with other actors, in particular Norway and US-AFRICOM.

EU Delegations to Cameroon, Nigeria and Gabon (where ICC, ECOWAS and ECCAS headquarters are respectively situated) have reinforced the policy dialogue with these new development projects as leverage. The EU Delegation to Côte d'Ivoire (where CRESMAO and ISMI are hosted) is also working with the competent authorities. The 4<sup>th</sup> Angola-EU Joint Way Forward Ministerial meeting in Luanda in 2018 raised maritime security as one of the priority areas for cooperation and Angola's government has expressed a strong interest in pursuing co-operation and capacity building in the field.

### **Challenges**

Some challenges still remain, notably strengthening the naval capabilities of the GoG states, capacity building for staff involved in implementing the Yaoundé architecture, harmonisation of the legal framework of the coastal states in the GoG. In addition,

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<sup>8</sup> Article 8 of the Cotonou Agreement : <http://www.consilium.europa.eu/en/policies/cotonou-agreement/>

for various reasons, the information sharing philosophy is not shared by all actors, undermining effective cooperation in the regional context.

The continuous shortage of funding to implement the Yaoundé architecture remains a major obstacle and partially explains why all the coordination centres are not fully operational as of 2019.

### **Recommendations and priorities for 2019**

The profile of maritime security issued could be increased by raising GoG issues more systematically during high-level bilateral meetings and in multilateral fora. The practice of including maritime security issues in the agenda of Article 8 political dialogues between the EU and GoG countries should be expanded during 2019.

Special attention should be devoted to improving the appropriation by regional organisations (such as ECOWAS and ECCAS) of the GoG maritime architecture.

EU Delegations should promote joint actions with EU Member States and others, and encourage the participation of host countries in regional and trans-regional projects (e.g. GOGIN, PESCAO, PASSMAR, SWAIMS ...).

As a way to strengthen regional cooperation and the impact of EU presence in the region, further co-ordination activities involving EU MS naval assets might be explored.

SUMMARY OBJECTIVE 4: The new EU-funded projects have increased assistance to the ICC, CRESMAO and CRESMAC in support to building their capacities and achieving their priorities. They also offer new opportunities for combining efforts between the EU and EU Member States as well as with international partners, including exploring further EU-MS naval assets coordination.

### **III. Conclusions and way forward**

Security, on land and on sea, protecting maritime transport routes, and the fight against transnational threats remain the key priority in the Gulf of Guinea. Furthermore, the increasing security challenges and the transnational nature of the threats, call for the EU Strategy on the Gulf of Guinea be seen as part of a wider number of issues including, inter alia, migration, economic growth, employment and environmental issues. For instance, the development-security as well as the development-migration nexuses are important in the GoG and need to be further addressed. Security and other threats around the Gulf of Guinea persist, and require both direct security interventions as well as development and resilience programmes especially for coastal communities. Legal frameworks, specifically in the maritime domain will need to be harmonised and enhanced. Capacity-building of Law Enforcement Agencies in the field of counter-terrorism, piracy, transnational organised crime and a reinforced judicial cooperation also require attention.

During 2018, the EU and Member States continued to consider the Gulf of Guinea as a strategic region, with both the EU and the Gulf of Guinea states sharing analyses and interests. Some of the lessons learned from the EU's integrated approach in the Gulf of Guinea may be valuable for policymaking in other regions, such as the Western Indian Ocean. The Action Plan 2015-2020, adopted in 2015, remains in line with the Yaoundé Code of Conduct and can be considered a fully relevant tool to serve the overall EU goal, which is to support GoG states to strengthen the rule of law, promote effective governance across the region and help the sustainable development of coastal communities. Taking into account the different timelines for the expected results, the implementation of the GoG AP can be considered broadly on track. However, the full achievement of EU goal will need further sustained ownership from the countries of the GoG, the building of national capabilities to underpin regional cooperation and probably increasing EU political focus in the region.

Five years after their creation, efforts during 2019 should pay a special attention to how ICC, CRESMAO and CRESMAC should equip themselves to fulfil their mandates and to effectively lead regional and trans-regional efforts.



## LIST OF ABBREVIATIONS

ACP	African, Caribbean and Pacific Countries
AECID	Spanish Agency for International Development Cooperation
AFIC	Africa-FRONTEX Intelligence Community
AFRICAN NEMO	French programme to reinforce cooperation of the Gulf of Guinea Countries to fight maritime insecurity
AFRICOM	Africa Command (US)
AGS	Auxiliary General Survey ship
AIMS	African Integrated Maritime Strategy
AIS	Automatic Identification System
ALCAO	French programme to fight cocaine traffick in Western Africa ( <i>Appui à la lutte contre le trafic de cocaïne en Afrique de l'ouest</i> )
AP	Action Plan ( <i>EU, following Strategy for the Gulf of Guinea</i> )
APEC	Antwerp/Flanders Port Training Centre
ASECMAR	French national programme of support in the field of maritime security and safety
AU	African Union
BARVAFOR	Bassins de rétention et de valorisation de forages
CICL – Camões	Instituto da Cooperação e da Língua (PT Development and Cooperation Agency)
CMC	Cellule Multinational de Coordination
CMS	Copernicus Maritime Surveillance Service
COAFR	Council Africa Working Group
COM	European Commission
CORYMBE	French mission to promote maritime security in the Gulf of Guinea
COSMAR	Maritime Security Operations Centre
CPADD	Centre de Perfectionnement aux Actions post-confliktuelles de Déminage et Dépollution
CRES	Regional Centre of Maritime Security Coordination (general term for CRESMAC or CRESMAO)
CRESMAC	Regional Centre of Maritime Security Coordination for Central Africa
CRESMAO	Regional Centre of Maritime Security Coordination for West Africa
CRIMGO	CMR programme fighting piracy and armed robbery at sea in the Gulf of Guinea
CRP	Cocaine Route Programme
CRT	Crisis Response Training
CSDP	Common Security and Defence Policy
DFID	UK Department for International Development
DG	Directorate General of the European Commission
DRC	Democratic Republic of Congo
DRIVE	Development Related Infrastructure Investment Vehicle (Netherlands)
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
ECSA	European Community Shipowners' Associations
EDF	European Development Fund
EEAS	European External Action Service
EFCA	European Fisheries Control Agency
EITI	Extractive Industries Transparency Initiative
EMSA	European Maritime Safety Agency
ERMES	European Resources for Mediation Support
EU	European Union
EUNAVFOR	European Union Naval Force

EUTM	EU Military Training Mission
FAO	Food and Agriculture Organisation of the United Nations
FITI	Fisheries Transparency Initiative
FOSTER	Facility for Oil Sector Transparency and Reform in Nigeria
FR	France
FRONTEX	European Border and Coast Guard Agency
G7++FOGG	G7 Friends of Gulf of Guinea group
GBP	Great Britain Pound Sterling (£)
GGC	Gulf of Guinea Commission
GoG	Gulf of Guinea
GoGIN	Gulf of Guinea Interregional Network
HOME	EU Directorate General Migration and Home Affairs
HQ	Headquarters
HSOP-AD&P	Harmonized Standard Operating Procedures on the Arrest Detention and Prosecution of Vessels (in Nigeria)
ICC	Interregional Coordination Centre
IcSP	Instrument contributing to Stability and Peace
ILO	International Labour Organisation
IMO	International Maritime Organisation
IMSI	Interregional Maritime Security Institute
INTERPOL	International Criminal Police Organisation
ISMI	Institut de Sécurité maritime interrégionale (Abidjan, Côte d'Ivoire)
ISPS	International Ship and Port Facility Security Code
IUU	Illegal, Unreported and Unregulated (fishing)
JO	Joint Operation
LRIT	Long Range Identification Tracking (Copernicus)
MADE	Market Development programme of the UK DFID
MAOC(N)	Maritime Analysis and Operations Centre (Narcotics)
MARE	Directorate General of the EU Commission for Maritime Affairs and Fisheries
MMCC	Multinational Maritime Coordination Centres
MCS	Monitoring, Control and Surveillance
MDA	Maritime Domain Awareness
MDAT-GoG	France-UK Maritime Domain Awareness for Trade Mechanism
MOC	Maritime Operation Centres
MOVE	Directorate General of the EU – Mobility and Transport
MOWCA	Maritime Organisation for West and Central Africa
MPP	Micro Project Programme
MRU	Mano River Union
MTISC-GoG	Maritime Trade and Information Sharing Centre – Gulf of Guinea
NATO	North Atlantic Treaty Organisation
NCA	UK National Crime Agency
NDSP	Niger Delta Support Management
NEMO	Navy's Exercise for Maritime Operations (Spain, France)
NEPAD	New Partnership for Africa's Development
NIP	National Indicative Programme
NL	Netherlands
NN	Nigerian Navy
OBP	Oceans Beyond Piracy
OCIMF	Oil Companies International Maritime Forum
PAJ	Projet d'Appui à la Justice
PACOM	Programme d'Appui à l'amélioration de la compétitivité de l'économie camerounaise
PAPMOD	Programme d'Appui au Plan de Modernisation des Douanes
PSD	Private Sector Development

PT	Portugal
RCBEE	Belgium Programme -Renforcement des Capacités par le biais de Bourses, Etudes et Expertise
REC	Regional Economic Community
RFMOs	Regional Fisheries Management Organisations
SEACOP	Seaport Cooperation Programme IcSP funded
SFPAs	Sustainable Fisheries Partnership Agreements
STP	São Tomé and Príncipe
SWAIMS	Support to West Africa, Gulf of Guinea Maritime Security
UK	United Kingdom
UNODC	United Nations Office on Drugs and Crime
US	United States
VMS	Vessel Monitoring System
WAPIS	West African Police Chiefs Information System

**ANNEX**  
**Fourth Implementation Report**  
**Gulf of Guinea Action Plan 2015-2020**

**Activities and cooperation**

**Objective 1: "Improved common understanding of the scale of the threat, and the need to address it among the countries in the region and the international community":**

*POLITICAL DIALOGUE*

The annual meeting of the G7++ Friends of the Gulf of Guinea (FoGG) Group on December 6 and 7, 2018, co-chaired by the Ivory Coast and Canada, brought together representatives of the following states and organizations: Angola, Benin, Canada, Republic of the Congo, Denmark, France, Germany, Italy, Ivory Coast, Japan, Netherlands, Nigeria, Norway, Portugal, Senegal, Spain, United Kingdom, United States, European Union, UNEP United Nations Environment Programme/Abidjan Convention, UNODC, West Africa Regional Maritime Security Centre (CRESMAO), the World Bank, the African Development Bank and Interpol.

The chairs underlined the importance of states' sense of ownership of the region's main issues. The active and ongoing involvement of all stakeholders in the work of the group will be crucial for the effective implementation of decisions taken at the regional and international level. The co-chairs also invited regional states and organizations which were absent from the meetings in Abidjan to tap into the full potential of the group in terms of cooperation, information exchanges and the sharing of experiences.

Individually, France maintains its permanent naval presence and its network of 17 maritime advisers in the whole area and conducts numerous maritime training actions and exercises (e.g. NEMO and Megalops) in cooperation with African partners. The yearly Navy Chiefs of Staff symposium was organised in October 2018 in Paris.

Portugal had in 2018 a permanent naval presence in the area and maintains the longstanding bilateral Defence Cooperation programs with GoG countries such as Angola, Cabo Verde, Guinea-Bissau and São Tomé and Príncipe.

Denmark has posted a Maritime Military Advisor in Abuja, Nigeria and a Maritime Growth Counsellor in Accra, Ghana working under the same Danish Maritime Program for the West Africa; a program that is extended for the period 2019-2021. This program is of regional character with a focus on Ghana and Nigeria.

Spain maintains a regular naval presence in the GoG area. The Spanish Armada OPV deployed every semester performs bilateral cooperative security activities with Mauritania, Cabo Verde and Senegal, mainly related to training and capacity building. Spanish Navy liaison officers are sent to the local Maritime Coordination/Surveillance Centres to help coordinating these activities.

These units also carry out regular military cooperation with many other coastal State's Navies and/or Coastguard Services. Whenever is suitable, they also take part in naval exercises like the AFRICOM Obangame Express and the French NEMOS's/Grand NEMO's; they cooperate regularly as well with the French and Portuguese Navy units in the area. The Spanish Ministry of Defence will organise a Maritime Security Experts meeting in Spain aimed at security officials in co-operating countries.

#### *INFORMATION SHARING ACTIVITIES AND MECHANISMS*

The FR-UK Maritime Domain Awareness for Trade (MDAT-GoG) mechanism, established in early 2016 at the request of the international shipping industry, is a virtual platform, designed in support of the Yaoundé process, offering a 24/7 service to all shipping in the region to safeguard against piracy and other maritime crime attacks. Reporting rates from MDAT-GoG continue to rise, and it captures a significant proportion of all shipping passing through the GoG.

The FR-ES-PT-DK group, which prepared a Position paper for a Multilateral Cooperation in the Gulf of Guinea, June 2015 agree by the Defence Ministries, continued to hold regular meetings in order to share maritime safety information, looked for synergies between the navy deployments in the region and proposed mutual cooperation actions for local navies.

The Africa-FRONTEX Intelligence Community (AFIC) continued as a platform to share information and produce joint analyses with African partners in relation to border security. Annual and monthly reports are currently prepared. GoG countries participating in the initiative are Liberia, Senegal, Guinea, Ivory Coast, Ghana, Burkina Faso, Togo, Benin, Nigeria, Cameroon, DRC and Angola.

The EU and US-AFRICOM (Africa Command) continued a structured, informal exchange of views and information on the security situation, projects and exercises during 2018.

Some Member States also work through the International Maritime Organization (IMO) on giving priority to technical cooperation projects on piracy.

Objective 2: <b>"Reinforced multi-agency institutions at the regional and national levels"</b> :
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#### *CAPACITY BUILDING*

**The Gulf of Guinea Inter-Regional Network (GOGIN)** is a four-year project that aims at supporting administrations and agencies active in the maritime domain. The project received IcSP support of €7.5 million, complemented with a contribution from Denmark of approximately €1.8 million. The implementing Organisation is the "Agence Française d'Expertise Technique Internationale" (in short "Expertise France"). The project is based on three pillars: creation of a physical network for dedicated information sharing; creation of a community with an efficient inter-regional

coordination structure that can feed the physical network; and dissemination of know-how on maritime cooperation to the relevant authorities.

During 2018, GOGIN assisted in:

- establishing a matrix of maritime information requirements and availabilities in order to define an information sharing plan;
- supporting the Regional Coordination Centres to define their missions and tools to implement them;
- starting the analysis of existing legal framework to exchange information and draft necessary texts/legal basis to allow more efficient information sharing;
- upscaling of information technologies and systems in a pilot area;
- support interoperability with other (public and private) international stakeholders;
- running thematic dialogue at inter-regional level and support the implementation of trainings in regional training institutions;
- conducting simulation exercises on incident-/crisis response in Zones E, D and Ivory Coast; and
- conducting academic training at the regional maritime universities (RMU in Accra and ARSTM in Abidjan)

**Support to West Africa Gulf of Guinea Integrated Maritime Security (SWAIMS)** intends to assist the ECOWAS Integrated Maritime Strategy and improve maritime security and safety in the GoG through a combined approach to legal, technical and operational activities in the region, by addressing two main areas of action:

- strengthening legal, governance and law enforcement frameworks to better support maritime security, in particular by establishing strong maritime policies, governance and institutions in GoG coastal States and developing Standard Operating Procedures (SOPs) for the collection of evidence at sea, and its use in court; and
- strengthening law enforcement operational capacities and responses through institutional and technical capacity building, in particular by providing essential equipment for use at sea and on land, along with associated training on use and maintenance, as well as strengthening regional training institutions and the involvement of civil society and the private sector.

This project is funded through the 11<sup>th</sup> EDF West Africa Regional Indicative Programme (RIP) for an allocated amount of €29 million. 2018 was only a negotiation and contracting phase; while implementation is expected to start in early 2019.

**"Le programme d'Appui à la Stratégie de Sûreté et Sécurité Maritimes en Afrique Centrale"** (PASSMAR) will enhance maritime security in the Gulf of Guinea through the following targeted activities:

- support the sectors of maritime cooperation in the field of the operationalization of the collective system of maritime safety and security;
- strengthen the legal frameworks dedicated to maritime safety and security, at the institutional, operational and normative levels; and

- support the participation and involvement of civil society organizations (CSOs) and the private sector.

This project is funded through the 11<sup>th</sup> EDF Central Africa Regional Indicative Programme (RIP) for an allocated amount of €10 million (UNODC, €4.6 million component). Activities have not yet started.

Efforts on coordination and complementarity between the regional programmes: SWAIMS and the inter-regional GOGIN continued during 2018. In this sense, the three initiatives achieved a working agreement allowing members of one project to participate and complement the work of the other and *vice versa*. This will allow for GOGIN to organise operational trainings and regional workshops, with the support on the legal side by UNODC, as well as UNODC, organised mock prosecutions and trial exercises which were attended by GOGIN trainees.

The **Maritime Analysis and Operations Centre - Narcotics** (MAOC-N) is an interagency and international maritime operational platform, funded as an EU project and formed in 2007. Seven EU partner countries participate in the project (France, Ireland, Italy, the Netherlands, Portugal, Spain and the United Kingdom with support from the United States). It seeks to counter the threat of bulk trafficking of drugs across the Atlantic and Western Mediterranean by maritime and air conveyances. A strand of invaluable work undertaken by MAOC-N is in capacity building in West Africa, a known nexus for drug trafficking from South America to Europe.

**Portugal** is implementing (1) bilateral agreements with Angola and Guinea-Bissau regarding the capacity building of the respective Navies and (2) bilateral agreements with Cabo Verde and São Tomé e Príncipe regarding the capacity building of their respective coast-guards. Portugal is also implementing the bilateral Agreements signed with São Tomé e Príncipe and Cabo Verde on the Joint Monitoring of Maritime Spaces under their respective Sovereignty or Jurisdiction.

Portugal, like other European and African states, deploys, annually, naval and air assets to participate in the exercise Obangame Express, which contributes to the capacity-building of the countries of Africa Atlantic coast and to the interoperability of capabilities. In 2018 Portuguese Navy ships also participated in several other international exercises carried out in the GoG, namely AFRICAN NEMO 18.1 and 18.2 conducted by French Navy, and REMEX 18 organized by the Nigerian Navy.

Since January 2018, Portugal has had a Patrol Ship (NRP "Zaire") in São Tomé and Príncipe, to strengthen the surveillance of the maritime space of that country and at the same time to train and capacitate the Coast Guard of São Tomé and Príncipe. Portugal is also contributing to the maritime security in the GoG through the participation in several international exercises, aimed at enhancing maritime security in the region.

The Portuguese Navy conducts the "*Mar Aberto*" Initiative. It is a long-term initiative implemented through the frequent deployment of naval assets, marines and combat divers to perform cooperative maritime safety and security tasks. It is focused in the bilateral assistance to Cabo Verde, Guinea-Bissau, São Tomé and Príncipe and

Angola, but also in the cooperation with other Navies and Coast Guards in the GoG region.

In the 1<sup>st</sup> semester 2018 activity included deployment of one Frigate and one AOR Ship: (1) participation in the aforementioned US sponsored exercise OBANGAME EXPRESS 18 in the GoG area; (2) several capacity-building activities in Morocco, Mauritania, Cabo Verde, Senegal, Ivory Coast and São Tomé and Príncipe; (3) maritime surveillance and law enforcement operations in Cabo Verde and in São Tomé and Príncipe, under the bilateral agreements signed with Portugal. In the 2<sup>nd</sup> semester 2018, deployment of one OPV: (1) several capacity-building activities in Angola, São Tomé and Príncipe, Ivory Coast and Cabo Verde; (2) Maritime surveillance and law enforcement operations in Cabo Verde and São Tomé and Príncipe under the bilateral agreement signed with Portugal.

The **United Kingdom**, with UNODC and the IMO, support Nigeria's strategy development and inter-agency coordination, as well as support to the justice system on anti-piracy legislation, and training for federal prosecutors. In addition, the UK military supports the Nigerian Navy with institutional and operational capacity building. In Ghana, the UK supports the UNODC mentorship programme that has developed the Ghana Marine Police, and has facilitated an upcoming workshop in early 2019 involving the Zone F member states, ECOWAS and CRESMAO, to produce a draft MOU for Joint and Combined Maritime Operations at Sea to counter piracy and other illegal activities

**France** supports two schools in the area: ISMI (*Institut de sécurité maritime interregional*) in Abidjan, and the Regional Naval School in Tica (Equatorial Guinea). The mission of the ISMI is to ensure enhancement of the know-how of the executive civil or military manager, as well as in private sector, for better taking into consideration maritime safety and security issues. The mission of the Regional Naval School is the training of cadets destined to join the navies of their respective countries.

France is also acting in the framework of bilateral agreements, on the basis of projects defined in partnership, favouring as much as possible the interregional approach of the Yaoundé process, through schools and training centres, in the field of state action at sea and maritime safety and security. This cooperation is also open to English-speaking and Portuguese-speaking countries.

France's maritime structural cooperation in 2018 in Western Africa can be estimated at almost 1 M€ (salaries not included).

**Spanish** bilateral cooperation and capacity building activities in the GoG/West African region, including under the umbrella of bilateral agreements and electronic surveillance system actions. The Guardia Civil's Blue Sahel project started in 2017, for the period 2017-19.

**Denmark** is implementing the new Gulf of Guinea Maritime Security Programme 2019-2021 which derives from the Danish Governments "Priority Paper for the Danish Efforts to Combat Piracy and other types of Maritime Crime 2019-2022" launched late 2018 through four main engagements:



- strengthening national and regional maritime law response through UNODC by improving legal framework and ability to investigate and prosecute maritime crime;
- supporting implementation of maritime strategies in Ghana and Nigeria through the IMO collaborating with maritime authorities regarding maritime integrated and security strategies;
- enhancing regional research and capacity development through the Kofi Annan International Peacekeeping Training Centre in Accra promoting regional cooperation, coordination and training of key maritime stakeholders in the region; and
- maritime operational planning and response to counter maritime crime including piracy through the Danish Defence by further developing the Yaoundé structure via the Interregional Coordination Centre (ICC) and capacity of navies and other law enforcement agencies with a focus on Ghana and Nigeria in training, boarding and gathering evidences.

Denmark has supported the GOGIN programme as a partner of the EU, as well as through the IMO. Denmark has also carried out capacity building, training and collaborating activities with countries in the region and with partners (US, FR, NL, NO).

#### *ICT FOR INFORMATION EXCHANGE*

The **Sea Cooperation project** (SEACOP) developed the Ports and Ships database, which enables users to record details of pleasure craft and non-commercial vessels arriving and departing a port or marina as well as details of the crew. However, the Ports and Ships database is not networked throughout the region so users can only see their own country's data. This is a fundamental flaw of the system, leaving users unable to track a vessel's movement throughout a region.

**Germany** provided in 2018 furniture and equipment for the Multinational Maritime Coordination Centre (MMCC) in Accra and the CRESMAC centre in Pointe Noire. The equipment enables the MMCC to satisfactorily carry out its tasks, which are currently limited to the relay of information to national authorities of participating countries: any further implication of MMCC Zone E to investigation on piracy matters would require a specific multinational agreement, which remains a draft for the time being.

**Denmark** has provided funds for equipping the MMCC Zone G (Cap Verde) with a HF/MF mast as part of the finalisation of the centre. The project is implemented with the technical support of Germany (GIZ).

The EU has at its disposal also the **Copernicus Programme**, which can deliver a valuable contribution in the Gulf of Guinea. Copernicus makes use of space observations to monitor the Earth. Copernicus has six services addressing Land, Atmosphere, Marine environment and Climate change monitoring, in addition to Emergency Management Response and Security applications. The Copernicus Maritime Surveillance Service (CMS) is a component of the Copernicus Security Service, whose operations have been delegated to the Maritime Safety Agency

(EMSA) for the period 2016-2020. CMS serves a multitude of Maritime communities, from Coast Guards and Navy to Fisheries control, and is being used to help fighting illegal activities at sea, anti-piracy operations and maritime drug smuggling, as well as supporting fisheries control, helping to deter illegal migrants and saving lives at sea, detecting oil spills or illegal waste dumping.

The EU funded **West African Police Information System** (WAPIS) supports a criminal database established with the help of INTERPOL. Benin was a pilot country; this tool will be generalised across ECOWAS. In addition, the EU project to support Justice in Benin aims at reinforcing the effectiveness of judiciary tools with a particular focus on the fight against corruption.

#### *LAW ENFORCEMENT AND JUDICIAL COOPERATION + TRANSNATIONAL COOPERATION*

The **Seaport Cooperation Project** (SEACOP) seeks to build capacities and strengthen cooperation against maritime trafficking in countries on the trans-Atlantic cocaine route. The project aims to reinforce support the setup of Joint Maritime Control Units (JMCUs) in seaports in selected countries in West Africa, Latin America and the Caribbean. Activities also include the establishment of specialist Maritime Intelligence Units (MIUs) in seaports and sensitive coastal areas, and supporting greater international cooperation and information exchange. The project provides specialist search and intelligence training, along with equipment and IT tools necessary to effectively combat illicit maritime trafficking. SEACOP has established JMCUs in the ports of Cotonou (Benin), Tema and Takoradi (Ghana), Dakar (Senegal), Freetown (Sierra Leone) and Lomé (Togo). As for Cape Verde, selected officers from the Judicial Police participated as trainees to JMCUs training but no formal unit is established. Nevertheless, inter-agency cooperation has increased

In the framework of **Strengthening criminal investigation and criminal justice cooperation along the cocaine route in Latin America, the Caribbean and West Africa** (CRIMJUST), support is continuously provided to investigators and prosecutors from Ghana and Nigeria. In 2018 this included workshops on regional judicial cooperation, institutional integrity, financial crime investigations, drug identification with electronic field-testing devices, investigation and prosecution of complex organized crime cases, and on extraditions and MLAs. These activities aim to enhance the capacity for an operational response of investigators and prosecutors, which is then tested during joint (trans) regional operations.

In 2018 CRIMJUST also supported three joint operations (operation Sunrise, operation Eagle and the INTERPOL-led global operation Lionfish). For example, operation Eagle in Ghana and Nigeria (25-29 May 2018, 22 June–2 July 2018, 12-15 November 2018) included simultaneous intelligence-led operational activities conducted in three phases and targeting the trafficking of illicit drugs in Nigeria and Ghana, resulting in the seizure of 834,95 kg of illicit drugs and 563,390,267 Tramadol pills, US \$22,000, as well as in the arrest of 39 suspects and generating valuable intelligence on the movement of drugs in West Africa.

Lastly, CRIMJUST supported the Drug Law Enforcement Unit (DLEU) of the Criminal Investigation Department (CID) of the Ghana Police Service to develop the Ethics Training Manual (March 2018).

Objective 3: **"More prosperous and resilient economies and coastal communities"**:

#### *IMPROVED GOVERNANCE OF KEY INDUSTRIES*

The **United Kingdom** Department for International Development's (DFID) MADE (Market Development in the Niger Delta) programme aims to increase the incomes of 150,000 poor people in the Niger Delta region of Nigeria, through improvement in performance and inclusiveness of key market sectors (GBP 15 Million over six years). DFID also supports the Facility for Oil Sector Transparency and Reform (FOSTER) in Nigeria (GBP 19.5 million over five years), which aims to enhance management of Nigeria's resources from extractive industries through prevention of revenue losses, strengthening management, transparency and accountability of extractive industries and improving policy outcomes for local communities affected by extractive industries.

In the context of the 11<sup>th</sup> EDF Regional Programme for West Africa, €15.5 million **PESCAO** assist improving regional fisheries governance in Western Africa with the aim of developing a regional fishing policy. With EFCA assistance, this programme supports regional coordination against illegal, unregulated and unreported (IUU) fishing and aims at improving fish stock management at regional level.

#### *SUPPORT FOR INFRASTRUCTURE PROJECTS*

**Denmark** supports IMO to build capacity in port security through IMO's West and Central Africa Maritime Security Trust Fund (2016-18).

**France** has a number of development programmes in several harbour cities of the GoG, such as Douala and Pointe-Noire, focussing on access to energy, water, sanitation and other basic services. It also provides subsidies to Abidjan and Lomé harbours.

#### *SUPPORT FOR GROWTH AND EMPLOYMENT*

**Portugal** has longstanding bilateral development cooperation programs with GoG countries such as Angola, Cabo Verde, Guinea-Bissau and São Tomé and Príncipe.

As to the strengthening of the coastal communities and economies, in addition to projects funded by **Spain** already mentioned in previous reports, the Spanish Navy trained two doctors from Cape Verde in the use of the hyperbaric chamber.

In 2018, **Belgium** prepared new programmes with Senegal and Benin that included the promotion of sustainable and inclusive economic growth.

**Germany** delivers bilateral capacity-building support to Nigeria.

Nigeria benefits from a number of EU projects which aim at promoting sustainable growth in the Niger Delta area. These projects are: (1) Micro Projects Programme 9 (MPP9) for nine states; €45.5 million, ongoing (2008-2017); (2) Water Supply and Sanitation Sector Reform: Programme II, €80 million, ongoing (2012-2019). In the framework of the Niger Delta Support Management (NDSP), the ongoing projects are: (1) Employment Opportunities and Access to Socio-Economic Services in four states, € 40million, ongoing (2012-2019); (2) Public Financial Management, in four states, €40 million, ongoing (2012-2019); (3) Water and Sanitation, in five states; €56 million, ongoing (2012-2019), (4) Micro projects in nine states, €45.5 million, ongoing (2012-2019).

#### *RESEARCH AND SUPPORT TO MITIGATE CRIMINALITY*

The EU, under the Joint Way Forward umbrella with Angola supports a post graduate course on Law of the Sea and support for the definition of a National Maritime Strategy will be implemented.

**Portugal** has implemented technical cooperation programs with Police forces of GoG countries such as Angola, Cabo Verde, Guinea-Bissau and São Tomé and Príncipe.

<b>Objective 4: "Strengthened cooperation structures with the region and amongst EU Member States and international partners":</b>
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The **Danish** maritime military advisor at the AU contributed to the formulation and implementation of the African Integrated Maritime Strategy (AIMS). Additionally, Denmark is supporting ECOWAS in the operationalisation of the Multinational Coordination Center in Zone G (Cabo Verde) in cooperation with Germany. Some Member States have bilateral relations with some GoG countries to reinforce coast guards.

**Portugal** has reiterated to Cabo Verde (Zone G) and Angola (Zone A) its availability to assist in the operationalisation of the respective Multilateral Coordination Centres.

The EU has agreed to establish closer cooperation on maritime issues among the relevant EU Agencies FRONTEX, EFCA and EMSA.