G7++ FRIENDS OF THE GULF OF GUINEA

ROME, 26-27 JUNE 2017

CHAIRS' SUMMARIES

ROUND TABLE 1
**"THE BENEFITS OF MARITIME SECURITY"**

Even though there does not exist a single, universally applicable definition of the concept of maritime security, it is widely accepted its strengthening and promotion offers considerable benefits both to coastal and landlocked countries in terms of job creation, investment attraction, infrastructures and increased trade. However, maritime security is not a goal in itself; it is the enabling condition for the advancement and prosperity of blue economy.

Africa's blue potential is considerable. Africa boasts 13 million square kilometres of maritime economic zones, 17 percent of global freshwater resources, 38 coastal states and 90 percent of trade carried by sea. Thus, Africa's potential needs to be unlocked through increased clarity of policy objectives and outcomes, as well as concerted actions at national, regional and global levels. ECOWAS defined its position regarding maritime security in 2014, through the ECOWAS Integrated Maritime Strategy which revolved around five strategic objectives related to maritime governance, security and safety, environment, economy and maritime domain awareness. Vision 2020 aims at creating a prosperous, safe ECOWAS maritime space that will allow environmentally sustainable development and wealth creation based on efficient management and good governance.

Maritime security and the preservation of the marine environment are also among the founding pillars of ECCAS's vision since 2009. To this end, ECCAS has intensified its efforts towards strengthening its synergy with the GGC and ECOWAS, increasing its surveillance endeavours and capacity building practices, as well as internal financing tools for CRESMAC. The ICC in Yaoundé and the Multinational Coordination Centre Zone D in Douala of the Yaoundé architecture are now operational. A donors' conference will be held in Yaoundé in October 2017 for the ICC.

The private sector, namely the Tirrenian Sea Tuna Producers and ENI, have strongly emphasised the role of maritime security as the key enabler for the proliferation gf business activities, trade-investment, job creation and general development in the maritime-related domain. At the moment, the EU has 12 sustainable fishery partnership agreements with African countries, which allow EU private companies to either pursue migrating tuna stocks from the shores of Africa to the Indian ocean, or to fish in third countries' EEZ, in exchange for a financial contribution. According to ENI, another key enabler is cooperation with key stakeholders, which allows for the implementation of projects for the development of local communities in the spirit of corporate social responsibility. Hence, maritime security is not just an objective which holds the promise for a better future for Africa, but also a sine qua non condition for the development of Blue Economy. Leaders need to invest in it, by also offering a conducive environment.
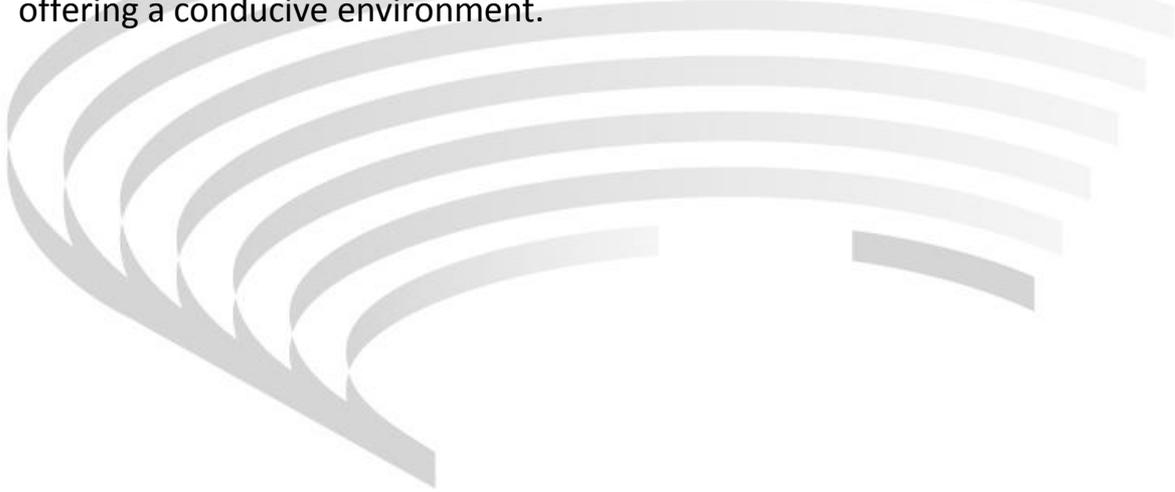
Thank you very much to all panellists who contributed to our subject "what are the current trends of piracy, armed robbery and other illicit activities in the gulf of Guinea? How this is affecting economic development developments and social stability".

I would like to thank you Gregory Clough of OBP for sharing all the data on piracy in the Gulf of Guinea.

I agree that figures depend heavily on the source and might differ considerably. Our figures we use in Germany tell us that in 2016 we had 126 incidents of piracy in the GoG. This turned the 606 to the most piracy infested sea area of the world for the first time in 2016. I would like to thankIMO represented by Mrs Gisela Vieira for the valuable work to have members States implementing counter strategies. Finally I can add to the explanations of rear Admiral Osinowo from the Nigeria Navy that the German Captain of the German vessel MS GLORY was liberated together with 5 of its seamen from the hands of its kidnappers some days ago.

Ladies and gentlemen I dot' want to finish without having thanked our Italian host for its extraordinary work they have done to organize this valuable meeting.

Nous avons atteint au moins trois objectifs:

- Nous avons, grâce aux présentations de OBP et de l'OMI, fait le point des tendances récentes des actes de piraterie maritime et de vol à main armée dans le Golfe de Guinée. Il est clairement apparu qu' en dépit des résultats positifs observés dans la zone d'intervention du CIC zone D, les attaques ont connu une augmentation sensible depuis 2016, et tendent a se diversifier, les criminels adaptant leur mode d'opérations à la réponse des Etats;

- Nous avons également pris connaissance des mesures initiées pour les Etats riverains et les organisation régionales, pour répondre à la menace. A cet égard , les panelistes ont évalué la prise de conscience des Etats, et se sont félicités du Chemin parcouru depuis

le Sommet de Yaoundé, avec notamment l'effectivité de CIC et la montée en puissance du CRESMAC et du CRESMAO.

- Enfin, grâce à la présentation du Nigéria, les conséquences économiques et sociales de la criminalité maritime ont été mises en exergue. En effet étant donné que l'objectif de la table ronde était de mettre en évidence les dommages causés à la propriété maritime et les autres crimes en mer, en intervenant sur l'interaction entre les communautés locales et les criminels en mer.

Au terme des échanges, et sans préjudice des communications des autres tables rondes, recommandations ont porté sur le points essentiels ci-après:

- L'adaptation des services chargés de l' application de la lois aux modes opérations changeants des criminels;

- Un meilleur reporting des incidents et la mise sur pied d'une architecture de partage de l'information.

- La prise en compte des communautés locales dans la formulation des politiques, en évitant le tout sécuritaire

- L'appui aux Etats pour la mise sur pied de comités de sécurité maritime afin de consacrer l'approche multi-agence;

- L'appui aux Etats pour renforcer la réponse judiciaire,

- Une meilleure coopération entre le secteur privé et des autorités nationales sur le terrain.

ROUND TABLE 3
"MARITIME DOMAIN AWARENESS"

Thank you to our panel members for their remarks. We heard it is important to understand why and the value added of technology. Some areas raised included understanding patterns of life, guiding interventions, understanding the impact of maritime crimes, and that no single institution has all the information. Technology alone is not the solution. The development of knowledge and scientific research is necessary.

Good information sharing includes three pillars - technology, human, and organizational. There must be balance between the three pillars and account for financial sustainability. Maritime domain awareness (MDA) includes situational awareness, threat awareness, and response awareness. Multiple systems complicates effective action and the identification of unusual activity.

Concrete actions are required. The ICC Director noted a number of activities to occur over the coming months, including the establishment of an informal MDA technical working forum and a meeting in Yaoundé to review the Code of Conduct. The informal working forum will report to the FOGG at its next meeting. Additionally, information sharing must include multiple stakeholders and be inclusive. This includes both public and private stakeholders.

While technology can enable information sharing, challenges do exist. Trust amongst the stakeholders must be developed. Big data also complicates the ability to monitor trends and identify unusual activity within a volume of contacts.

CRESMAC and CRESMAC provided an update on the current state of play of their organizations and noted remaining gaps (e.g., training and equipment). The two organizations are working and learning from one another. For example, CRESMAO has two staff members at the CRESMAC at the moment.

Rear Admiral ANNUNZIATA briefed on the virtual regional maritime traffic center that includes thirty-six countries from South America, Europe, Africa, and Southeast Asia. The center provides a portal and chat system

to enable information sharing. A steering group meets annually to evaluate progress to date.

In closing, is safety and security imaginable without technology?

ROUND TABLE 4
"CRIMINALITY, LEGAL SYSTEMS, LAW ENFORCEMENT"

INTERPOL told us about its good abilities to assist national law enforcement agencies with police databases.

INTERPOL is a crucial resource in our joint quest to fight armed robbery at sea and piracy.

Since law enforcement is a crucial element, INTERPOL has become a preferred partner to donor nations assisting African nations in this field.

UNODC, informed about its expanded maritime crime prevention program to west Africa since 2015. Transfer of experience from fighting piracy in Horn of Africa has proved to be a success.

We heard good news about progress with legislative work from Togo, Nigeria, Ivory

Coast, Ghana and Sao Tome and Principe.

We heard further good news from Nigeria's Federal Ministry of Justice about current work to modernize Nigerian legislation. The hope is that Nigeria will soon have an anti-piracy law.