



**TRANSNATIONAL MARITIME THREATS OFF AFRICA  
GROUP 2 CONSOLIDATION -INTERNATIONAL COOPERATION AND ENFORCEMENT  
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**CHAIR – MARK BLAINE CO-CHAIR LTC CHARLES CARLTON**

**Introduction**

1. The Chair opened discussion by stating that the aim was to flesh out ideas and possible recommendations for policymakers. The eventual outcome would be the publishing of the information. Information would be accredited to the group and not to individuals. The group was asked to look at the future and how to drive maritime security on the African continent. He concluded the introduction with the following summary of the first two day's panels, based on an adapted version of Ms E. Swanepoel's extract, and suggested that it be the basis for the group's deliberations:
  - Broad maritime threats were examined.
  - These threats were a global issue with multiple stakeholders.
  - Jurisdiction at sea is much frailer than on land – not because there is less law enforcement at sea.
  - Africa generally has weaker maritime law enforcement, specifically in terms of coordination. Many challenges had been identified and some the neglected and future issues need attention.
  - Resources cannot be expected to grow sufficiently in order to assist efforts in the maritime security.
  - There is a general need for shorter response times.
  - Capacity building and cooperation need to continue.
  - Global Maritime Crime Program provides training for judges and prosecutors and coordinates law enforcement.
  - Need to focus on:
    - Existing legal frameworks
    - Challenges to prosecution
    - A new maritime security strategy as a process not a product
  - Need more collaboration and consultation that lead to a collective approach.
  - Need to continue to use and develop the legislative processes.
  - Need to focus on partnerships to drive prosecutions.
  - Harness and use the expertise of the global community.
  - Ask the correct research questions.
  - Never forget the current realities.
  - Ensure proper implementation of UNSCR.
  - Need to realize the strategic importance of the African Maritime domain and be proactive, otherwise bad actors will take advantage.

**Chronological discussion points were as follows:**

2. International and national forum efforts must be harmonized. UNODC should look at gaps in the maritime security framework, working through the AU or regional police organizations. The outcome should be a template of key prioritized issues that need to be addressed in order to combat maritime crime.

3. On wildlife and forest crimes, investigation needs to capture both ends of the illegal trade, the overarching criminal network is seldom pursued past the point of initial intercept. Joint investigative teams, a proven method in Europe, could utilize the UN's tools for combating organized crime and expand the depth of any investigation.
4. Considerable legislation already exists to combat maritime crime, the difficulty lies in having sufficient resources to apply it. Cooperation and coordination must therefore be maximized.
5. In continental terms, one body needs to take ownership of maritime security and that must be the AU. It is the only regional/continental cooperative organization and it also has and continues to develop legal frameworks. With regard to maritime crime, the two now need to be better harmonized. Best intentions do not always translate into implementation.
6. It is important to consider what had not been discussed – there are very real state level threats (border or interstate disputes) and these need to be included in the dialogue. There is also a need to talk about human security and the needs of the population which can either support the government efforts or the criminals, the latter being arguably the case now in many countries.
7. Illegal fishing dialogue is flawed, there needs to be a better discussion with coastal communities that need diverse and improved support mechanisms.
8. Given the importance of coordination and collaboration, the sub-regional economic communities should have been represented in the discussions.
9. It is a fact that the illegal fishing vessels are used for other illegal purposes but what the enforcement community needs is the ability to take away the vessels as that is the only way to hit the owners and commercial lines.
10. Maritime security is a big endeavor and past “sea blindness” means we are just starting. There is currently a gap between the operational level and the decision maker. There therefore needs to be an inter-governmental committee at every national level and that must include all who have some connection to the maritime domain. This partly addresses the central problem that, due to funding constraints, one department cannot do it all. This cooperative model can then be expanded, as is the case in the Gulf of Guinea where partners developed regional/zonal areas and Maritime Operating Centers. Currently this example is non-binding. What regional success has been achieved now needs to be taken to the continental level. This collaborative approach does however need a management mechanism.
11. The Yaoundé Code of Conduct is not binding, there is therefore a need to raise the level of agreement and buy in to the UN forum. Until that time, the AU should address issues and at least deliver minimum standards and guidelines to the regional groupings. In addition to the latter, better use should be made of the regional Interpol bodies.
12. Maritime security is all about awareness, failures in the current system are not just down to poor laws and a lack of equipment.
13. Each one of the subsets of threats is a significant and difficult problem. There is a need to examine solutions that have worked well (Togo /Benin) and then see how they can best be woven into a common strategy.
14. Law enforcement is only one response. When putting maritime security into the list of sustainable development goals, it becomes clear that it sits low, not least because the ocean doesn't have a strong lobby group.
15. There are extant maritime security plans and strategies, there is now a need to review what has been signed up to already, as well as a review of what is new in the region and see where partners sit in the implementation process. Best practices need to be shared, as do structures (AU) that already exist. Additionally one needs to address support to countries that remain unaccountable.

16. Transnational organized crime strategy needs to be linked to maritime strategy as they mutually support each other.
17. There is sufficient strategy to get started, what is needed is an action plan, there is no point in signing up to something and doing nothing.
18. Resources are limited therefore national strategy must be written and integrated into an efficient regional response. Any response must incorporate the broadest range of agencies and departments in order to harness the best whole of government approach.