

Maritime Security: Risk Mitigation Strategies in West Africa

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Implications of Piracy on Economic Development

Economic development efforts in West Africa involve attracting foreign investment. The impact on maritime shipping costs and availability of goods for destination countries has a direct bearing on development capabilities.

- 4% growth in seaborne trade in 2011
- Total volume of goods loaded worldwide equaled 8.7 billion tons.
- Approximately 80 percent of the world's trade moves by ship; the percentage is even higher for developing nations (UNCTAD/RMT/2012).
- Impact of piracy in West African region has resulted in increased costs and reduced exports, resulting in significant losses in GDP (UNCTAD/RMT/2012; S/2012/45).
- Estimated annual loss of \$2 billion to the economy of the West African sub region (S/2012/45).
- Decline in exports of up to 70% for Benin alone.
- Overall, piracy results in lower port supply and competitive position within the global market.

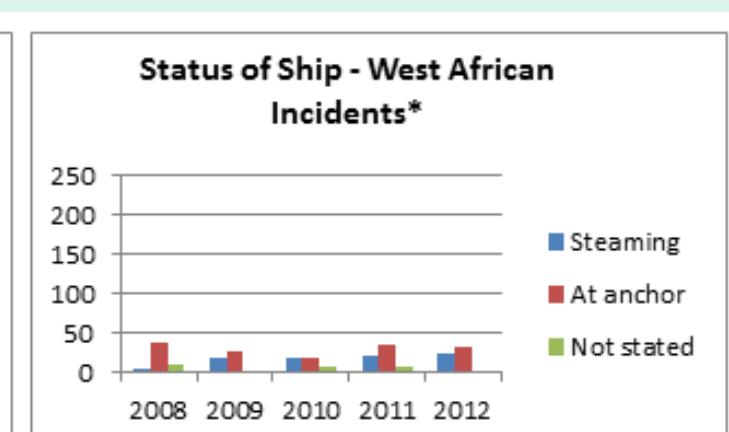
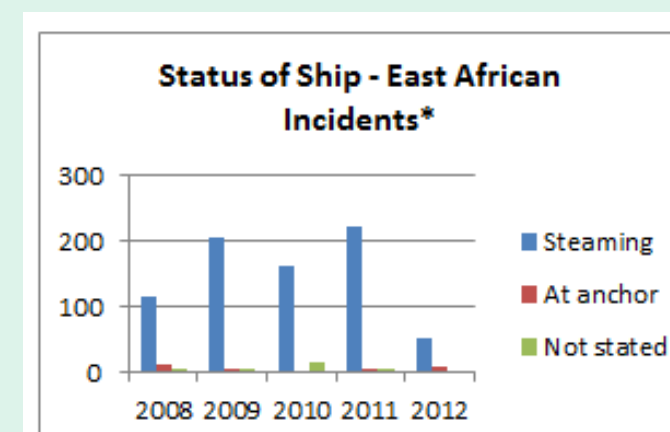
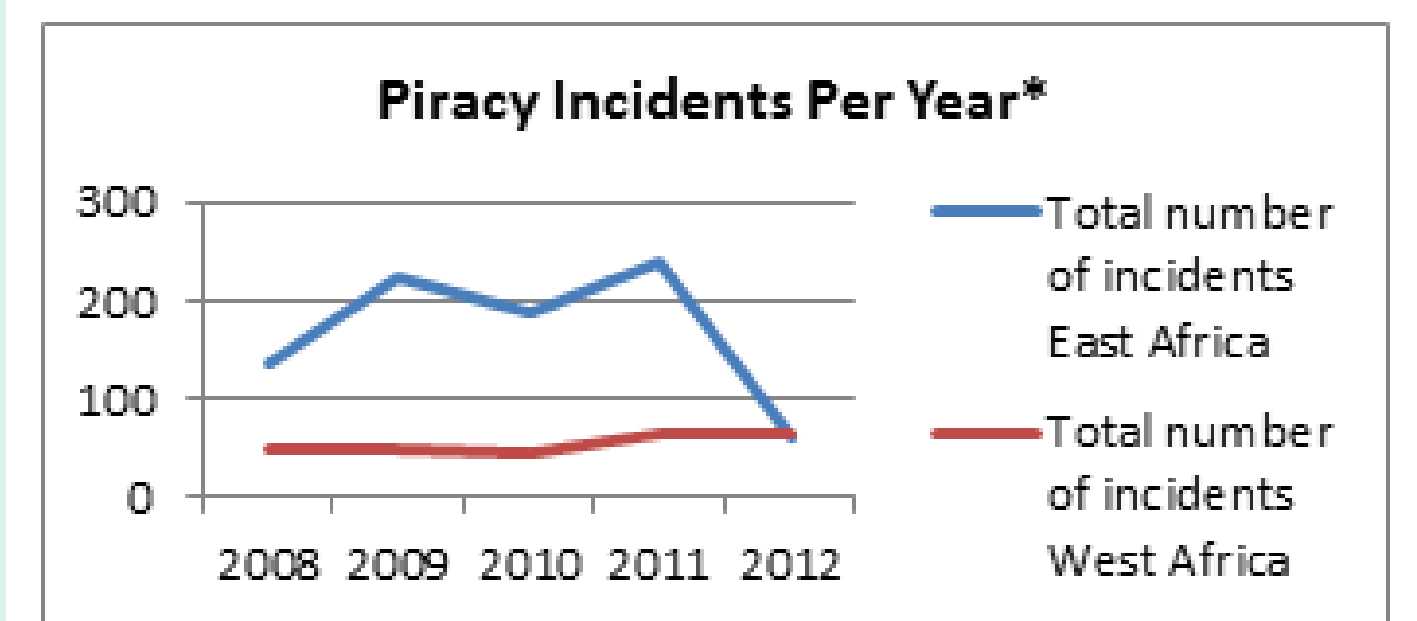
Comparing Acts of Piracy in East Africa and West Africa

A comparative analysis of East Africa's and West Africa's encounters with piracy, including characteristics of acts of piracy, economic impacts, and strength of regional governments, provides insight into measures necessary to promote maritime security. Data was retrieved from the IMO Global Integrated Shipping Information System (GISIS) to support the analysis (MSC.4/Circ. 1 – 206).

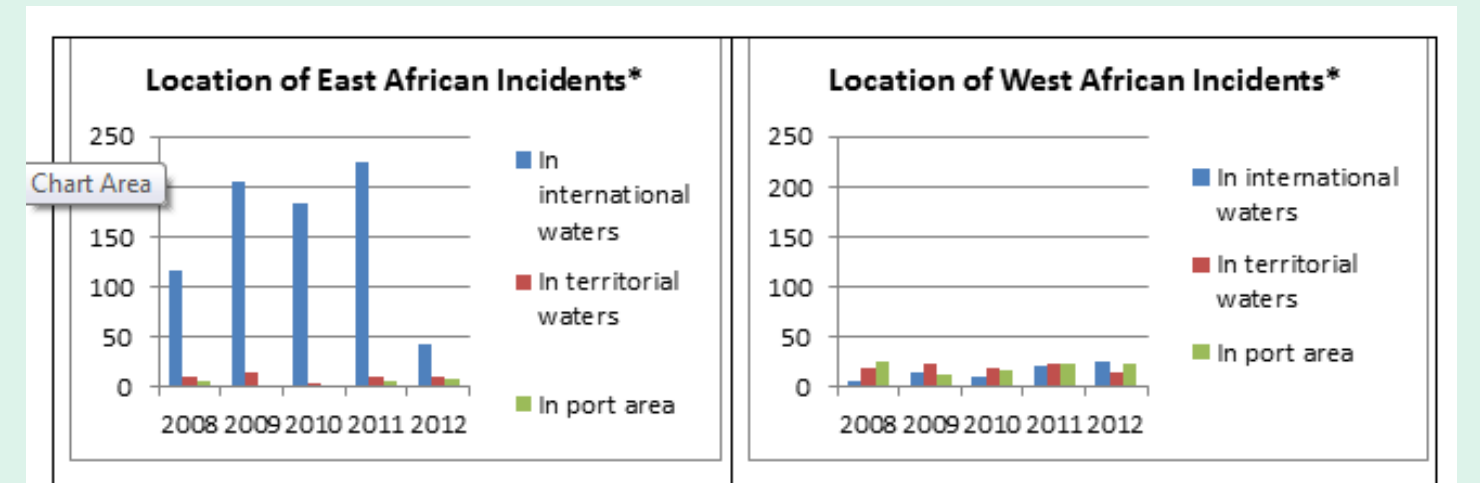
Number of Incidents: A sharp decline in piracy incidents in East Africa was realized in 2012. This coincides the signing of the Djibouti Code of Conduct by South Africa, is no doubt a stabilizing force in the region. The presence of international naval forces, to include US, China, and EU fleets, would have had an even greater impact on repression of piracy. In West Africa, however, incidents of piracy have increased in 2011 and 2012, and are proving to increase even more in 2013

Vessel Status: The data show that the large majority of vessels were underway (steaming) in East Africa, which would be expected since the vast majority of incidents occurred in territorial waters. In West Africa, however, the data show a more even distribution of occurrences.

Location of Incidents: The majority of incidents of piracy in East Africa occurred in international waters versus the occurrences in West Africa are in port and territory waters.



*Source: International Maritime Organization, Global Integrated Shipping Information System (GISIS). Retrieved from: <https://webaccounts.imo.org/Common/WebLogin.aspx?App=GISISPublic&ReturnUrl=https://gis.imo.org/Public/PAR/Default.aspx> on 5/4/13



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<http://www.icc-ccs.org/piracy-reporting-centre/live-piracy-map/piracy-map-2013>

Regulatory Framework and Regional Partnerships

- The United Nations Convention on the Law of the Sea of 1982 (UNCLOS) established the Exclusive Economic Zones (EEZs) making areas subject to the coastal states' jurisdiction.
- The International Maritime Organization (IMO), an agency of the UN, promotes safe, secure, environmentally sound, efficient and sustainable shipping through cooperation.
- **East Africa:** The Djibouti Code of Conduct -19 states participate; South Africa signed on in 2012, which marks the period of decline in piracy.
- **West Africa:** The Abuja Memorandum of Understanding (AMoU) – a number of West African states have not signed the agreement. Maritime Organization of West and Central Africa (MOWCA) was established initially in 1975 as the Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR). MOWCA and IMO established the Forum on the Establishment of an Integrated Sub-regional Coast Guard Function Network for West and Central African Countries in October 2006. In 2013, the IMO announced the implementation of the West and Central Africa Piracy Code to repress piracy and armed robbery of ships through an integrated coast guard.

Are Integrated Naval Forces Enough to Combat Piracy in West Africa?

- Location of incidents and the vessel status are indicative of overall inefficiencies in port logistics and infrastructure, which increases the risk of piracy.
- The number of incidents of vessels at anchor and in territorial waters also indicate systemic problems such as corruption within state port authorities and local governments.
- The data calls into question the efficacy of the Regional Coast Guard Network, as well as the legal and regulatory frameworks of local states.
- Agreement among all West African states to participate in the AMoU will facilitate inter-governmental cooperation of security measures.
- Enhancements to port structures to improve efficiencies will promote economic development and mitigate maritime security incidents.