Maritime Security Capacity Development for Safety and Security in The Gulf of Guinea

FACTSHEET

JSB2020 MARCH 2020-MARCH 2021
BUDGET: US$400,000
KEY PARTNERS: KAIPTC, GoJ, the governments and relevant agencies in the participating countries, and ECOWAS

Objectives

The objective is to promote effective implementation of relevant regional and international maritime protocols through research and capacity development in order to control maritime crime including piracy in the Gulf of Guinea.

As a result of this project, personnel of national and regional level maritime administration and maritime security agencies will be able to alert and respond to the multiple maritime crimes outlined in the Yaoundé Code of Conduct of 2013.

Project Outputs

Output 1: Course design workshop on maritime crimes conducted

Output 2: The capacity of maritime officials strengthened for improved inter-agency working relations and cooperation

Output 3: Skills, knowledge and expertise of personnel improved in Zones E and F.

Output 4: Published desk research paper on the nature and extent of maritime criminality in the GoG.

Contribution to SDGs

The project will contribute to SDG 5, 14, 16, and 17.

5 GENDER EQUALITY

14 LIFE BELOW WATER

16 PEACE, JUSTICE AND STRONG INSTITUTIONS

17 PARTNERSHIPS FOR THE GOALS

From the People of Japan

Development Challenges

The Gulf of Guinea (GoG) is a high-risk area as threats from pirates and their modes of attack remain ever-present for international shipping companies, crews, cargo owners and marine insurers. While attacks have been falling substantially in some regions of the world, in West Africa they've been on the rise and more frequent (State of Piracy Report by One Earth Future, 2018). The upsurge peaked between 2015 and 2018 with extended range of attacks making the attacks highly unpredictable. There were 112 such incidents in West African waters according to a June 2018 report by the British Broadcasting Cooperation (BBC) news report. Threats, of outright robbery of ships at sea, oil bunkering, kidnapping for ransom, as well as drug and arms trafficking, are increasingly fueling violent disorder in the region and rendering the GoG maritime route unsafe for regional and international shipping. The IMB 2019 report states that the region accounts for 86% of crew taken hostage and nearly 82% of crew kidnappings globally despite global drop.