

GOGIN and the enhancement of MDA in the Gulf of Guinea ...



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Overview on maritime domain...



An upgrowing maritime activity

Despite a dangerous natural environment :

■ An increasing attraction for legal activities:

- from fishing, trade and travels during antiquity, to blue economy concept today

■ An increasing attraction for illegal activities:

- to enrich criminals at legal activities and maritime resources expenses
- to dissimulate illegal activities in maritime flows

... Generating a variety of specific risks ...

■ Human and environmental risks :

- ▷ wreck, man overboard, medical emergency, pollutions ...

■ Technological risks :

- ▷ pollution, collisions, accidents on platforms and ships...

■ Criminal risks :

- ▷ assaults, human trafficking, drugs trafficking...
- ▷ destruction or misappropriation of resources

... With potentially severe impacts ...

On:

- Human life at sea
- Economic development
- Sustainability of maritime resources
- Environmental conservation

... Requiring maritime security assets ...

■ Covering large zones for :

- ▷ Assistance to people and vessels
- ▷ Police / law enforcement
- ▷ Pollution control and combat prevention and fight against pollution at sea

■ Characterized by :

- ▷ Acquisition, operating and maintenance important costs
- ▷ Long life and renewable cycles
- ▷ Need of individual and group specific strong skills

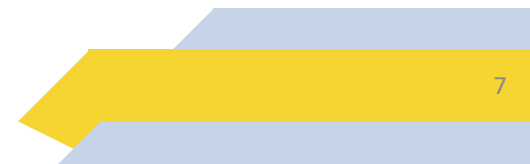


... So ...

- ✓ Guarantee the maritime security everywhere and anytime is financialy and technically unsustainable
- ✓ Priority must be given, with a long range vision, to guarantee the maritime security at a relevant level according threats and issues
- ✓ Only the fine knowledge of the maritime domain and activities allows to fine tune the needs for a relevant maritime security implementation



MDA is a key to improve maritime safety
& security



The MDA challenge – a lot of fields

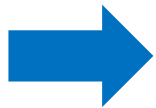


The MDA challenge – a lot of actors



The MDA challenge

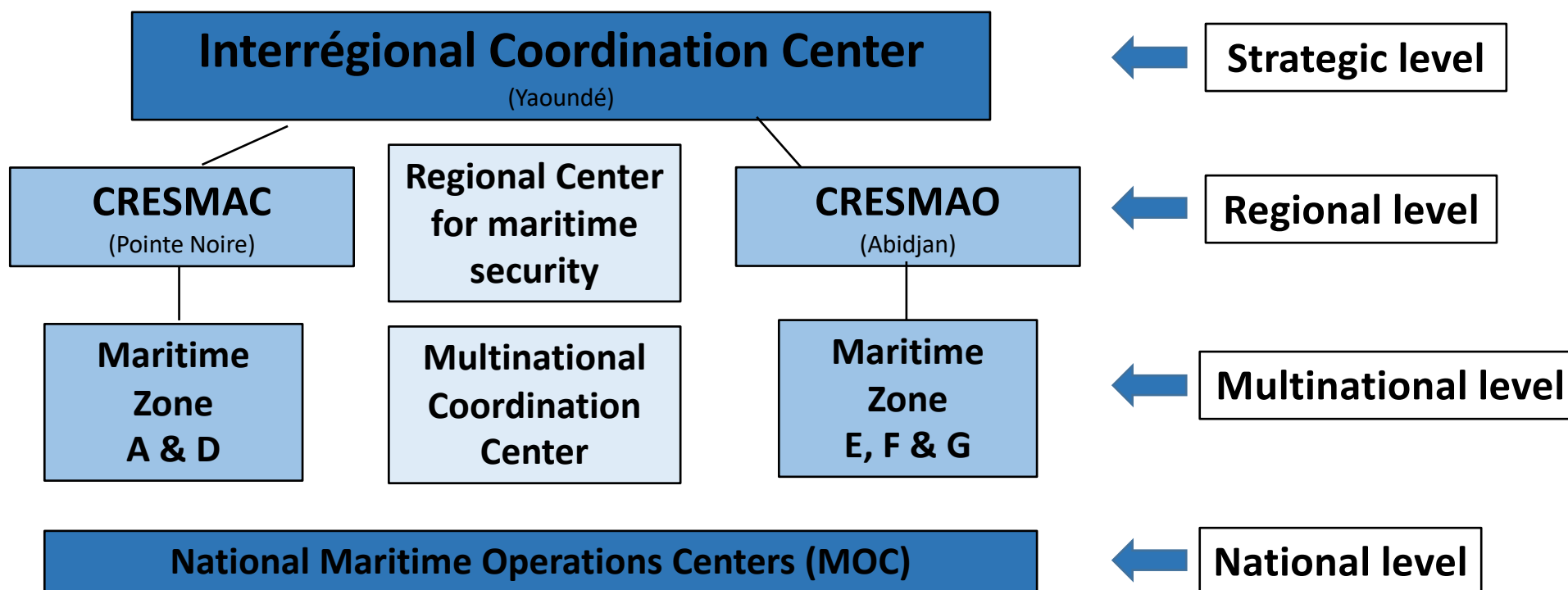
- A huge challenge to organize collection, fusion and analysis of maritime data coming from a wide variety of sources as intelligence, law enforcement, open-source data from public and private sectors
- Heavily dependent on information sharing and requires unprecedented cooperation among the various elements of the public and private sectors, administrations at national level and States
- Need to avoid compartmentalization and to desacralize information

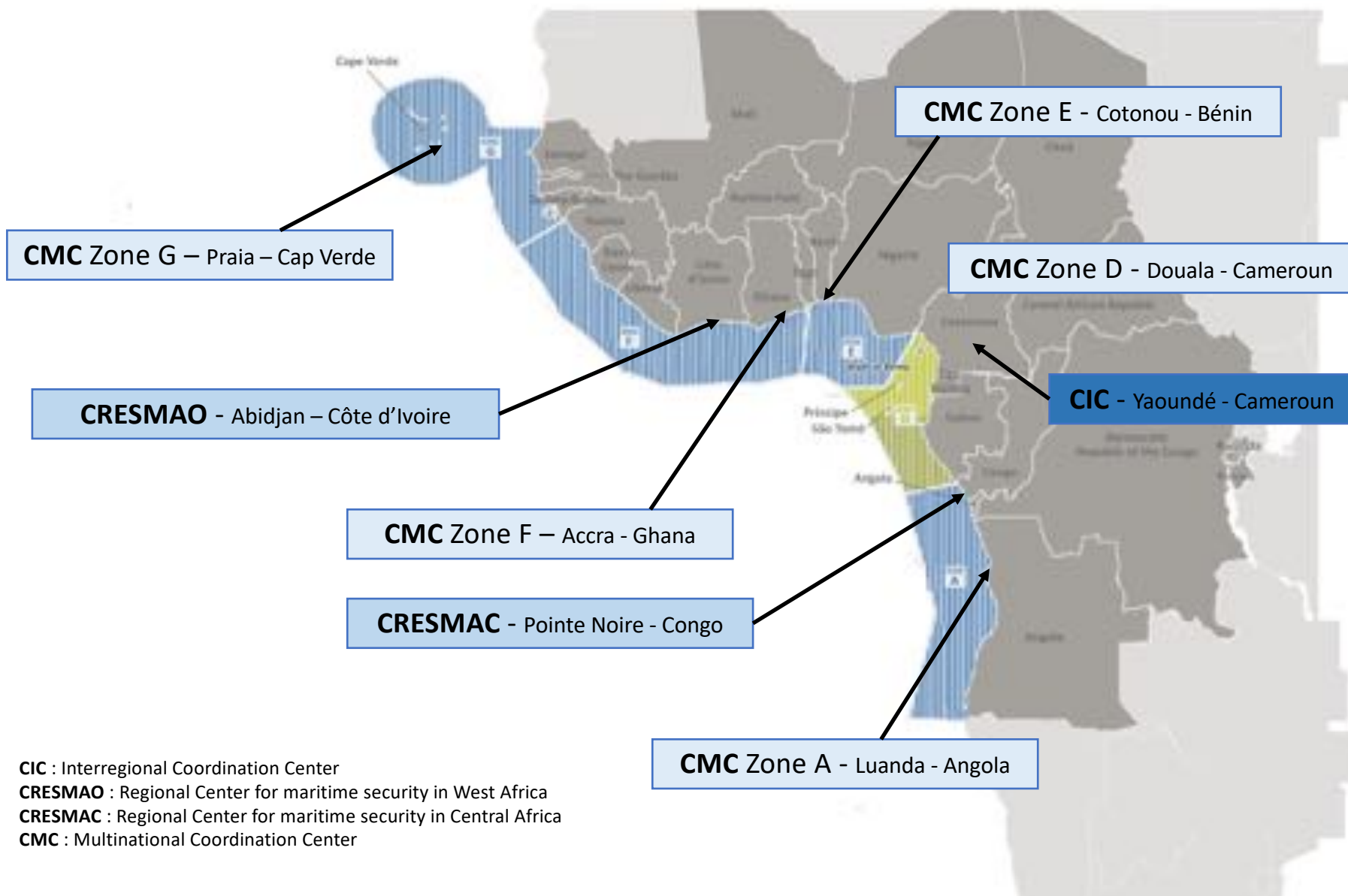


But the price to pay to improve maritime safety & security



MDA specific challenge in the GoG





Role of GoGIN project in this context ?

■ **Achieved:** CRIMGO – CRItical Maritime routes Gulf of Guinea

- IcSP Project – 4,5 M€ - 2013 / 2016
- Scope: Ivory Coast to Gabon
- Contributions: ICC support – CRTs – Courses (RMU & ARSTM) – Tools (Elog)

■ **Ongoing:** GoGIN (GoG Inter regional Network) – Implemented by Expertise France

- IcSP Project – 9,3 M€ (1,8 from Denmark) – 2016 / 2020
- Extension of CRIMGO scope (whole GoG) & contributions (more structural)

■ Initial concept:

- Structural and operational support of the whole Yaoundé architecture (Pilot zone first)
- Top down approach (focused on ICC & CRESMs)
- 3 pillars: Network – Collaboration – Good practices dissemination
- Contributions: Information Sharing System – Working groups – Training – Funding – Legal support

■ The CRIMSON evaluation report (May 2018):

- Complementarity between Maritime Security Initiatives to enhance
- National and technical needs to take better account
- Scope of project to extend to promote better the blue economy



GoGIN – New design

Updates



- ❖ Proposal of formal national needs assessments
- ❖ Providing national specific solutions
- ❖ Organization of technical coordination workshops with other initiatives (including Indian Ocean)
- ❖ Diversification and intensification of training offer
- ❖ Providing organisational studies

THANKS

