

ANNUAL MARITIME SECURITY AND SAFETY REPORT 2020

ECOWAS MULTINATIONAL MARITIME COORDINATION CENTRE

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OVERVIEW

The ECOWAS Multinational Maritime Coordination Centre (MMCC) Zone F is one of the 3 Maritime Centres within the ECOWAS Region established as part of the implementation of the Yaoundé Code of Conduct (YCC) to coordinate and share maritime safety and security information with member states.

Operationally the Centre conducts monitoring and surveillance of Maritime Zone F which stretches from Guinea to Ghana. The Centre also follows events in the Gulf of Guinea (GoG) which are likely to impact on activities within Maritime Zone F. The focus of our monitoring covers Maritime Piracy and Armed Robbery against ship, Potential acts of Maritime Terrorism, Illegal Unregulated Unreported (IUU) fishing, Relevant Information on Transnational Organized Crime and Other Illegal Activity at Sea.

In line with this, the Centre provides the following key services:

- Provide maritime safety and security threats assessment for ships, ports and harbors, offshore installations and facilities.
- Coordination and sharing of actionable and time relevance maritime information with maritime law enforcement agencies and other stakeholders.
- Capacity building of staff of maritime law enforcement agencies and organisations.
- Offer updates, advice and warnings impacting on freedom of navigation at sea via the internet.
- Engagement with maritime stakeholders on best practices, research and related issues affecting the maritime domain.
- Collection and analysis of data on fishing activities in order to support the fight against IUU fishing activities.
- Publishing of comprehensive quarterly and annual maritime incident reports detailing statistics.

The services provided are free of charge to all vessels and other maritime stakeholders. The MMCC Zone F maintains a 24 hour operations center. Ship owners and other maritime stakeholders can contact the Centre via **+233 547976523** and **zonefmmcc@gmail.com** to access our services or report an incident.

The information gathered is shared with relevant stake holders through various reports. This annual report provides a summary of the maritime situational awareness picture for the year 2020, highlights and trends of events in Maritime Zone F and the GoG and the outlook for 2021.

The MMCC Zone F salutes the untiring support from various organizations agencies and individuals in ensuring that our mandate is achieved. We wish to appreciate the immense efforts of ECOWAS, Member States of Maritime Zone F and International Partners for their continuous faith and support to the Centre. Finally, our sincerest appreciation goes to the Government and people of Ghana for hosting and supporting the Centre.

DEFINITION OF TERMS

Piracy

(A) Any illegal acts of Violence or Detention, or any act of Depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed: (i) on the High Seas, against another Ship or Aircraft, or against persons or property on board such ship or aircraft. (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State.

(B) Any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft.

(C) Any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery at Sea

Any unlawful act of Violence or Detention, or any act of Depredation or Threat other than an act of Piracy, directed against a Ship or against Persons or Property onboard such Ships, within a States jurisdiction over such offences.

Hijack

Vessels taken by attacker, no longer under the control of the master.

Fired Upon/Attack

Use of weapon by assailants at vessel or boarding with intent to take control of the vessel.

Boarding

Unauthorized boarding of a vessel by persons not part of its complement without taken control of the vessel.

Robbery

Theft realize in territorial waters with threat or violence to crew.

Theft

Theft realize in territorial waters with no violence.

Suspicious Approach

All other unexplained activity in close proximity of an unknown vessel.

Illegal Unreported Unregulated Fishing.

Illegal fishing conducted by national or foreign vessels in contravention of laws and regulations. Fishing conducted by vessels flying the flag of States that are parties to a regional fisheries management organization but operate in contravention of the conservation and management measures. Fishing in violation of national laws or international obligations. Fishing activities which have not been reported or have been misreported. Fishing in the area of application of a regional fisheries management organization that are conducted by vessels without nationality. Fishing in areas or for fish stocks in relation to which there are no applicable conservation or management measures. And, where not expressly permitted, transshipment of fish at sea, often to avoid landing and reporting catch.

Maritime Migration.

Stowaway: A person who hides on a ship, aircraft, or other vehicle. Someone who hides on a ship or aircraft to travel without having to pay.

Illicit Bunkering:

Bunkering is a term used to describe the process of filling a ship with oil (or coal). Illegal oil bunkering is a euphemism for theft.

CONTENT

- Piracy and Related Incidents against Ships.
 - Zone F
 - Other Areas
- Other Illegal Activity at Sea.
 - Zone F
 - Other Areas
- Observable Trends.
- Outlook for 2021.

PIRACY AND RELATED INCIDENTS AGAINST SHIPS – ZONE F

Figure 1. Disposition of Incidents Zone F - January to December 2020

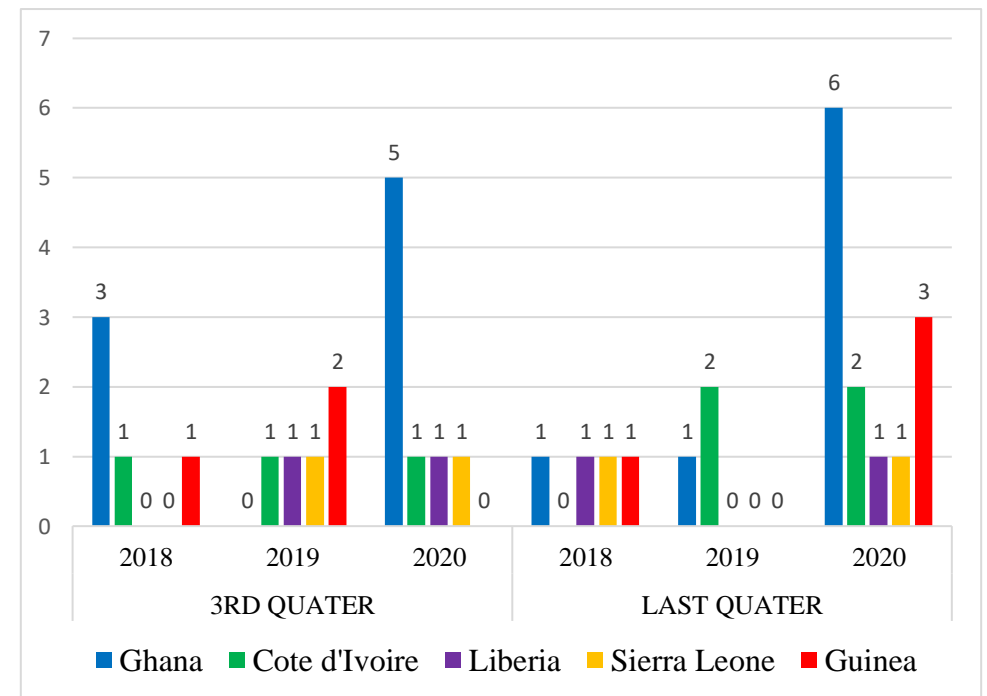
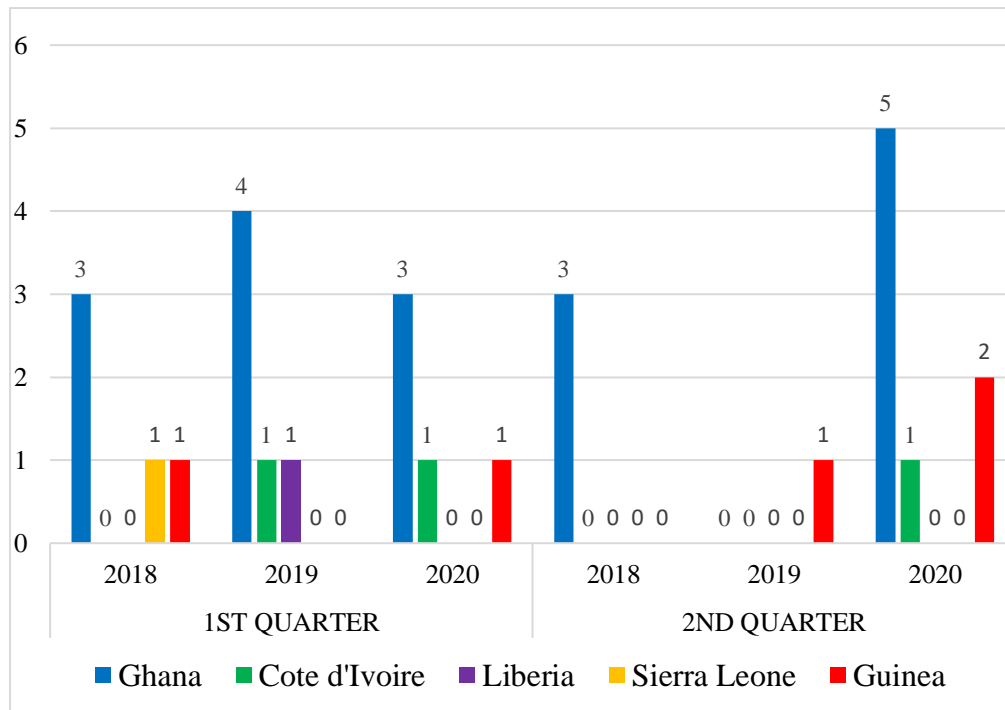


PIRACY AND RELATED INCIDENTS AGAINST SHIPS – ZONE F

Table 1. Number of Incidents Per Country Zone F – January - December 2018 – 2020

Country	1ST QUARTER			2ND QUARTER			3RD QUATER			LAST QUATER		
	2018	2019	2020	2018	2019	2020	2018	2019	2020	2018	2019	2020
Ghana	3	4	3	3	0	5	3	0	5	1	1	6
Cote d'Ivoire	0	1	1	0	0	1	1	1	1	0	2	2
Liberia	0	1	0	0	0	0	0	1	1	1	0	1
Sierra Leone	1	0	0	0	0	0	0	1	1	1	0	1
Guinea	1	0	1	0	1	2	1	2	0	1	0	3
Total	5	6	6	3	1	8	5	5	8	4	3	13

Figure 2. Number of Incidents per Quarter – Zone F

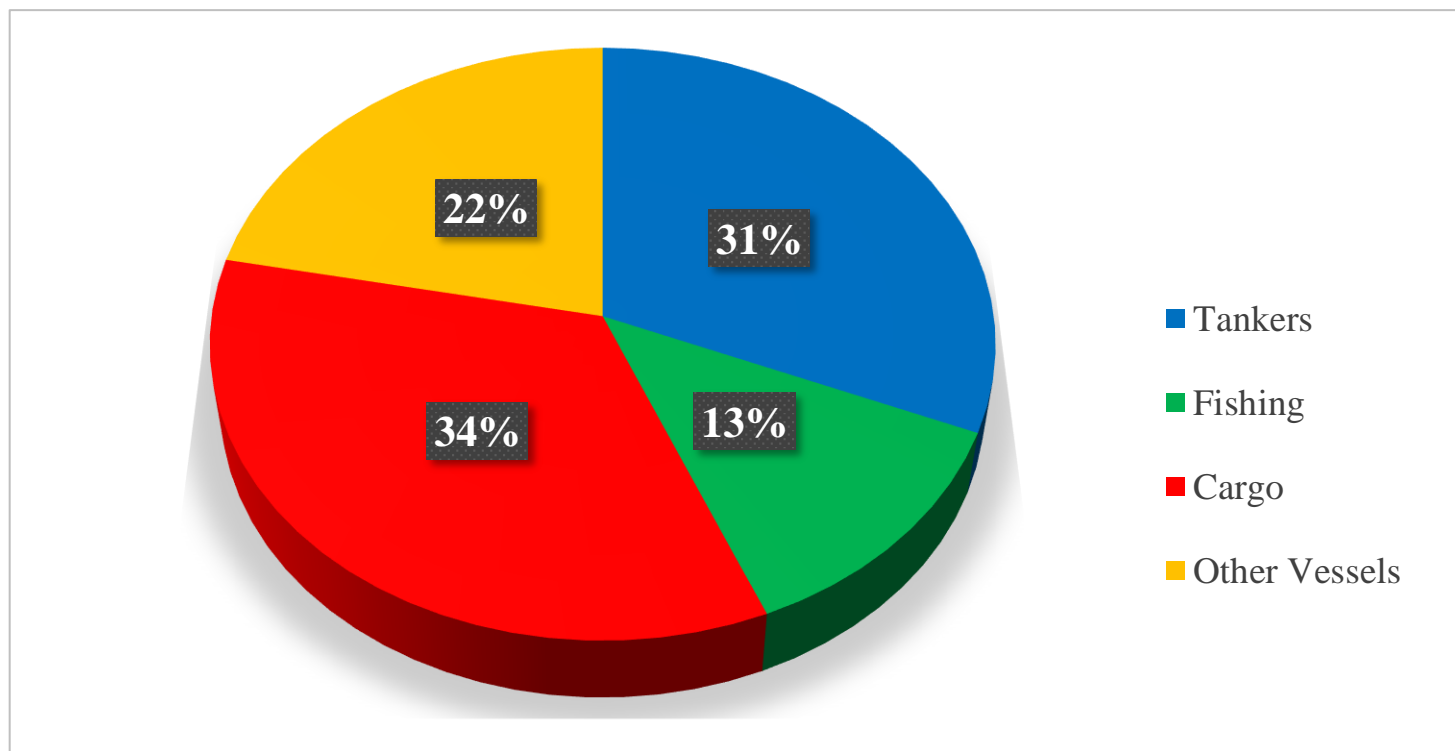


PIRACY AND RELATED INCIDENTS AGAINST SHIPS – ZONE F

Table 2. Types of Vessels Targetted Zone F - January to December - 2020

Types	No. of Incidents	Remarks
Tankers	10	Robberies/Kidnapping
Fishing	4	Hijacked/Kidnapping
Cargo	11	Theft/Robberies/Kidnappings
Other Vessels	7	Theft/Robberies
Total	32	

Figure 3. Types of Vessels Targetted Zone F – January to December 2020



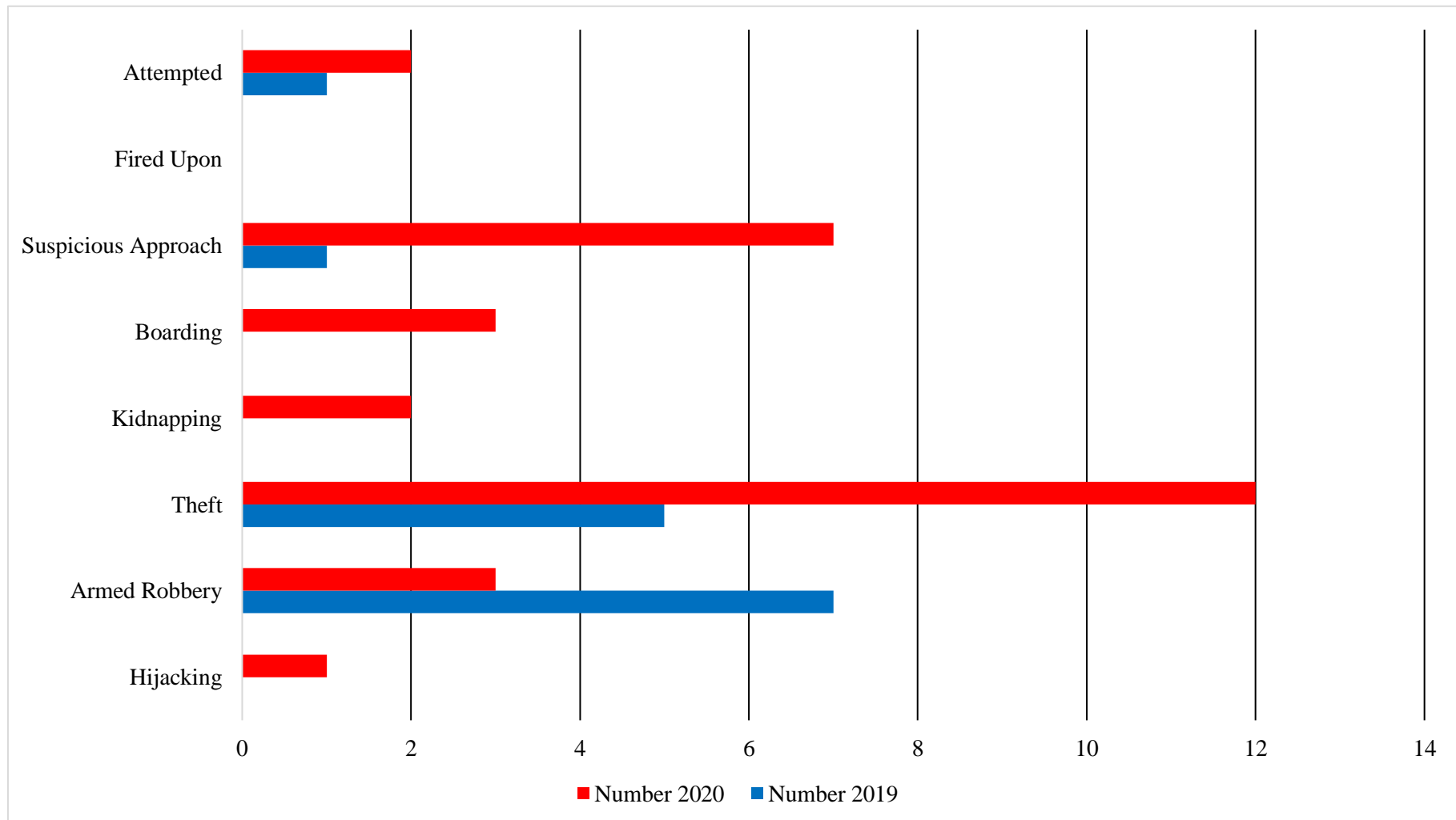
PIRACY AND RELATED INCIDENTS AGAINST SHIPS – ZONE F

Table 4. Types of Incidents Recorded Zone F - January to December 2019 - 2020

Incidents	Number		Remarks
	2019	2020	
Hijacking	0	1	Fishing vessel was hijacked to be used a mothership
Armed Robbery	7	3	Decrease in robberies with less-violence
Theft	5	12	Increase in oportunistic theft against vessel at anchorages
Kidnapping	0	2	Against Tuna Fishing and cargo vessels
Boarding	0	3	Mostly offshore in Ghanaian waters
Suspicious Approach	1	7	Mostly offshore Ghanaian waters
Fired Upon	0	0	
Attempted Incident	1	2	Perpetrators usually flee when alarm is raised
Total	14	32	

PIRACY AND RELATED INCIDENTS AGAINST SHIPS – ZONE F

Figure 4. Type and Number of Incidents 2019 – 2020 - Zone F



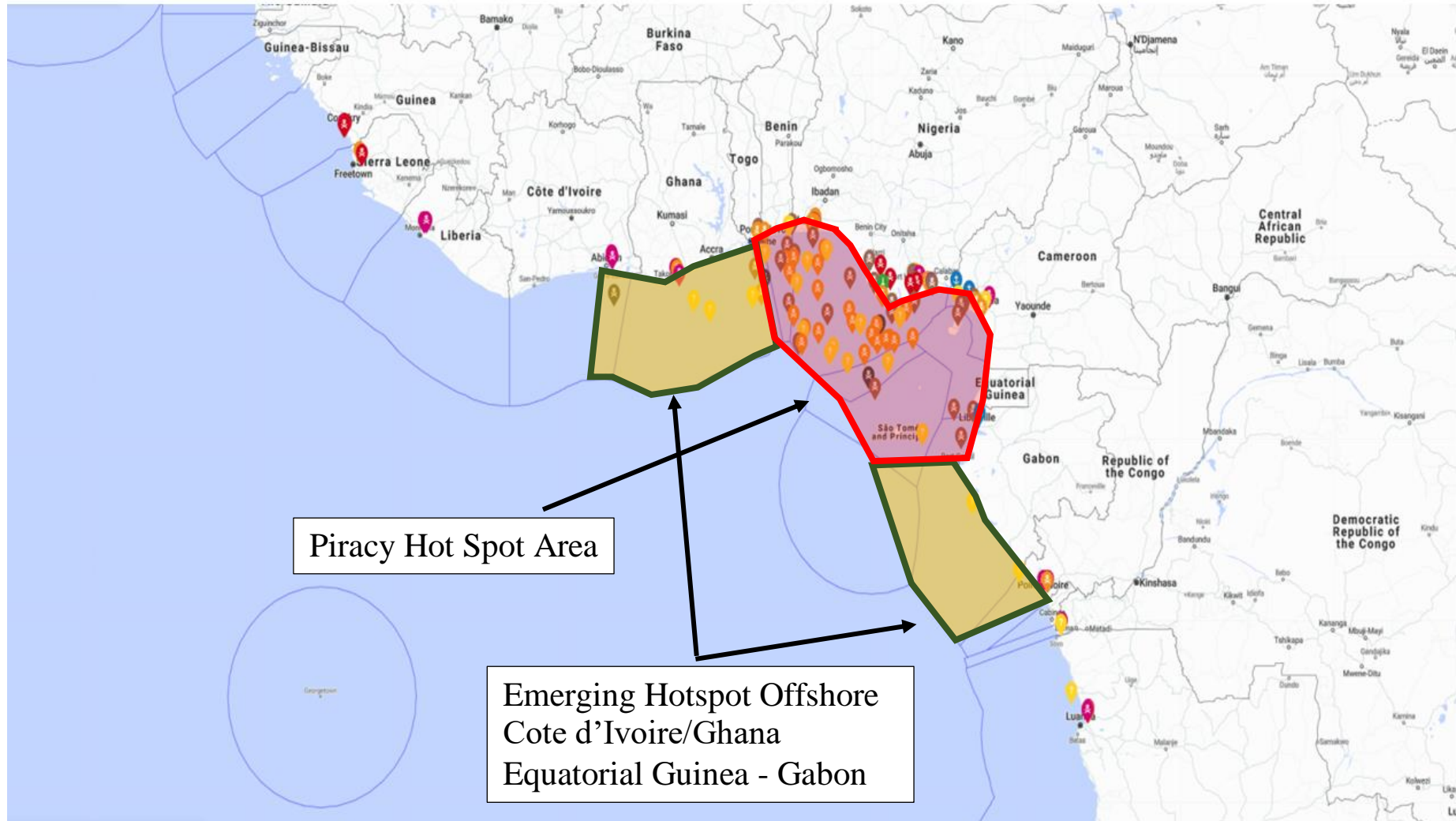
PIRACY AND RELATED INCIDENTS AGAINST SHIPS – ZONE F

Table 5. Number of crew kidnapped/taken hostage - January to December 2019 - 2020

Country	No. of Crew Kidnapped			No. of Vessels Hijacked			Remarks
	2018	2019	2020	2018	2019	2020	
Ghana	5	0	6	1	0	0	Against fishing vessels in Ghanaian eastern waters
Cote d'Ivoire	0	0	0	0	0	1	18 crew taken hostage offshore Abidjan onboard fishing vessel
Liberia	0	0	0	0	0	0	
Sierra Leone	0	0	0	0	0	0	
Guinea	0	0	0	0	0	0	

PIRACY AND RELATED INCIDENTS AGAINST SHIPS – OTHER AREAS

Figure 5. Disposition of Incidents Other Areas - January to December 2020



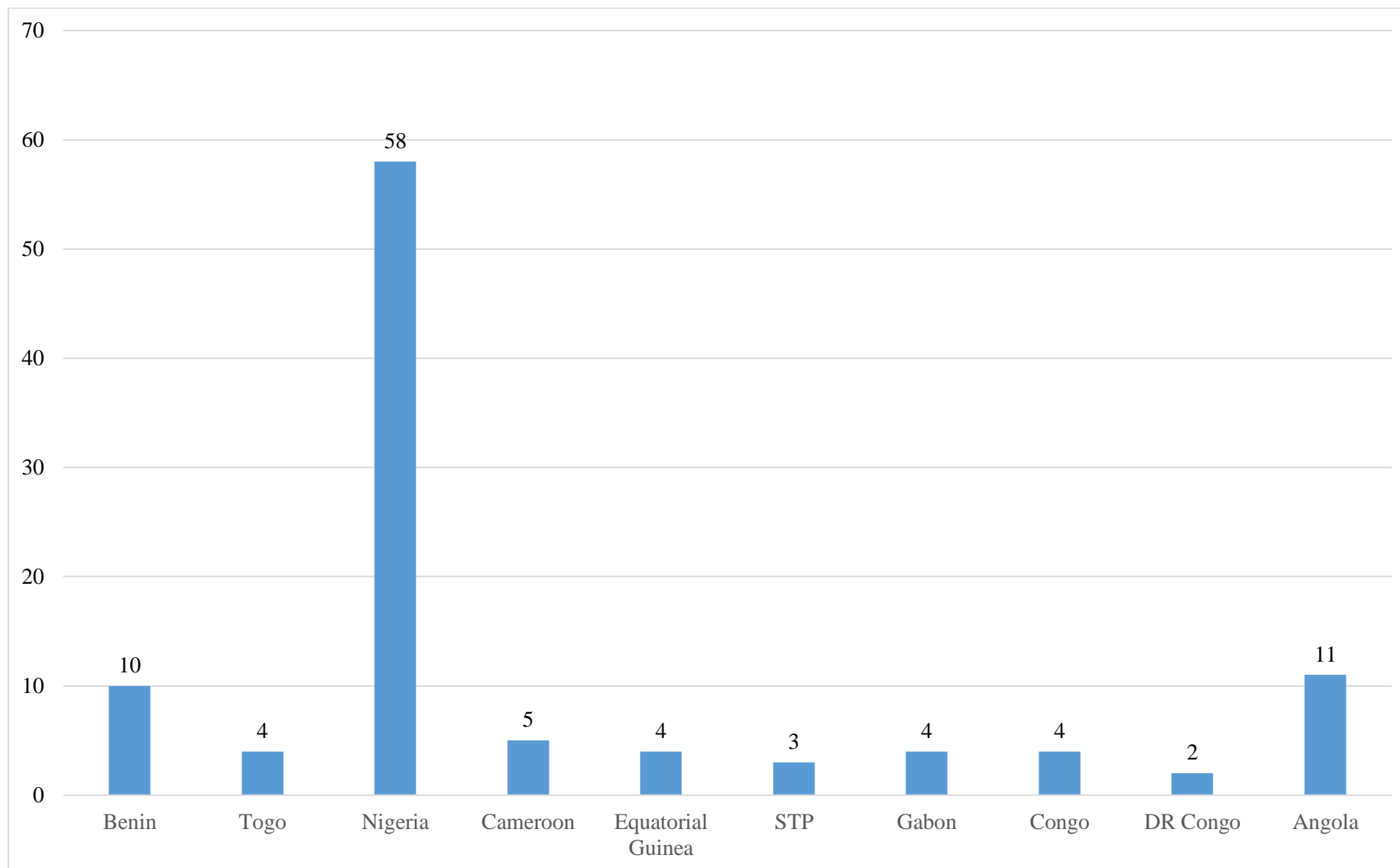
PIRACY AND RELATED INCIDENTS AGAINST SHIPS – OTHER AREAS

Table 6. Incidents Per Country Other Areas - January to December 2020

Country	Number of Incidents	Remarks
Benin	10	Emerging pirates hotspot offshore, increase in incidents from 2 in 2019 to 10 in 2020 representing 80% increase
Togo	4	Slight decline in incidents offshore from 6 in 2019 to 4 in 2020
Nigeria	58	Traditional pirates hotspot, but decline in incidents from 76 in 2019 representing 24% decline
Cameroon	5	Decline in number of incidents from 13 in 2019 to 5 in 2020 representing 62% decline
Equatorial Guinea	4	Increase in offshore pirate attacks from 2 in 2019 to 4 in 2020
STP	3	Fairly consistent number of attacks offshore
Gabon	4	Fairly consistent number of attacks offshore
Congo	4	Slight decline in maritime crime mostly at ports/anchorage
DR Congo	2	Maritime crime at ports/anchorage
Angola	11	Significant increase in maritime crime at ports/anchorage from 2 in 2019 to 11 in 2020

PIRACY AND RELATED INCIDENTS AGAINST SHIPS – OTHER AREAS

Figure 6. Number of Incidents per Country Other Areas - January to December 2020

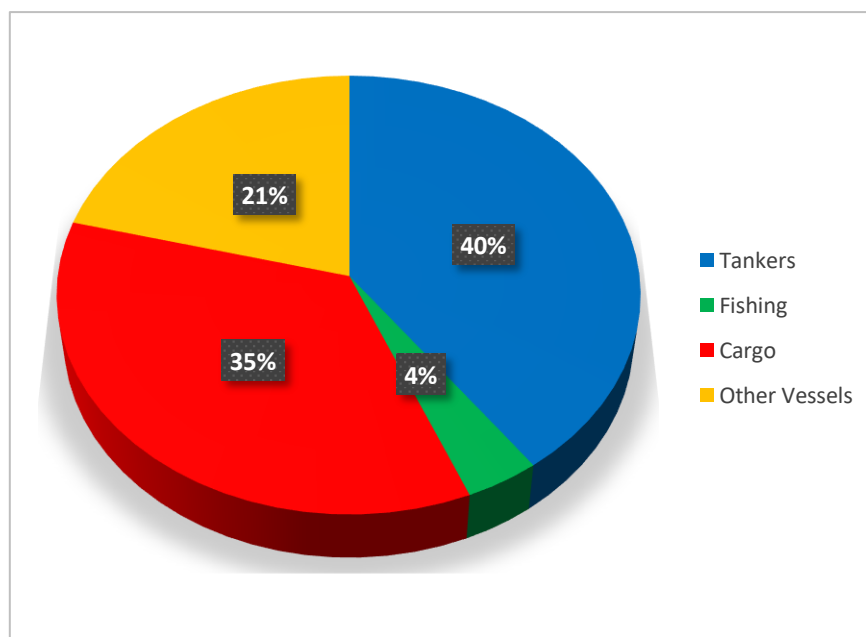


PIRACY AND RELATED INCIDENTS AGAINST SHIPS – OTHER AREAS

Table 6. Types of Vessels Targetted - January to December 2020 - Other Areas

Types	No. of Incidents	Remarks
Tankers	42	Mostly for kidnapping crew
Fishing	4	Emerging Target for kidnapping for ransom
Cargo	37	Mostly for kidnapping crew
Other Vessels	22	Generally for kidnapping
Total	105	

Figure 7. Types of Vessels Targetted - January to December 2020 – Other Areas



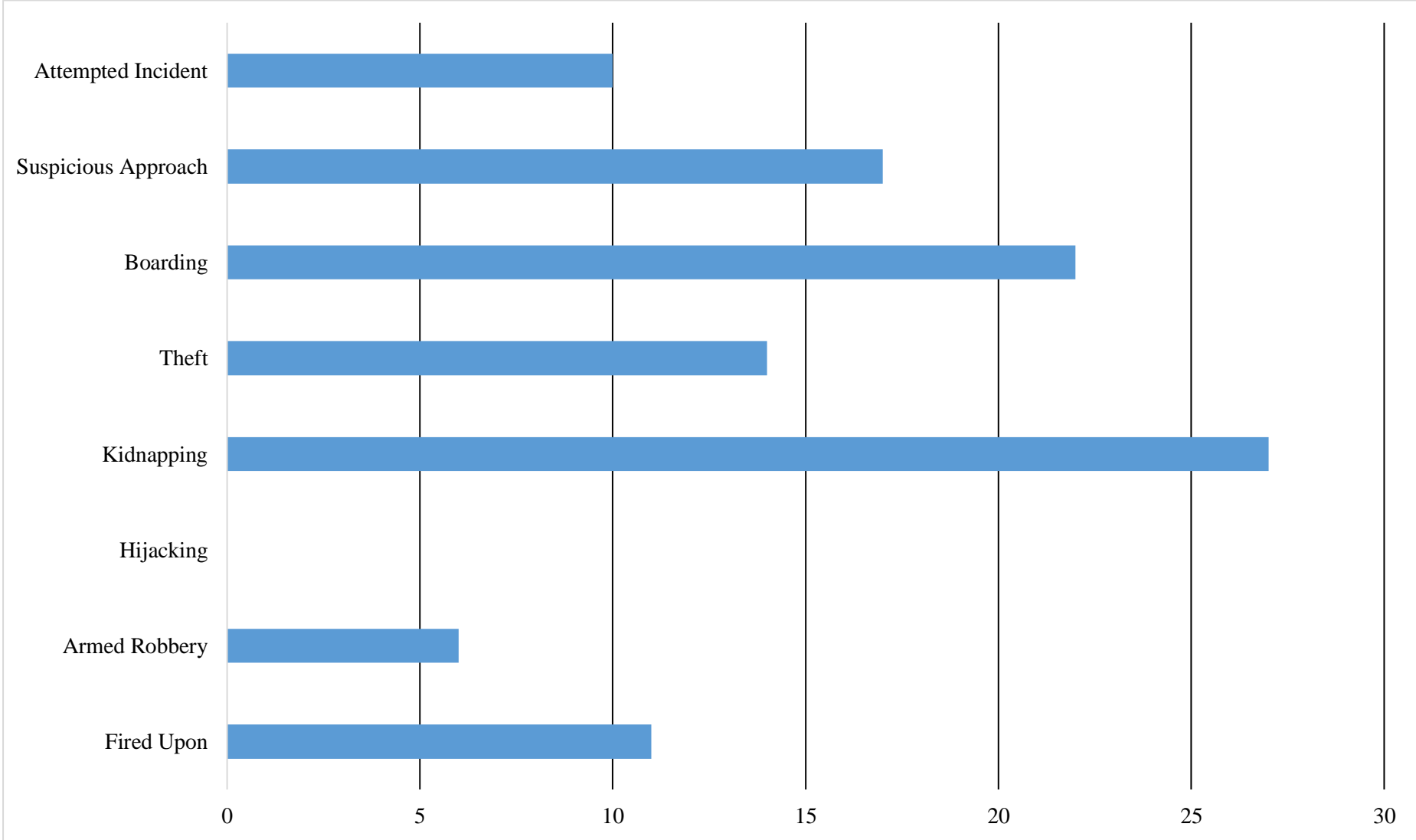
PIRACY AND RELATED INCIDENTS AGAINST SHIPS – OTHER AREAS

Table 7. Types of Incidents Recorded - January to December 2020 - Other Areas

Incidents	Number	Remarks
Fired Upon	11	Fairly consistent
Armed Robbery	6	Significant decrease from 21 in 2019 to 6 in 2020 representing 72% decline
Hijacking	0	Decline from 3 in 2019 to zero in 2020
Kidnapping	27	Most cases occurring deep offshore and outside Nigerian EEZ
Theft	14	Fairly consistent
Boarding	22	Significant increase from 5 in 2019 to 22 in 2020
Suspicious Approach	17	Increase from 11 in 2019 to 17 in 2020
Attempted Incident	10	Significant decline from 25 in 2019 to 10 in 2020
Total	105	

PIRACY AND RELATED INCIDENTS AGAINST SHIPS – OTHER AREAS

Figure 8. Types of Incidents per Country– January to December 2020 - Other Areas



SUMMARY OF PIRACY AND RELATED INCIDENTS AGAINST SHIPS

Table 8. Number of Incidents per Sea Areas - January to December 2020

Country	Location of Incidents							
	Ports/Anchorages/Territorial Waters				Exclusive Economic Zone			
	First Quarter (Q1)	Second Quarter (Q2)	Third Quarter (Q3)	Last Quarter (Q4)	First Quarter Q1	Second Quarter Q2	Third Quarter (Q3)	Last Quarter (Q4)
Cape Verde	-	-	-	-	-	-	-	-
Senegal	-	-	-	-	-	-	-	-
Gambia	-	-	-	-	-	-	-	-
Guinea Bissau	-	-	-	-	-	-	-	-
Guinea	1	2	-	3	-	-	-	-
Sierra Leone	-	-	1	1	-	-	-	-
Liberia	-	-	-	2	-	-	-	-
Cote d'Ivoire	1	-	1	1	-	1	-	-
Ghana	3	5	1	3	-	-	4	3
Togo	1	-	1	1	1	-	-	-
Benin	1	1	-	-	1	2	4	4
Nigeria	10	5	3	1	10	3	3	15
Cameroon	3	-	-	1	-	-	-	-
Equatorial Guinea	-	3	-	1	-	-	-	-
STP	-	-	-	-	1	2	-	1
Gabon	-	-	-	-	2	2	-	-
Congo	1	-	-	-	-	1	-	-
DR Congo	-	1	2	2	-	-	-	-
Angola	1	1	2	4	3	-	-	-
TOTAL	22	18	11	16	18	11	11	23

NB: Five (5) Incidents occurred outside countries EEZs

SUMMARY OF PIRACY AND RELATED INCIDENTS AGAINST SHIPS

Table 9. Types of Incidents Per Country Zone F- January to December 2020

Country	Armed Robbery	Hijacking	Kidnapping	Fired Upon	Theft	Suspicious Approach	Boarding	Attempted Incident	No. of Incidents
Guinea	4	0	0	0	1	1	0	0	6
Sierra Leone	1	0	0	0	0	0	1	0	2
Liberia	0	0	0	0	2	0	0	0	2
Cote d'Ivoire	0	1	0	0	2	0	0	0	3
Ghana	0	0	2	0	7	5	3	2	19
TOTAL	5	1	2	0	12	6	4	2	32

SUMMARY OF PIRACY AND RELATED INCIDENTS AGAINST SHIPS

Table 10. Nationality of Crew Kidnapped - January to December 2018 - 2020

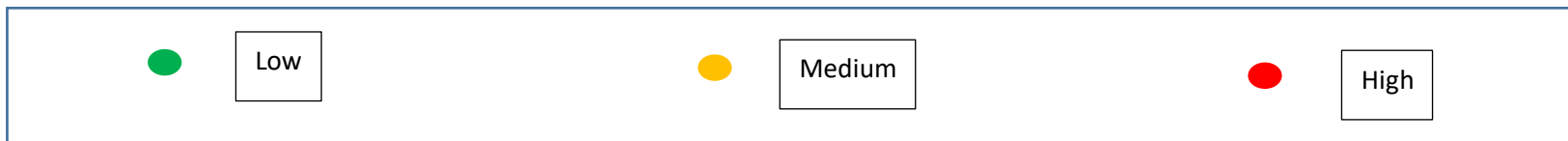
Nationality	No. of crew kidnapped – 2018	No. of crew kidnapped – 2019	No. of crew kidnapped – 2020
Cameroonians	5	5	4
Chinese	11	8	19
Egyptians	0	0	2
Equatorial Guineans	0	0	1
Filipinos	9	23	1
Georgian	0	1	0
Ghanaians	1	2	7
Greece	1	7	3
Indians	3	26	4
Indonesians	0	0	3
Koreans	3	0	8
Lebanese	0	0	3
Moroccans	0	0	2
Nigerians	0	2	9
Romanians	1	3	0
Russians	0	4	2
Senegalese	0	0	2
Sierra Leoneans	0	0	1
South Africans	0	3	0
Togolese	0	1	0
Turkish	0	10	0
Ukrainians	2	7	15
Unspecified	30	20	36
Total	78	122	123

NB: 27 crew members were kidnapped in countries' internal waters.

SUMMARY OF PIRACY AND RELATED INCIDENTS AGAINST SHIPS

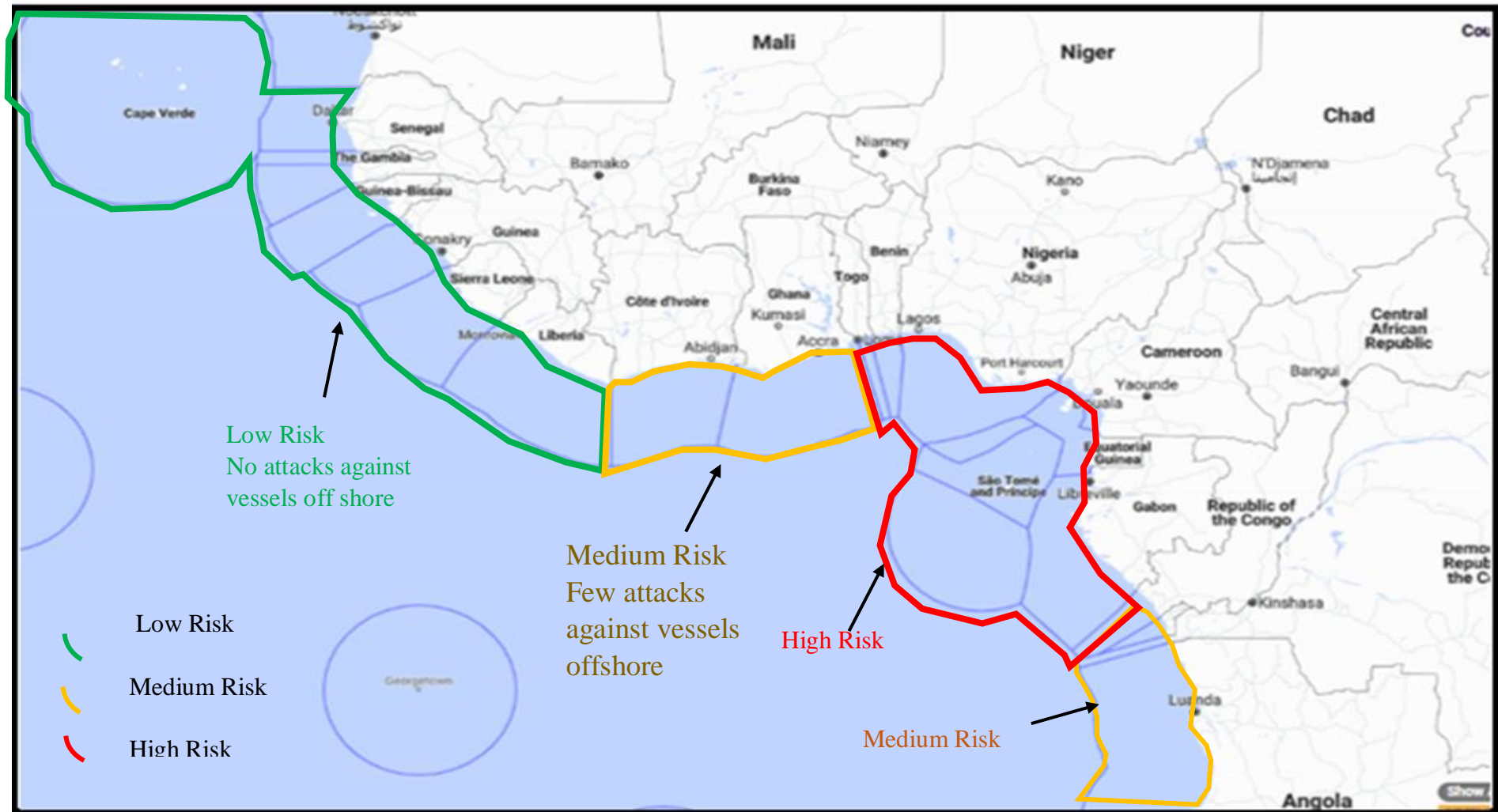
Table 11. Risk and Threat Profile - January to December 2020 - Zone F

Port/Anchorage/EEZ	Armed Robbery	Hijacking	Kidnapping	Theft	Boarding	Suspicious Approach
Conakry Port	●	●	●	●	●	●
Freetown Port	●	●	●	●	●	●
Monrovia Port	●	●	●	●	●	●
San Pedro Port	●	●	●	●	●	●
Abidjan Port	●	●	●	●	●	●
Takoradi Port	●	●	●	●	●	●
Tema Port	-	●	●	●	●	●
Guinea EEZ	-	●	●	●	●	●
Sierra Leone EEZ	-	●	●	●	●	●
Liberia EEZ	-	●	●	●	●	●
Cote d'Ivoire EEZ	-	●	●	●	●	●
Ghana EEZ	-	●	●	●	●	●



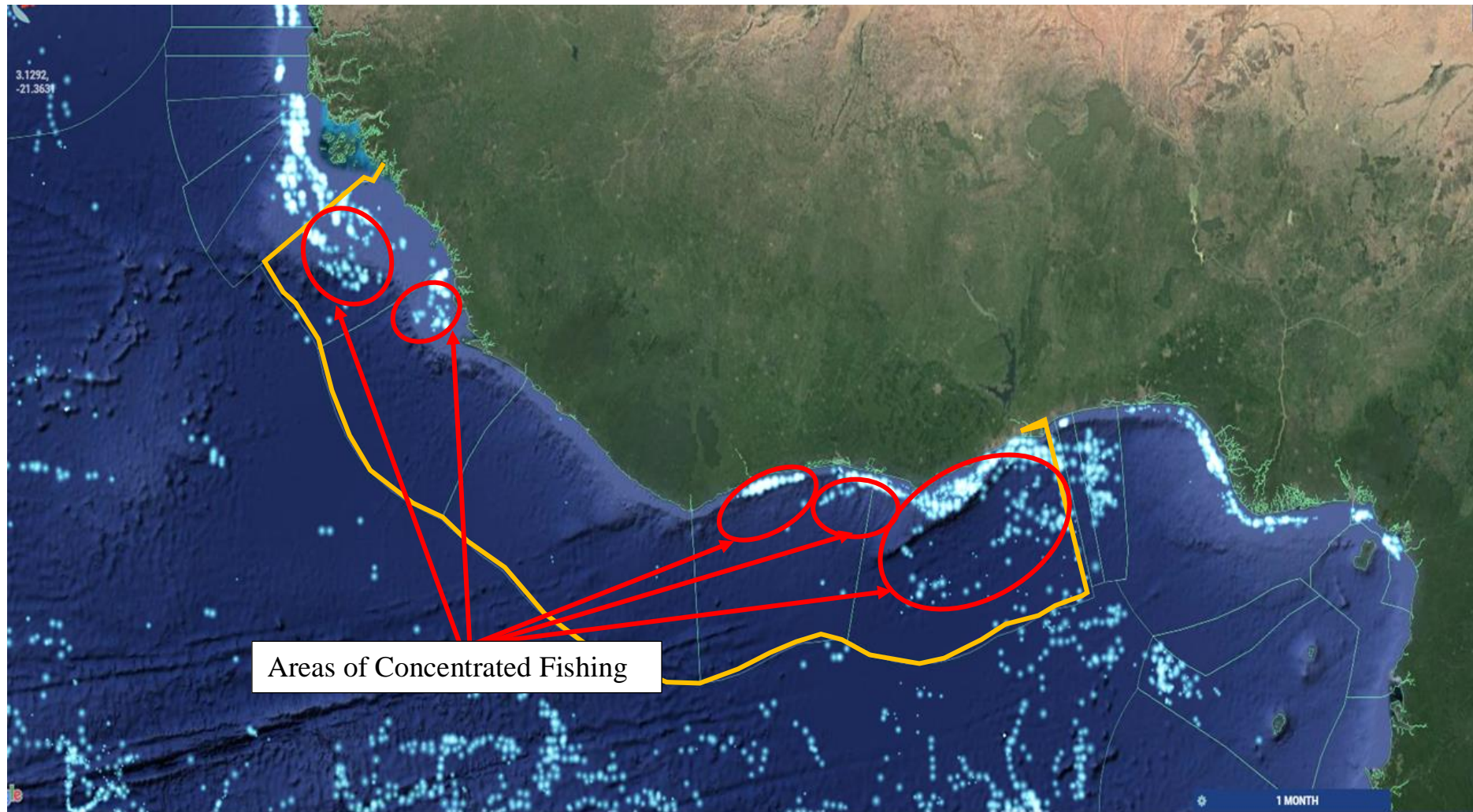
SUMMARY OF PIRACY AND RELATED INCIDENTS AGAINST SHIPS

Figure 9. Projected Risk Profile Zone F and other Areas – June to September 2020



ILLEGAL ACTIVITY AT SEA – ILLEGAL FISHING ZONE F

Figure 10. Disposition of suspicious fishing activities



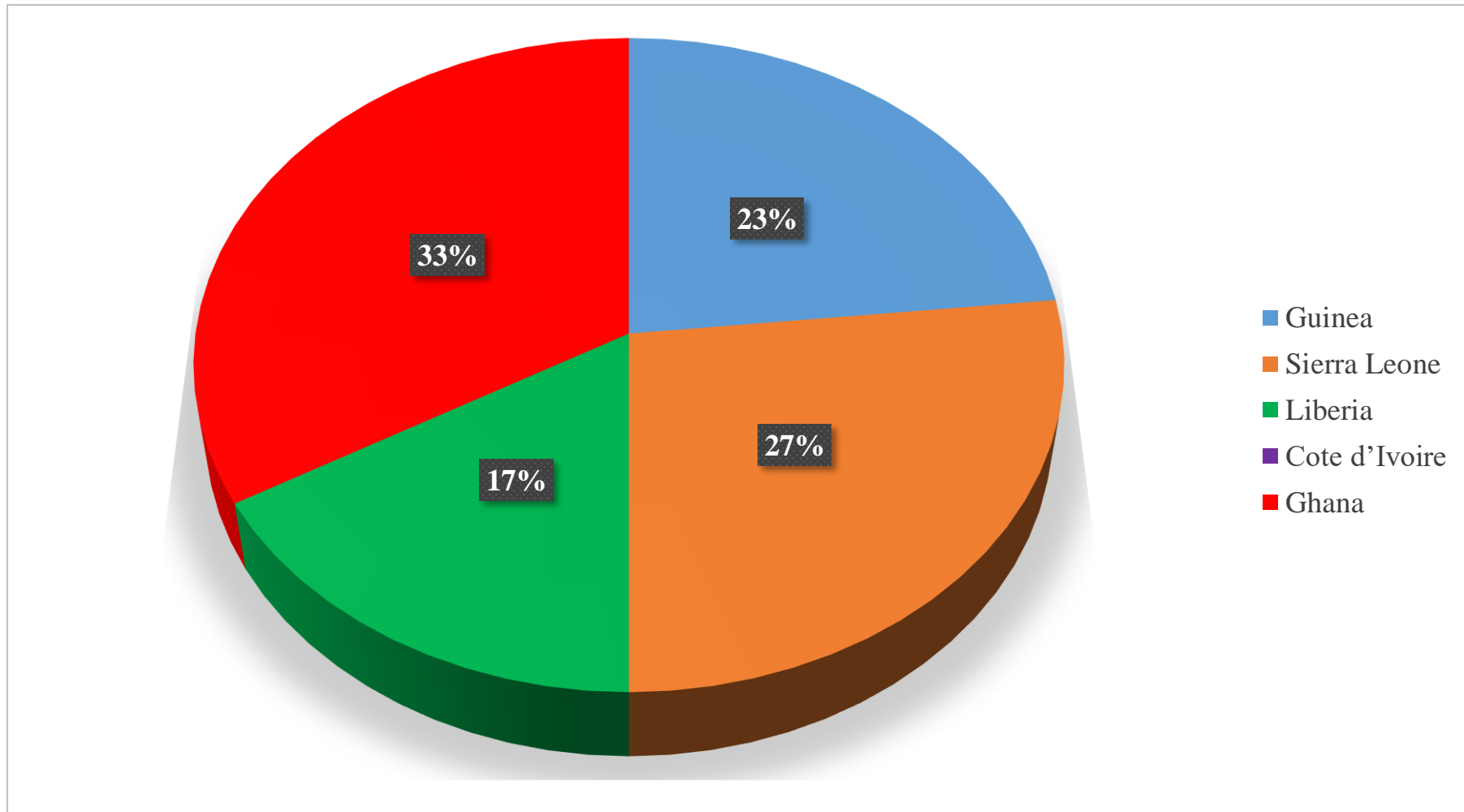
ILLEGAL ACTIVITY AT SEA – ILLEGAL FISHING

Table 12. Number of Recorded IUU Incidents - January to December 2020

Country	Number of Incidents	Remarks
Guinea	7	Cases under investigation and prosecution
Sierra Leone	8	Cases under investigation and prosecution
Liberia	5	Cases under investigation and prosecution
Cote d'Ivoire	-	Nothing Reported
Ghana	10	Cases under investigation and prosecution

ILLEGAL ACTIVITY AT SEA – ILLEGAL FISHING

Figure 11. Recorded IUU Incidents - January to December 2020 – Zone F



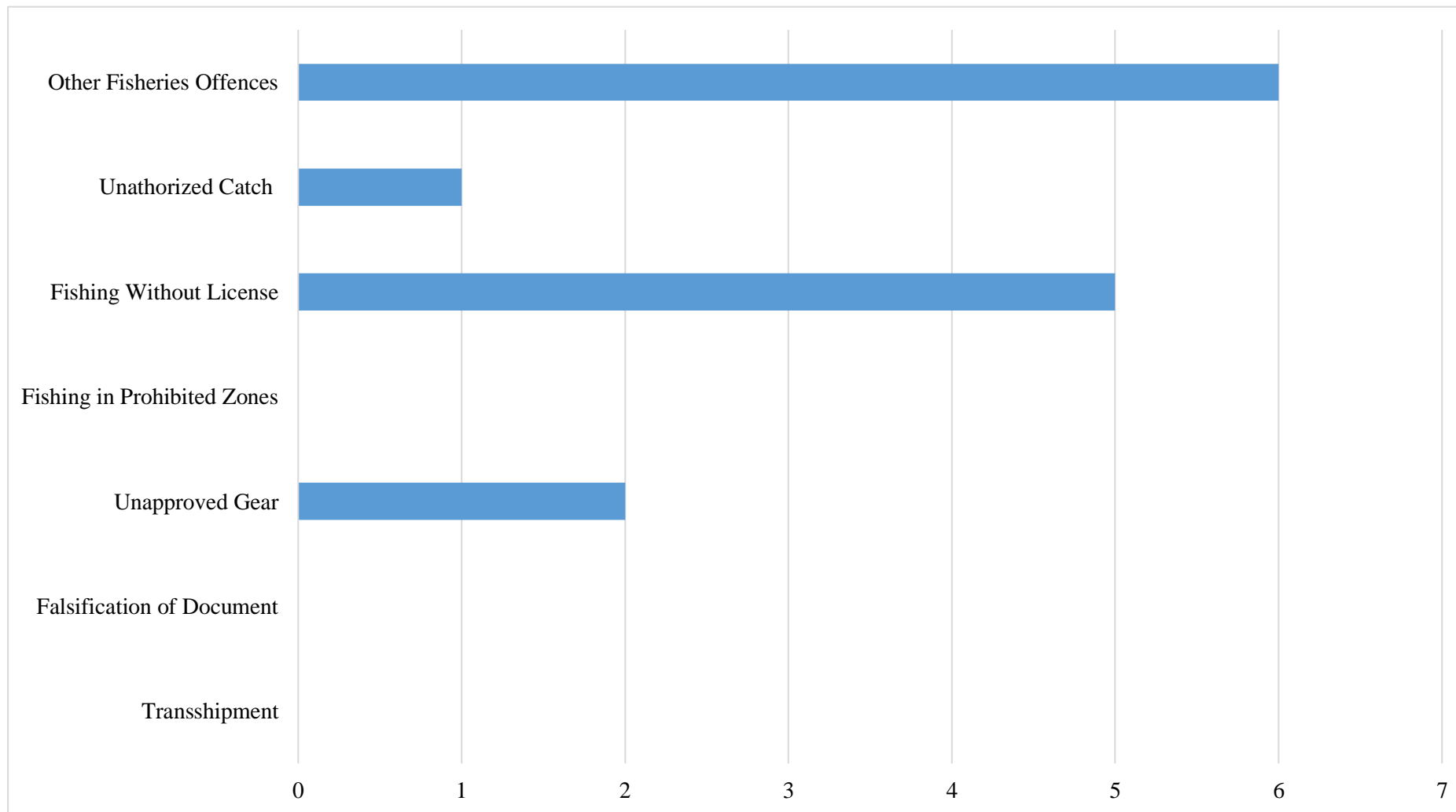
ILLEGAL ACTIVITY AT SEA – ILLEGAL FISHING

Table 13. Type of Recorded IUU Incidents - January to December 2020 – Zone F

Category of Incident	Number	Remarks
Unauthorised Catch	1	Targeted fish reserved for artisanal fishermen
Transshipment	0	Numerous suspicious but unconfirmed reports
Falsification of Document	0	
Unapproved Gear	2	Undersize nets
Fishing in Prohibited Zones	0	Most zones not clearly delimited
Fishing Without License	5	Non-renewal of lincense
Other Fisheries Offences	6	Immigration Voilation and Vessel Monitoring Ofences (Turning off AIS)

ILLEGAL ACTIVITY AT SEA – ILLEGAL FISHING

Figure 12. Recorded IUU Incident - January to December 2020 – Zone F



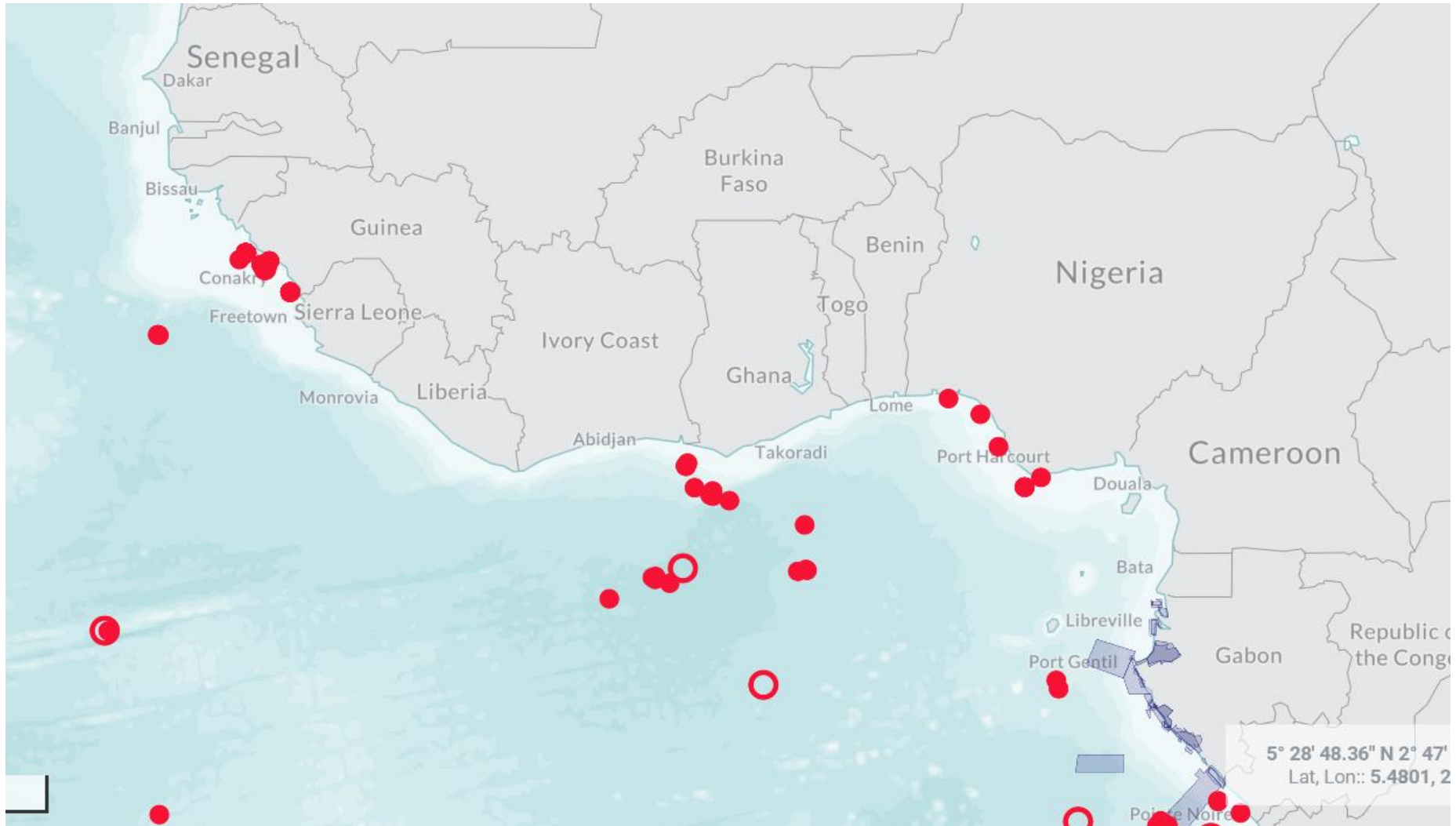
ILLEGAL ACTIVITY AT SEA – ILLEGAL FISHING

Table 14. Number of Recorded IUU Incidents - January to December 2020 – Zone F

Type of Vessel	Number	Remarks
Industrial	14	Details to be included in next report
Semi - Industrial	5	

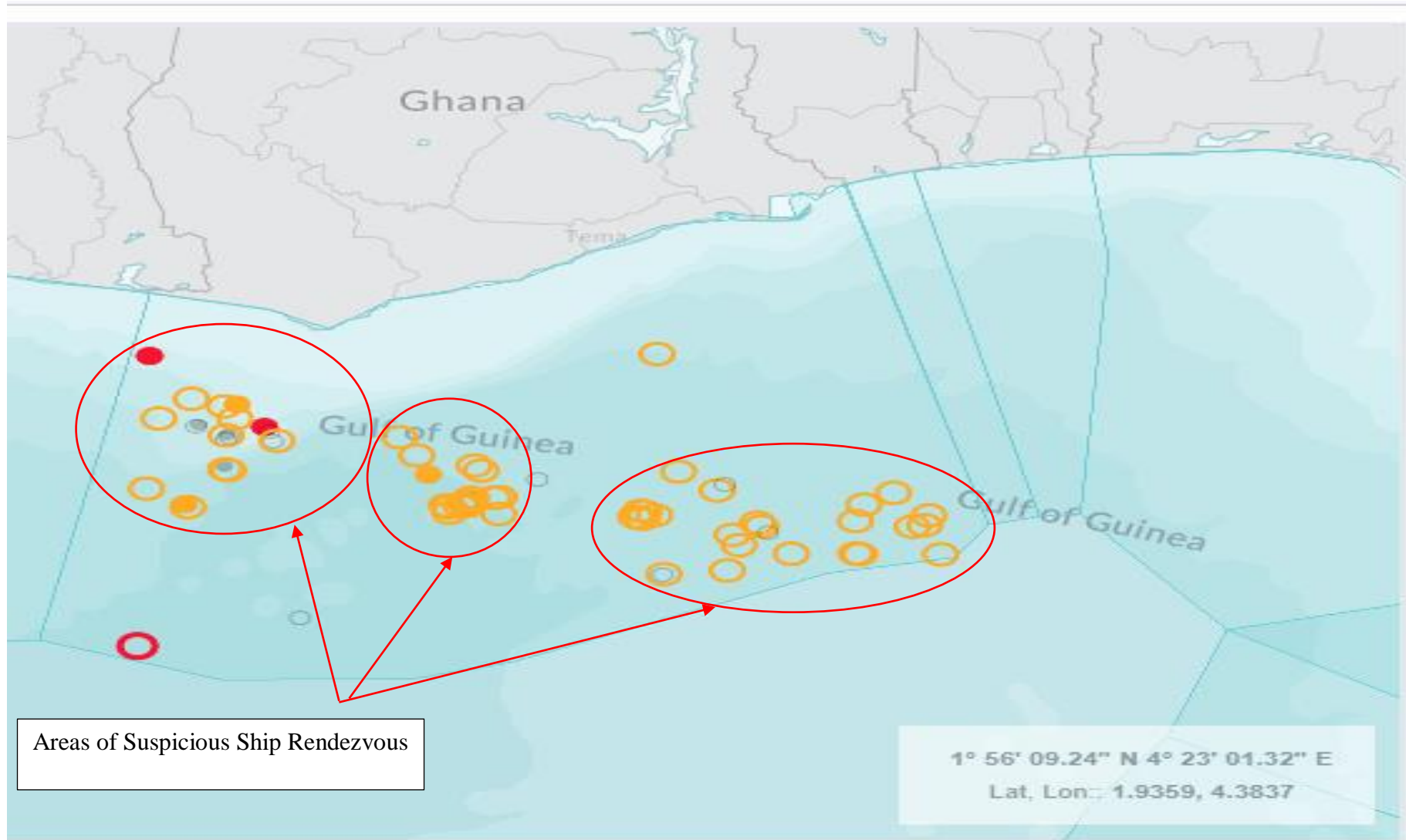
ILLEGAL ACTIVITY AT SEA – SUSPICIOUS SHIP RENDEZVOUS

Figure 13. Location of Suspicious Ship Rendezvous – Jan to Dec 2020 - Zone F and other Areas



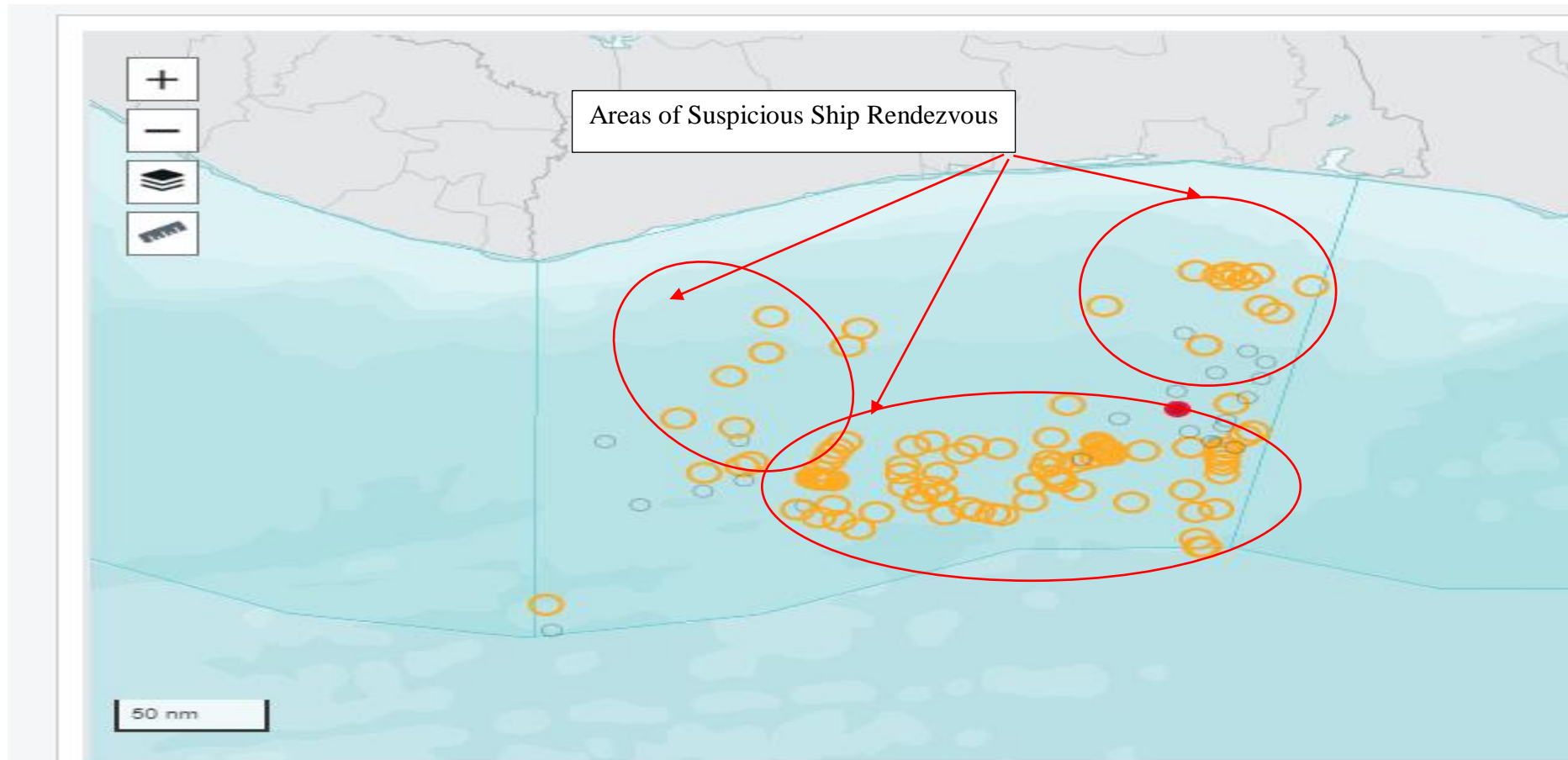
ILLEGAL ACTIVITY AT SEA – SUSPICIOUS SHIP RENDEZVOUS

Figure 14. Location of Suspicious Ship Rendezvous Ghana EEZ – Jan to Dec 2020



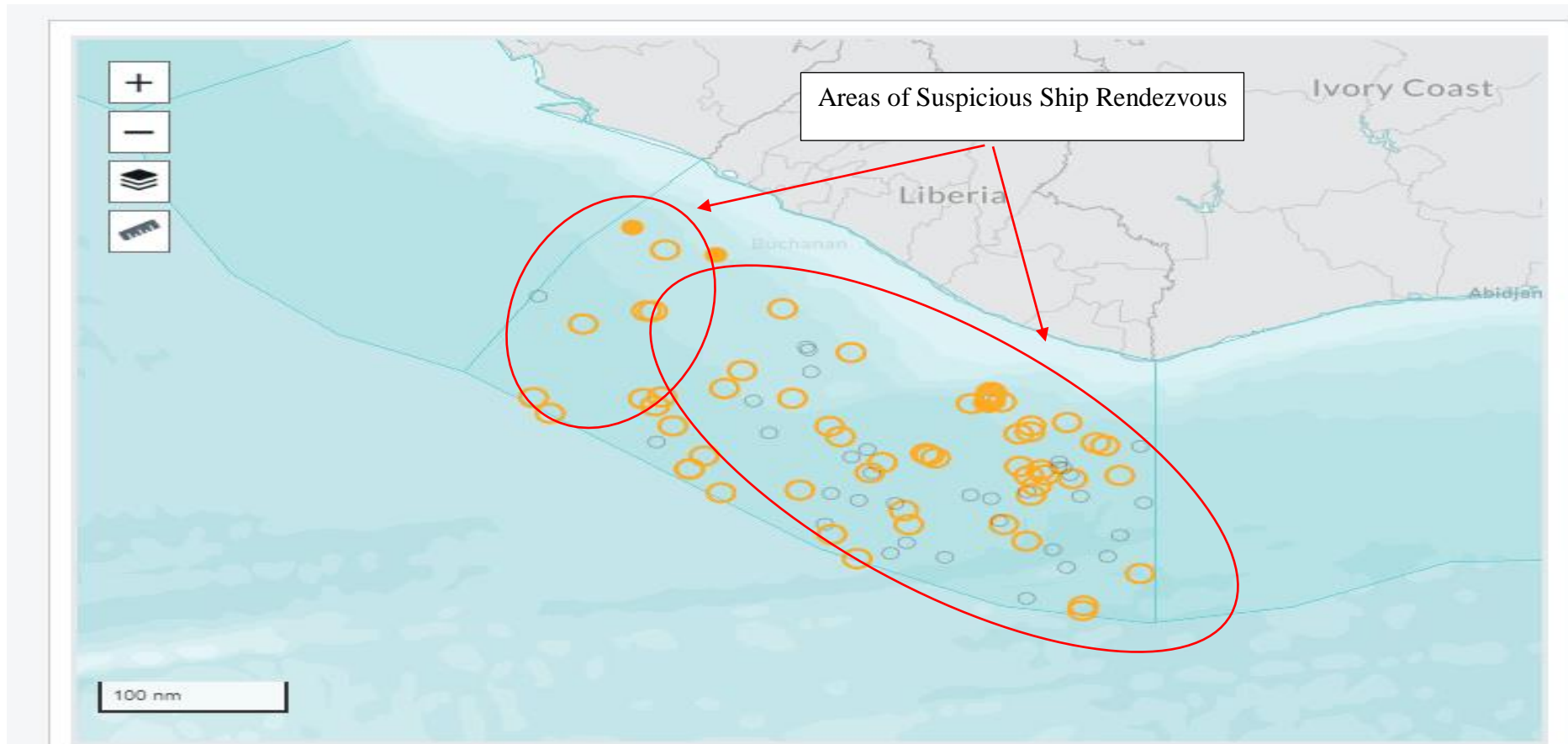
ILLEGAL ACTIVITY AT SEA – SUSPICIOUS SHIP RENDEZVOUS

Figure 15. Location of Suspicious Ship Rendezvous Cote d’Ivoire EEZ – Jan to Dec 2020



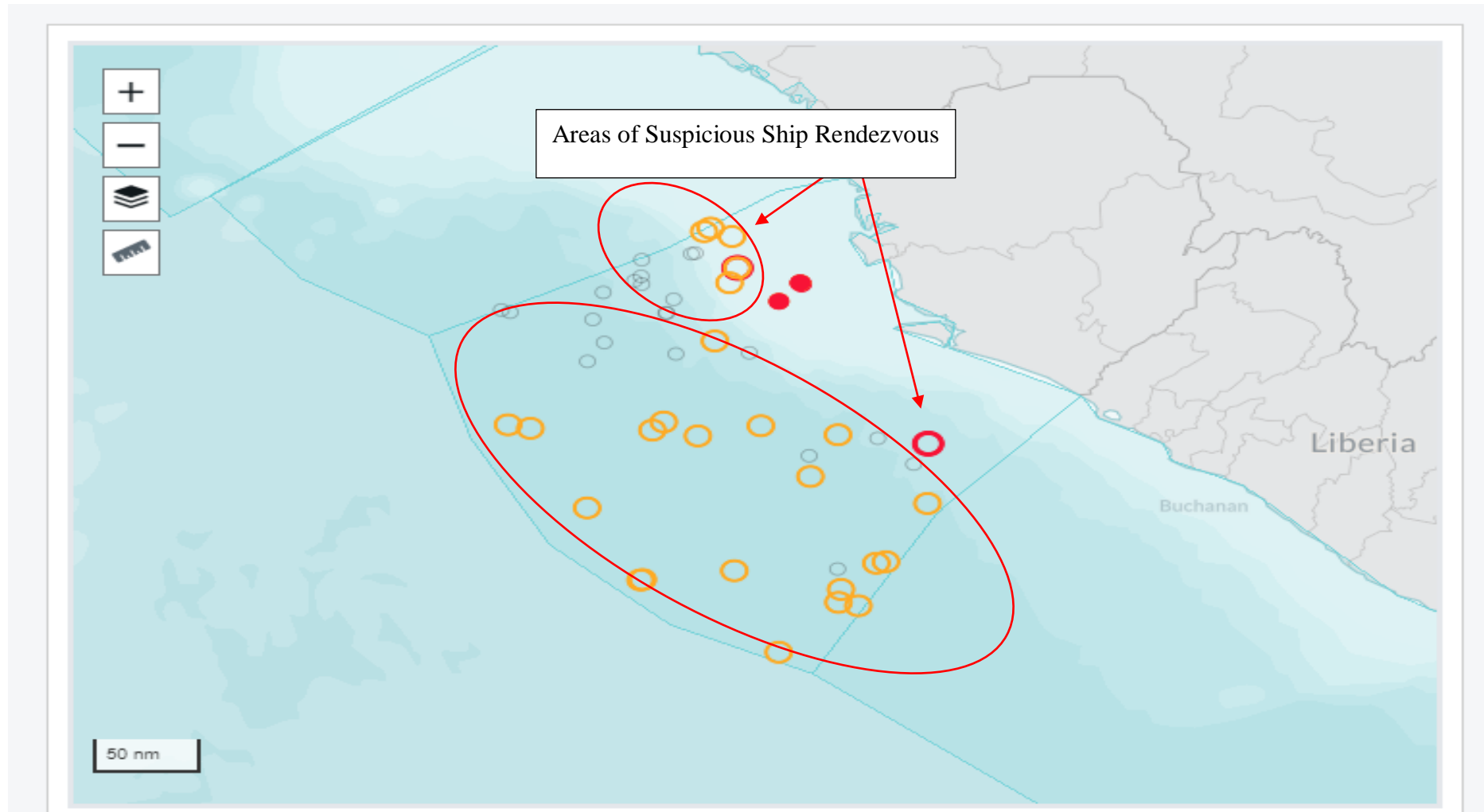
ILLEGAL ACTIVITY AT SEA – SUSPICIOUS SHIP RENDEZVOUS

Figure 16. Location of Suspicious Ship Rendezvous Liberia EEZ – Jan to Dec 2020



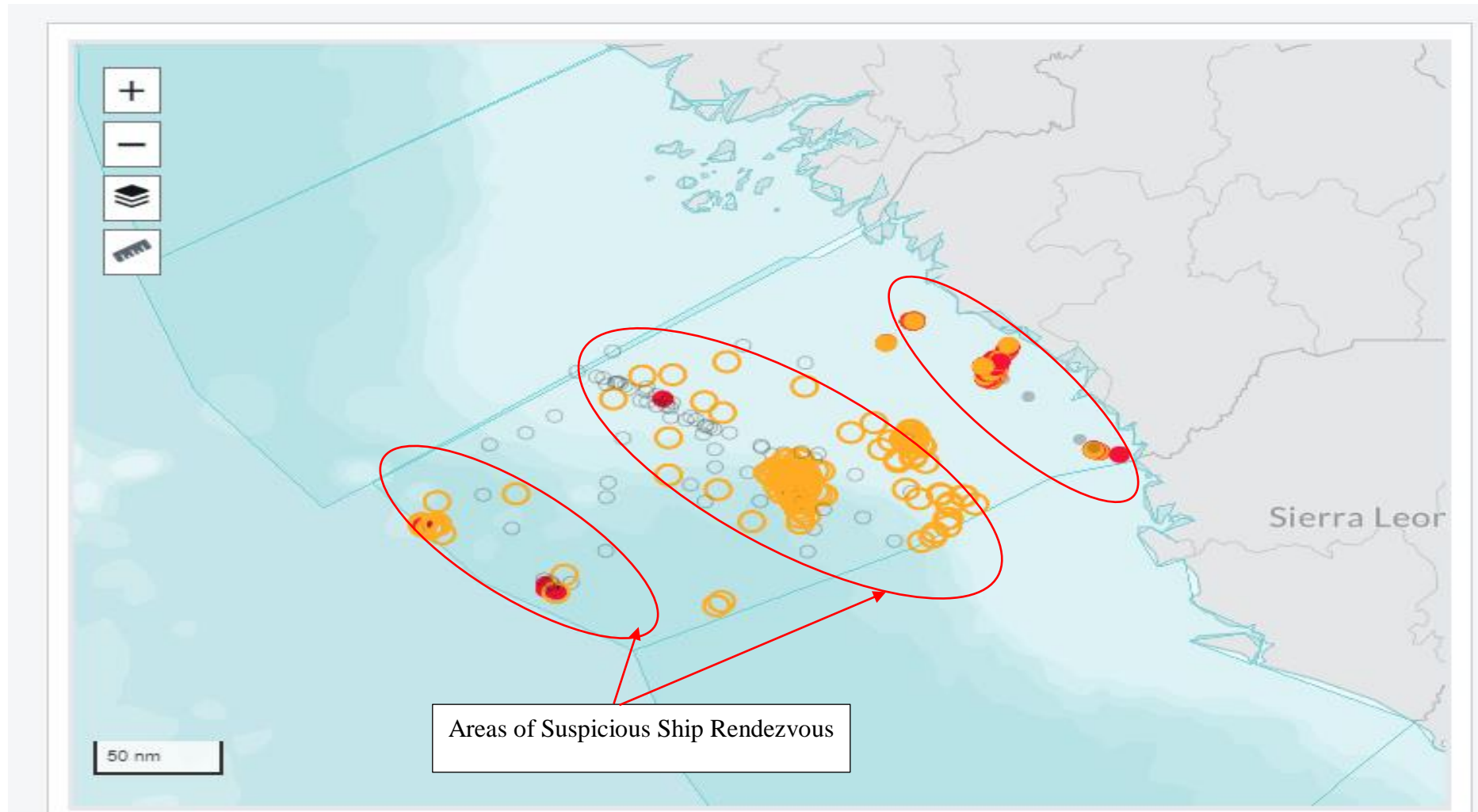
ILLEGAL ACTIVITY AT SEA – SUSPICIOUS SHIP RENDEZVOUS

Figure 17. Location of Suspicious Ship Rendezvous Sierra Leone EEZ – Jan to Dec 2020



ILLEGAL ACTIVITY AT SEA – SUSPICIOUS SHIP RENDEZVOUS

Figure 18. Location of Suspicious Ship Rendezvous Guinea EEZ – Jan to Dec 2020



SUSPICIOUS SHIP RENDEZVOUS

Suspicious ship rendezvous (RV) at sea has become a common phenomenon within maritime Zone F. The concentration of these activities are located along the maritime border areas of member states and deep offshore as depicted by the rendezvous recorded above. The trend of rendezvous was fairly consistent throughout the year. Ghana recorded the highest number of rendezvous between vessels. Most of the suspicious RV involved tanker vessels meeting with fishing vessels, cargo and other types of vessel at sea. Fishing vessel especially industrial vessels have also been observed to RV with other fishing vessels, Reefer or refrigerated vessels at sea.

The most likely reasons why 2 vessels would RV at sea is engage in exchange/transfer of goods and or persons in some cases. Analysis of most suspicious ship RV within Zone F in recent past points to illegal bunkering and transshipment of fish at sea. The possibility of weapon and drug trafficking through such suspicious ship RV remains likely. In the past Ghana and Cote d'Ivoire EEZs were the most favourable locations, but the phenomenon of illegal bunkering and transshipment is spreading across Zone F. Checks with relevant authorities further revealed that most of the few license bunkering at sea were not properly supervised to ensure the activities are in compliance with national regulations and international conventions governing the activities. In effect most of the bunkering and transshipment activities are illegal and associated with serious environmental security and economic fallouts on the states.

It is estimated maritime Zone F lost of about \$ 6.8 million dollars of tax revenue through illegal bunkering activities at sea during the second quarter of 2020. For the second quarter of 2020, Ivorian, Ghanaian and Guinean EEZs accounted for over 80% of the suspicious ship RV involving cargo, tanker and fishing vessels. Tanker vessels were the worse offenders. Liberian flag tanker vessels accounted for over 75% of the suspicious ship RV. The growing incidents of illegal bunkering in Maritime Zone F has the tendency to attract pirates into Zone F. Typically, vessels engaged in unsupervised bunkering activities at sea are vulnerable and attractive target for pirate attacks. A classic example was the double piracy attack on the MT ANUKET AMBER and ARK TZE which occurred, about 100 nautical miles off Pointe-Noire, Republic of Congo on 29 October 2018. The wayforward is for the states to cooperate in tracking, arrest and prosecute offenders. The proceeds from fines and prosecution can be used to support maritime law enforcement agencies and regulatory bodies.

ILLEGAL MIGRATION

STOWAWAY

The GoG continue to record a number of illegal migration cases involving stowaway incidents in Ports and harbours and These migration cases usually involve young men who capitalize on security gaps within Ports and Anchorages, and onboard vessels in order to seek greener pastures in other countries. For 2020, two stowaway incidents were recorded in Ghana and one in Cote d'Ivoire ports as compared to 10 incidents in 2019. In percentage terms, there is 70% decrease in stowaway in 2020. This can be explained by the increased security measures in the ports and anchorages and the observance of the ISPS code by both port authorities and ships.

ILLEGAL MIGRATION BY SEA

The year 2020 witnessed a spike in illegal mass migration by sea especially in maritime Zone G (Senegal). According to the International Organisation for Migration (IOM) a minimum of 18000 migrants crossed the Atlantic from Senrgal coast to the Canary Islands. The IOM estimates at least 500 of these economic migrants lost their lives as compared to 210 in 2019. The trend of illegal mass migration by sea is likely to spread to include citizens from other countries.

SAFETY OF LIFE AT SEA

Over the course of the year 2020, maritime Zone F in 2020 recorded an increase in safety related incidents including capsizing of fishing boats, submerging, collision, ship wreck as compared to 2019.

Sierra Leone recorded four capsizing incidents involving local fishing boats reportedly due to foul weather. The Navy and some locals managed to rescue all crew members. One casualty was however recorded. Two incidents involving the submerging of two local wooden cargo transport boats were also recorded. Two people were reported missing.

The Guinean maritime domain recorded two ship wreck incidents involving a local fishing boat and AMITIE 1 were recorded in 2020. Two people were reported missing and yet to be found. A collision between two fishing boats DIOUMAYAH and SAYON STAR leading to the loss of one life was also recorded.

Ghana recorded three maritime accidents at sea in 2020. These include a man overboard incident onboard MV MARANATHA on 16 February 2020. The victim has still not been found. MV LU RONG YUANG YU 930 on 10 October 2020 also recorded a fatal accident at sea while hauling in its net. One person was struck dead in the neck by a broken winch shackle while two were struck overboard by a broken winch shackle and have since not been found on a fishing expedition in Axim waters. One other person was injured in the accident and treated. The third accident occurred onboard MV MENXING 13 on 24 October 2020 around Apam general area. One crew member was dragged and struck against portions of the vessel by a torn winch cable leading to his death. Four other persons suffered various degrees of injuries and were treated.

These safety related incidents which involves mostly fishing vessels and canoes is an indication of substandard working conditions and poor safety standards in the fishing industry. To ensure the safety of crew onboard fishing vessels government should implement the ILO Work in Fishing Convention (C188) and accede to the Cape Town Agreement (CTA). The CTA sets minimum requirements on the design, construction, equipment and inspection of fishing vessels 24m or longer that operate on the high seas.

OBSERVABLE TRENDS

Maritime Incidents and illegalities

- Shipping, fishing and other maritime activities have come under severe threat from armed robbery, piracy and kidnapping for ransom (KFR).
- Targets of pirates attacks include tanker, cargo, container, fishing and passenger vessels.
- KFR has spiked helping to keep away cargo vessels and driving up insurance by as much as three times as compared to the previous years on GoG bond cargo.
- Piracy in the GoG in 2020 has become more violent with consequences such as death and injuries to crew as well as damage to ship property.
- All kidnapped crew across the region were held in captivity in Nigeria and released after payment of undisclosed amount of ransom.
- Identified hotspot for captivity and release include Port Harcourt, Bayelsa, Brass, Bonny Island.
- Increase in range of attacks from the shoreline with more incidents occurring at the limits of the EEZ and beyond.
- The geographic spread of offshore piracy incidents stretches from Cote d'Ivoire in the West to Gabon in the South.
- The established piracy high risk area as at end of 2020, stretches from Ghana's eastern maritime border with Togo to Cape Lopez, Gabon.
- More vessels were attacked while drifting/waiting/stopped for clearance to enter port.
- The first and last quarters of 2020 recorded more incidents due to poor visibility (harmattan) and relatively calm seas to the benefits of the pirates.
- More piracy and related incidents were recorded in the night as compared to day.
- Attacks and kidnapping of crew of fishing vessels offshore have spread from Cote d'Ivoire to Gabon. All fishing vessels are to take necessary steps to harden themselves against pirates attacks.
- IUU fishing continues to be a matter of concern in the Maritime Zone F. The most prevalence offence recorded over the period is vessels fishing without valid documents.
- A total of 30 vessels comprising industrial and semi-industrial were arrested for various fisheries offences across Zone F. The cases are at various stages of investigation and prosecution.
- Over the period Maritime Zone F has witnessed a growing incidents of suspicious ship rendezvous especially within Ghana, Cote d'Ivoire and Guinea EEZs.
- Most of the rendezvous involves illegal bunkering and transshipment of fish. It is estimated that maritime Zone F lost about \$ 6.87 million dollars through illegal bunkering during the period under review.

Regional Responses

- Considerable increase in efforts in information sharing and coordination of actions leading to the rescue hijacked vessel (HAI LU FENG II) and arrest of pirates by the Nigerian Navy.
- Improved interagency collaboration at national levels across the region.
- Improved information sharing and collaboration between the MMCC Zone and the international piracy reporting Centres (MDAT, IMB, PSNC).
- Increased interaction between the MMCC Zone F and international naval vessels patrolling at sea.
- Increased provision of security escort vessels and armed guards onboard vessels by States' maritime law enforcement agencies on request.
- Increase foreign naval presence in GoG through the Coordinated Maritime Presence initiative.

Maritime Governance and Capacity Building

- The year 2020 saw an improvement in legal frameworks and legislation to ensure comprehensive laws to prosecute piracy and other maritime crimes.
- Increased capacity building for staff of maritime prosecutory agencies.
- Training on Yaounde Architecture Regional Information System (YARIS).
- Capacity building in Maritime Security Operational Training for staff of MMCCs.
- Multinational maritime exercises to improve cooperation, collaboration, coordination and capacity of regional navies (GRAND NEMO, OE 2020).

OUTLOOK FOR 2021

The outlook of 2021 will largely depend on how the maritime industry responds to the growing threat of piracy and related maritime crimes and adaptations of pirate action groups to the various responses. Since almost all offshore piracy incidents originate or end in Nigerian waters specially the Niger Delta area, the response by the Nigerian authorities and security agencies will be cardinal in shaping the phenomenon of piracy in the GoG. In this regard, the outlook of 2021 is expected as follows:

- The trend of attacks in terms of geographical spread from the epicentre (Niger Delta) and deep offshore is expected to continue.
- Kidnapping for ransom which has spiked and directed against commercial and fishing vessels is expected to continue.
- The hijacking of vessels to be used as mother ship is unlikely following the arrest of the pirates onboard HAI LU FENG II.
- Commercial vessels are expected to compliment the fight against piracy by improving ship borne protection measures including citadel drills, hardening of vessels, use of security escorts and armed guards.
- The violent posture of pirates in their operations is expected to continue through use of arms.
- GoG member states are expected to the increase their cooperation and collaboration due to the increasing levels of threat as well as build trust to facilitate sharing and dissemination of actionable intelligence to support counter piracy operations.
- Efforts directed by states to secure buy-in by coastal communities in maritime law enforcement and counter piracy activities is expected to improve.
- Stowaway incidents within Maritime Zone F is expected to remain low due to improved security in the ports and anchorages.

ACKNOWLEDGEMENT

The MMCC Zone F wish to acknowledge the continuous support and cooperation from all member states MOCs. Specifically, we appreciate them for prompt response and information sharing relating to shipping safety and security as well as the safety of mariners in Zone F and across the region. The continued cooperation has contributed to ensure vital maritime trade and fishing activities continued amidst the ongoing COVID-19 Pandemic. Additionally, we wish to sincerely appreciate our International partners and the private maritime industry for their continued collaboration.

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