



MMCC ZONE F ANNUAL MARITIME SECURITY REPORT FOR THE YEAR ENDED DECEMBER 2023

**ECOWAS MULTINATIONAL MARITIME
COORDINATION CENTRE**

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MMCC ZONE F Sharing with Trust

The MMCC ZONE F is a Multinational Maritime Coordination Centre that monitors maritime activities/events in Maritime Zone F and shares actionable maritime information among stakeholders to support decision making in order to combat maritime crime.

The Centre was operationalized in March 2018 as part of efforts to implement the Yaoundé Code of Conduct and support from external partners. Our membership is made of landlocked and coastal countries including Burkina Faso, Ghana, Cote D'Ivoire, Liberia, Sierra Leone and Guinea.

Together we obtain a common Maritime Situational Awareness Picture based on which decisions are made to combat maritime crime.

TABLE OF CONTENT

FORWARD	4
ABBREVIATIONS AND ACRONYMS	5
1 INTRODUCTION	6-7
1.1 Zone F Area of Responsibility and Countries	8
1.2 Maritime Activities of Countries	9-13
2 ACTIVITIES	14
2.1 Routine Operations at Sea	15-16
2.2 Periodic Maritime Exercises	17
2.3 Other Maritime Activities	18-19
3 MARITIME SECURITY REPORT	20
3.1 Piracy and Armed Robbery	21 - 29
3.2 Illegal Unregulated Unreported Fishing	30
3.3 Drug Trafficking	31
3.4 Ship-to-Ship Transfers	32
3.5 Other Transnational Organised Crime	33
4 MARITIME SAFETY REPORT	34-35
5 EMERGING MARITIME ISSUES	36-37
6 FORECAST AND ASSESSMENT FOR 2023	38-41
SOURCES	42
GLOSSARY	43

FOREWORD



As we reflect upon the accomplishments and challenges of the past year, I am pleased to present this annual report on behalf of the ECOWAS Multinational Maritime Coordination Centre Zone F. The year 2023 has proven to be a testament to our collective commitment and unwavering dedication to enhancing maritime security in our region.

I am particularly gratified to report a significant reduction in the number of maritime incidents within our zone. This achievement is a direct result of the tireless efforts and collaborative spirit of all member states, demonstrating the effectiveness of our shared vision for a safer and more secure maritime environment. The strides we have made underscore the value of our joint initiatives and the pivotal role of the ECOWAS Multinational Maritime Coordination Centre Zone F in fostering regional cooperation.

In addition to the positive strides made in maritime security, we also marked a momentous occasion—the 10th anniversary of the Yaoundé Process. This milestone not only signifies a decade of concerted efforts but also serves as a poignant reminder of the enduring partnerships we have forged to address maritime threats collectively. The Yaoundé Process has become a cornerstone in our mission to safeguard our waters and promote economic prosperity through secure maritime activities.

I extend my gratitude to all member states, partners stakeholders and particularly the government of the host nation for their invaluable contributions to the success of the ECOWAS Multinational Maritime Coordination Centre Zone F. Together, we have made substantial progress, and I am confident that our collective efforts will pave the way for an even more secure and prosperous maritime future for our region.

Director

ECOWAS MULTINATIONAL MARITIME COORDINATION CENTRE ZONE F

Abbreviations and Acronyms

Economic Community of West African States	ECOWAS
United Nations Office for West Africa and the Sahel	UNOWAS
Fisheries Committee for West Central Gulf of Guinea	FCWC
Gross Domestic Product	GDP
Illegal Unregulated Unreported	IUU
Maritime Situational Awareness Picture	MSAP
Search and Rescue	SAR
Multinational Maritime Coordination Centre	MMCC
Transnational Organised Crime	TOC
United Kingdom	UK
United States Dollars	USD
Visit Boarding Search and Seizure	VBSS
German Capstone Course	GCC
Grand African Nemo	GANO
His Majesty's Ship	HMS
Exclusive Economic Zone	EEZ
Medical Evacuation	MEDIVAC
Kilometres	km
Nautical mile	nm
Quarter	Qtr
Square	sq

1

INTRODUCTION

- 1.1 *Zone F Area of Responsibility and Countries*
- 1.2 *Maritime Activities of Countries*



1.0 Introduction

The MMCC Zone F is one of the 4 Maritime Centres within the ECOWAS Region established as part of the efforts to implement the Yaoundé Code of Conduct to coordinate and share maritime safety and security information with Member States, Regional and International Partners.

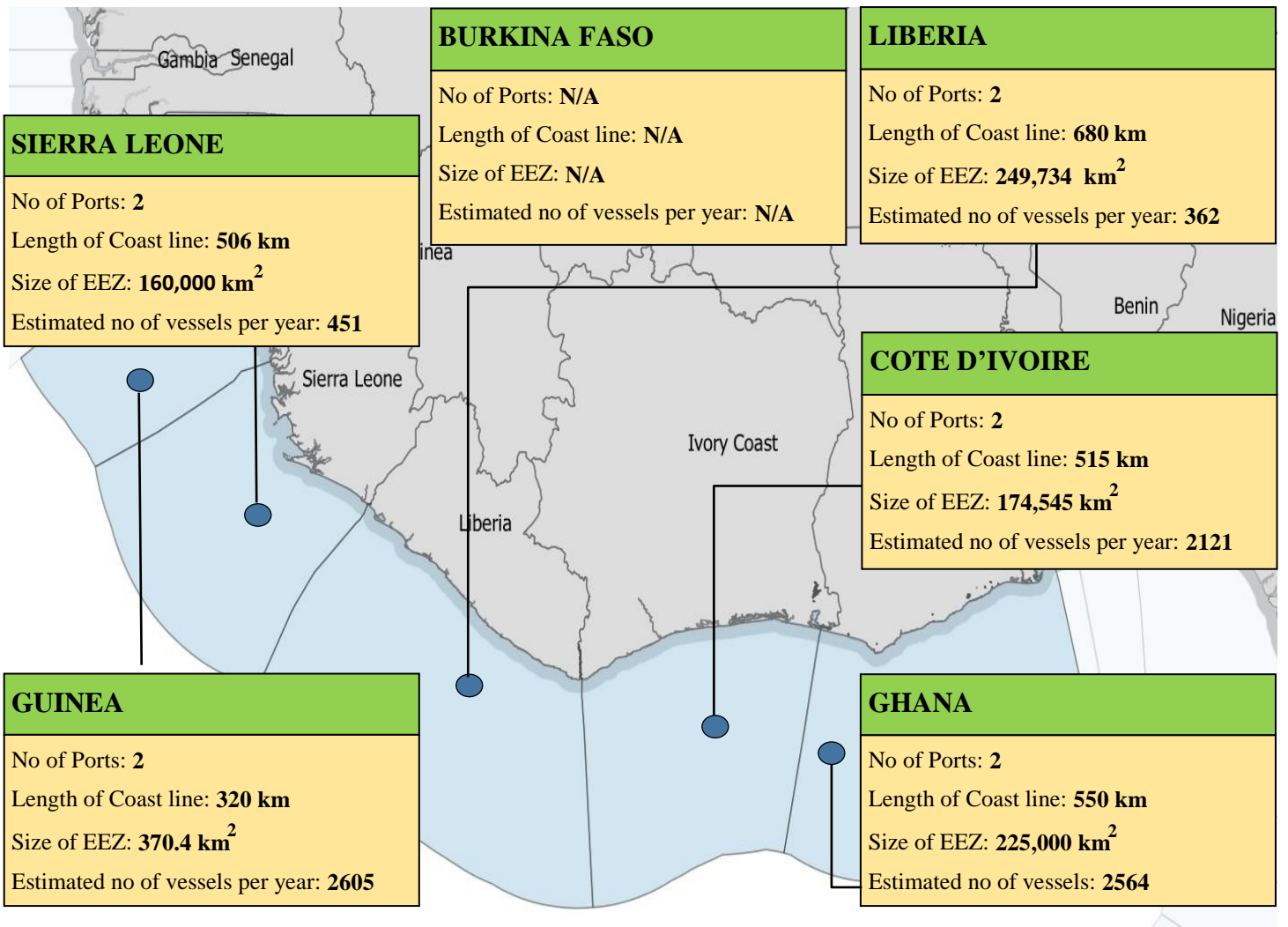
The Centre is an initiative that seeks to increase cooperation among maritime stakeholders of the littoral States in Maritime Zone F and beyond as well as other international partners operating within the Region by providing an open and inclusive forum for discussion of relevant maritime issues.

Operationally, the MMCC Zone F conducts monitoring and surveillance of Maritime Zone F which stretches from Guinea to Ghana.

The focus of our monitoring covers issues regarding Piracy, IUU fishing, and other TOCs.

As required, the Centre collects, analyses and shares statistical trends and emerging issues on maritime activities and incidents within Zone F.

This annual report therefore provides a summary of the MSAP for the period of January to December 2023.



1.1 Area of Responsibility and Countries

Maritime Zone F stretches from Guinea to Ghana and covers a total area of 260, 060 sq nm.

It is blessed with crude, fish and other mineral and forestry resources including gold and timber. The countries that make up the Zone F are Burkina Faso (land locked), Cote D'Ivoire, Ghana, Guinea, Liberia and Sierra Leone.

1.2 Maritime Activities of Countries

GHANA



Ghana is bordered to the West by Cote d'Ivoire, North by Burkina Faso, East by Togo and South by the Atlantic Ocean.

It has a coastline of about 550 km which stretches from Half Assini in the West to Aflao in the East.

Ghana has 2 main ports: Takoradi in the West and Tema in the East.

Annually, both ports receive and processes about 2564 vessels.

Ghana's maritime domain is blessed with crude and produces about 173 - 186 thousand barrels of crude per day

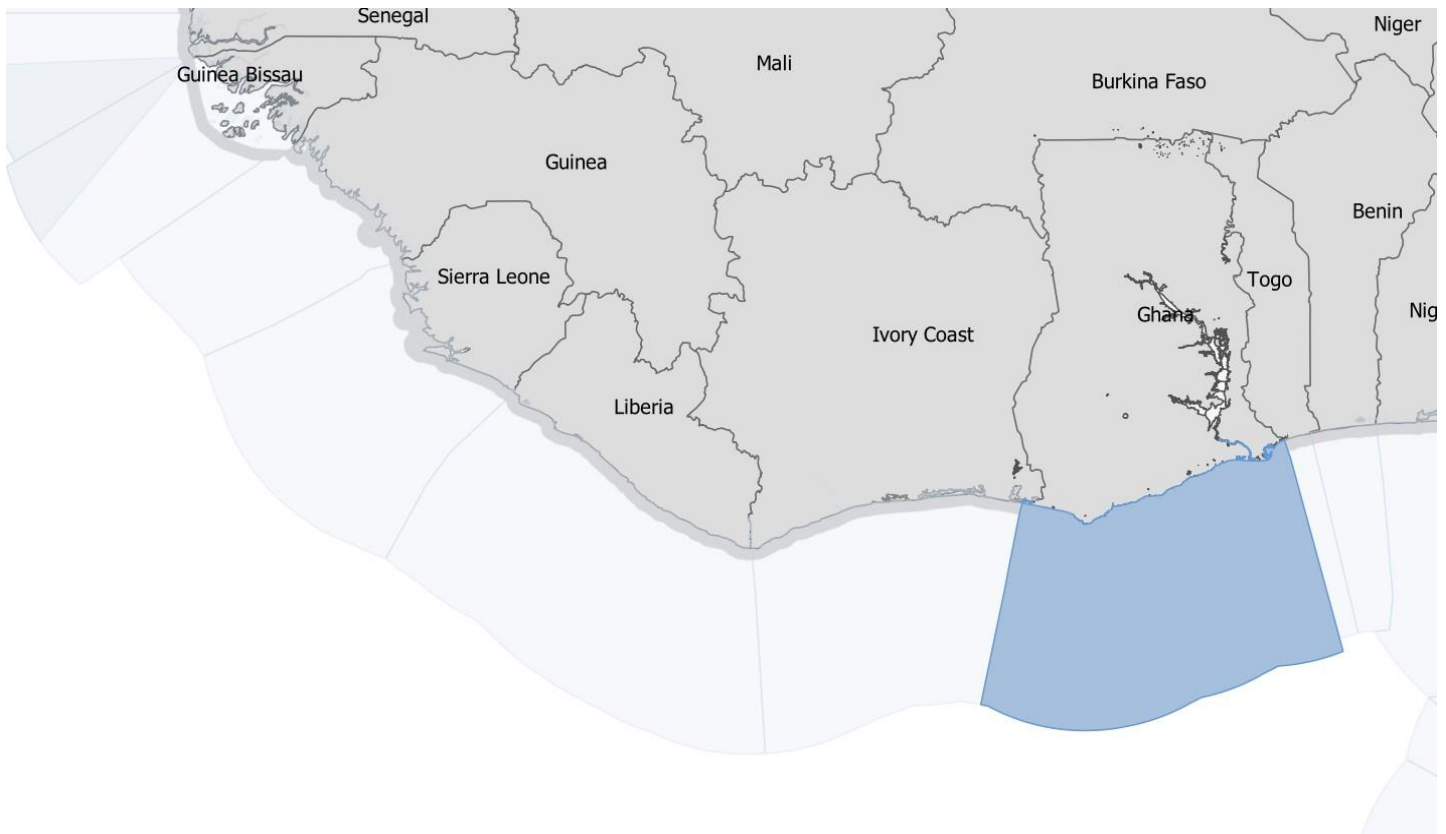
In terms of fisheries, Ghana's net import of fish

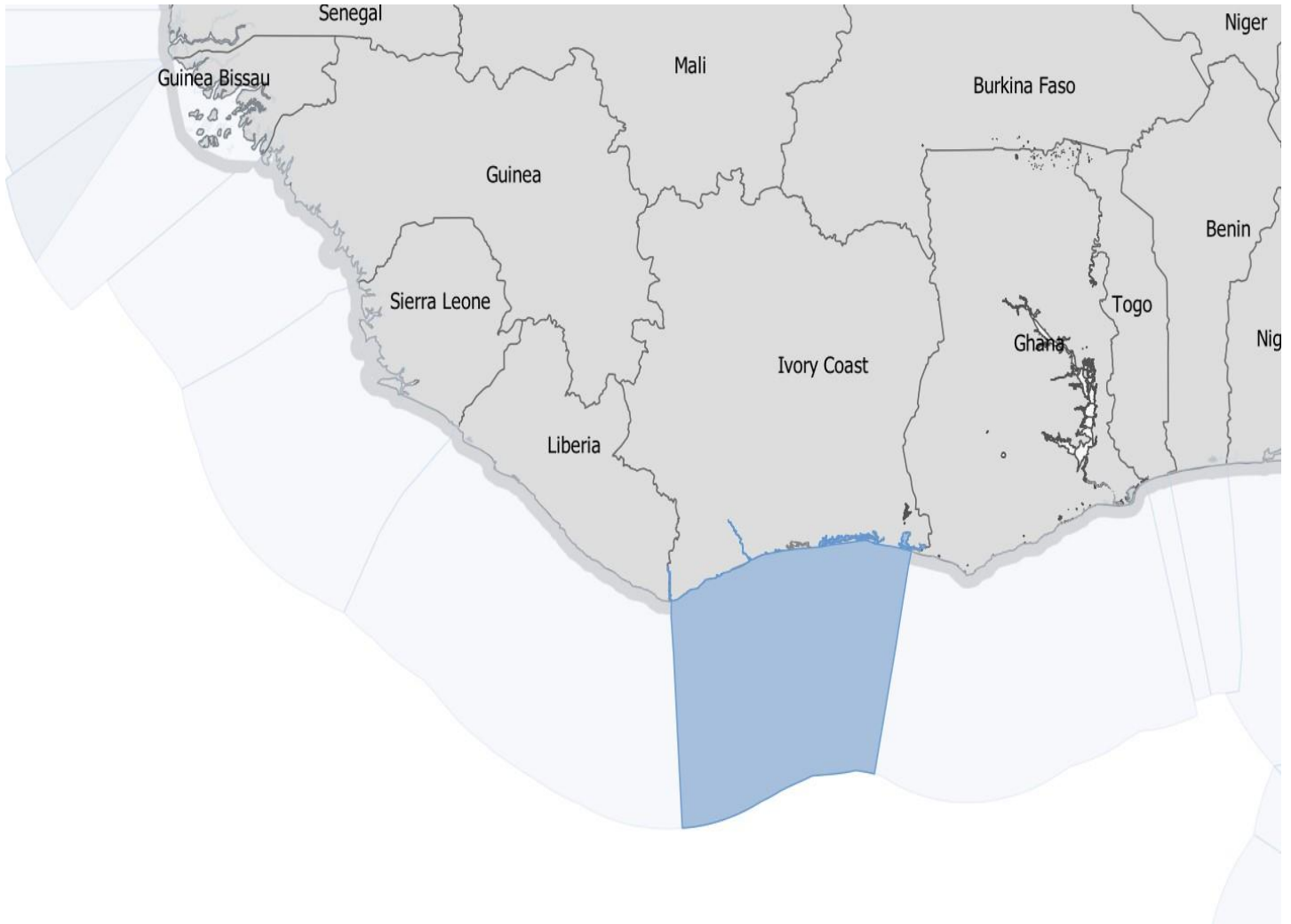
products was as high as 48% of domestic demand as of 2018, despite having a rich fisheries resource.

Fish and fish products account for over 50% of revenue from non-traditional export. Ghana has a vibrant offshore oil and gas exploration industry.

Ghana's waters is protected by its navy and other maritime law enforcement authorities. Thus Ghana's maritime domain is generally safe. However, petty theft, illegal fishing, and illegal ship to ship transfers remain a concern.

Despite this, efforts are being made by maritime law enforcement authorities to deal with the situation.





COTE D'IVOIRE



Cote d'Ivoire is bordered to the West by Liberia, North by Burkina Faso and Mali, East by Ghana and South by the Atlantic Ocean.

It has a coastline of about 600 km with 2 main ports located at San Pedro in the West and Abidjan in the East.

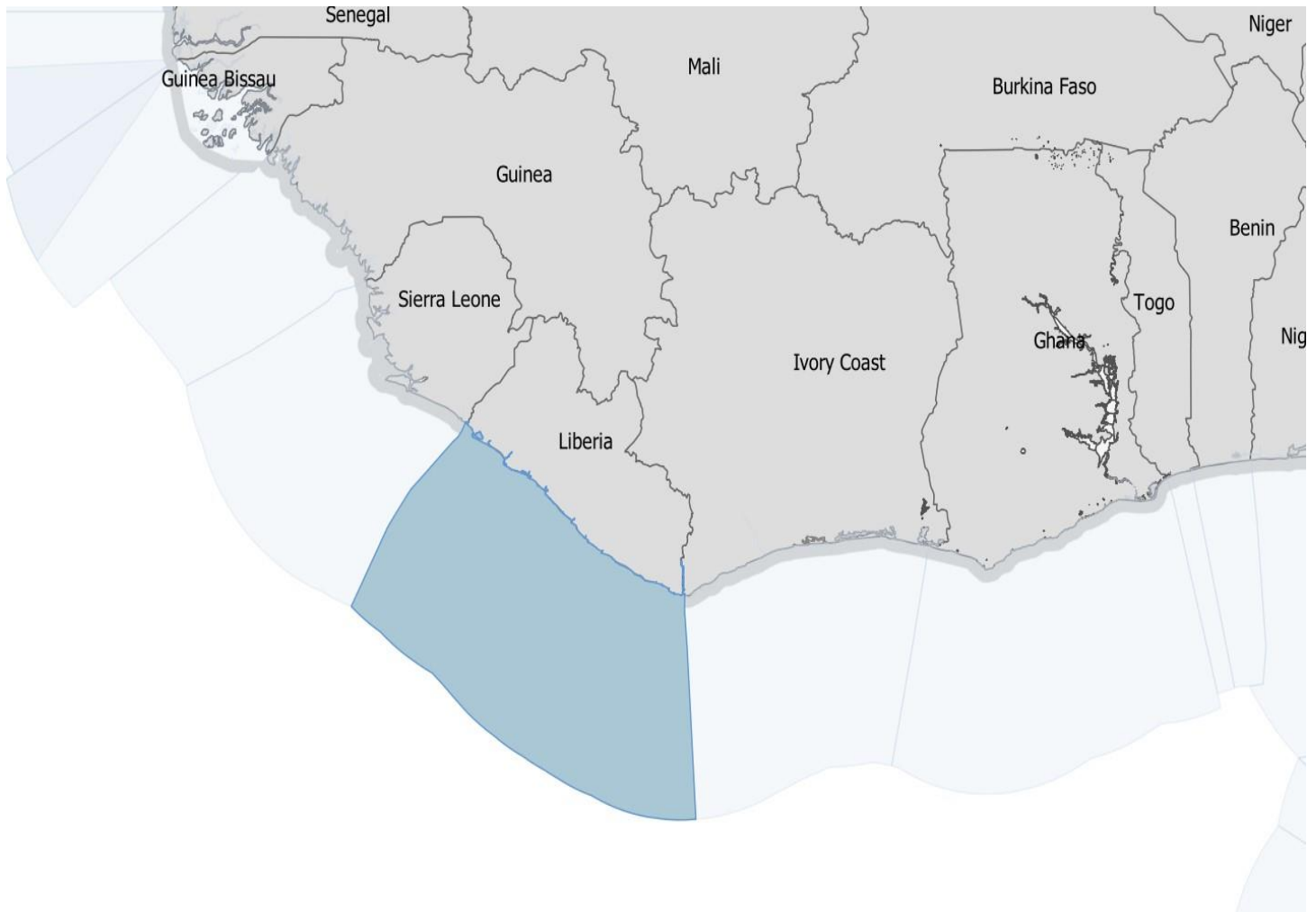
Annually, both ports receive and processes about 2121 vessels.

In Cote d'Ivoire, artisanal fisheries play a vital role in the country's fishing sector, representing 70 percent

of national production, at around 100 000 tonnes a year. Cote d'Ivoire has a vibrant offshore oil and gas exploration industry.

The Ivorian maritime domain is protected by its navy and other maritime law enforcement authorities and is generally safe. However there are periodic and isolated incidents on ships in ports and anchorages.

The Ivorian maritime authorities are making attempts to deal with these issues.



LIBERIA



Liberia is bordered to the West by Sierra Leone, North by Guinea, East by Cote d'Ivoire and South by the Atlantic Ocean.

It has a coastline of about 680 km with 2 main ports located at Monrovia in the West and Buchanan in the East.

Annually, both ports receive and processes about 362 vessels.

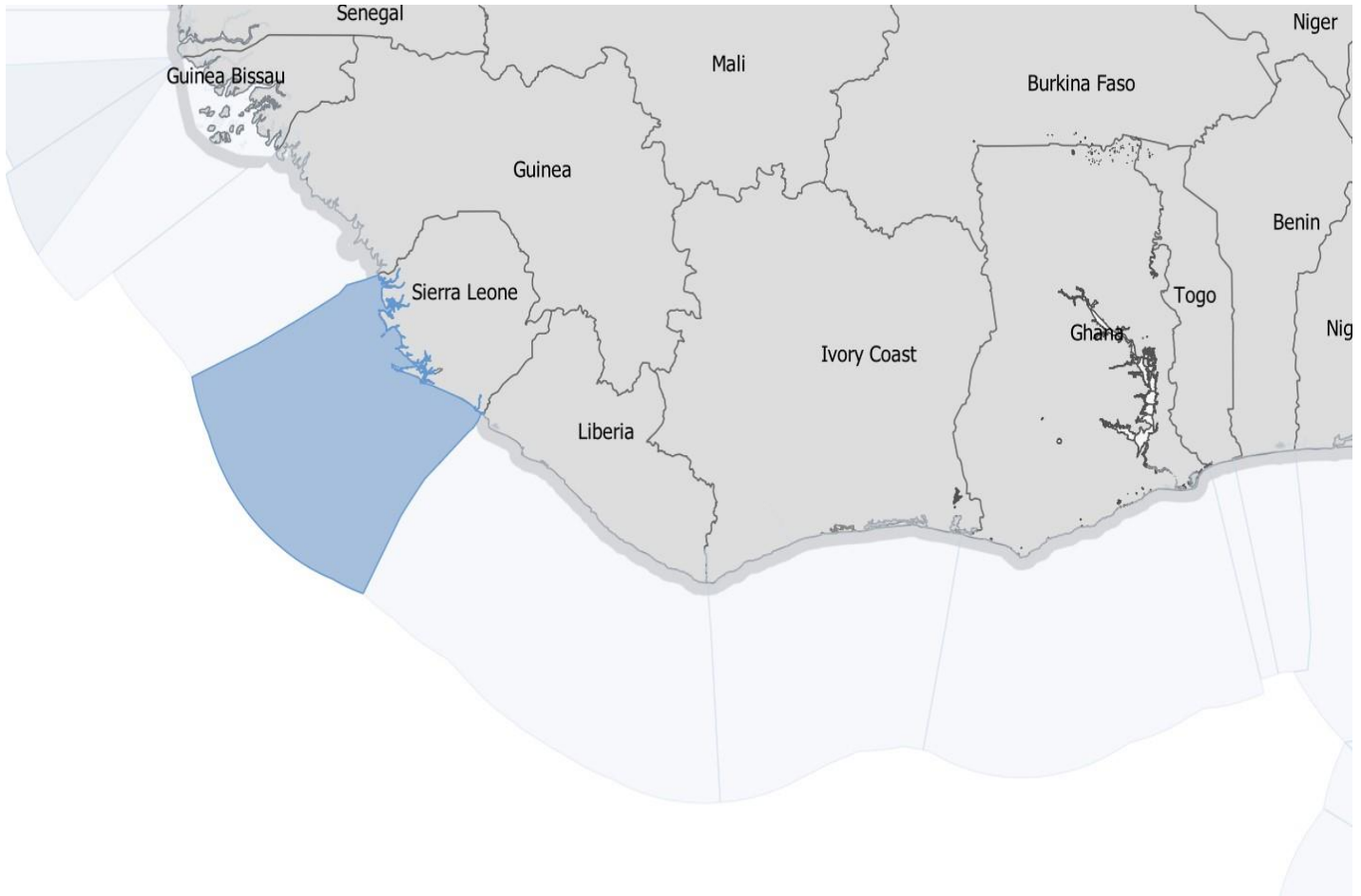
The Liberian fishery sector provides about 65 percent of the animal protein needs of the country at the moment, since the livestock programme is still being revitalized.

Fisheries contribute about 3.2 percent to the GDP of Liberia, and create job and income earning opportunities, thus generating revenue for the government.

The Liberian maritime domain is protected by its coast guard and other maritime law enforcement authorities.

Liberia's maritime domain is generally safe despite the periodic incidents on ships in ports.

The Liberian maritime authorities are making attempts to deal with these issues.



SIERRA LEONE



Sierra Leone is bordered to the West and North by Guinea, East by Liberia and South by the Atlantic Ocean.

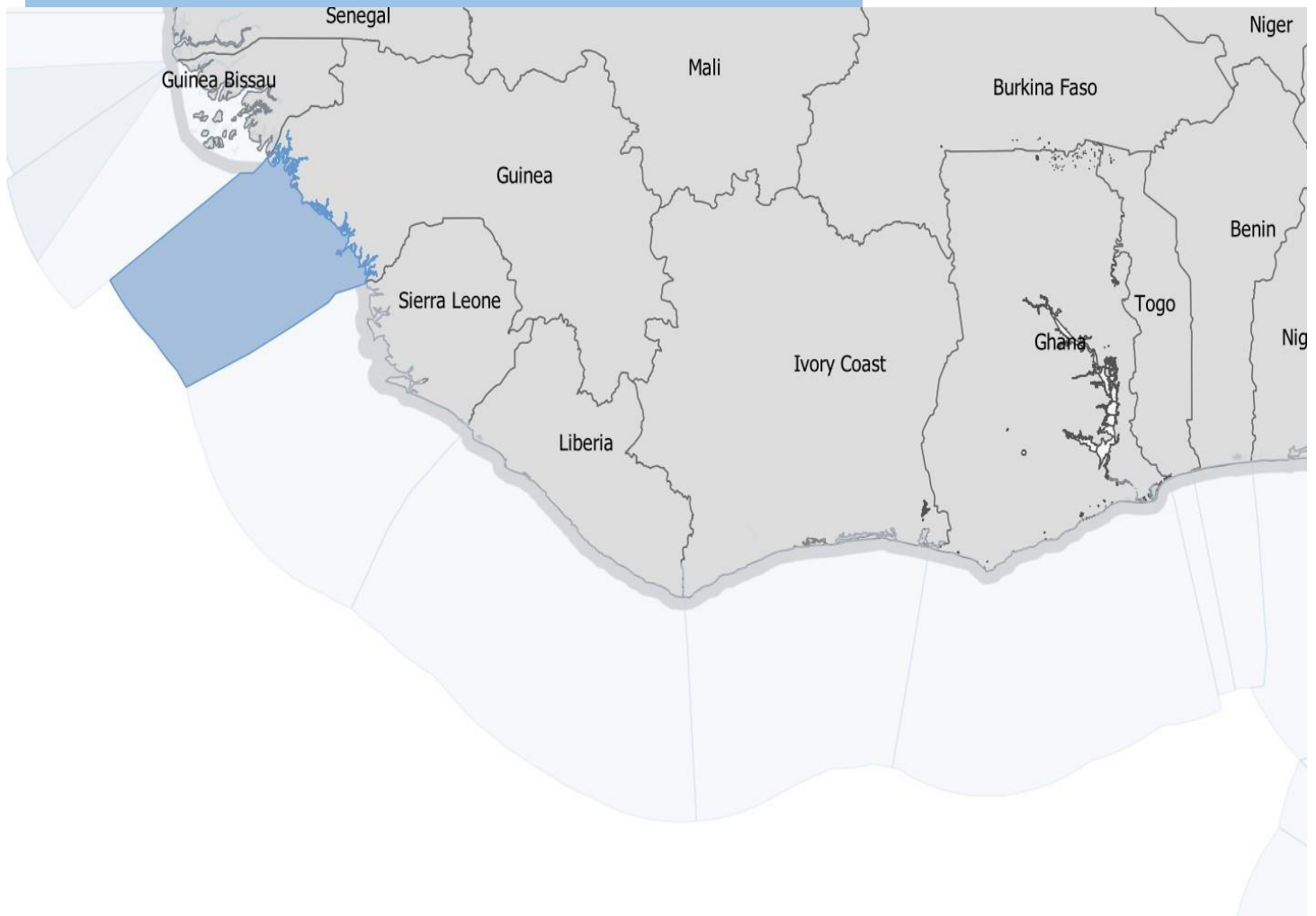
It has a coastline of about 506km with its main port located in Freetown.

Annually the port receive and processes about 451 vessels. Despite the occurrence of isolated incidents in ports, Sierra Leone's maritime domain is generally safe.

The fish market is estimated to reach USD 138.7 Billion by 2027, growing at a rate of 2.9%.

The Sierra Leone maritime domain is protected by its Navy and other maritime law enforcement authorities.

GUINEA



Guinea is bordered to the West by Guinea Bissau and Senegal, North by Mali, East by Sierra Leone and South by the Atlantic Ocean.

It has a coastline of about 320 km with its main port located at Conakry. Most common maritime incidents are theft cases at the anchorages.

Annually, the ports receives and processes about 2605 vessels.

Guinea's fishery sector provides significant commercial fishing potential.

It has been identified as a potential source for the country's economic growth.

The sector is also expected to provide fisheries resources to reduce poverty in urban and rural areas and ensure food security.

The Guinean maritime domain is protected by the Navy and other maritime law enforcement authorities. Guinea's maritime domain is generally safe. However, petty theft at anchorage remains the main concern. The Guinea maritime authorities are making efforts to deal with these issues.

2

ACTIVITIES

2.1 Routine Operations at Sea.

2.2 Periodic Maritime Exercises.

2.3 Other Maritime Activities.

2.1 Routine Operations at Sea

Over the period under review, Navies and Coast Guards of member states conducted routine operations at sea. Below are some of images taken during such operations:



VBSS EXERCISE

Source: MMCC Zone F album



VBSS EXERCISE

Source: MMCC Zone F album

2.2 Periodic Maritime Exercise

Within the year, Zone F coastal states participated in Exercises OBANGAME EXPRESS 23 and GANO 23. Both exercises strengthened the capacities of navies, ensured interoperability and promoted the culture of working together to fight the common enemy and secure the maritime domain for the prosperity of all.



EXERCISE OGBANGAME 23 OBSERVERS

Source: MMCC Zone F album

2.3 Other Maritime Activities



Source: MMCC Zone F Album

As part of its activities, the Centre hosted many high-profile delegations including the Defence Attaché of Korea in Abuja, Nigeria, the Deputy Head of Mission of Spain to Ghana, the Danish Minister for Development and Global Climate Policy and the Chief of The Naval Staff. The Centre hosted the Deputy Ambassador of Korea to Ghana and a delegation from the Korean Embassy. The Centre also hosted participants of the German Capstone Course (DCC) from the German Leadership Academy and the EU Ambassador to Ghana. The Centre played host to students and staff of the Kofi Annan International Peacekeeping Training Centre as part of the Maritime Security and Transnational Organised Crimes Course. The Centre was visited by 3 members of the United States Senate Armed Services Committee accompanied by the Air Defence Attaché to Ghana at the US Embassy in Accra. The Centre was also visited by students and instructors from the Department of Defence Intelligence, Ghana Armed Forces, delegates from the United States Naval Academy Aboard Program, the Chinese Ambassador, a delegation from the Royal Danish Defence Academy and the Deputy Commander in Chief for the Atlantic (French Navy). Some personnel of HMS TRENT, accompanied by the DA and some staff of the UK High Commission, also visited the Centre.

MMCC ZONE F MARKS 10TH ANNIVERSARY OF YAOUNDE CODE OF CONDUCT WITH CONFERENCE AND EXHIBITION

MMCC Zone F celebrated the 10th Anniversary of the Yaoundé Code of Conduct on 18 December 2023, under the theme “Impact of the Yaoundé Process on ECOWAS Maritime Domain: 10 Years after the Adoption of the Yaoundé Code of Conduct.” The celebration, supported by the United Nations Office for West Africa and the Sahel (UNOWAS), was marked by a Conference and Exhibition event held at the Holiday Inn Hotel in Accra, Ghana. The Conference, which was hosted by the Director of the Centre, Captain (Cote d’Ivoire Navy) Noel Oboumou, was well attended and featured high profile dignitaries from a wide range of stakeholder institutions and organisation, as well as allied and partner nations. The event was graced and chaired by the Programmes Officer in Charge of Maritime Affairs at the ECOWAS Commission, Madam Odette O Kouao, who represented the Commissioner for Political Affairs, Peace and Security at the ECOWAS Commission as Special Guest of Honour, and was also attended by staff and students from some academic institutions in Ghana. As part of the event, there were presentations made by MMCC Zone F and the National Fisheries Association of Ghana. There were also keynote presentations by the Ghana Navy and the Regional Maritime University, both followed by plenary panel discussion sessions. Distinguished personalities who have played key roles in the establishment, operationalisation and running of the Centre over the past 10 years were recognised for their contributions.



HANDING OVER AND TAKING OVER BETWEEN FORMER AND CURRENT DIRECTOR MMCC ZONE F



Source: MMCC Zone F Album

DONATIONS FROM EUROPEAN UNION TO MMCC ZONE F

During the period under the review, the European Union donated various equipment to improve operational activities of the Centre.



Source: MMCC Zone F Album

DIRECTOR MMCC ZONE F OFFICIAL VISIT TO THE CHIEF OF THE NAVAL STAFF, GHANA.



Source: MMCC Zone F Album

3

MARITIME SECURITY REPORT

- 3.1 Piracy and Armed Robbery.
- 3.2 Illegal Unregulated Unreported Fishing.
- 3.3 Drug Trafficking.
- 3.4 Illegal Ship to Ship Transfer.
- 3.5 Other Transnational Organised Crimes.



3.1 Piracy and Armed Robbery

The maritime area Zone F remains safe and secure despite the periodic occurrence of piracy and armed robbery related incidents. Within the year 2023, a total of 13 piracy related incidents were recorded. Only 3 of these were actual piracy incidents. Details are shown in table 3.1.1 below:






	Country	Number of Incidents	Remarks
	Ghana	7	Mostly theft incidents at ports and anchorage.
	Cote d'Ivoire	2	Boarding and hijacking incident.
	Liberia	0	
	Sierra Leone	2	Hijacking and armed robbery-related incident (EEZ).
	Guinea	2	Boarding incidents.

Table 3.1.1.1 shows the number of Piracy and Armed Robbery related incidents per year in the first and second quarters.






	Country	FIRST QUARTER					SECOND QUARTER				
		2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
	Ghana	4	3	2	3	2	0	4	1	2	1
	Cote d'Ivoire	1	1	0	1	1	0	1	0	0	1
	Liberia	1	0	1	1	0	0	0	1	0	0
	Sierra Leone	0	0	0	0	0	0	0	0	0	0
	Guinea	0	1	0	0	0	1	2	1	0	1
	Total	6	5	3	5	3	1	7	3	2	3

Table 3.1.1.2 shows Number of Piracy and Armed Robbery related incidents per year in the third and fourth quarters.

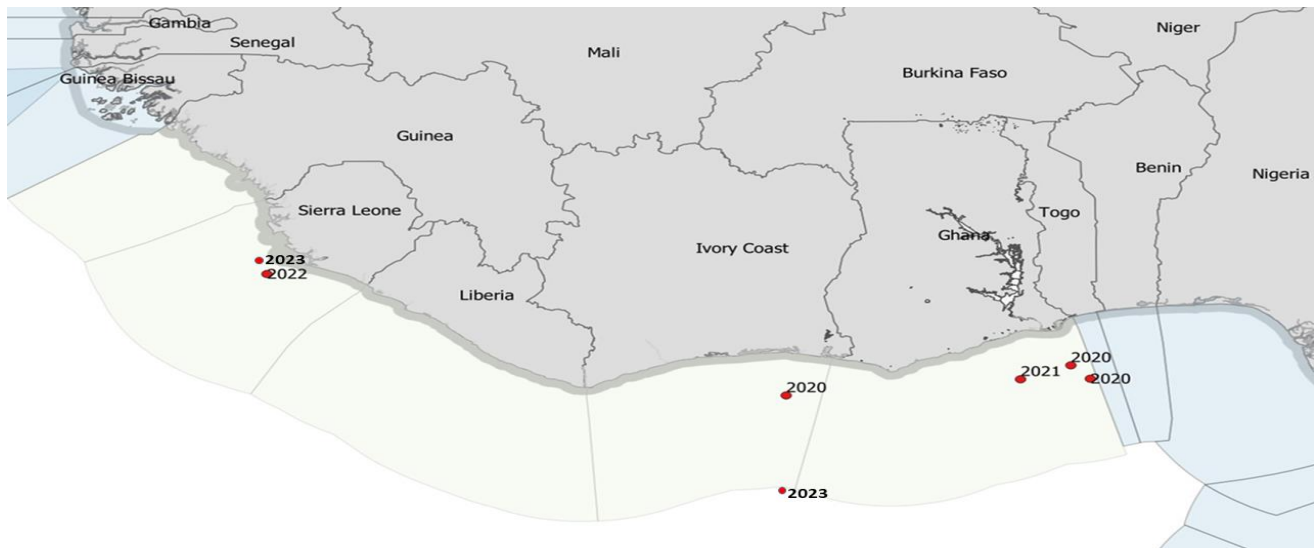
	Country	THIRD QUARTER					FOURTH QUARTER				
		2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
	Ghana	0	2	0	1	3	0	5	0	2	1
	Cote d'Ivoire	1	1	0	0	0	0	1	0	0	0
	Liberia	1	0	0	0	0	0	2	2	0	0
	Sierra Leone	1	1	0	2	1	0	1	0	1	0
	Guinea	2	0	2	1	2	1	2	1	0	0
	Total	5	4	2	4	6	1	11	3	3	1

Table 3.1.1.3 shows the Total Number of Piracy and Armed Robbery related incidents per year from 2019 to 2023.

Within the Zone, armed robbery-related incidents are generally on the decline, however Ghana’s maritime domain maintains an average of 7 incidents for the past 5 year. Cote d’Ivoire, Sierra Leone and Guinea recorded 2 incidents during 2023.

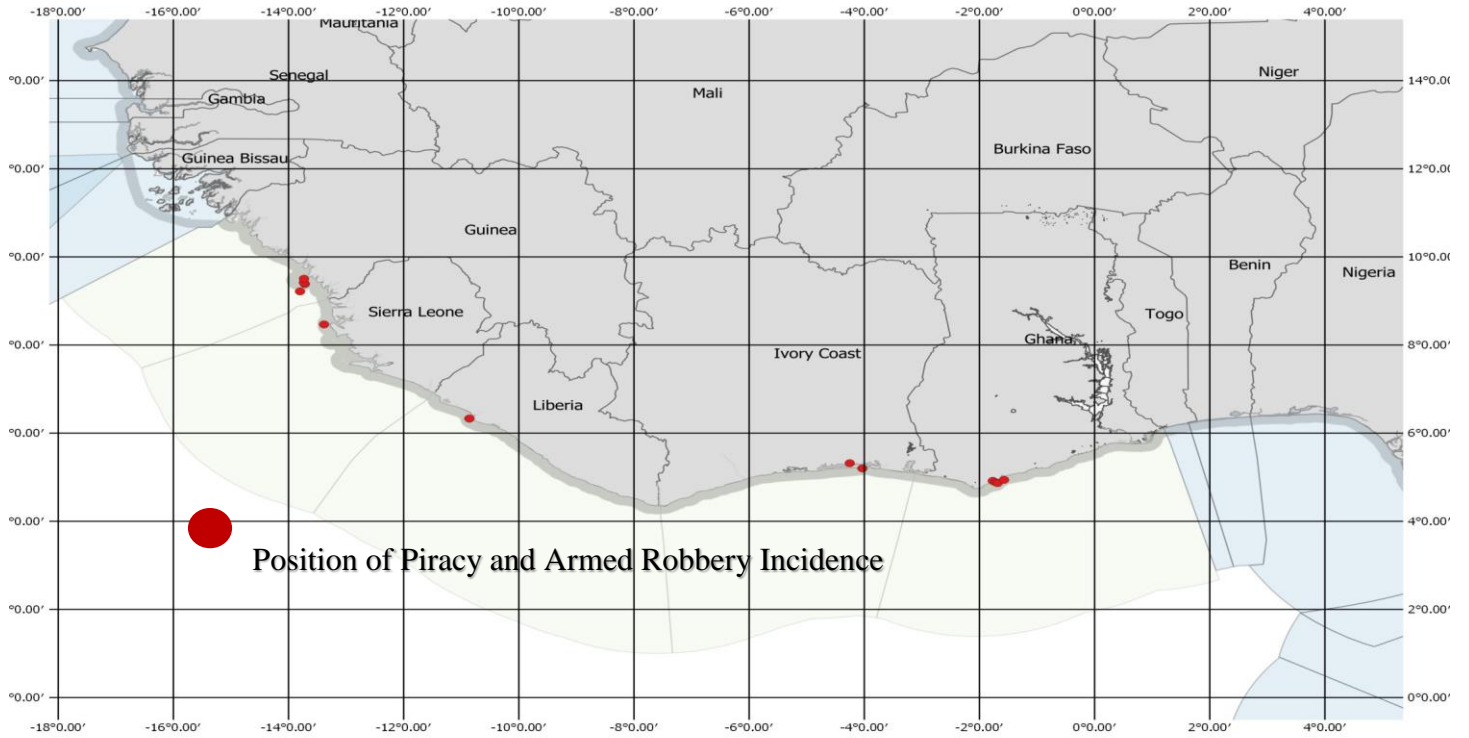
Country	2019	2020	2021	2022	2023
Ghana	4	14	3	8	7
Cote d’Ivoire	2	4	0	1	2
Liberia	2	2	4	1	0
Sierra Leone	1	2	0	2	2
Guinea	4	5	4	1	2

Map 3.1.2.1 shows the location of piracy incidents (hijacking and kidnapping) in Zone F from 2020 to 2023

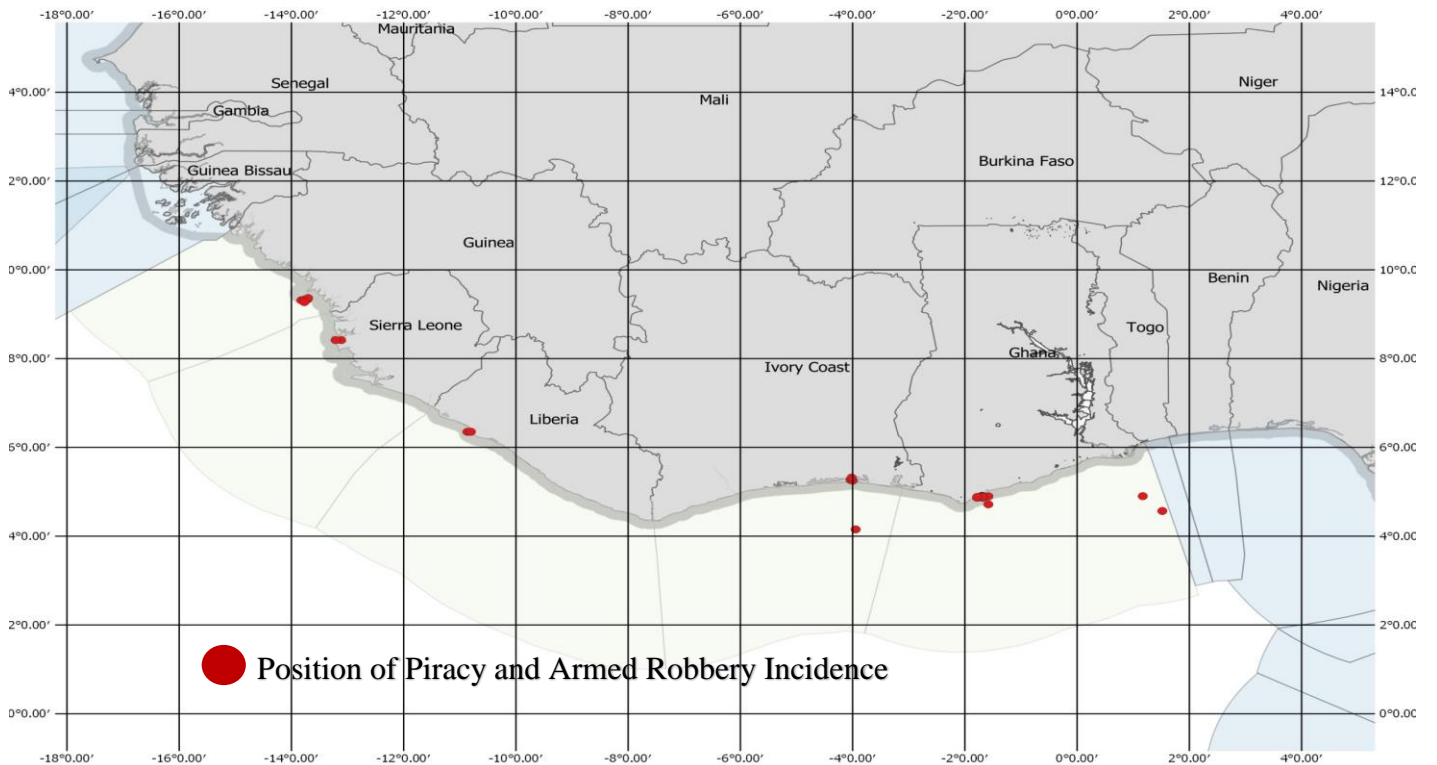


● Position of Hijacking and Kidnapping Incidence

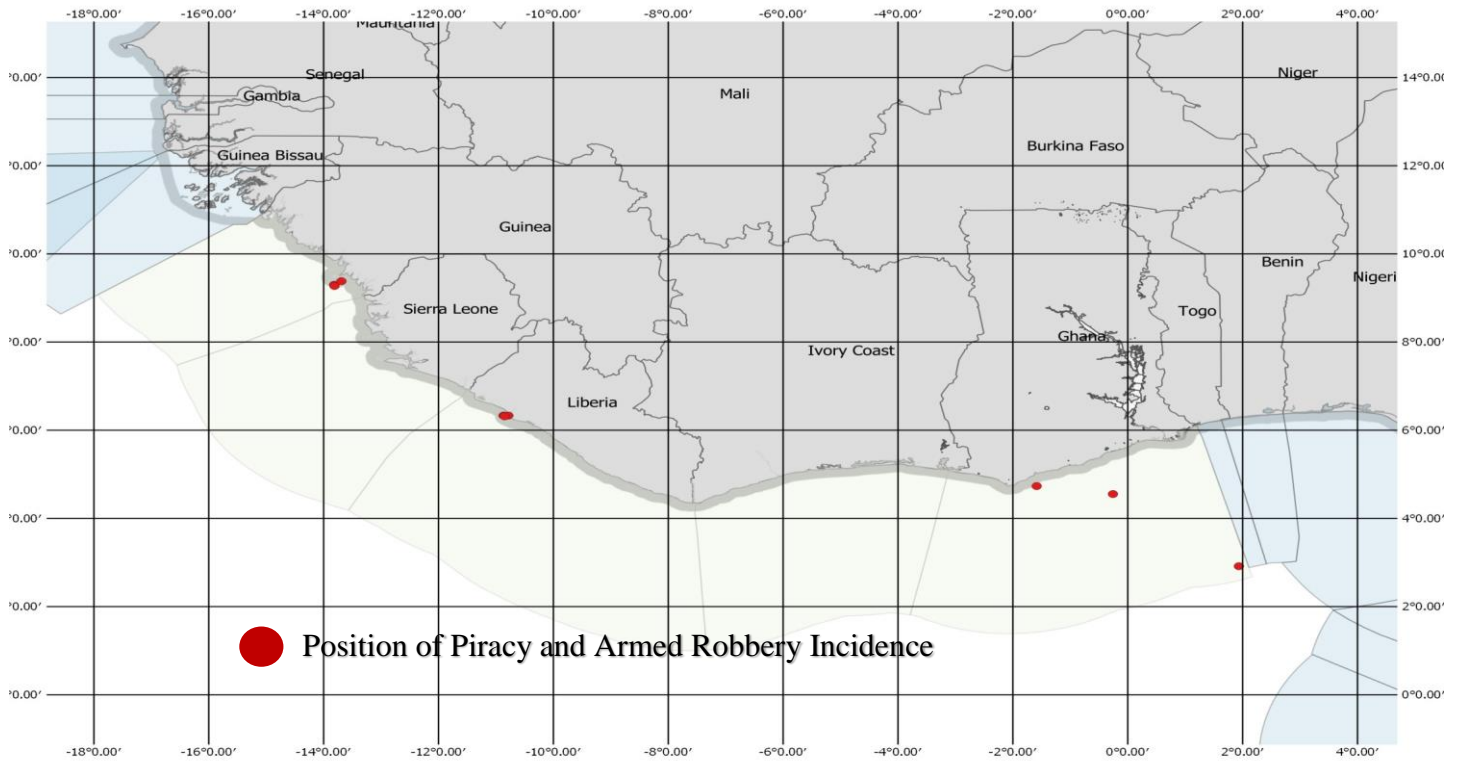
Map 3.1.2.2 shows the location of piracy and armed robbery-related incidents in 2019



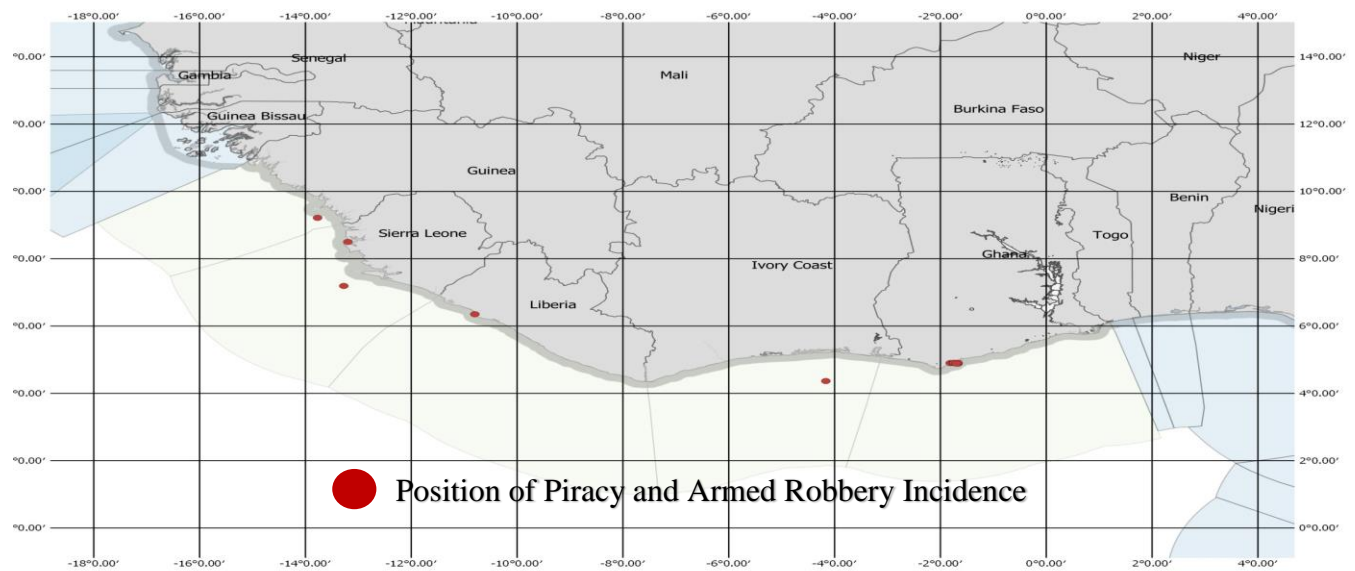
Map 3.1.3.1 shows the location of piracy and armed robbery related incidents in 2020



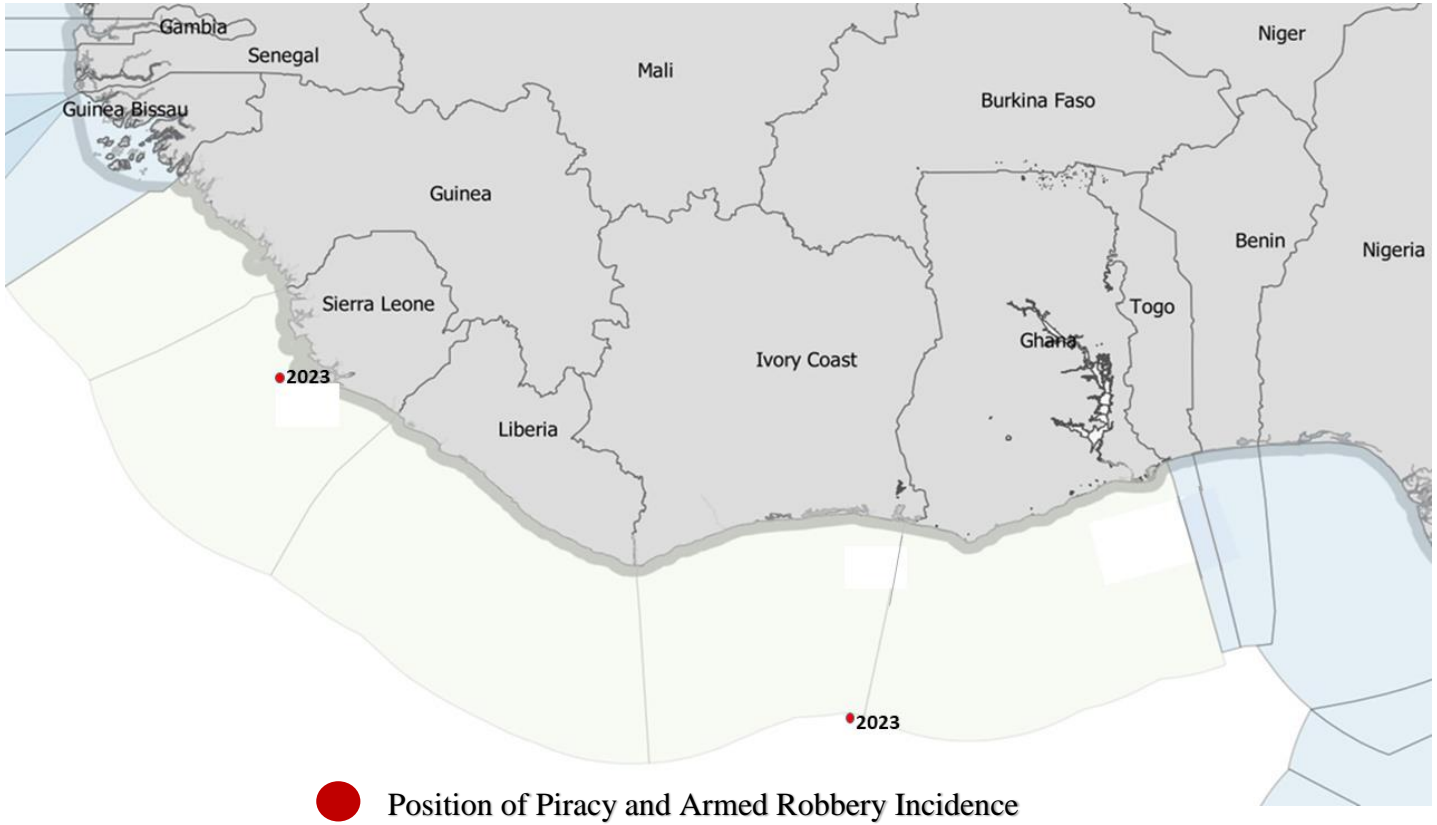
Map 3.1.3.2 shows the location of piracy and armed robbery related incidents in 2021



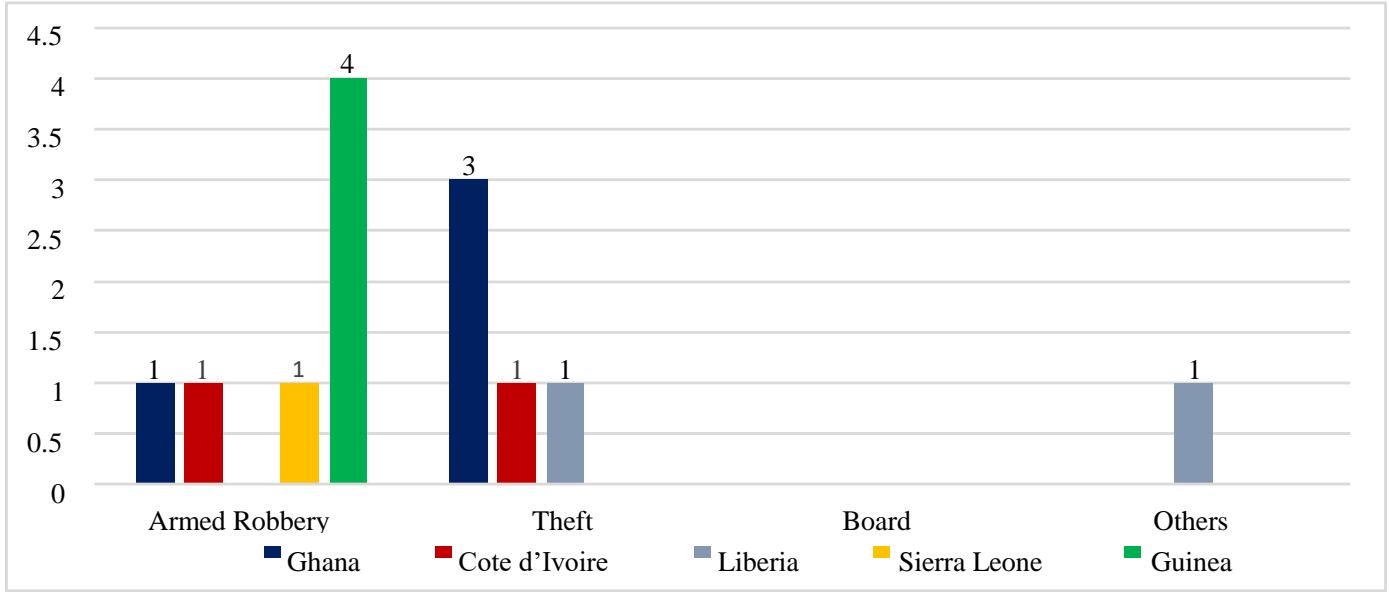
Map 3.1.4.1 shows the location of piracy and armed robbery related incidents in 2022



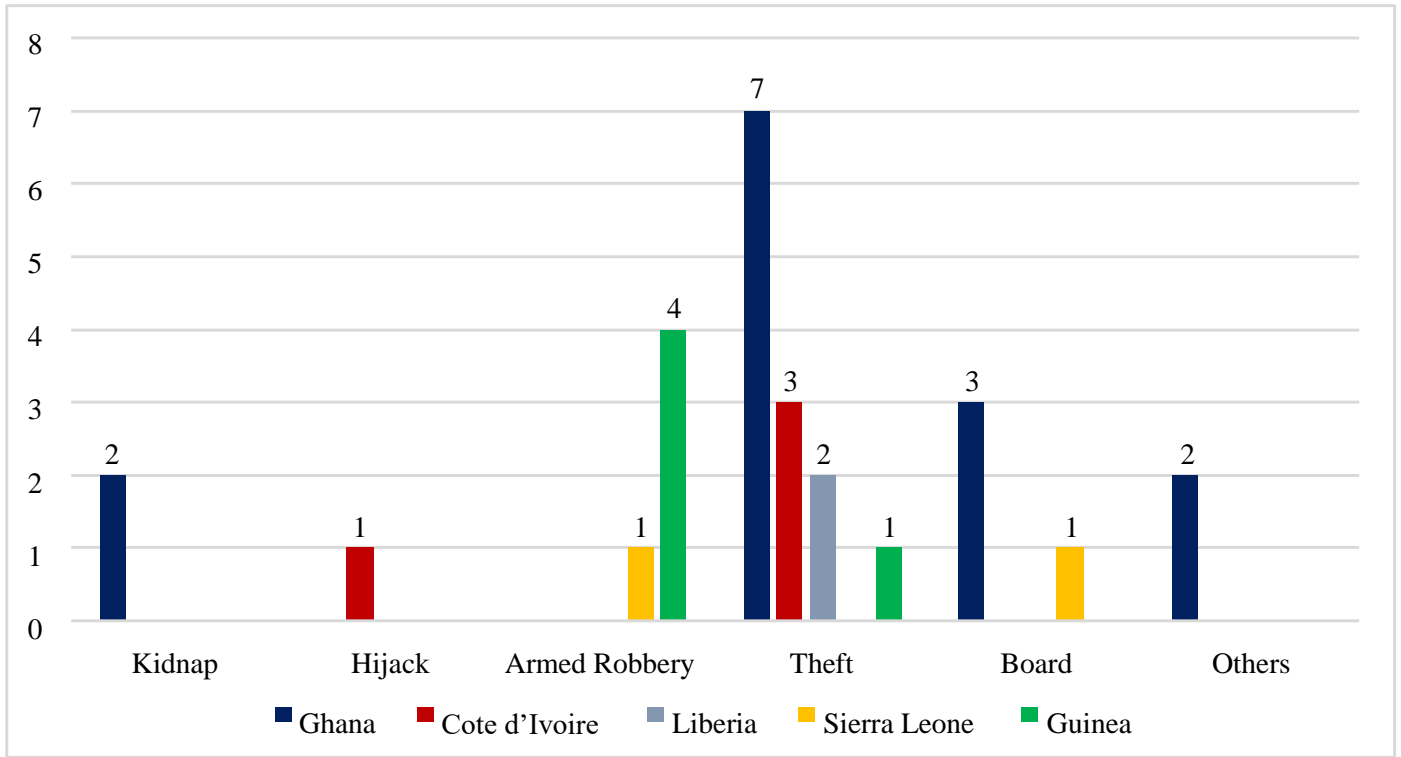
Map 3.1.4.1 shows the location of piracy and armed robbery related incidents in 2023



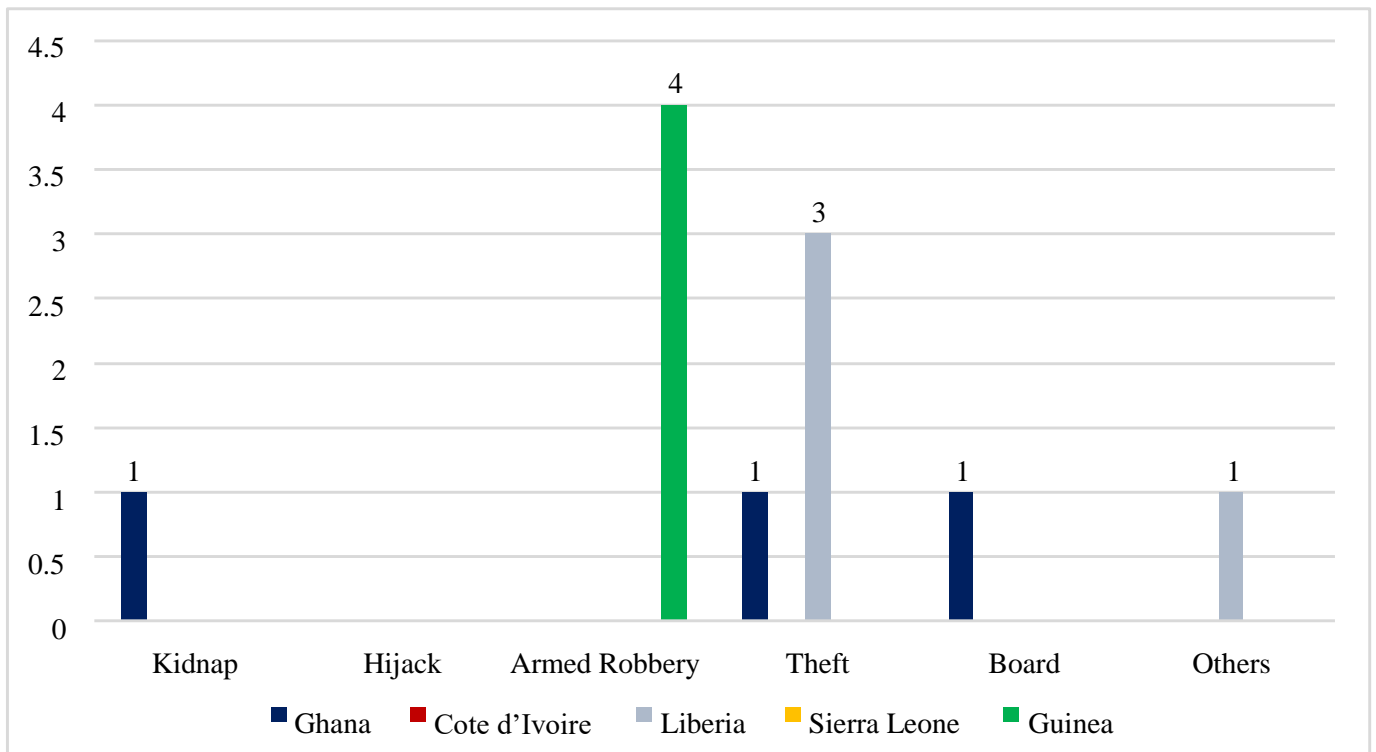
A histogram showing piracy and armed robbery-related incidents in 2019



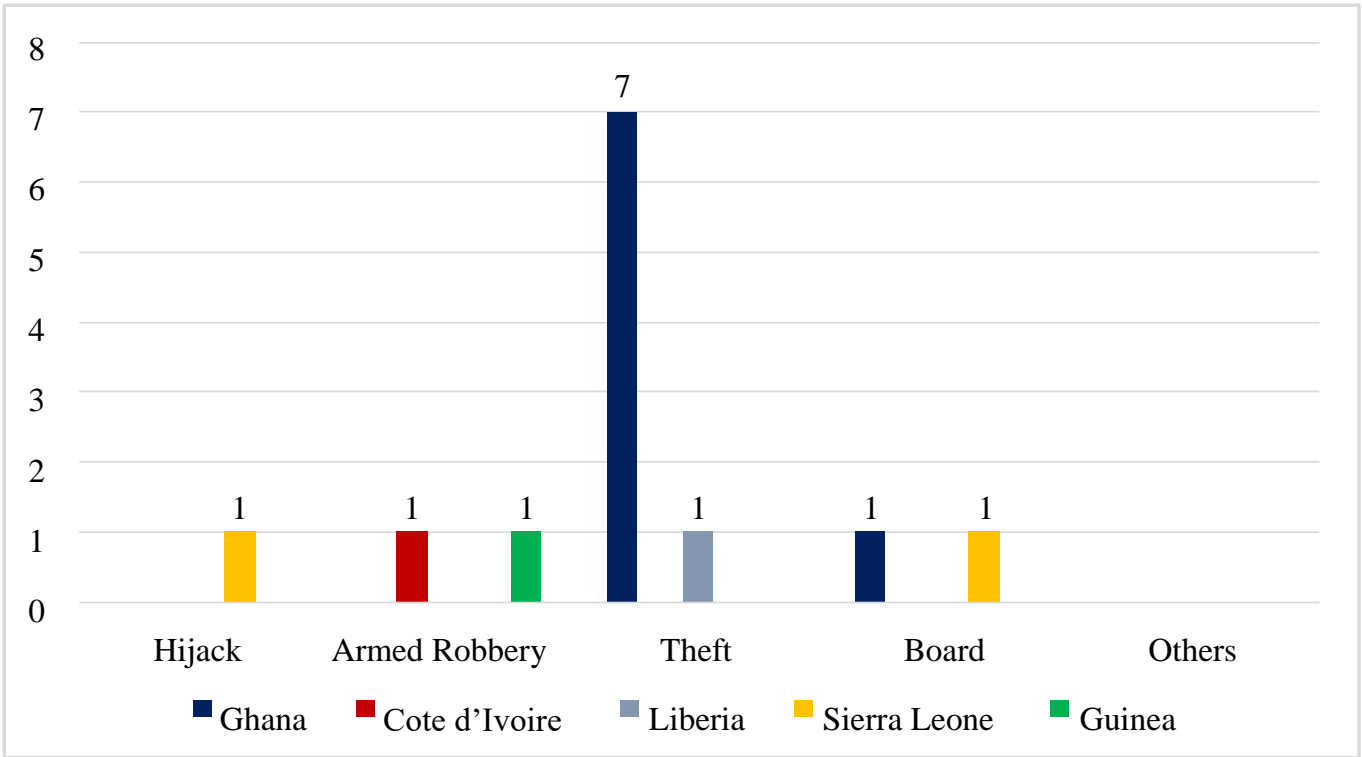
A histogram showing piracy and armed robbery-related incidents in 2020



A histogram showing piracy and armed robbery-related incidents in 2021



A histogram showing piracy and armed robbery-related incidents in 2022



A histogram showing piracy and armed robbery-related incidents in 2023

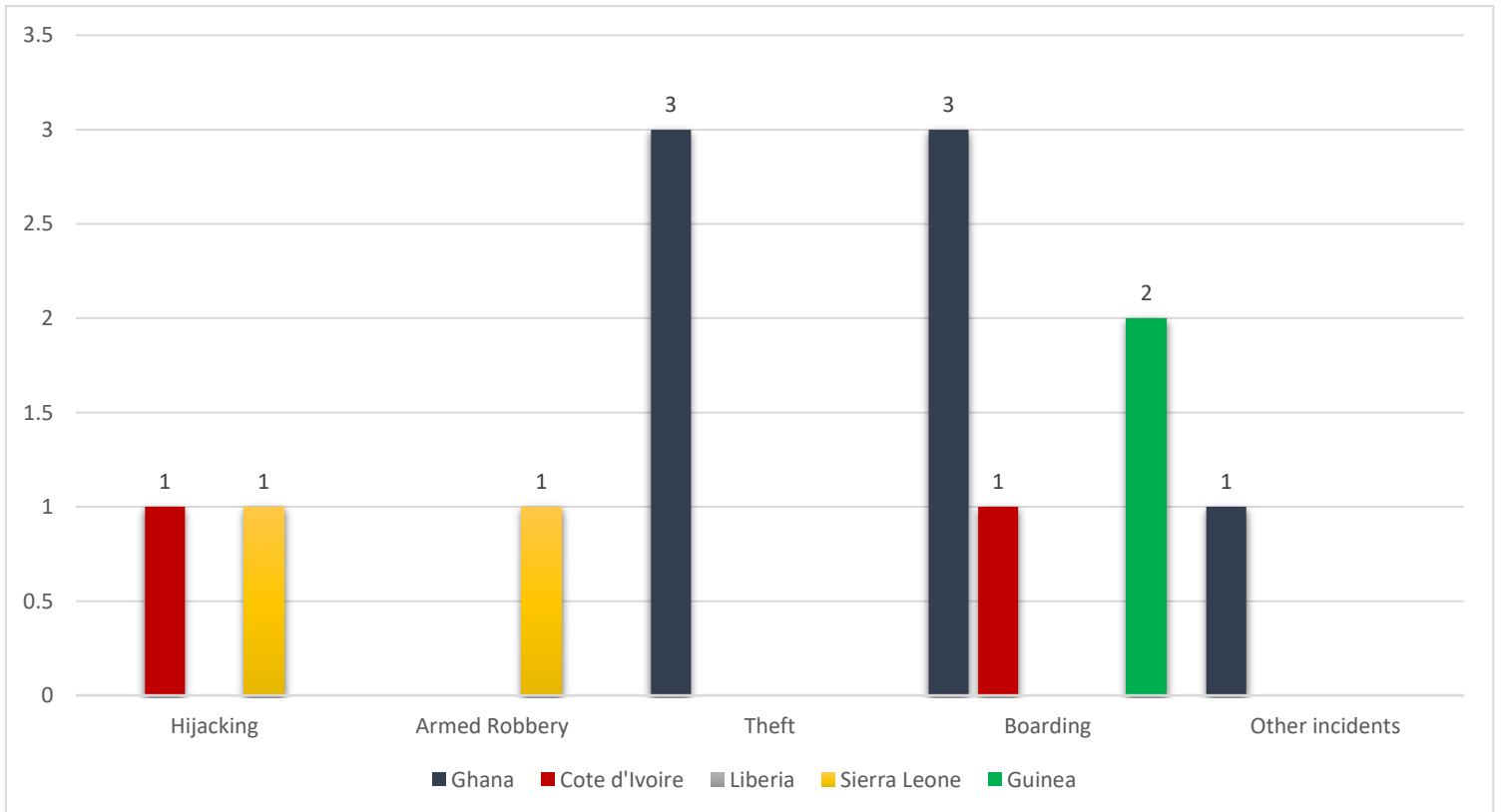


Table 3.1.5 shows the different times at which incidents occurred within the zone.

Time of Incident	2019	2020	2021	2022	2023	Remarks
2359 - 0600	12	21	10	11	9	Most incidents occurred between midnight and morning.
0601 - 1200		1			1	
1201 - 1800					1	
1801 - 2359	1	2	1	3	2	
Unknown		3				

Table 3.1.6.1 shows the list of piracy and armed robbery related incidents for 2023

Number	Date	Incident	Country	Location
1	25 Jan	Boarding	Ghana	Takoradi Anchorage
2	02 Mar	Theft	Ghana	Takoradi Anchorage
3	31 Mar	Boarding	Cote d'Ivoire	San Pedro Anchorage
4	10 Apr	Hijacking	Cote d'Ivoire	EEZ
5	22 Jun	Boarding	Guinea	Conakry Anchorage
6	28 Jun	Theft	Ghana	Takoradi Anchorage
7	05 Jul	Attempted Boarding	Guinea	Conakry Anchorage
8	05 Jul	Armed Robbery	Sierra Leone	EEZ
9	10 Jul	Boarding	Ghana	Takoradi Anchorage
10	22 Jul	Hijacking	Sierra Leone	EEZ
11	1 Aug	Medevac	Ghana	EEZ
12	05 Aug	Attempted Boarding	Ghana	Takoradi Anchorage
13	03 Oct	Theft	Ghana	Takoradi Anchorage

3.2 Illegal Unregulated Unreported Fishing



Source: Google Images

Table 3.2.1 shows the number of arrests made regarding illegal fishing

	Country	2019	2020	2021	2022	2023	Remarks
	Ghana	Nil	25	30	30	Nothing Reported	
	Cote d'Ivoire	Nil	Nil	Nil	Nil	Nothing Reported	
	Liberia	Nil	Nil	Nil	Nil	Nothing Reported	
	Sierra Leone	Nil	Nil	Nil	Nil	Nothing Reported	
	Guinea	10	7	6	8	Nothing Reported	

IUU fishing in the Zone is common. Arrests and reports on this issue are not often made. In this light, it is difficult to draw conclusion and propose measures to deal with the situation. The information available shows some efforts are being made in terms of arrest.

3.3 Drug Trafficking

Table 3.3.1 shows the number of arrests made regarding trafficking

	Country	2019	2020	2021	2022	2023	Remarks
	Ghana	1	1	Nil	Nil	Nil	
	Cote d'Ivoire	Nil	Nil	Nil	Nil	Nil	
	Liberia	Nil	Nil	Nil	Nil	Nil	
	Sierra Leone	Nil	Nil	Nil	Nil	Nil	
	Guinea	Nil	Nil	Nil	1	Nil	

Drug trafficking in the Zone is not common.

Over the years, some arrests have been made in Ghana and Guinea.

Despite the efforts of the national maritime authorities, some international media periodically report issues of drug trafficking.

No data was received from member states related to Drug Trafficking within the period under review.

Country/Year	Tonnage Seized				
	2019	2020	2021	2022	2023
Ghana	47	152	Nil	Nil	Nil
Cote d'Ivoire	Nil	Nil	Nil	Nil	Nil
Liberia	Nil	Nil	Nil	Nil	Nil
Sierra Leone	Nil	Nil	Nil	Nil	Nil
Guinea	Nil	Nil	Nil	0.25	Nil

A typical case in point is the arrest made by French Navy Ship on 21 March 2021. With permission from Ivorian authorities, French vessel intercepted the cargo ship which was sailing from Rio de Janeiro Brazil towards Abidjan. The French authorities reported that the team discovered more than 6,000 kg of cocaine.



3.4 Illegal Ship-to-Ship Transfers

Ship-to-ship transfers within the zone is common and very often undetected.

The activity is mostly carried out at sea without the authorisation from maritime authorities of coastal states.

Continuous monitoring and surveillance of maritime area Zone F indicates that some vessels consistently engage in this activity throughout the year.



Source: Google Images

3.5 Other Transnational Organised Crimes



SPOOFING



Generally, information on other TOCs within Zone F is limited and inadequate.

The perpetrators of these crimes are often skilled and well-connected both locally and globally.

Little is known about their modus operandi.

4

MARITIME SAFETY REPORT

4.0 Maritime Safety Report



Distress Calls, MEDIVAC and Search and Rescue

Aside security related issues, coastal states within Zone F occasionally deal with challenges arising from distressed vessels.

Though coordination and information sharing from MMCC Zone F, the Ghana Navy and Ghana Ports and Harbours Authority promptly responded to the MEDIVAC call from oil tanker MT KAPONTE. The said incident occurred 117 NM south of Tema. The injured crew member was successfully evacuated and sent to a hospital for treatment. This incident occurred on 1 August 2023.



Source: Google Images

5
EMERGING
MARITIME
ISSUES

5.0 Emerging Maritime Issues

The maritime domain within the Gulf of Guinea is undergoing significant transformations, presenting a set of emerging challenges that demand vigilant attention. These include, maritime pollution, maritime terrorism and cybersecurity in maritime operations.

Maritime Pollution

Environmental degradation due to maritime pollution is a pressing concern within the ECOWAS zone. Oil spills, plastic waste, and other contaminants threaten marine ecosystems, impacting biodiversity and posing risks to human health. The ECOWAS Multinational Maritime Centre Zone F is advocating and implementing stringent regulations, promoting sustainable maritime practices, and collaborating with member states to strengthen response mechanisms for effective pollution control and mitigation.

Maritime Terrorism

The rise of maritime terrorism poses a grave threat to the stability and security of the ECOWAS maritime zone. Criminal organizations and extremist groups exploit the vastness of our maritime space for illicit activities, including arms trafficking and acts of terrorism. The ECOWAS Multinational Maritime Centre Zone F is collaborating with regional partners to enhance intelligence sharing, planning joint patrols, and

implementing robust counter-terrorism measures to safeguard our waters and maintain regional stability.

Cybersecurity in Maritime Operations

As the maritime industry increasingly relies on digital technologies and interconnected systems, the vulnerability to cyber threats becomes a paramount concern. Cyber-attacks on maritime infrastructure, vessels, and communication networks can disrupt operations and compromise the safety and security of maritime activities. The ECOWAS Multinational Maritime Centre Zone F is prioritizing the development of cybersecurity frameworks, conducting regular risk assessments, and providing training to maritime personnel to fortify our defences against cyber threats.

In conclusion, the ECOWAS Multinational Maritime Centre Zone F is adapting to the evolving challenges in the maritime domain by addressing pollution, maritime terrorism, and cybersecurity. Strategic initiatives, international collaboration, and the development of robust frameworks are essential to ensure the sustainable and secure future of the ECOWAS maritime zone. By proactively addressing these emerging challenges, we can fortify our maritime resilience and contribute to the prosperity and well-being of the entire region.

6

FORECAST AND ASSESSMENT FOR 2024

6.0 Forecast and Assessment for 2024

Zonal Threat Assessment (Maritime Security)



Frequency (3=Very Frequent, 2=Frequent, 1=Less Frequent)

Impact (3=High Impact, 2=Medium Impact, 1=Less Impact)

0 – No Action Needed. 1 – 15 Action Needed 16 – 30 More Action Needed.

Threat	History (x)1	Frequency (x)3	Impact (x)3	Total	Remarks
Piracy	2x1=2	1x3=3	3x3=9	14	Action Needed
Armed Robbery	2x1=2	2x3=6	3x3=9	17	More Action Needed
IUU	2x1=2	2x3=6	2x3=6	14	Action Needed
Drug Trafficking	1x1=1	1x3=3	1x3=3	7	Action Needed
Illegal Transfers	2x1=2	2x3=6	2x3=6	14	Action Needed
Cyber Crime	1x1=1	1x3=3	1x3=3	7	Action Needed
Others	1x1=1	1x3=3	1x3=3	7	Action Needed

6.0 Forecast and Assessment for 2024

Assessment for Piracy and Armed Robbery Port, Anchorage and EEZ (Maritime Security)

P= Piracy, AR = Armed Robbery

History (≥ 3 =more than 3 times, 2=twice, 1=once, 0=never occurred)

Frequency (4=(P): 2 per year, (AR): 4 per Quarter, 3= (P): 1 per year, (AR): 3 per Quarter,

2= (P) 1 per Year, (AR): 2 per Quarter, 1= No (P) per year, (AR): 1 per Quarter

Impact (3=High Impact, 2=Medium Impact, 1=Less Impact)

Piracy

Country	History	Frequency	Impact	Remarks
Ghana	2	2	3	More EEZ protective actions needed
Cote d'Ivoire	2	2	3	More EEZ protective actions needed
Liberia	0	1	2	Routine protection of EEZ actions needed
Sierra Leone	1	1	2	Routine protection of EEZ actions needed
Guinea	0	1	2	Routine protection of EEZ actions needed

Armed Robbery

Country	History	Frequency	Impact	Remarks
Ghana	≥ 3	2	2	More port and anchorage protective actions needed
Cote d'Ivoire	≥ 3	2	2	More port and anchorage protective actions needed
Liberia	≥ 3	2	2	More port and anchorage protective actions needed
Sierra Leone	≥ 3	1	2	More port and anchorage protective actions needed
Guinea	≥ 3	2	2	More port and anchorage protective actions needed

6.0 Forecast and Assessment for 2024

Other TOCs Assessment (Maritime Security)

Vulnerability to Other Maritime Threats (3=Highly Vulnerable, 2=Vulnerable, 1=Less Vulnerable, 0=Not Vulnerable)

Country	IUU	Drug Trafficking	Illegal Transfers	Cyber Crime	Others
Ghana	2	2	2	3	1
Cote d'Ivoire	1	2	2	3	1
Liberia	1	2	2	3	1
Sierra Leone	1	2	2	3	1
Guinea	2	2	2	3	1

Forecast 2024



Piracy and Armed Robbery:
Likely, however number of incidents is expected to reduce.



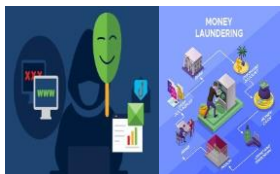
Illegal Unregulated Unreported Fishing:
Likely and will mostly occur undetected



Drug Trafficking:
Not frequent but may occur.



Illegal Ship-to-Ship Transfers:
Likely but may not be detected.



Other TOCs:
Likely but may not be detected.



Pollution:
Pollution due to oil and gas exploration likely. Other forms of pollution are likely but may not be detected.

Sources

www.fao.org

www.statista.com/statistics

<https://unctadstat.unctad.org/countryprofile/maritimeprofile>

<https://www.fao.org/fishery/docs>.

<https://www.sliepa.gov.sl/industries/marine-fisheries>

<https://www.invest.gov.gn/page/fishing>

FCWC Report

MMCC Zone F member states

International Partners

Glossary

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.

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.

The MMCC Zone F wishes to acknowledge the continuous support and cooperation from all member states.

We specifically, appreciate you for the prompt response and information sharing relating to shipping safety and the safety of mariners in Zone F and across the region.

The continued cooperation has contributed to ensuring vital maritime trade and other socio-economic activities are conducted within a safe and secure maritime environment.

We also sincerely appreciate our International partners and the private maritime industry for their continued collaboration.

Without you, our work will not be complete.

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MMCC ZONE F

Sharing with trust

Dated 22 January 2024