Global Maritime Security Conference

Your guide to join our journey

GMSC 2019

INTERNATIONAL CONFERENCE CENTRE, ABUJA, NIGERIA

7TH - 9TH OCTOBER, 2019
In most recent times, maritime security issue features prominently on the agenda of international and national discourse on sustainable development, particularly the use of oceans and seas.

This is in furtherance of the fact that a nexus exists between a secure maritime domain and trade facilitation among countries. The reason for this increasing attention on maritime security is the grave threats insecurity on the seas pose to international trade, socio-economic developments, the marine milieu, human safety, freedom of navigation and peace. The threats are crimes such as piracy, armed robbery at sea, trafficking of people, smuggling of illicit and dangerous goods, kidnapping, terrorism, illegal fishing and pollution.

Most affected by these crimes on the sea is the maritime industry; which has been identified as very critical to global commerce and distribution of vital resources. About 90% of world trade by volume and up to 75% in value are transported by sea. The maritime industry contributes and sustains economies of both coastal and land locked countries, connecting industrial centres and markets within and beyond national borders. It is among the world’s global innovative and forward looking industries, and noted to have capacities to generate employment, value creation and spillover to other industries, making it important driving force for sustainable economic growth and positive developments.
About 90% of world trade by volume and up to 75% in value are transported by sea

For the industry to further develop its value creation potentials, continue to facilitate legitimate movement of goods and services, providing livelihoods and necessary marine resources to accelerate developments; then maritime security is very expedient.

More obvious, is the fact that the world is now looking to the seas and oceans as the new frontier for advancing economic diversification and prosperity, technological innovations and energy generation, otherwise known as the Blue Economy.
Maritime Security

Discussions on maritime security are not new, but the surge in threats to maritime security in different regions of the world has heightened the focus on it, because of its international reach and consequences. The maritime region where incidents of maritime insecurity have been reported to be prevalent is the Gulf of Guinea (GoG). About 40% of all maritime incidents reported globally in the first nine months of 2018 according to the International Maritime Bureau’s (IMB) Piracy Reporting Centre (PRC) occurred within the Gulf of Guinea.

In fact, due to the rise in maritime crimes in the region, it has gained ‘notoriety as one of the most dangerous shipping lanes in the world equal if not to a greater measure’ as the straits of Malacca, South China Sea and the Gulf of Aden. The International Crisis Group (IOG) had referred to the region as “The New Danger Zone.”

Maritime crimes occurring in the Gulf of Guinea have made it a high risk maritime region attracting war insurance premium as well as posing serious threats to the security of seafarers, ship owners, critical maritime infrastructure and stability of the region.
About 40% of all maritime incidents reported globally in the first nine months of 2018 occurred within the Gulf of Guinea.
Extent and Economic importance of the Gulf of Guinea

Your guide to join our journey
The Gulf of Guinea is an area that spans West and Central regions of Africa, covering about 6000 kilometres of coastline that extends from Senegal in the north to Angola in the south and encompassing a number of sovereign coastal and landlocked states, which share diverse geographical, geological and cultural heritage.

Historically, the Gulf of Guinea has been the epicenter of economic, political, military and cultural medley, and still remains significantly relevant today.
Countries of the region are endowed with huge oil and gas deposits critical to meet global energy demand dynamics; **about 70% of Africa's oil production comes from the Gulf of Guinea and holds about 5% of the world's total proven reserves.** The number is said to increase sequel to the discovery of more hydrocarbon deposits offshore. The low-sulphur crude oil from the region further raises its importance in the global energy supply and its central geographical position represents an important comparative advantage for energy supply to North America, Europe and Asia. In addition, the region is widely known to have large reserves of other mineral resources such as diamond, gold, bauxite and iron ore to mention a few.

The Gulf of Guinea is home to one of the world's most important infrastructure: undersea intercontinental communication cables, absolutely vital to global communication.

Compared to some shipping lanes identified as chokepoints, the Gulf of Guinea's is wider, thus not susceptible to blockades and shipping accidents with a record of less than 3% of all reported 2017 maritime accidents worldwide.

The region’s waterways serve as key navigational routes for international commerce, connecting the Far East to countries in the North and South of the Atlantic.
70% of Africa’s oil production comes from the Gulf of Guinea and holds about 5% of the world’s total proven reserves.
The market size of the Gulf of Guinea is estimated to have about 470 million consumers and generates a gross domestic product (GDP) of $950 billion, exports of about $180.50 billion and imports of about $105.70 billion.
It is the hub of extensive trans-Atlantic trade linking Africa with Europe and the Americas. Its geographical contiguity to Western Europe relative to the Middle East and Asia enhances the region’s comparative advantage for the movement of goods and people, through reduced costs of sea transportation. The region is home to a significant number of marine ecosystems and rain forest resources which are of interest to the global community and they include fish, fauna, flora and timber. The rain forest resources account for much of the oxygen-generating sources of the globe.

**Besides the region’s openness to the Atlantic Ocean, countries of the Gulf of Guinea enjoy natural tributaries of waterways that serve not only as vectors for domestic trade but also as a natural fishing hub.**

Furthermore, the region is a major source of global food stock and supply. Its boasts some of the world's richest and abundant fisheries, a vital source of protein needed and consumed in many countries. Close to a quarter of the global protein consumption comes from this region. So are the land areas with climates conducive for the production of food and cash crops such as cocoa and coffee.

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Current Trends

It is evident from the above that the Gulf of Guinea is endowed with abundant human and natural resources which if carefully explored and managed, can contribute tremendously to global prosperity, peace and stability.

However, this is not the case due to a number of situational and structural factors namely, weak governance and corruption, inconsistent fiscal policy and implementation, political instability/disputes and poor quality human capital.

As a result, unemployment, poverty, inadequate legislation, weak law enforcement capacity and poor policy implementation identified as onshore root causes of maritime insecurity are rife. In different ways, they feed to escalate the incidents of maritime insecurity in the Gulf of Guinea. Whilst incidents of maritime insecurity are noted to have abated considerably in other maritime regions, the situation in the Gulf of Guinea seems to worsen. As reported, incidents of piracy, kidnapping, armed robbery and other crimes that occurred in the waters of the region more than doubled in 2018; accounting for all six hijackings worldwide, 13 of the 18 ships attacked, 130 of the 141 hostages taken globally, and 78 of 83 seafarers kidnapped for ransom. The present state of maritime insecurity in the region poses a fundamental security dilemma to its vital maritime domain, disrupting economic livelihood, prosperity, peace and stability of nations in the region and those of other regions as well.
6 GLOBAL HIGHJACKINGS in 2018 on the Gulf of Guinea

13 of the 18 ships hijacked globally were on the Gulf of Guinea

130 of the 141 Hostages taken globally were on the Gulf of Guinea

78 Seafarers of the 83 kidnapped globally in 2018 were on the Gulf of Guinea
Maritime Security Interventions

Recognizing the strategic role the maritime industry plays as a ‘value creator and growth engine’ in economies of nations and that maritime security in the Gulf of Guinea is not only a regional challenge but also a worldwide challenge that requires an endogenous commitment and a collective response together, several interventions at the global, continental, regional and country levels were initiated to tackle the menace of maritime insecurity in the Gulf of Guinea.

Some of the interventions include declarations/adoptions of resolutions and maritime security strategy policy frameworks (UNSC Resolutions 2018 & 2039; AIMS 2050; EIMS), establishment of institutions (Maritime Organization of West and Central Africa, Gulf of Guinea Commission & Gulf of Guinea Guard) and capacity building/technical supports from multilateral organizations (G7++ Friends of the Gulf of Guinea) as well as Western partners/countries such as Belgium, Britain, Denmark, France, the United States and some others.
Despite these efforts, incidents of maritime insecurity and crimes continue to threaten the geo-strategic maritime domain of the Gulf of Guinea; implicitly, the already challenged global security. Then, the interrogations: why the surge in incidents of insecurity seen in the region recently? Is it because the nature and dimension of insecurity in the Gulf of Guinea is yet to be properly understood? Are there underlying gaps in the various interventions initiated? Are there other causal factors which are yet to be identified as root causes and dealt with? Is the lack of effective regional integration and cooperation the cause for the surge? Is the absence of continuous evaluation of the situation or hiatus in international support to countries of the region responsible?

To facilitate clearer understanding of the issues, seek tailored short and long term solutions as well as coordinate efforts to strengthen regional and international collaborations to ending maritime insecurity in the Gulf of Guinea, Nigeria will be hosting a two day Global Conference on Maritime Security and Global Trade Facilitation.

Why Nigeria is very strategic and taking the lead in this quest to end maritime insecurity in the Gulf of Guinea is premised on some of these facts: Nigeria is the biggest economy and the most populous nation in the region as well as in Africa; accounts for 65% of cargo generated from the region and 65% of cargo coming into the Gulf of Guinea end up in Nigeria. She has huge deposit of oil and gas making it a place of international interest for energy source. Nigeria is depending greatly on the maritime industry to diversify her economy through sustainable development of her blue economy and regional economic security; thus, very interested in safe, open and secure maritime domain. Besides being the worst affected by the several insecurity incidents recorded in the Gulf of Guinea, she is very concerned about regional socio-economic stability and progress.
Objectives of the Conference

Aware that maritime insecurity has economic, social, political and environmental implications globally, the conference therefore hopes to achieve the following objectives:

a. Define the precise nature and scope of coordinated regional responses to maritime insecurity vis-à-vis intervention supports from external actors/partners.

b. Evaluate the relevance and impacts of the various interventions initiated already to tackle maritime insecurity in the Gulf of Guinea with a view to revising and adapting them to address the current challenges.

c. Decisively move towards policy harmonization and effective implementation through regional integration and cooperation as principal method for delivering effective and efficient security in the region.

d. In addition to tackling threats to maritime security, strategize alternative approach to prevent cyber security attack and other forms of emerging maritime security threats.

e. Advocate for deeper global commitment to deployment of resources for ending maritime insecurity within the region timeously.
Conference Sub-Themes

In consonance with the theme of the conference, there will be roundtable on the following sub-themes with a view to facilitating extensive, in-depth and robust exchange of ideas on key aspects of maritime security to improve good order at sea, and reach decisions on what should be done.

The sub-themes are:

- Maritime Security, Legal Framework and Regulatory Issues in Gulf of Guinea
- Maritime Governance, Security, and the Blue Economy
- Technology Deployment in Maritime Security: Emerging Issues
- Maritime Security: Moving Beyond Policy Statements to Taking Collective Actions
- Balancing Geopolitical, Economic and Geostrategic Interests in Maritime Security Initiatives
- Maritime Security: Evolving Roles, Models, Missions and Capabilities
- Future of Maritime Security: Trends, Emerging Threat Vectors and Capability Requirements
- Ensuring Maritime Security in the Gulf of Guinea: Effective Regional Cooperation and Roles of International Partners
- Enhancing Maritime Domain Awareness (MDA)
Maritime Security, Legal Framework and Regulatory Issues in the Gulf of Guinea

Maritime security threats are trans-boundary and mobile in nature thus pose a number of legal challenges for countries in asserting and exercising jurisdiction. This is further complicated not only by the vast and open nature of the seas where the crimes occur, but, also is legally and jurisdictionally carved into zone, which dictate and very often limit the extent one country may act against a crime.

Next is the fact that some countries especially in the Gulf of Guinea region do not have the necessary mix of enabling legislations and judicial capacity to prosecute maritime crimes. They lack legislation criminalizing offences like piracy and armed robbery at sea; a major problem in the effort to combat maritime crimes. Relatedly, is the problem of weak law enforcement due to a combination of factors: capacity deficit, inadequate personnel and resource. Such state of affairs has engendered conditions that allow for a number of illegal activities to emerge and thrive.

Noting that maritime crimes cannot be dealt with effectively by one State coupled with complex legal and regulatory issues, it behooves all concerned States to work together to improving security at sea. The focus of discussion therefore will be on
exploring the possibilities of how to close jurisdictional and systemic gaps that hindered effective maritime security enforcement in the region. This will include encouraging States to consider departing from traditional grounds for exercising jurisdiction over maritime crimes to that of cooperation and alignment in criminalizing unlawful acts at sea and prescribe enforcement measures to be applied, as well as fashion out ways and means to support States to revise and update existing country level legislations and sanctions against crimes, that are poorly codified or to enact new legal regimes that are not only in line with international best practices but also harmonized in ways that strengthen regional enforcement capacity.

The lack of legislation criminalizing offences like piracy and armed robbery at sea is a major problem in the effort to combat maritime crimes.
Maritime Governance, Security and the Blue Economy

In advancing solutions to the onshore root causes of maritime insecurity, the blue economy (also referred to as ocean economy) is suggested as a panacea since it has the capacity to create employment opportunities and facilitate economic growth. Safe, secure and well regulated maritime environment is a prerequisite and critical for blue economy development, indicating that maritime security is essential and will enable blue economy growth.

Ocean resources either fisheries, energy source, tourism or offshore oil explorations cannot be harnessed if there is a significant threat level; likewise over exploitation of ocean resources like illegal and unregulated fishing trigger the threats to maritime security as it impacts negatively on food security and economic livelihoods especially of coastal communities. Both concepts are interlinked, the blue economy highlights the opportunities of the seas, while maritime security stresses its challenges and risks, emphasizing the need for balance; which is possible with an effective maritime governance framework in place. Maritime governance is undeniable in ensuring good order at sea, and the most effective instrument to accommodate and resolve conflicts between the vast range of marine-related interests, values and activities as well as guarantee proper and sustainable balance in the use of ocean resources and the protection of marine ecosystem.

In this regard, while the roundtable will concentrate on distilling the several international conventions, codes of conduct and guidelines adopted under the auspices of UNCLOS, FAO and UNEP to create a peculiar maritime governance framework, it will equally focus on the need to improve the capacity to coordinate, implement, monitor and enforce them in a manner consistent with the needs
and concerns of countries at different levels of economic development. It calls for a multi-dimensional, integrated approach than exists in the region today. Specific attention will also be given to examine the underlying causes of resources depletion including incentives that contribute for instance, to over fishing, illegal, unreported and unregulated fishing activities and marine pollution amongst others, and suggest innovations and mechanisms that will help ensure that the exploitation of ocean resources like fishing is fully regulated, reported and monitored in addition to detection of other illegal activities.

Equally important to be addressed is the modalities of enforcement, the degree of responsiveness, specific technical assistance and partnership required for the development of the blue economy in the region.
Technology Deployment in Maritime Security: Emerging Issues

Technology deployment in maritime security operations is not new and its contributions in enhancing efforts at combating maritime crimes are widely reported. For instance, it is greatly enhancing maritime domain awareness real time, likewise enforcement operations with respect to efficiency, safety, time and energy saving. Flowing from the successes recorded in the use of technology to stem the tide of maritime insecurity in other maritime regions of the maritime domain, there are several calls to step up efforts at deploying technology in combating maritime crimes in the Gulf of Guinea. In leveraging technology to improve maritime security in the region, the roundtable will review, based on systematic data, lessons learnt from the use of technology to combat crimes in other regions and highlight best practices, provide an overview of the current state of technology deployment in the region, including gaps and technology audit as well as show areas requiring improvement.

The roundtable will also address specific capacity building requirements, risk assessment capabilities and the role of technology in sustaining maritime security success. Taking into account the exponential rate of technological advances and the accompanying risks the roundtable will also consider emerging issues such as cyber security, blockchain technology, sustainable financing for acquisition and maintenance, as well as the design, access and control of new technological innovations like unmanned systems (drones) Artificial Intelligence (IA) and robots; in addition seek to suggest possible innovative frameworks that would help streamline their integration into the overall Command, Control, Computers, Communication, Intelligence, Surveillance and Reconnaissance (C4ISR) systems to for improve maritime security. With regard to improving maritime domain awareness which has been a major focus for the deployment of technology in maritime security, issues of information overload as a result of receiving data from multiple sources and in different formats, information fusion, trust and organizational culture, types of information to be shared, with whom and how, will also be discussed.
Maritime Security: Moving Beyond Policy Statements to Taking Collective Actions

At the continental and regional levels a number of maritime initiatives and strategies that focus on developing the maritime sector in Africa already exist. They include the 2050 Africa Integrated Maritime Strategy (2050 AIMS), African Maritime Transport Charter (AMTC), Maritime Transport Plan of Action, ECOWAS Integrated Maritime Strategy (EIMS), Lome Charter, Djibouti Code of Conduct, etc. In acknowledging that they are bold and important steps to develop the maritime sector in Africa, an overview of the initiatives and strategies reveal that their full implementation and actualization of set objectives is somewhat constrained. They are yet to be translated fully from policy statements and declarations stage to that of concrete and practical action required to deal with the numerous challenges confronting the sector. The situation is more worrisome when viewed against the backdrop of increasing maritime security incidents in the Gulf of Guinea region.

The objective of the discourse is accordingly to evaluate the various initiatives to ascertain the extent to which they address maritime insecurity specifically and the implementation approach. To be considered also is the issue of collective ‘ownership’ of the security initiatives in place within the Gulf of Guinea, (though having been sponsored or formulated with the involvement of external actors and partners); and the imperative of working out ‘home grown’ modalities for collective regional action vis-à-vis mobilization of human, material and financial resources. As additional measures to improve our maritime security governance and architecture attention will be given to the issue of agreeing on a clearly defined demarcation of different responsibilities of various organizations in the region coordinating maritime security.

Furthermore, the roundtable will look at the type and level of assistance required to help the Gulf of Guinea countries streamline the multiple initiatives into a coordinated framework to efficiently achieve the set objectives.
Balancing Geopolitical, Economic and Geostrategic Interests in Maritime Security Initiatives

Acknowledge that we live in a global world, but it is important to note that every country has a national interest, which is driven mostly by the need for survival, security and sustenance. Meeting these needs underlies how countries relate with one another or the wider world. An area that provides avenue for interrelation is the maritime domain, which serves as a transport route, a resource, living habitat and an area for power and stability projection, providing the basis on which the current global politico-economic system thrives. Countries depend on open, free and secure maritime domain for continuous free flow of resources, capital, information, people and goods from the locations of production to consumption. However, since activities in the maritime domain are influence based on the specific interest and ambitions of various countries, the use of the domain is increasingly contested, and failure in creating the required balance amongst the myriad of interest is resulting in the seas and oceans becoming arenas for international conflicts and maritime crimes.

This is impacting greatly on global stability and prosperity; as developments in distant maritime regions now pose immediate and direct threats to the security and prosperity of countries in other regions. Knowing that stability is key to safeguarding national interest and secure free flow of resources, different countries through inter-regional cooperation initiated some stability intervention schemes in some maritime regions including the Gulf of Guinea. While these bilateral and multilateral initiatives are necessary, they are often viewed with apprehension because they concern issue of State sovereignty. Furthermore, the initiatives are parochially structured, from the perspective of the sponsors and driven more by the need to protect their interest than for the sake of security in itself. In some instances, local interest are not considered, neither is local input sought, only to be invited to participate in the intervention effort.
While these bilateral and multilateral initiatives are necessary, they are often viewed with apprehension because they concern issue of State sovereignty.

Situation like this is seen by the Gulf of Guinea countries as intrusions into their security and defense sector of the region. Flowing from this standpoint discussion will focus on the importance of balancing geostrategic and geopolitical interest of international actors with those of the Gulf of Guinea countries by identifying areas where geo-strategic and geo-political interest of international actors dovetail into key aspects of the security and defense measures of the region for effective synergy.

Attention will also be on the need to envision, prioritize and construct a holistic and sustainable policy response to maritime security in the medium and long terms. Such policy response would be one that is not only inclusive of all possible areas of risk but also accommodate all key actors. In implementing any regional approach to address such a complex phenomenon as maritime security, it will also be important to take into account the peculiarities arising from geographical history and the importance of collective security.
Maritime Security: Evolving Roles, Models, Missions and Capabilities

Aside from technology (digitalisation), one issue that has greatly altered the landscape of maritime industry is maritime security. In the wake of increasing incidents of insecurity in some maritime regions: Gulf of Aden and Indian Ocean, industry operators with tacit government support sought for various means to combat the crimes. This sparked some novel ideas and a number of key intersecting developments. Some of the new developments seen are the use of different contracted security models namely, Private Armed Guards (PAGs), Vessels Protection Detachments (VPD), State Affiliated Escort (SAE), Coastal State Embarked Personnel (CSEP) to combat maritime crimes. It brought about embarked private armed security personnel on board commercial vessels transiting high risks areas. Another development is the engagement of the military, especially the navy of different countries in security operations beyond the territorial waters of their respective countries.

Next is the increase in cross government and interagency approach to maritime surveillance, information gathering and decision making. Whilst these initiatives have successfully helped to diminish incidents of maritime insecurity in the Indian Ocean and the Gulf of Aden, they have also raised great concerns. As a case in point, the use of contracted private security on board commercial vessels, has raised crucial questions regarding the quality, professional training and integrity of the guards, the capability of the companies offering the services, standardization of operations, accountability and control, jurisdiction of operations, nature of operations (preventive or defensive) and range of services, proliferation of weapons at sea, enforcement process and procedures, and compromise of sovereignty. Given the complexities of the noted concerns, would contracted private security be an option that should be considered among the mechanisms to combat maritime insecurity in the Gulf of
Whilst these initiatives have successfully helped to diminish incidents of maritime insecurity in the Indian Ocean and the Gulf of Aden, they have also raised great concerns.
Future of Maritime Security: Trends, Emerging Threat Vectors and Capability Requirements

Compared to a decade ago, maritime security is now ranked high on the security agenda of a number of countries, international organization and actors. This follows the intensification of conventional and non-conventional threats to the free flow of resources, goods, information, capital and mobility of people within and across the global maritime domain. The priority of maritime security reflects in the various government and intergovernmental strategies for maritime security already formulated like those of the United Kingdom, United States, Denmark, European Union (EU), African Union (AU) and Economic Community of West African States (ECOWAS) as well as in multilateral statements and declarations on maritime security by the G7 and United Nations Security Council. Overall, the strategies place the maritime domain in context and highlight why it is strategically important to our everyday lives.

It serves as a transport route, marine resource, living habitat and a place for power and stability projection. Conceived of in this way, the strategies stress that maritime threats are not only real, but also multifaceted and can have catastrophic impacts across several sectors. To detect, prevent or contain the threats therefore, it is important to have a good understanding of what happens at sea in real time, and given the international nature of the sea links and the threats, regional and international cooperative action will be required for optimal response and ensure effective maritime governance. Whilst the main aim of maritime security remains the prevention of incidents and risk mitigation, different trends indicate that the confluence of multi-sectoral and cross-cutting activities in the domain is putting the future of maritime security at risk.
For instance, growing global demand and competition for energy is pushing the limit of exploration, degradation of marine ecosystems and depletion of natural resources like illegal fishing, expansionist maritime ambitions of developed and emerging powers, illegal discharges or accidental marine pollution, increasing pressure on the littorals due to urbanization and demography growth, increasing investments in strategic maritime capabilities, e.g. technology and climate change-already identified as a threat multiplier. These trends are some of the threat vectors to the future of maritime security.

And they bring to fore the need to build the required capability and framework to either prevent or contain the threats. Therefore in addressing today’s and tomorrow’s maritime security threats discussion will centre on exploring a comprehensive approach that entails close public-private interactions and coordination to achieve stability and international order at sea.
Ensuring Maritime Security in the Gulf of Guinea: Effective Regional Cooperation and Roles of International Partners

Against the backdrop of failure to protect the maritime domain from a wide range of threats that will result in the seas and oceans becoming arenas for international conflicts, terrorism and organized crimes, a considerable number of countries, regional and international actors have initiated a variety of programmes and projects to elicit robust international cooperation to combat maritime crimes and ensure effective maritime governance. Some of such maritime security initiatives in place already, for example, in the Gulf of Guinea include EIMS, ECCA Maritime Strategy (Yaoundé Summit) and the Lome Charter; and the establishment of the Gulf of Guinea Commission.

There are also others conceived and led by international actors like G7--FOGG. To ensure the success of these initiatives a number of activities have been carried out by way of capacity building in areas such as institutions, human, legal and the military; as well as infrastructural support. While these initiatives have been helpful in strengthening regional efforts to extinguish maritime crimes from the region, an overview show that more need to be done, and that is improving regional cooperation than exist presently. In encouraging effective regional cooperation therefore, discussion will focus on areas of the region’s public goods such as information sharing, infrastructure, environment management, specific capacity building, joint assets financing, best practices and peer review, exchange programmes and visits, development of the blue economy. In this regard, it will examine the potentially beneficial roles that international partners or actors may play in bringing the region to cooperative equilibrium; as reaching a cooperative solution on such matters can be constrained by sociopolitical complexities and the financial requirements. Thus, their involvement is helping in embedding of trust, expertise and financing. The discussion will also help identify specific collaborative partnerships that will enhance safety and security in the Gulf of Guinea.
Enhancing Maritime Domain Awareness (MDA)

For countries to prevent or extinguish maritime threats including emerging future threats, they must be aware of what is happening.

Maritime Domain Awareness (MDA) is central to effective maritime security responses or operations. For countries to prevent or extinguish maritime threats including emerging future threats, they must be aware of what is happening, developments and activities taking place in the seas and oceans. Basically, MDA involves gaining understanding of the position and intention of actors in a given maritime domain at a particular time. With advances in sensors and computing technology MDA has improved greatly especially in areas of information gathering, analysis and information sharing.
Following the growing awareness of the importance of MDA as an essential enabler of maritime security the policy imperatives of achieving MDA are getting strong. While the concept of operations to put this to fruition is already evolving, the technical challenges to achieving the requisite degree of MDA to ensure effective maritime security are weighty, because MDA is a broad area.

Compounding the challenge is the perspective from which MDA is viewed. From the operator’s perspective for instance, MDA is a collection, fusion, dissemination and action, or focus on data: data mining, data fusion, and data display. Even though this operational paradigm is helpful these requirements do not easily link with technical capabilities. However, present thinking is to map these operational needs into capabilities for effective functionality, which entails the process of identifying the functional requirements and the technical capabilities needed to achieve maritime domain awareness.

In discussing the functional requirements and technical capabilities needed to achieve maritime domain awareness real time in the region, attention will be given to seeking solutions however by first identifying what is it we need to achieve effective or comprehensive MDA? Second, what tools do we need to achieve MDA? Knowing this will help in developing the policy framework on improving the Maritime information sharing centres in Pointe-Noire; Douala, and Cotonou as well as their operational integration into a larger architecture; in addition to addressing the following critical questions: Among whom should information be shared? What type of information and data should be shared? And how is the information interpreted to gain shared understanding of the situation at sea?
Conference program

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Information

The Conference will be held at the prestigious International Conference Centre, Abuja, Nigeria from the 7th - 9th of October 2019

Objectives of the Conference

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e. Advocate for deeper global commitment to deployment of resources for ending maritime insecurity within the region timeously.
### Who should attend?

- Relevant Government Ministries and Agencies
- Navy and Coast Guards
- Regulatory Bodies
- Maritime Lawyers and Professionals
- Insurance Firms
- Banks and Finance Sector
- Oil and Gas Sector
- High Level Industry Practitioners
- Ship Owners and Charterers
- National Ship Owners / Charterers and Oil Companies
- Chief Executives and Trade Executives
- Classification Societies
- Industry Stakeholders and Professionals
- Consultancy and Industry Experts
- International Continental and Regional Bodies
- Shipping Logistics
- Ship Brokery, Ship Managers and Agents
- Support Services
- Marine Support Services
- Foreign Missions and Diplomats
- Policy Makers and Researchers
- Institutions and Non-Governmental Organisations
- Others
Programme

The programme for the Global Maritime Security Conference 2019 will soon be uploaded on the website. For updates, please visit: www.globalmaritimesecurityconf.com
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List of speakers, Co-host, Sponsors, Institutional/technical supporters will be released shortly.
More Information

We look forward to welcoming you at the Global Maritime Security Conference 2019.

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Nigerian Maritime Administration and Safety Agency (NIMASA)
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