



**CONCEPT OF OPERATIONS (CONOPS)
FOR THE COMBINED MARITIME TASK FORCE
(CMTF) FOR THE GULF OF GUINEA (GOG)
(CMTF-GOG)**

DEDICATION

This CONOPs is dedicated to all the victims of piracy and other forms of criminalities in the Gulf of Guinea, including seas, rivers, lakes, and other maritime domains

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LEGEND OF ACRONYMS

AF	Amphibious Force
AfCFTA	Africa Continental Free Trade Area
AIMS	Africa Integrated Maritime Strategy
AOO	Area of Operation
ASF	African Standby Force
AU	African Union
BMP	Best Management Practices
CFC	Combined Force Commander
CHANs	Committee of Heads of African Navies and Coast Guards
CMO	Combined Maritime Operations
CMTF	Combined Maritime Task Force
CNS	Chief of the Naval Staff
Comd	Commander
CRMS	Combined Regional Maritime Space.
CONOPS	Concept of Operations
CRESMAC	Central African Regional Maritime Security Centre
CRESMAO	West African Regional Maritime Security Centre
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
FC	Force Commander
FPC	Fast Patrol Craft
GGC	Gulf of Guinea Commission
GMCP	Global Maritime Crime Programme.
GoG	Gulf of Guinea
Hels	Helicopters
ICC	Inter-regional Coordination Centre
IDPs	Internally Displaced Persons
IMC	International Maritime Conference
IMO	International Maritime Organisation
IUU	Illegal Unreported and Unregulated Fishing
JFC	Joint Force Commander
JMO	Joint Maritime Operation
JTF	Joint Task Force
LEO	Law Enforcement Operations
LF	Landing Force
LSV	Logistics Supply Vessel
MDA	Maritime Domain Awareness.
MMCC	Multinational Maritime Coordination Centre
MNF	Multinational Force
MOC	Maritime Operations Centre
MPA	Maritime Patrol Aircraft (MPA)
MSO	Maritime Security Operation
MTF	Maritime Task Force

NGO	Non-Governmental Organisation
OPV	Offshore Patrol Vessel
Op Ord	Operations Order
PSC	Peace and Security Council
REC	Regional Economic Community
RHIB	Rigid Hull Inflatable Boat
RM	Regional Mechanism
RMSF	Regional Maritime Security Force
RMTF	Regional Maritime Task Force
ROE	Rules of Engagement
SOLAS	Convention for the Safety of Life at Sea
STC	Specialized Technical Committees
SUA	Suppression of Unlawful Acts against the Safety of Maritime Navigation
TCO	Transnational Criminal Organisation
TOC	Transnational Organised Crime
TF	Task Force
UMC	Unaccompanied Migrant Children
UN	United Nations
UNCLOS	United Nations Convention on the Law of the Sea
UNHRDDP	United Nations Human Rights Due Diligence Policy
UAV	Unmanned Aerial Vehicle
UMC	Unaccompanied Migrant Children
UNODC	United Nations Office on Drugs and Crime
UNSC	United Nations Security Council
YAMS	Yaoundé Architecture for Maritime Security

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I. SCOPE

1. This Concept of Operations (CONOPS) describes the operational framework, fundamental principles, and core functional elements for the deployment of the Combined Maritime Task Force (CMTF) for the Gulf of Guinea (GoG). It provides the basic operational framework for combined Maritime Security Operations (MSOs) and the core functional elements of the CMTF-GoG. It also defines the operational environments and contexts in which CMTF-GoG will be deployed and addresses the political, economic, social, security, and resource considerations for establishing the Task Force with the attendant command structure, force doctrine, mission, fleet, and interoperability details.

II. PURPOSE

2. The purpose of this CONOPS is to set forth combined doctrinal principles, design, operational concept, and the basic framework to govern the operations, activities, and performance of the CMTF-GoG and provide for considerations for multinational military forces interaction with governmental and non-governmental agencies as well as other inter-organizational partners. This CONOPS is also intended to constitute the core elements or components of the CMTF-GoG, its command structure, and fleet requirements. It provides guidance for maritime security exercise of authority by delegated commanders and prescribes joint doctrine for operations and training. It also provides guidance for the use of Regional Maritime Security Forces (RMSFs) in preparing and executing their plans and orders. It is not the intent of this CONOPS to restrict the authority of the Force Commander (FC) CMTF-GoG (FC CMTF-GoG) from organizing the force and executing the mission in a manner deemed most appropriate to ensure unity of effort in the accomplishment of objectives.

III. APPLICATION

3. This CONOPS applies to the FC CMTF-GoG, staff, subordinate unified commands, subordinate components of such forces, services and supporting agencies from other organisations. It provides the framework for addressing key considerations, context and operational environment, rationale, mandate, vision, mission, force level, command structure and fleet details, conditions for membership, pledged capabilities, budget, and sources of mobilisation of resources for the establishment and deployment of the CMTF-GoG.
4. Without prejudice to the provision of paragraph 3 above, the sound judgment of the FC CMTF-GoG for the achievement of the mandate, protection of the integrity of the Task Force and the safety of personnel shall apply in all situations, particularly wherever this CONOPS does not make specific provisions.
5. This CONOPS also applies to designated geographic spaces within the GoG maritime domain and limitations of the CMTF-GoG in terms of operational principles and doctrine for deployment within the Common Maritime Space for West and Central Africa.
6. Any disputes or conflicts arising from the application or interpretation of this CONOPS shall be settled through consultations, reconciliation, and other peaceful and amicable means.

7. Commanders of forces operating as part of a CMTF-GoG (multinational alliance or coalition) military command shall follow multinational procedures evaluated and ratified by the Committee of Heads of African Navies and Coast Guards (CHANs), consistent with national, regional, multinational, and international laws, regulations and doctrines as applicable for operations within the region.

IV. DEFINITIONS

8. The terms used in this CONOPS shall be understood and applied as defined in the Glossary of Terms provided in Annexure II to this CONOPS. Where such terms are not provided in the Glossary of Terms, their use or definitions in the United Nations (UN), African Union (AU), and other international and regional contexts shall apply.

V. BACKGROUND AND CONTEXT FOR THE ESTABLISHMENT OF CMTF-GOG

9. The GoG is one of the world's richest maritime regions and a strategic hub for global trade, linking Sub-Saharan Africa and many parts of the world, particularly Europe, North and South America. It is perhaps a critical space for the success of the Africa Continental Free Trade Area (AfCFTA). The region has tremendous potential for Africa's development. It remains, however, largely unexploited due to insecurity. Some of the threats to the region include recurrent maritime piracy attacks, poaching, armed robbery and attacks against ships, kidnapping for ransom and hostage-taking, illegal bunkering, smuggling and trafficking of various contraband and illicit commodities, and widespread illegal, unreported and unregulated (IUU) fishing.
10. Instability in the region has been compounded by the rapid rise in violent extremist and terrorist groups targeting littoral or coastal regions of the GoG. Studies have shown that maritime governance challenges and the absence of a permanent maritime coordinated regional rapid reaction and response mechanism have contributed to the rise in criminal and violent non-state actors.
11. The idea of establishing a Regional Task Force (RTF) in the GoG is not new. It has always been part of the considerations for the promotion of peace and security in the region. In recent years, the idea has evolved from various continental and regional initiatives in search of a robust strategy to deal with security threats in the region.
12. The commitment of the countries of the region to establish the CMTF-GoG stems from their common desire to address persistent security challenges in order to create the propitious conditions for trade and the realisation of their full development potentials, for the well-being and prosperity of the people of the region. It has also emerged from the urgency and recognition of the need for countries of the region to take full responsibility for the current situation with a view to apply regional solutions. This commitment is further premised on the

growing concern for the lack of a framework to operationalise and enforce various initiatives for peace, security and development in the Gulf of Guinea, including states' obligations under regional, continental, and international norms and conventions, that have been signed and ratified by the Gulf of Guinea countries (see Annexure III for a list of major regional, continental and international or universal maritime security instruments).

VI. RATIONALE FOR ESTABLISHING THE CMTF-GOG

13. At its 1012th meeting convened on 23 July 2021, on maritime security challenges in the GoG and the Horn of Africa, the AU PSC, adopted [Communiqué 1012](#), in which the PSC approved, among others, the creation of a multinational and regional MTF among African littoral States. In paragraph 7 of the Communiqué, the Council, “***Calls*** on the AU Commission in collaboration with existing structures, the RECs/RMs for conflict prevention, management and resolution to promote further cooperation, dialogue, sharing of best practices, coordination and creation of MTF among African littoral States; and in this regard, requests the AU Commission and strategic partners to support this endeavor.”
14. It is also important to recall the 2050 Africa Integrated Maritime Strategy (AIMS), which provides that steps toward promoting inter-agency and transnational cooperation and coordination on maritime safety and security should include the development of an inter-agency approach, a Naval Component capacity within the framework of the African Standby Force (ASF), and the establishment of a representative continental working group of CHANs to scrutinize issues of situational awareness and collaborate towards the enhancement of Africa's Maritime Domain Awareness (MDA), and to uphold cooperative efforts between Navies/Coastguards of the AU Member States and international partners.
15. In addition to the measures deployed by the AU, particularly with respect to the security situation in the GoG, the UNSC, in resolution 2634 (June 2022), called upon GoG countries to criminalize piracy and armed robbery at sea under their domestic laws, and to investigate, prosecute or extradite, in accordance with applicable international law, perpetrators of such crimes, as well as those who incite, finance or intentionally facilitate them. The Council also urged the region to strengthen cooperation and to “take prompt action, at national and regional levels, with the support of the international community, when requested by the State concerned, and in accordance with international law, to develop and implement national maritime security strategies, including for the establishment of a harmonized legal framework for the prevention and repression of piracy and armed robbery at sea, as well as prosecution of persons engaging in those crimes, and punishment of those convicted of those crimes, and *encourages* the States of the GoG to structure their operations to address illicit maritime activities and develop their capacities to protect their maritime domains, and to ensure cooperation in this regard.”
16. The region and the international community have undertaken a multiplicity of initiatives, many of which have come to crystalize around the YAMS (discussed in paragraphs 19 and 23). Despite these efforts, maritime insecurity still persists in the region. There is also a perennial problem of sea blindness as well as a lack of integration of Maritime issues into the security sector reform debate, programming, budgeting, and structural design in Africa. Additionally,

the recent operationalisation of the African Continental Free Trade Area (AfCFTA) calls for a greater role of the Heads of the African navies and coastguards in the implementation of the continental security architecture. About 90% of trade under AfCFTA will rely on maritime transport, underscoring the centrality of maritime security in the new dispensation.

17. This CONOPs is therefore intended to give practical expression to the AU Peace and Security Council (PSC) Communiqués including 1128 (December 2022), 1090 (June 2022), and 1012 (July 2021), which called upon the AU Commission in collaboration with existing Yaoundé Architecture for Maritime Security (YAMS) structures, the Regional Economic Communities and Regional Mechanisms (RECs/RMs) for conflict prevention, management, and resolution to promote further cooperation, dialogue, sharing of best practices, coordination and the creation of the Maritime Task Force (MTF) among African states.

VII. PORT HARCOUT DOCUMENT FOR THE ESTABLISHMENT OF THE CMTF-GoG

18. Against this backdrop of regional and international developments towards the security of the GoG, Heads of Navies and Coast Guards met in Port Harcourt, Nigeria on the occasion of the International Maritime Conference (IMC), held on 30 and 31 May 2022, on the theme: “Optimizing Collaboration for Maritime Security and Socio-economic Development in Africa.” Following discussions on the continued threats to maritime security in the region and pursuant to various United Nations (UN) resolutions, AU decisions, and regional initiatives to promote maritime security in the region, the Heads of Navies and Coast Guards adopted the Port Harcourt Document for the establishment of the CMTF-GoG, which called for rapid implementation and operationalization of the AU PSC Communiqué 1012, which calls for the establishment of the CMTF.
19. The Chiefs took note of the numerous initiatives including strategies taken at the regional, continental, and international levels to address the threats to maritime security in the GoG. The decision to adopt the CMTF-GoG was to fill an important vacuum, particularly the need to provide for a coordinated regional mechanism for rapid reaction and response to piracy, armed robbery at sea, kidnapping, and other threats to maritime security and navigation. This is to provide kinetic capabilities to the YAMS. Thus, the CMTF-GoG will serve to:
 - Provide a multilateral mechanism for rapid intervention and operational responses to threats to maritime security in the region, and
 - Give further practical expression to the objectives of the 2050 AIMS and Article 2 of the YCoC which calls for establishing a representative continental working group of CHANs to scrutinize issues of situational awareness, collaborate towards the enhancement of African MDA and uphold cooperative efforts between Navies/Coast Guards of the AU Member States and international partners.
20. The Port Harcourt Document, therefore, brought together the relevant regional arrangements, such as the African Charter on Maritime Security, Safety and Development in Africa (Lomé Charter) and the Revised Africa Maritime Transport Charter, as well as other

national and regional initiatives already taken by States in the region and organisations to enhance maritime safety and security in the GoG, implemented in accordance with international law.

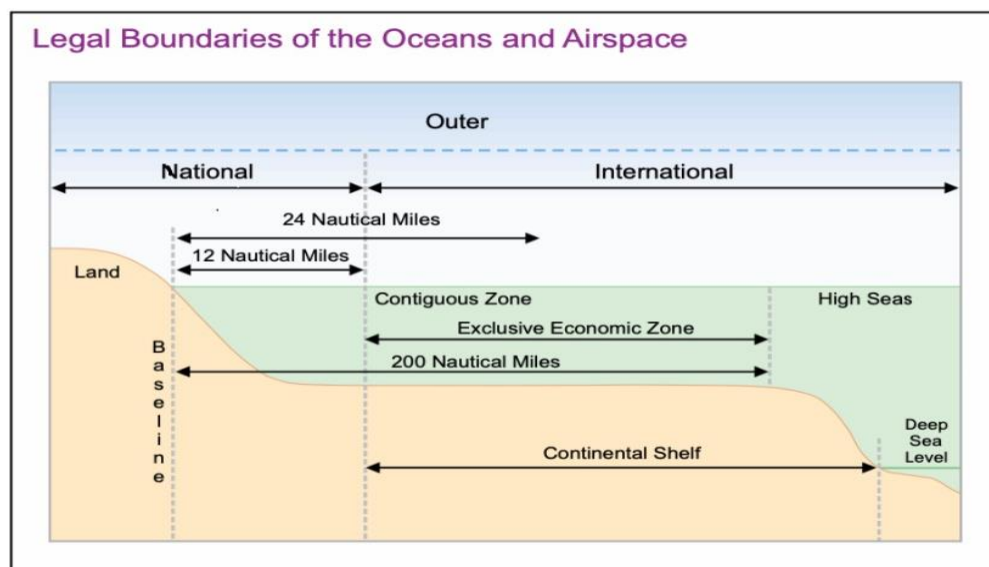
21. The PHD emphasizes the important roles to be played by the AU, Economic Community of Central African States (ECCAS), Economic Community of West African States (ECOWAS), the Gulf of Guinea Commission (GGC), the YAMS, in particular the Code of Conduct Concerning the Prevention and Repression of Piracy, Armed Robbery Against Ships, and Illegal Maritime Activities in West and Central Africa ('Yaoundé Code of Conduct) and its operational framework, the Interregional Coordination Centre (ICC), Regional Maritime Security Centres (RMSCs) – Central African Regional Maritime Security Centre (CRESMAC) and West African Regional Maritime Security Centre (CRESMAC), Zonal Multinational Maritime Coordination Centres (MMCCs) and national Maritime Operations Centres (MOCs).

VIII. GEO-POLITICAL CONSIDERATIONS FOR ADMINISTRATION OF THE COMMON MARITIME TASK FORCE

(a) Geographic Environment

22. The AOOs for the CMTF-GoG covers the common geographic space for GoG countries within the South Atlantic Ocean and airspace in-line with internationally defined legal boundaries for littoral states as indicated in Fig. 1 below

Fig. 1 Legal Boundaries of the Oceans and Airspace for Littoral Countries



Source: UNCLOS 1982 Maritime Zones

23. The GoG region encompasses 26 coastal and landlocked countries in West and Central Africa geographical, political, and economic regions: the ECOWAS and the ECCAS, extending across a 6,000 km coastline from Senegal to Angola, including the islands of Cape Verde and Sao Tome and Principe. To the north, the region is delimited by Mauritania; and to the south, it is

bordered by Namibia. The countries within the region are: Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central Africa Republic, Chad, Cote d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon, The Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Republic of Congo, Rwanda, Sao Tome and Principe, Senegal, Sierra Leone, and Togo. The area of the map covered by the CMTF-GoG is shown in Fig. 2 below:

Fig. 2: Area Covered by CMTF-GoG



b. Threat and vulnerability assessment in the Gulf of Guinea

24. The GoG suffers from complex and wide-ranging security threats that take various forms and are often interlinked across borders. In order to effectively deal with each threat, the CMTF-GoG shall prioritize regional or transnational threats bearing the biggest impact on regional peace, security, stability, development, and trade. The following are the major transnational threats to maritime security in the GoG. The main threats include:

- i. Piracy and armed robbery attacks on ships and other vessels;
- ii. Kidnapping and hostage-taking;
- iii. Transnational organised crime (see Annexure II for definition);
- iv. Maritime terrorism, violent extremism, and violence against maritime navigation, vessels, or fixed platforms;
- v. Illegal, unreported, and unregulated fishing; and
- vi. Oil theft ("illegal bunkering"), and criminal acts in ports.

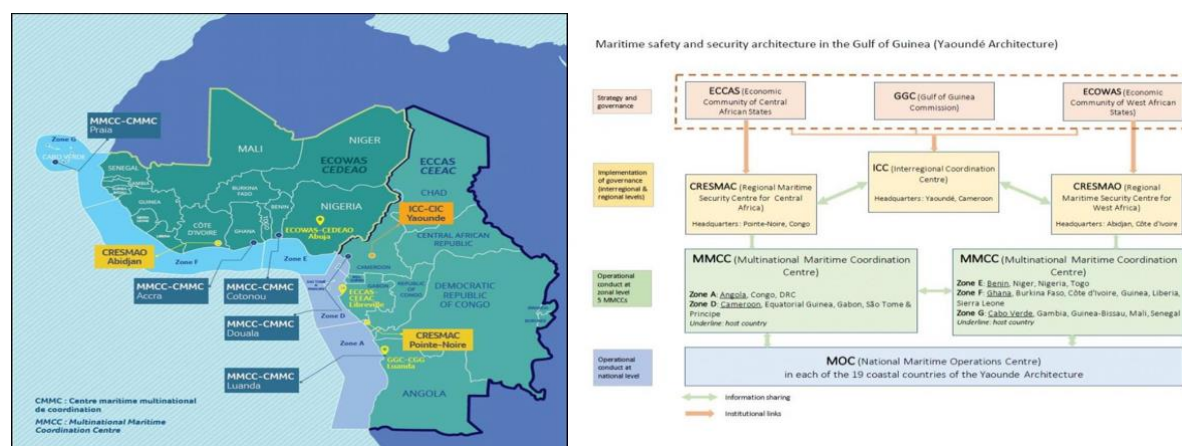
c. Yaoundé Architecture for Maritime Security

25. The pervasive nature of insecurity has drawn regional and international attention to the urgent need for focused action to address existing and potential threats. The current situational analysis demonstrates that individual and collective security initiatives by countries of the region, supported by the AU, the UN system, the European Union (EU), the International Maritime Organisation (IMO) and other international partners have culminated in the adoption and implementation of the following institutional and strategic policy framework collectively referred to as the YAMS:

- i. ECCAS, ECOWAS and GGC (at the political level);
- ii. ICC, inaugurated in 2014 for the implementation of the regional Strategy for the safety of maritime security in the GoG;
- iii. CRESMAC, created by ECCAS in 2009;
- iv. CRESMAO, created by ECOWAS in 2014;
- v. Multinational Maritime Coordination Centres (MMCC) which provides for coordination within Maritime Zones A, D, E, F and G; and
- vi. National MOCs spread across GoG littoral states.

26. Figure 3 below shows a diagrammatic representation of the YAMS with established MOCs in various GoG littoral states under the sphere of influence of five Zonal Multinational Maritime Coordination Centres, two RMSCs and the ICC for coordination of maritime security and safety operations in the region.

Fig.3 Map: Yaoundé Architecture for Maritime Security



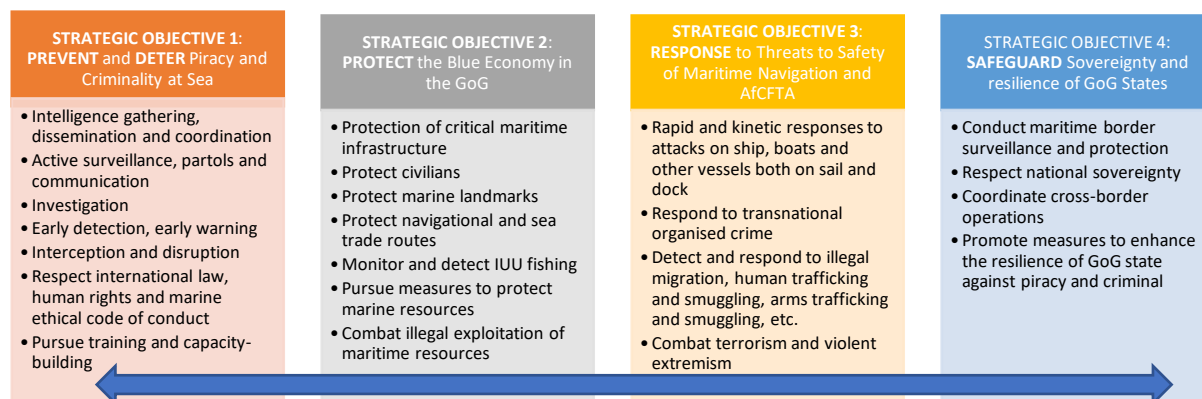
27. As the map and organigram show, the Yaoundé architecture provides for coordination mechanisms for ECCAS and ECOWAS. These mechanisms however, depend on both national and regional political culture and commitment by each country and region. In several cases, these mechanisms are yet to perform to their potentials due to lack of political will, and adequate resources. In addition to the weaknesses of the Yaoundé mechanisms, the major gap in the architecture is the absence of a dynamic regional rapid response mechanism, which can deal with threats instantly as they emerge.
28. In this context, the establishment of the CMTF-GoG is to complement and perhaps complete the Yaoundé architecture by introducing a permanent rapid response force. This means that information generated through the MMCC will directly feed into the CMTF-GoG to trigger a response.
29. Despite its inherent challenges, the YAMS provides the institutional basis for the establishment and functioning of CMTF-GoG. The latter would bring much-needed operational and rapid response capacity and help to boost the functionality of the other components of YAMS. Both will function in a mutually complementary manner.

IX. STRATEGIC OBJECTIVES, VISION, MISSION, MANDATE, AND FUNCTIONS OF THE CMTF-GOG

(a) Strategic Objectives

30. The strategic objectives of the CMTF-GoG are to dynamically conduct and sustain maritime security interdiction operations to curtail maritime insecurity to enhance a safe and secured regional environment for harnessing the region's blue economy and promoting AfCFTA while safeguarding the sovereignty of states. These objectives and associated tasks are captured in Fig. 4 below:

Fig. 4: CMTF-GoG Four Strategic Objectives



31. Fig. 4 above summarises the four main strategic objectives or pillars and key tasks of the CMTF-GoG. Once operationalized, the CMTF-GoG will elaborate specific strategies for achieving each of the four strategic objectives.

(b) Strategic Vision

32. The CMTF-GoG envisions a united, secure, safe, and resilient Gulf of Guinea, free of transnational organised crime, where people live in prosperity, peace, and security, and a region where African continental free trade and development flourish.

(c) Mission

33. To collectively leverage the maritime security potentials of member states and the deliverables of the YAMS to ensure a safe and secured GoG region for harnessing derivatives of its blue economy for the economic prosperity of member states.

34. To this end, CMTF-GoG will function as a dynamic force capable of liaison with various national maritime law enforcement agencies of states within the region, and international partners, to undertake combined operations for combating the plethora of maritime security threats within the GoG region.

35. The CMTF-GoG will cooperate and undertake integrated and joint missions or operations with other law enforcement agencies to ensure the security of the maritime domain in the Gulf of Guinea. This multi-faceted role of CMTF-GoG is illustrated in Fig. 5 below.

Fig 5. Combined Maritime Task Force: Specialized Tasks



(d) Mandate

36. The CMTF-GoG is established to prevent and combat acts of piracy, transnational organised crime in the maritime domain, IUU fishing, terrorism, violent extremism and other criminal and violent acts in the maritime domain, occurring in the airspace, seas and other bodies of water, and the coastal regions of the Gulf of Guinea.
37. In this context, the CMTF-GoG shall therefore be trained and equipped to enable it to play this dynamic role and the ability to conduct and sustain maritime security, and other complex operations to curtail attacks and other threats to the maritime security of the region. The CMTF-GoG will also carry out the following specific mandate:
- i. Create a safe and secure environment in the areas affected by insecurities in the GoG, in order to significantly reduce the number of piracy attacks, armed robberies, kidnapping and hostage-taking, terrorist and violent extremist acts, and other armed attacks against ships and sea-farers and other abuses, including sexual- and gender-based violence. Actions taken shall be in full compliance with international laws, including international humanitarian law, the African Charter on Human and people's Rights, African Charter on the Rights and Welfare of the Child, United Nations Human Rights Due Diligence Policy (UNHRDDP); and the International Covenant on Civil and Political Rights;
 - ii. Facilitate the effective implementation of the Yaoundé maritime security architecture by the countries of the region to promote peace, security, stability, development, and trade. To this end, strengthen the operational effectiveness and response capabilities of the Multinational Maritime Coordination Centre (MMCC), in order to fully achieve the objectives of the five regional zones in compliance with international law;

- iii. Coordinate rapid and pre-emptive action to detect, intercept, disrupt, and facilitate the investigation and prosecution of acts of smuggling, trafficking, illegal bunkering, IUU fishing, and other TOC acts in accordance with applicable international law; and
- iv. Protect the AfCFTA sea routes, ships and other maritime infrastructures and resources against TOC acts, terrorist and violent extremist acts, and other forms of violence and subversive acts in the GoG maritime spaces.

(e) Major Functions

38. The CMTF-GoG will be responsible for the following functions:

- i. Undertaking joint maritime operations to deter and prevent the intensification in piracy attacks, and eliminate the threat posed by transnational syndicates and other criminal groups;
- ii. Facilitating international cooperation, operational coordination, information and intelligence collection, analysis, dissemination and sharing amongst the Gulf of Guinea countries;
- iii. Arresting, investigating, and bringing to justice persons who have committed any of the offences listed in paragraph 24 of this CONOPs or anyone reasonably suspected of committing any of the acts;
- iv. Encouraging and facilitating the conduct of joint/simultaneous/coordinated patrols and other types of operations along the borders of the affected countries;
- v. Conducting vessel tracking, such as vessel monitoring systems (VMS) and automatic identification systems (AIS) for all vessels fishing outside of their national jurisdiction, and reporting such vessels to the countries concerned for appropriate action;
- vi. Leveraging national institutions to facilitate and strengthen collaborative action against illegal operators within the fisheries sector to include cooperation with other agencies, bodies and States relevant to crimes in the fisheries domain;
- vii. Ensuring, within its capabilities, the protection of civilians under immediate threat, stranded at sea persons, humanitarian relief operations, and other civilians, who may be in harm's way;
- viii. Seizing any ships and/or aircrafts and any property on board such ships or vessels and/or aircraft involved in the commission of an offence mentioned or falling within the scope of paragraph 24 of this CONOPs;
- ix. Carrying out reconnaissance missions to evaluate and ascertain threats in order to ensure surgical operations in crime prevention;
- x. Undertaking search, rescue, recovery and assistance missions, as maybe necessary;

- xi. Supporting or conducting hostage negotiation to free all abductees;
- xii. Contributing to the improvement and institutionalization of civil-military coordination;
- xiii. Supporting ECCAS, ECOWAS and the GGC to enforce relevant regional instruments and decisions relating to maritime security;
- xiv. Ensuring the protection of the CMTF-GoG personnel, facilities and equipment;
- xv. Supporting the African Union's efforts for 'Silencing the Guns' at sea;
- xvi. Securing a safe maritime corridor for the advancement of the AfCFTA and the continental blue economy; and
- xvii. Providing periodic reports on (1) the state of the threat of transnational organized crime in the maritime domain, maritime terrorism, IUU fishing, and other illegal activities at sea in the Gulf of Guinea, including recommendations for effective responses; (2) activities undertaken by CMTF-GoG during the period; and (3) incident reporting; for the consideration and action by the troop contributing countries, ECOWAS, ECCAS and GGC.

(f) End-State

39. The strategic end-state of these objectives is the prevention and eradication of the presence and influence of criminal groups, syndicates and terrorist groups; and the reestablishment of the necessary security conditions for the concerned countries to fully exercise their authority over their maritime domain and other areas and ensure the protection of the affected population, property and livelihood; and enhancement of operational coordination to enable the countries of the region to conduct trade and implement development programmes.

X. FUNCTIONAL REQUIREMENTS FOR THE COMBINED MARITIME TASK FORCE

(a) Personnel requirement

40. Understanding that the CMTF-GoG will leverage on capacities of national institutions and other external entities, the personnel force-level (FL) is recommended to be up to 1,500, inclusive of admin and support staff. The mandate and FL shall be reviewed annually, and as the need arises. The composition and details of the operational requirements including the number of naval/coastguard officers, naval special forces, intelligence component and administrative and support staff shall be determined in the operational document.

(b) Fleet details

41. The fleet will be divided among the five zones to ensure that each zone is equipped with Offshore Patrol Vessels (OPVs), Logistical Supply Vessels (LSVs), Fast Patrol Crafts (FPCs), Rigid Hull Inflatable Boats (RHIBs), helicopters (hel), Maritime Patrol Aircrafts (MPAs), Unmanned Aerial Vehicles (UAVs) and MDA capabilities. Understanding that the CMTF-GoG will leverage on Member States' fleet capacities and those of other external entities, the recommended fleet capacity for the Task Force is as follows:

i. Maritime Surface Assets

- 5 x OPVs
- 5 x LSVs
- 10 x FPCs/Interceptors
- 25 x RHIBs

ii. Maritime Air Assets

- 5 x Hells
- 10 x UAVs
- 2 x MPA

iii. Electronic Maritime Surveillance Capabilities

- ICC MDA Capabilities ;
- CRESMAC MDA Capabilities ;
- CRESMAO MDA Capabilities ;
- MMCC Zones A, D, E, F & G MDA Capabilities ; and
- National MOCs MDA Capabilities.

(c) Rules of Engagement (ROE)

42. Details of the rules of engagement and rules for the use of force will be drafted by a legal team, taking the following principles into consideration:

- i. Compliance with International Humanitarian Law (IHL) including the Geneva Conventions of 1949 and the Protocols of 1977, and other international law instruments governing armed conflicts;
- ii. Compliance with international human rights law including the 1948 Universal Declaration of Human Rights; 1966 International Covenant on Civil and Political Rights; 1984 Convention against Torture and Other Cruel, Inhuman or Degrading Treatment or Punishment; and the 1998 Rome Statute of the International Criminal Court;
- iii. Compliance with the international law of the sea including 1982 UNCLOS, 1974 SOLAS, 1988 SUA Convention, and 2005 SUA Protocol;
- iv. Respect for national sovereignty and non-interference in internal matters of states;
- v. Friendly shipping and shipping activities are to be protected;

- vi. All suspicious vessels are to be challenged, boarded and searched;
- vii. Any vessel found to be engaged in illegal activity is to be arrested and escorted to the nearest harbour for further investigation and prosecution processes;
- viii. The use of minimum force appropriate to the prevailing situation is only permissible when it is reasonable and necessary in the circumstance. The officer or officers in question shall respect the principle of proportionality and avoid collateral damage;
- ix. Use of force should be non-deadly unless necessary;
- x. Use of force is allowed in the event of self-defence or one's own property against hostile aggression; and
- xi. Member States shall promptly extradite or prosecute all suspected offenders.

(d) Pledged capabilities

43. In order to ensure ownership, it is important for the governments, private sector and non-governmental organisations and other important stakeholders of the region to take full responsibility both for generating the force level and the basic operational cost of the CMTF-GoG. The Table below shows the pledges of countries of the region:

Table 1: Pledges of Gulf of Guinea Member States

Country	Pledge	Country	Pledge
Angola		Ghana	
Benin		Guinea	
Burkina Faso		Guinea Bissau	
Burundi		Liberia	
Cameroon		Mali	
Central African Republic		Niger	
Chad		Nigeria	
Republic of Congo		Rwanda	
Democratic Republic of Congo		Sao Tome & Principe	
Cote d'Ivoire		Sierra Leone	
Equatoria Guinea		Senegal	
Gabon		Togo	
Gambia			

44. This Table on pledged capabilities shall be updated from time to time as Member States' contributions may change.

(e) Time Zone

45. The Time Zone to be utilized by the CMTF-GoG is Zulu (GMT).

(f) Assumptions

46. In order to secure the support of the AU, UN, and the international community at large, this CONOPS shall be formally authorised by the AU PSC. The CMTF-GoG shall be deployed within the framework of the AU in collaboration with the GGC, RECs, and RMs. The FC will recommend sources of sustainable funding for the CMTF-GoG. In the short term, funding and other resources of the CMTF-GoG will be sourced from the following:

- i. Member States;
- ii. TCCs;
- iii. ECCAS, ECOWAS, GGC;
- iv. AU and UN;
- v. International Partners; and
- vi. Maritime industry stakeholder

XI. HIGH-LEVEL OPERATIONAL REQUIREMENTS

(a) Command Headquarters (HQ)

47. The CMTF-GoG headquarters shall be located in Lagos or within the Niger Delta region of Nigeria. The Logistics Depot shall be located at the Command Headquarters.

(b) Command structure

48. The Command structure includes the following:

- i. The Chief of Navies and Coast Guards of the CMTF-GoG constituted into a committee shall be the main decision-making body of CMTF-GoG;
- ii. ECCAS Sector Command to be located in Pointe Noire, Republic of Congo;
- iii. ECOWAS Sector Command to be located in Dakar, Senegal;
- iv. The Force Commander (FC) shall have a mandate of two years. The Comd CMTF-GoG shall report directly to the TCC;
- v. The FC position shall be rotating among the TCC by alphabetical order;
- vi. The force headquarters shall maintain a garrison command;

- vii. GGC;
- viii. ICC; and
- ix. YAMS.

49. Lateral liaison is to be maintained between the various CMTF-GoG component levels with ICC, CRESMAO, MMCCs and MOCs as appropriate to obtain updates on maritime security-related information for operational use.

(c) Membership

50. The 26 GoG countries and signatories to the Yaoundé Code of Conduct are considered as automatic members. However, any of the countries that do not wish to become a member may voluntarily withdraw. Neighbouring countries or regions and international partners that wish to join may apply to the Force Headquarters, to be approved by the Chiefs of Navies/ Coastguards of the CMTF-GoG. The criteria for considered allocating HQ and other components of the CMTF-GoG are attached in Annexure IV.

(d) Deployment and Support Requirements

51. The deployment of forces for the CMTF-GoG shall be financially and logistically supported by each contributing country. Countries with the means as well as the AU, the UN and other international partners may also support the CMTF in its endeavours. Nominated ships for the CMTF-GoG may be domiciled in their country of origin but could be sailed under operational control order across regions and zones for MSOs as the need arises from the Force, Group or Unit Headquarters.

(e) Diplomatic Clearances & Waivers for CMTF-GoG deployed ships

52. CMTF Member States are responsible to seek and facilitate necessary diplomatic clearances and waivers for ships deployed for CMTF-GoG operations in other GoG partner countries other than their own country's maritime domain.

(f) Training and capacity-building partnerships

53. The CMTF-GoG shall be regularly trained to maintain readiness capabilities and adaptability to mission scenarios. International partners including United Nations Office on Drugs, Crime (UNODC) Global Maritime Crime Programme (GMCP), and IMO have been identified as training support partners for the CMTF-GoG.

54. The embarked officer concept (Article 9 of the YCoC) shall be integrated into the CMTF GoG in order to facilitate flexibility of operations.

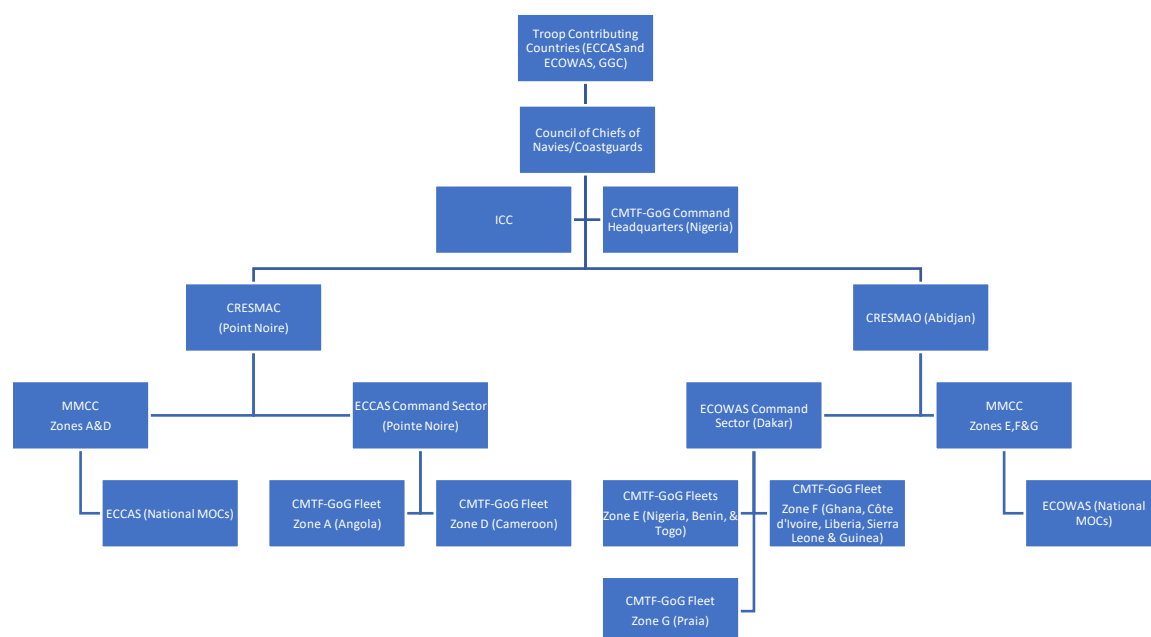
XII. RELATIONSHIP BETWEEN THIS CONOPS AND OTHER NATIONAL, REGIONAL, AND INTERNATIONAL INSTRUMENTS OR FRAMEWORKS

55. This CONOPS is developed to complement national, regional, and international efforts, with the sole objective of preventing, combating, and stemming the threats posed by transnational, serious, and organized crimes in the Gulf of Guinea. Nothing in this CONOPS detracts from, and shall not be misconstrued in whatever manner to contravene the rights and obligations of participating states under international law or bilateral and multilateral agreements that they may have entered into. To this end, the application of this CONOPS shall not deviate from existing regional, continental and international strategies, action plans, resolutions, agreements and other legal instruments including the Charter of the United Nations and the Constitutive Act of the African Union.

XIII. ORGANOGRAM

56. The Sample Organogram of the CMTF-GoG fused with the YAMS. Figure 5 below illustrates the Organigram of CMTF-GoG.

Fig 6. Organogram of the CMTF-GoG



**ADOPTED BY THE SECOND MEETING OF CHIEFS OF NAVAL STAFF
AND COASTGUARDS OF THE GULF OF GUINEA, HELD VIRTUALLY
ON 18 APRIL 2022**

ANNEXURE I
IMPORTANT PEACE AND SECURITY COUNCIL DECISIONS

The increasing work of the PSC and several important requests must be emphasized:	
1.	<u>PSC 387 (2013)</u> requested the [AU] Commission facilitate the process towards establishing a platform for experience sharing on maritime safety and security for all the regions of the continent;
2.	<u>PSC 682 (2017)</u> and <u>834 (2019)</u> requested the [AU] Commission expedite the finalisation of the draft annexes to the Lomé Charter to enable the earliest convening of the meeting of the relevant Specialized Technical Committees (STCs) for their elaboration; underscored the need to put in place an appropriate follow-up mechanism, in particular within the AU Commission, bearing in mind the cross-sectoral and multidimensional nature of issues relating to Maritime Security and Safety and Development as recognised in the 2050 AIM Strategy and the Lomé Charter;
3.	<u>PSC 1012 (2021)</u> called on the AU Commission to promote further cooperation, dialogue, sharing of best practices, coordination and [the] creation of [a] Maritime TF among African littoral States; and in this regard, requests the AU Commission and strategic partners in collaboration with existing structures, the Regional Economic Communities and Regional Mechanisms for Conflict Prevention, Management and Resolution (RECs/RMs) to support this endeavour;
4.	<u>PSC 1079 (2022)</u> encouraged Member States to implement the AU 2050 Africa's Integrated Maritime Strategy (AIMS) as well as to enhance further ocean governance and maritime security, including redoubling efforts in combating pollution, as well as sustainable management of marine diversity;
5.	<u>PSC 1090 (2022)</u> requested: (1) the AU Commission in collaboration with the RECs/RMs and United Nations (UN) to support Member States in building the capacity to prevent, detect and investigate piracy and terrorist acts linked to maritime domain; further encourages the countries of the region, to work with the AU Commission to mobilise financial and technical support to the fighting against piracy; (2) requested the AU Commission, in coordination with the RECs/RMs and regional bodies to undertake assessment of the implementation of all instruments and frameworks on maritime security, in order to address the gaps and propose strategies to enhance their implementation; (3) directed the AU Commission to establish a body of experts or a TF to coordinate, share knowledge and make recommendations on maritime security to provide technical expertise to Member States and other stakeholders in delivering on the AU's 2050 AIM Strategy and the and Lomé Charter;

(4) Looks forward to the holding of the first maritime exercise within the framework of the ASF, to enhance preparedness and capability of the ASF in addressing maritime security threats in the Continental waters;

(5) requested the AU Commission, in close collaboration with RECs/RMS and other relevant regional bodies to regular brief Council on the matter.

ANNEXURE II

GLOSSARY OF TERMS

For the purpose of this CMTF-GoG, the following terms shall be understood and applied as defined here below:

- 1) **Amphibious Assault** - It is a component of an amphibious operation that requires the rapid build-up of combat power ashore, from an initial zero capability to full coordinated striking power as the attack progresses toward AF objectives. In the amphibious assault, combat power is progressively phased ashore.
- 2) **Amphibious Demonstration** – It is conducted as a component of an amphibious operation with intent is to deceive the enemy, causing the enemy to select an unfavourable course of action. An amphibious demonstration may be executed to confuse the enemy as to time, place, or strength of the main effort. Amphibious demonstrations may be conducted to delude or confuse the enemy.
- 3) **Amphibious Operation** – An amphibious operation is a military operation launched from the sea by an amphibious force (AF) to conduct landing force (LF) operations within the littorals. The littorals include those land areas (and their adjacent sea and associated air space) that are predominantly susceptible to engagement and influence from the sea and may reach far inland. They are complex operations that may involve all components of the joint force. They are multi-tasked close integration forces trained, organized, and equipped for different combat functions, sometimes combining the sea, land and/or air.
- 4) **Amphibious Raid** – A component of an amphibious operation involving a swift incursion into or the temporary occupation of an objective to accomplish an assigned mission followed by a planned withdrawal. An amphibious raid may be conducted to temporarily seize an area to secure information, confuse an adversary or enemy, capture personnel or equipment, or destroy a capability.
- 5) **Amphibious Withdrawal** - A component of an amphibious operation that may be conducted under enemy pressure or under operational urgency in permissive, uncertain, or hostile environments to obtain forces needed elsewhere or to remove forces whose mission is completed.
- 6) **Armed robbery at sea**--“Armed robbery at sea” consists of any of the following acts:
 - i. Unlawful act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State’s internal waters, archipelagic waters or territorial sea;
 - ii. Any act of inciting or of intentionally facilitating an act described in (i) above.
 - iii. Attempted Boarding – Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat, but

are thwarted by Best Maritime Practices (BMP) measures, weather conditions, lack of appropriate equipment, etc.

- 7) **Boarding**--An illegal boarding is where attackers (persons not part of its complement) have boarded a vessel but have not taken control of the vessel.
- 8) **Combined Maritime Operations** – Maritime operations performed with maritime capabilities/forces, and other forces assigned, attached, or made available by various partner countries, in support of the Combined Force Commander's (CFC) operation or campaign objectives, or in support of other components of the joint force.
- 9) **Combined Regional Maritime Security (CRMS)**-- protection of vessels in the GoG by regional and other forces assigned, attached, or made available by various partner countries, in support of combined Force Commander.
- 10) **Deterrence** - Defending national interests of all partner countries requires being able to prevail to combat maritime crimes as well as taking preventive measures to deter potential criminals and Transnational Criminal Organisations (TCOs) that could threaten the vital interests of partner countries.
- 11) **Dumping of Toxic Waste**--The deliberate disposal at sea of wastes, garbage, sewage, waste chemicals, and construction debris or other matter from vessels, aircraft, platforms or other man-made structures, as well as the deliberate disposal of these vessels or platforms themselves.
- 12) **Fired Upon/Attack.** Use of weapon by assailants at vessel or boarding with intent to take control of the vessel.
- 13) **Gulf of Guinea Maritime Domain** – The GoG maritime domain encompasses the oceans, seas, bays, estuaries, islands, rivers, lakes and other waterways with an ecological system, coastal areas, and the airspace above these, including the littorals and other marine spaces that can be supported and defended directly from the sea in the 25 countries that form the GoG.
- 14) **Hijack** – Unauthorised persons have illegally boarded the ship and taken control of the vessel against the will of the Master and crew with no more control over the vessel.
- 15) **Hostage Taking** – Criminal seizure of a person by an abductor in order to compel another party, one which places a high value on the liberty, well-being and safety of the person seized, such as a relative, employer, law enforcement or government to act, or refrain from acting, in a certain way, often under threat of serious physical harm or death to the hostage(s) after expiration of an ultimatum.
- 16) **Hostile Intent** - A vessel shall be deemed to be hostile if it manifestly aims at or directs any weapon against any element of the CMTF-GoG or behaves in a recalcitrant manner in defiance of orders by any element(s) of the CMTF-GoG.

- 17) **Illicit/Illegal Bunkering** - Bunkering is a term used to describe the process of filling a ship with oil (or coal). Illicit/illegal oil bunkering is a euphemism for theft.
- 18) **Illicit Trade and Contraband**. This refers to the unauthorized sale, purchase, exchange, or transport of goods, persons, animals, or technology across borders. Illicit trade across borders may entail goods considered dangerous, those that circumvent prohibitions in one or both countries, or mundane items and population movements that evade controls or regulations. Contrarily, contraband goods may be produced, consumed, or recirculated legally, informally, or illegally. However, with the lack of a universal, global set of norms and regulations across time, much of what is considered to be illicit trade may be legal in one place while prohibited in another, or tolerated in one time and banned in another.
- 19) **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 is 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, were not expressly permitted, transshipment of fish at sea, often to avoid landing and reporting catch.
- 20) **Joint Maritime Operations**. They are performed with maritime forces and other forces assigned by a country, attached, or made available, in support of the Joint Force Commander's (JFC's) operation or campaign objectives or in support of other components of the joint force.
- 21) **Kidnapping** - Criminal offense consisting of the unlawful taking and carrying away of a person by force or fraud or the unlawful seizure and detention of a person against his will.
- 22) **Littoral**--comprises two segments of operational environment:
- i. 'Sea-ward—the area from the open ocean to the shore, which must be controlled to support operations at shore;
 - ii. Land-ward—the area in-land from the shore that can be supported and defended directly from the sea; and
 - iii. Marine Pollution. Marine pollution is defined as the introduction of substances from humans into the marine environment resulting in such harmful effects to living resources, hazards to human health, hinderance to marine activities including fishing, impairment of quality for use of sea water and reduction of facilities.
- 23) **Maritime Area of Operations** – The Comd CMTF-GoG would establish maritime areas of operation (AOOs) to decentralize execution of maritime component operations, allow rapid manoeuvre, and provide the ability to fight at extended ranges. The size, shape, and positioning of land or maritime AOOs will be based on the Comd CMTF-

GoG's Operations Order (Op Ord) for conduct of operations and the land or maritime commander's requirements to accomplish missions and protect forces. The AOOs can be dynamic and evolve as the operation or campaign matures.

- 24) Maritime Domain** - All areas and things of, on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway, including all maritime related activities, infrastructure, people, cargo, and vessels and other conveyances. It comprises the oceans, seas, bays, estuaries, islands, coastal areas and the airspace above these, including the littorals.
- 25) Maritime Domain Awareness** - The effective understanding of anything associated with the global maritime domain that could impact the security, safety, economy, or environment of the maritime space.
- 26) Maritime Forces** - Forces that operate on, under, or above the sea to gain or exploit command of the sea, sea control, or sea denial and/or to project power from the sea.
- 27) Maritime Operations**--Maritime operations include any action performed by maritime forces to gain or exploit command of the sea, sea control, and/or sea denial, or to project power from the sea. It encompasses operations to locate, classify, track, and target surface vessels, submarines, and aircraft.
- 28) Maritime Security**--The safety and economic security of the GoG for substantial and secured use of the region's maritime environment. It entails the actions by maritime forces to combat various forms of crimes and illegalities to establish the conditions for security and protection of sovereignty within a specified maritime domain. These include but not limited to "combat against sea-based terrorism.
- 29) Maritime Security Operations**--They are conducted to establish the conditions for security and protection of sovereignty in the maritime domain. Additionally, MSO protect maritime resources and counter maritime-related terrorism and other illegal activities, such as hijacking, piracy, and slavery, also known as human trafficking, weapons proliferation, transnational crime and piracy. Others include environmental destruction, and illegal seaborne migration. Terrorists, pirates, and transnational criminals use legitimate maritime traffic to mask their illicit activities, threatening safety and security. Identifying, tracking, and neutralizing these threats and illicit activities is essential to protecting national security and the global economy. Additional tasks are to assist mariners in distress, participate in security cooperation operations with allies and partners, share situational awareness, and conduct maritime interception and law enforcement operations (LEO). MSO involves close coordination among governments, the private sector, international organizations, and non-governmental organisations (NGOs).
- 30) Maritime Terrorism**--Any violent act with socio-political, psychological, social and/or ideological purpose against ships, cargo and passengers, ports, port facilities onshore and offshore maritime related infrastructures amongst other critical maritime infrastructures. It is the commission of terrorist acts and activities in the maritime environment using or against ships or fixed platforms at sea or in port, or against any

of their passengers or personnel, coastal structures or settlements, including tourist resorts, port areas, and port cities."

- 31) Mission Command**--The conduct of military operations through decentralized execution based upon mission-type orders. Commanders issue mission-type orders focused on the purpose of the operation rather than on the details of how to perform assigned tasks.
- 32) Multinational Operations**--A collective term to describe military actions conducted by forces of two or more nations, usually undertaken within the structure of a coalition or alliance.
- 33) Multinational Force** - A force composed of military elements of nations who have formed an alliance or coalition for some specific purpose.
- 34) Narco-trafficking by Sea** – This entails the illegal transportation, importation, distribution, and sale of unlawful controlled drugs such as heroin, cocaine, marijuana, or other illegal psychotropic substances by/at sea. It also applies to the illegal selling or transportation of prescription drugs. These have become an increasing problem in recent years because of the opportunities presented for high-volume movements from producing to consuming countries and the minimal detection capacities of target countries.
- 35) Operational Access.** This is the ability to project military force in contested areas with sufficient freedom of action to accomplish the mission. In today's security environment, operational access is increasingly contested by state and non-state actors.
- 36) Oil Theft** – The illegal appropriation of crude or refined oil products from the pipelines of multinational or state-owned oil infrastructures. In other words, when crude oil and refined petroleum products are illegally siphoned from local pipeline networks, it is termed oil theft.
- 37) Oil Pipeline/Infrastructure Vandalism** – Deliberate or tactically planned illegal damage to crude oil/refined products pipelines/infrastructures with a motive to either siphon petroleum products or other vindictive acts to sabotage work or production efforts not minding arising environmental pollution and degradation damages.
- 38) Organised Crime group**—refers to a structured group of three or more persons, existing for a period of time and acting in concert with the aim of committing one or more serious crimes or offences established in accordance with this Convention, in order to obtain, directly or indirectly, a financial or other material benefits.
- 39) Piracy** - shall mean any of the following acts:
- (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 subparagraphs (a) or (b) above.
- 40) **Power Projection.** This includes the ability to credibly project significant power by maritime forces performed in deployment from the sea to conduct any action to support deterrence objectives and activities. Power projection in and from the maritime AOOs where local sea control is exerted includes a broad spectrum of military operations to curtail, suppress, or neutralize criminal activities and their logistic support to achieve set maritime security objectives at sea or from the sea.
- 41) **Robbery.** Theft realised in territorial waters with threats or violence to the crew.
- 42) **Sea Control.** Sea control may include naval cooperation and guidance for shipping, protection of sea lines of communications, air lines of communications, blockades, embargoes against economic or military shipping, and maritime interception operations (MIO). This is the essence of sea power and is a necessary ingredient in the successful accomplishment of all naval missions.
- 43) **Sea Control Operations.** These are operations designed to secure use of the maritime domain by one's own forces and to prevent its use by the enemy. Sea control is the essence of sea power and is a necessary ingredient in the successful accomplishment of all naval missions. Sea control and power projection complement one another.
- 44) **Sighting and Irregular Activity.** Suspicious activity not associated with the locality or prevailing conditions.
- 45) **Smuggling by Sea** – It constitutes the illegal transportation of persons and/or goods by sea. Smuggled goods could be legal, like alcohol and tobacco amongst others to evade import or export duties/tariffs, or illegal, like arms and contraband drugs, Transnational organized crime networks exploit new opportunities and technologies, differences among national regulatory regimes and links between the global economic, finance and transportation systems for their own gain.
- 46) **Smuggling of Migrants by Sea** – It involves the facilitation of a person's illegal entry into a State by sea, for financial or another material benefit.
- 47) **Stateless Person** – A person who is not considered a national by any State under the operation of its law. An inquiry into whether someone is stateless is limited to the States with which a person enjoys a relevant link, in particular by birth on the territory, descent, marriage, adoption or habitual residence". An individual is a stateless person from the moment that the conditions in Article 1.1 of the United Nations Convention relating to the Status of Stateless Persons are met (adopted 28 September 1954, entered into force 6 June 1960) 360 UNTS 117).
- 48) **Stowaway:** A person who hides on a ship, aircraft, or other vehicles. Someone who hides on a ship or aircraft to travel without having to pay.

49) Suspicious Approach. Definite alteration towards the ship, rapid increase in speed which cannot be accounted for in the prevailing conditions, sudden changes in the course towards the ship, and aggressive behaviour.

50) Task Force - Includes all organized staffs and forces to accomplish the mission based on their vision and Concept of Operations (CONOPS).

51) Terrorism - Every act committed as an indirect strategy using fear or terror caused by violent attacks or force (or the threat thereof) against one group of people (direct aim) or their property to create insecurity, destabilize the social environment, disrupt the Constitution and/or seriously undermine law and order to further ulterior socio-political aims in the environment where it is perpetrated. It could also be perpetrated to intimidate, generate fear and coerce another group of people (indirect aim) with the purpose of undermining a constitutionally and legitimately established political order.

52) Theft. Theft realised in territorial waters with no violence.

53) Trafficking in Persons – The recruitment, transportation, transfer, harbouring, or receipt of persons, by means of the threat or use of force or other forms of coercion, abduction, fraud, deception, abuse of power, or of a position of vulnerability or of the giving or receiving of payments or benefits to achieve the consent of a person having control over another person, for the purpose of exploitation. Exploitation shall include, at a minimum, the exploitation of the prostitution of others or other forms of sexual exploitation, forced labour or services, slavery or practices similar to slavery, servitude, or the removal of organs.

54) Trafficking of Illegal Migrants by Sea – This is the movement of persons by seas from one place to another, outside the laws, regulations, or international agreements governing the entry into or exit from the State of origin, transit or destination.

54. Transnational Organised Crime--“Transnational organized crime (TOC) in the maritime domain” includes but is not limited to the following acts when committed at sea:

- i. Money laundering;
- ii. Drug smuggling and trafficking;
- iii. Poaching and illegal logging;
- iv. Arms proliferation and trafficking;
- v. Piracy and armed robbery at sea;
- vi. Illegal oil bunkering;
- vii. Crude oil theft;
- viii. Human smuggling and trafficking;
- ix. Maritime pollution and illegal dumping of toxic waste;
- x. IUU fishing;
- xi. Maritime terrorism;
- xii. Oil Pipeline/Infrastructure Vandalism;
- xiii. Kidnapping and hostage-taking;

- xiv. Illicit trade and contraband; and
- xv. Illegal harvesting and trade in marine fauna, flora and other natural resources.

55) Unaccompanied Migrant Children – Children separated from both parents, other relatives, or other caregivers or adults that are responsible for doing so by law or custom are generally referred to as unaccompanied migrant children (UMC).

56) Violent Extremism - A willingness to use unlawful violence or support the use of violence by others to promote a socio-political or ideological goal.

ANNEXURE III
LIST OF REGIONAL, CONTINENTAL AND INTERNATIONAL
MARITIME SECURITY INSTRUMENTS

Instruments	Date
Universal/UN Instruments	
United Nations Convention on the Law of the Sea (UNCLOS)	1982
Convention for the Safety of Life at Sea (SOLAS)	1974
International Convention on Maritime Search and Rescue	1979
Convention on Facilitation of International Maritime Traffic (FAL)	1965
International Convention for Safe Containers (CSC),	1972
Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA)	1988
Protocol to the Convention on the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA)	2005
The Torremolinos International Convention for the Safety of Fishing Vessels (SFV), 1977, superseded by the 1993 Torremolinos Protocol	
Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels	1993
International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (INTERVENTION)	1969
Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (LC), (and the 1996 London Protocol)	1972
International Convention on Civil Liability for Bunker Oil Pollution Damage	2001
FAO Agreement on port state measures to prevent, deter and eliminate IUU fishing	2009
Continental Instruments	
2050 Africa's Integrated Maritime Strategy (AIMS)	2014
African Charter on Maritime Security and Safety and Development in Africa (Lomé Charter)	2016
Yaoundé Code of Conduct	2013
AU Blue Economy Strategy	2019
Agreement Establishing the African Continental Free Trade Area (AfCFTA),	
African Maritime Transport Charter	1994
Revised African Maritime Transport Charter	2010

Regional Instruments	
Memorandum of Understanding between ECCAS, ECOWAS and GGC	2013
ECOWAS Integrated Maritime Strategy	2014
Abidjan Convention charter	1981
ECCAS Revised Protocol on Safeguarding of States' Vital Interests	

ANNEXURE IV
CRITERIA CONSIDERED BY THE TECHNICAL COMMITTEE
FOR THE ALLOCATION OF CMTF-GOG/SECTOR HQS

1. Littoral Naval Base with facilities for hosting ships (not landlocked Centres lacking facilities for hosting ships) most suitable for hosting CMTF-GoG/Sector HQs. Note that other extra-regional partners who would be participating would have ships that would require berthing spaces on arriving CMTF-GoG/Sector HQs.
2. The host country's willingness/readiness/commitment to provide the requisite Naval Base for hosting CMTF/Sector HQs.
3. Naval Base provided should have MDA capabilities, SF Camp, and Maintenance Repair Organization (MRO) capacity.
4. Naval Base should have an Air Base that would support air operations.
5. The number of assets that CMTF-GoG/Sector HQs' host countries could commit to the Task Force.
6. TCCs to fund the running of facilities contributed to CMTF-GoG/Sector HQs.
7. Centralization of location for establishing CMTF-GoG HQ.
8. The extremity of location within the GoG to establish Sector HQs.

Based on the above:

- Nigeria proposes using its Naval Base Lagos to establish the CMTF-GoG HQ (Country and not Centre specific).
- Sector West HQ - Senegal.
- Sector East - Pointe Noire.
- Note. The ICC being in Yaounde, a landlocked state, and not having a Maritime-oriented Naval Base with the above criteria is not suitable. Hence, Lagos is the most suitable location with a littoral Naval Base with jetties, MDA, MRO, Air Base, and SF Camp.