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ANNEX

of the Commission Decision on the Annual Action Programme 2017 (Part 3) in favour of West Africa to be financed under the 11th European Development Fund

Action document for Support to West Africa Integrated Maritime Security (SWAIMS)

INFORMATION FOR POTENTIAL GRANT APPLICANTS

WORK PROGRAMME FOR GRANTS

This document constitutes the work programme for grants in the sense of Article 128(1) of the Financial Regulation (Regulation (EU, Euratom) No 966/2012), applicable to the EDF in accordance with Article 37 of Regulation (EU) 2015/323 in the following sections concerning grants awarded directly without a call for proposals: section 5.4.1.

1. Title/basic act/ CRIS number	Support to West Africa Integrated Maritime Security (SWAIMS) CRIS number: ROC/FED/038-919 financed under the 11 th European Development Fund (EDF)	
2. Zone benefiting from the action/location	West Africa (ECOWAS zone and Mauritania)	
3. Programming document	West Africa – Regional Indicative Programme (RIP) 2014-2020 (11 th EDF)	
4. Sector of concentration/ thematic area	Peace, Security and Regional Stability; Support to regional initiatives to address the main threats to peace security and stability.	DEV Aid: Yes
5. Amounts concerned	Total estimated cost: EUR 29 000 000 Total amount of EDF contribution: EUR 29 000 000	
6. Aid modality(ies) and implementation modality(ies)	Project Modality Direct management – Grants – direct award to - GIABA: Inter-Governmental Action Group against Money Laundering in West Africa (GIABA) - ARSTM/ISMI: Académie régionale des sciences et techniques de la mer - Institut de sécurité maritime interrégional	

	- RMU: Regional Maritime University Indirect management with: - UNODC: United Nations Office on Drugs and Crime - Interpol - CICL: Camões - Instituto da Cooperação e da Língua - ECOWAS: Economic Community of West African States			
7 a) DAC code(s)	15220 Security system management and reform			
b) Main Delivery Channel	Interpol; UNODC; Camões - Instituto da Cooperação e da Língua (CICL)			
8. Markers (from CRIS DAC form)	General policy objective	Not targeted	Significant objective	Main objective
	Participation development/good governance	<input type="checkbox"/>	<input type="checkbox"/>	X
	Aid to environment	<input type="checkbox"/>	X	<input type="checkbox"/>
	Gender equality (including Women In Development)	X	<input type="checkbox"/>	<input type="checkbox"/>
	Trade Development	X	<input type="checkbox"/>	<input type="checkbox"/>
	Reproductive, Maternal, New born and child health	X	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Main objective
	Biological diversity	<input type="checkbox"/>	X	<input type="checkbox"/>
	Combat desertification	X	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation	X	<input type="checkbox"/>	<input type="checkbox"/>
Climate change adaptation	X	<input type="checkbox"/>	<input type="checkbox"/>	
9. Global Public Goods and Challenges (GPGC) thematic flagships	Not applicable.			
10. Sustainable Development Goals (SDGs)	Ending poverty (Goal 1); Promoting inclusive and sustainable economic growth (Goal 8); Reduce inequality (Goal 10); Conserve and sustainably use the oceans (Goal 14); Promote just, peaceful and inclusive societies (Goal 16).			

SUMMARY

A wide-range of maritime security threats are known to exist throughout the Gulf of Guinea region, including piracy and other armed attacks, kidnap for ransom, oil theft, trafficking and smuggling (including drugs, arms and human trafficking), illegal fishing; and environmental crimes, among others. The extent and impact of maritime insecurity is not precisely evaluated, but is known to have substantial social and economic impacts, costing billions of dollars per year. Regional actions, including the ECOWAS Integrated Maritime Strategy and the Yaoundé Process / Code of Conduct, establish a potentially effective foundation for addressing maritime insecurity but have yet to be fully implemented and operationalised. The current project therefore arrives at

a critical time. The global objective of the project is to contribute to support the ECOWAS Integrated Maritime Strategy and improve maritime security and safety in the Gulf of Guinea through a combined approach in legal, technical and operational activities in the region, by addressing two main areas of action: (1) strengthening legal, governance and law enforcement frameworks to better support maritime security, in particular by establishing strong maritime policies, governance and institutions in Gulf of Guinea coastal States and developing Standard Operating Procedures (SOPs) for the collection of evidence at sea, and its use in court; (2) strengthening law enforcement operational capacities and responses through institutional and technical capacity building, in particular by providing essential equipment for use at sea and on land, along with associated training on use and maintenance, as well as strengthening regional training institutions and the involvement of civil society and the private sector. A third area of activity will ensure effective project management.

These actions support global, continental, regional and European policy agendas, including European Commission priorities, aimed at both specific sectoral goals for the maritime sector and more widely in terms of promoting long-term security and social and economic development, including youth and employment, gender impacts, forced migration and environmental and climatic impacts.

1. CONTEXT

1.1 Sector/Country/Regional context/Thematic area

A wide-range of maritime security threats are known to exist throughout the Gulf of Guinea region.¹ Most prominently, the region (and Nigeria / Niger Delta in particular) is a hotspot for piracy, armed robbery, kidnap for ransom and other violent attacks. While South-East Asia remains the focal point for the highest number of attacks, the International Maritime Bureau (IMB) observes that: (1) the Gulf of Guinea dominates world piracy in terms of hostage-taking and severity of attacks, with kidnapping the major cause for concern; and (2) the rate of violent attacks is increasing (compared to a global decline in attacks).² IMB reports that three ships were hijacked in the region in 2016, with a total of 36 reported incidents, up from 14 in 2015. The attacks are often violent, accounting for 9 of the 12 vessels fired upon worldwide. The IMB considers that in reality there are significantly more attacks than those reported, however (and, in fact, assessments by other bodies do typically indicate higher figures). Perpetrators are in a very large majority Nigerians, often part of or linked to Nigerian regional criminal networks. Most of the attacks in 2016 were on crew boats (creeks), tankers and supply oil vessels (offshore).

The problems of maritime insecurity extend much further, however. Challenges in the region include widespread organised crime in the form of illegal oil bunkering, trafficking and smuggling (drugs; human trafficking, including children; arms; illicit products including

¹ The Gulf of Guinea (GoG) is defined as the 6 000 km coastline from Senegal to Angola, covering 18 countries and two regional economic commissions: the Economic Community of West African States (ECOWAS) and the Economic Community of Central African States (ECCAS). The beneficiaries of this action are the 15 ECOWAS Member States: Benin, Burkina Faso, Cape Verde, Côte d'Ivoire, The Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone and Togo.

² International Maritime Bureau, *Violent attacks worsen in seas off West Africa despite global piracy downturn, IMB report*, 27 April 2016, at <icc-ccs.org/news/1179-violent-attacks-worsen-in-seas-off-west-africa-despite-global-piracy-downturn-imb-reports>.

endangered wildlife / products³); illegal fishing; environmental crimes, such as illegal dumping of waste at sea; money-laundering, etc. These activities are frequently interlinked (for example, boats involved in trafficking activities are mostly fishing boats) and are often directed by highly-organised international criminal networks, with connections to continental Africa, Europe, Asia and the Americas.

The extent and impact of maritime insecurity is not precisely evaluated, but is known to have substantial social, economic and environmental impacts. The depletion of fisheries by illegal, unreported and unregulated (IUU) fishing in the Gulf of Guinea presents some of the worst cases worldwide, representing up to a third of the region's catch and costing coastal States around USD 1.3 billion a year according to the World Bank. Damage to marine ecosystems from pollutants also has significant consequences to the health and livelihoods of coastal communities and biodiversity of coastal and marine ecosystems. At the same time, the value of drugs and contraband shipped from West Africa to Europe has been estimated at around USD 1.25 billion by the UN Office on Drugs and Crime (UNODC), and the private sector estimates the cost of armed attacks to shipping companies to be in excess of USD 1 billion per year.

The social consequences are much wider, however, and impacts include gender-based violence, abductions, human trafficking and other forced migration, prostitution, slavery as well as wider issues related to child labour, forced labour and unsafe working conditions. As with other social factors, women can be disproportionately affected (both directly as victims and indirectly as socially and economically vulnerable members of communities affected by the impacts of maritime crime) and at the same time undervalued as to their role in developing solutions.

1.1.1 Public Policy Assessment and EU Policy Framework

At the regional (strategic and political) level, the **ECOWAS Integrated Maritime Strategy (IMS or EIMS)**⁴ provides a comprehensive reference for actions at national and regional levels. Twenty action areas are defined across five strategic objectives, with the second strategic objective specifically concerned with maritime security (the first addresses strengthening maritime governance). Over 50 specific priority actions may be identified within the EIMS as being relevant to maritime security. While ECOWAS has political competence in the field of maritime security, and while the EIMS provides the regional point of reference, its actions in this field and technical capacities are limited. Moreover, it has limited operational competence which remains vested in national administrations, which cooperate and coordinate at the technical and operational levels through the Yaoundé “architecture” (see below).

The EIMS is aimed at supporting the **Yaoundé Process**,⁵ launched during the Yaoundé Summit of Heads of State in 2013, followed by the signing of the Yaoundé Code of Conduct (YCC), then

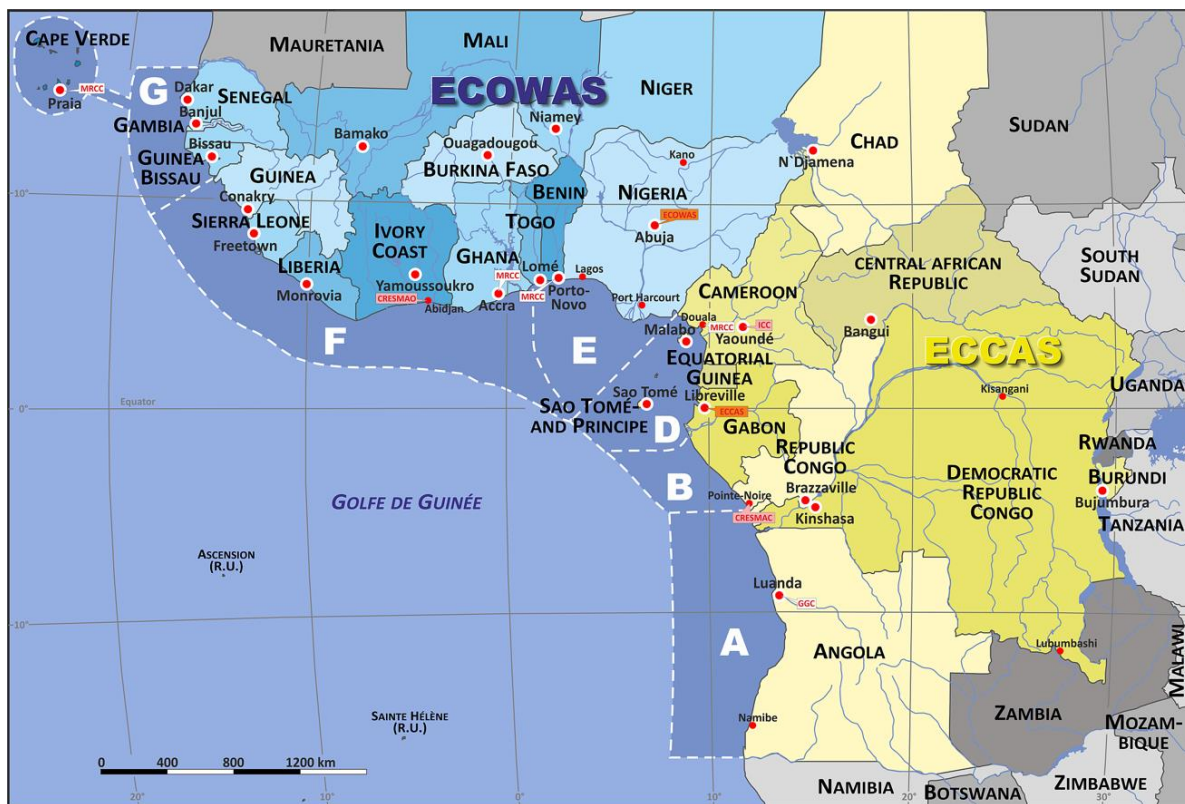
³ According to the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), Accra, Lomé and Libreville are major export trafficking hubs for illegal ivory. A new stringent legal framework and ban of ivory trade may have a direct effect on increase of illegal trading of ivory, associated with the international circuits managing piracy and other illegal acts in the GoG, such as the trafficking of illegal timber, for example.

⁴ ECOWAS *Integrated Maritime Strategy and Implementation Plan*, adopted at Yamoussoukro, Côte d'Ivoire, 29 March 2014. The African Union's *2050 Africa's Integrated Maritime Strategy (2050 AIM Strategy)* adopted in Addis-Ababa, Ethiopia on 31 January 2014, also contributes to the regional framework. Both documents are available at: <cicyaounde.org/maritime-strategies-africa>.

⁵ *Declaration of the Heads of State and Government of Central and West African States on Maritime Safety and Security in the their Common Maritime Domain and Code of Conduct Concerning the Repression of Piracy, Armed Robbery Against Ships, and Illicit Maritime Activity in West and Central Africa*, both adopted in Yaoundé, Republic of Cameroon, 25 June 2013; available at <cicyaounde.org/maritime-safety-documents>.

the creation of the Interregional Coordination Centre in Yaoundé in September 2014 and the subsequent inauguration of the subordinate architecture (see below). The Strategy provides for establishment of Operational Zones as follows: Zone E (pilot Zone): Benin, Niger, Nigeria and Togo; Zone F: Burkina Faso, Côte d'Ivoire, Ghana, Guinea, Liberia, Sierra Leone; and Zone G: Cape Verde, The Gambia, Guinea Bissau, Mali, Senegal. ECOWAS has no role formally in the YCC (only States are signatories) but associated memoranda of understanding (MoU) specify a supporting, monitoring and evaluation process (together with the Economic Community of Central African States - ECCAS - and Gulf of Guinea Commission).

The adoption of the African Union Charter on Maritime Security, Safety and Development in Togo in October 2016 by African Heads of Government confirms the continent's and the region's continued commitment to maritime security.



The **EU Strategy for the Gulf of Guinea**, adopted in March 2014, and supported by an Action Plan for the period 2014-2020, adopted in March 2015 and which links the strategy with specific implementation actions, advocates an integrated approach connecting security, governance and development. The Strategy encourages African leadership consistent with the EIMS and other strategies, and supports the implementation of the YCC. Among its objectives, the **European Union Maritime Security Strategy** pursues its actions to ensure freedom, safety and security of navigation, including actions against piracy, and to ensure coherence between the activities of various organisations, notably in the fisheries, environment and transport fields. Countries of the

region rely on maritime trade with the EU, while the EU's security is challenged by the widespread organised crime in the Gulf of Guinea.

The EU and West African regional and maritime strategies fit within a wider policy framework, regionally, continentally (African Union – which has adopted the 2050 African Integrated Maritime Strategy), at the European level and globally, including, within various European Commission priorities and in the Sustainable Development Goals. Youth and employment (lack of economic opportunities for coastal populations as a driver to maritime crime), gender impacts (gender-related crimes including violence, prostitution, slavery and gender-specific impacts, as vulnerable members of society), migration (forced migration, slavery) and environmental and climatic impacts (biodiversity loss, smuggling of protected species, marine pollution, increased climate vulnerability) are all addressed.

1.1.2 Stakeholder analysis

ECOWAS States: The Gulf of Guinea coastal States share a number of common issues concerning maritime security. These include (to varying extents): only partial capabilities to monitor maritime space; lack of aerial surveillance and fast response structures; insufficient intelligence on criminal activities; basic information technology (IT) provision in operational facilities, and a lack of connectivity in IT systems; gaps in legislation; and insufficient coordination between multiple agencies involved in maritime affairs.

Regional organisations: ECOWAS has its key strategic document for the maritime sector, the EIMS, which, as noted, supports improved maritime security efforts both directly (in particular, strategic objective 2 on securing a safe and secure maritime domain) and indirectly (improving maritime governance, etc.). ECOWAS has supported the Yaoundé process and parts of the EIMS, and the action plan for it, adopted in 2015, are dedicated to actions that can support implementation of the Yaoundé framework. However, the competences and technical capacities and programmes of ECOWAS (whether alone or in cooperation with ECCAS) do not appear sufficient to give full force to the implementation of the maritime security policy defined by governments in the Yaoundé Declaration. The Gulf of Guinea Commission (GGC) was expected to be a bridge between ECOWAS and ECCAS but does not appear to be providing significant additional momentum to the Yaoundé process.

The current state of the regional **Yaoundé architecture** in Zones E-G is as follows:

- At the strategic level, the Interregional Coordination Centre (ICC) in Yaoundé is the only body linking the Western and the Central region. However, it is not currently functioning. This centre is waiting for a fully appointed director and other support, which could be provided through the assistance of the Gulf of Guinea Inter-regional Network - GoGIN project (see Chapter 1.3 Complementarity, synergy and donor coordination).
- The Centre for Maritime Security in Western Africa (Centre régional de sécurité maritime de l'Afrique de l'Ouest - CRESMAO) is being installed in Abidjan, and has been supplied with basic office equipment. Funding arrangements with Germany have been agreed to supply operative equipment.
- Multinational Maritime Coordination Centres (MMCC) Zone E was launched in Cotonou on 13 March 2015, and hosts an international staff. However, there are operational problems (e.g. a lack of reliable electricity supply, no generator, no adequate technical support) and some administrative problems (e.g. staff do not have any status as international public servants). The IT provision is limited and basic. A US – Germany joint mission was conducted in May 2016 to assess Cotonou Centre's equipment needs.

- MMCC Zone F is to be established in Accra, but is not yet operational.
- MMCC Zone G is to be established in Praia, but is not yet operational.⁶

Other actors: The **International Maritime Organisation (IMO)** focuses on helping States to define their strategy, and better informing the various national points of contact, when they are identified. **Interpol**, focussed on cross-border law enforcement, works on strengthening law enforcement agencies in selected West African countries through US and EU funded projects. **UNODC** is extensively involved in developing national legal frameworks and judicial organisation, through its Global Maritime Crime Programme. Some countries (mainly **France**, the **UK** and the **US**) have their own programmes on law enforcement and institutional strengthening. In particular, a number of francophone countries have received support under the ASCEMAR programme (France), which aims to develop stronger (and legislatively founded) inter-ministerial arrangements. The shipping industry and oil companies both lead the complaints about inadequate surveillance at sea. A separate pilot maritime surveillance structure (**Maritime Trade Information Sharing Centre - MTISC**) was set up, but was concluded in June 2016.⁷ The French and British navies have set up a new mechanism (Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-Gulf of Guinea)) but it does not yet appear fully functional, and is not clear what level of participation will be attained.

Various training centres exist, including two focusing on regional maritime activities – the **Regional Maritime University (RMU)** in Ghana, and the **Académie régionale des sciences et techniques de la mer (ARSTM)** in Abidjan, which hosts an institute dedicated to regional maritime security - **Institut de sécurité maritime interrégional (ISMI)**. The **Inter-Governmental Action Group against Money Laundering in West Africa (GIABA)**, based in Dakar, does not focus specifically on maritime crime but could allow maritime security stakeholders to appreciate better the huge profits made by maritime criminality in the Gulf of Guinea where permanent interconnections are very active and linked to internal and external sources.

1.1.3 Priority areas for support/problem analysis

Legal: Needs to support law enforcement and judicial bodies within national legal systems are relatively consistent across all countries and focus on two key areas. First, there is a need to improve the collection and handling of evidence at sea (i.e. at sea enforcement officials need a better understanding of legal issues), while at the same time an improvement in the handling of maritime cases on land is crucial (i.e. legal personnel need a better understanding of maritime issues). Very few cases reach court, let alone result in a successful prosecution even where adequate legislation exists (which is not always the case). An additional aspect also concerns the need to coordinate legal responses across countries, to reflect the transnational nature of many maritime crimes – for example, some legal adjustments (at national level or through bilateral agreements) are needed to enable cross-jurisdictional operations and evidence collection, conservation and use in court. Second, there is a need to improve maritime governance to support maritime security. In some countries, there is a need to build new maritime policies and institutional and legislative frameworks from the foundation, while others countries have

⁶ Among the zonal MCCs, Zone D (outside of the current project) is the only one which is fully operational - with the centre in Douala. Set up in 2009, MCC Douala has the operational control of three patrol boats made available on a 24/7 basis by the three littoral countries operating throughout in the zone with a right of hot pursuit.

⁷ MTISC was funded by the Oil Companies International Marine Forum, IMO Member Governments and by the IMO West and Central Africa Maritime Security Trust Fund.

foundational frameworks in place but need to develop legislative and institutional approaches further.

Operations and operational training: There is a complete lack of operational coordination and effective information exchange between the different coordination centres (at all levels) and the State actors in charge of the maritime surveillance at the national, regional and inter-regional levels, notwithstanding there is a new development of relations between certain neighbouring operational centres (e.g. as between Togo and Benin or Ivory Coast and Ghana). There is a lack of an intelligence exchange culture among the nations of the Gulf of Guinea: the different gangs of smugglers, oil bunkerers and pirates are not known, the same for the suspect boats and vehicles they use, their connections and the heads of the networks. There is apparently no assessment of their local or transborder movements. The different sightings and the operations launched by the navy or the law enforcement agencies are not known from a country to another, and the multiplicity of the public actors creates a lack of a coordinated surveillance. There is also a need to develop intelligence gathering of activities on land – all activities are currently almost universally focused on activities at sea ignoring the inland component of maritime crimes.

In addition, when reliable information on illicit activities is available, relevant services are not in position to intervene at sea due to lack of adequate equipment and materials.

Finally, competences in maritime security need to be improved among all concerned actors through training, using existing training structures involving all different hierarchical levels.

Communications / IT: Successful intervention at sea requires intelligence led information about targeted and suspicious ships and persons and including information concerning landside activities. However, currently intelligence and monitoring is focussed almost exclusively on at-sea activities. There is a need to extend the scope of these activities, and the communications and IT systems that support them. There is also a need to strengthen existing IT capabilities in communications systems, which are currently limited to traditional voice communications; data storage for post incident evaluation and exchange of information is virtually non-existent. During the identification a range of issues, challenges and needs were identified but during assessment of complementarities with other programmes and also ongoing bilateral initiatives, it was agreed that communications and IT issues should be taken up outside the action described in this SWAIMS programme, and be implemented by the EU funded GoGIN (funded under the Instrument contributing to Stability and Peace - IcSP). In this regard, tight planning coordination and monitoring links should be established between the two projects. See Chapter 5.7 'Organisational set-up and responsibilities'.

2. RISKS AND ASSUMPTIONS

Risks	Risk level (H/M/L)	Mitigating measures
Lack of coordination between different EU financed programmes on Gulf of Guinea maritime security	H	Include coordination requirements in all project activities (e.g. in terms of reference - ToR), and establish coordination meetings / joint steering group memberships in project management units.
Lack of international donor coordination - lack of synergies or divergence / confusion concerning actions of other partners	H	Establish a permanent project register, accessible to donors, beneficiaries and other stakeholders, to be used as a regularly updated point of reference by the project management unit (PMU) and steering committee. Regular stakeholders meetings in key ECOWAS Member States.
Insufficient involvement of institutions and stakeholders (nationally, bilaterally or regionally) connected to maritime security issues in Nigeria.	M	Promote improved political dialogue amongst institutions, to strengthening coordinating mechanisms. Identify specific coordinating and communication roles for Nigerian officers. Engagement in maritime crime hotspots in Nigeria, particularly with civil society.
National stakeholders are not willing to share information, e.g. under pretext of confidentiality of data. Major sources of information in specific sectors are not made available; the willingness and habit to share information is not existent everywhere.	H	Activate high level support for the implementation of integrated information systems. Data exchange must be initialized by strong leadership with competence in the issues addressed.
The private sector develops its own maritime security policy / responses.	M	Invitation of the private sector to regular inter-agency seminars. Delegation of an intermediary role (e.g. private sector liaison function) to a regional body (e.g. CRESMAO).
Insufficient coordination with ECCAS countries.	L	Support information sharing by ICC in representing project activities and results to ECCAS.
<p>Assumptions</p> <ol style="list-style-type: none"> 1. Gulf of Guinea countries appreciate and are committed to improving the regional security situation. Sufficient resources are committed, within existing capacities, to support project activities. Agencies collaborate effectively in project actions. 2. Only a strong leadership of leading national representatives and institutions is able to promote information sharing structures. 3. ECOWAS Member States agree to issue protocols and conventions in application of the Code of Conduct of Yaoundé. 4. The institution which hosts an information system must be trusted and accepted by all 		

stakeholders and the results of coordinated exchange and computer based evaluation of data will convince a stakeholder to use the system.

5. Countries in need of legal reform concur with the urgent necessity to update their legal framework and express a requirement for support.
6. Current coordination amongst EU Member States, non-Member States and international donors and programmes is maintained.

3. LESSONS LEARNT, COMPLEMENTARITY AND CROSS-CUTTING ISSUES

3.1 Lessons learnt

The sustainability of project and donor activities appears to be a central problem in the region. Activities are frequently discontinued after project interventions are completed, and there is limited governmental acceptance of the activities or inclusion of the equipment in future financial requests into the national budget assignments for the beneficiary institution, in order to use the equipment or take forward to technical assistance once the donor activity has ended. For example, the donation of equipment for national governmental counterparts must include corresponding training in equipment use – at the very least – but more important in the longer term evaluation, it is building the capacity to maintain and manage the equipment, which means also building political support and awareness to ensure national budget assignment for spare parts and tools for the maintenance process. The same arguments exist for capacity-building and technical assistance interventions, such as drafting new legislation or conducting training exercises. Support needs to be given to national processes to build on interventions once donor activity has ended.

A second observation is that some level of training fatigue is expressed by several stakeholders, particularly in operational matters. There is a sense that there is much training, but this displaces other needs in national priorities and/or does not always lead to lasting impacts in national development. In some cases, this may be because training implements donor approaches to activities and does not sufficiently reflect local conditions and political commitment. There is a need, where possible, to involve also the high ranks and ensure that training is based on new tools and approaches specifically developed for the Gulf of Guinea context.

3.2 Complementarity, synergy and donor coordination

There are many technical and other donor assistance activities ongoing in the Gulf of Guinea region, involving a large number of international and national donors. While the G7++ Friends of the Gulf of Guinea (FoGG) has been established as the donor/stakeholder coordination group in the region, there is no comprehensive and/or reliable overview of all donor activities in the region. The objective of the FoGG group is to improve coordination between international partners on capacity building initiatives in the field of maritime security in the Gulf of Guinea. The group meets twice a year and includes the main donors in the field (G7 members and beyond), as well as the African regional organisations, regional UN bodies, the International Maritime Organisation (IMO), UNODC, Interpol and industry representatives. The EU (European External Action Service) is also represented in the group.

Some donor and EU programmes in the region are very closely connected to project activities. This includes in particular the EU GoGIN programme (funded under IcSP Instrument), but also a number of other EU funded programmes (as of 2018) such as West African Police Information System (WAPIS), to be implemented by Interpol, PESCAO on the fight against illegal, unregulated and unreported fishing, and three programmes against organised crime (trafficking, money laundering and cybercrime), all funded under the 11th EDF of West Africa Regional

indicative programme. Bilateral interventions also frequently address operational training and/or provision of operational equipment (both at sea and on land) – the United States and France are most active in this regard, but other donors (in particular the UK, Denmark and Germany and many others) are involved. In particular, the US African Maritime Law Enforcement Partnership (AMLEP) aims to build maritime security capacity through real world combined law enforcement operations and comprises both training in operational exercises, and steps to strengthen legal and institutional frameworks. On legal and institutional matters, France has also been an active supporter of the francophone countries.

The 2016-2020 African Peace and Security Architecture - APSA Roadmap (jointly adopted by the African Union Commission and the Regional Economic Communities (RECs), including ECOWAS) contains a set of provisions under Priority 4 (Strategic Security issues) that includes maritime security. Under the 2016-2018 APSA Support Programme (SP) III (funded through the African Peace Facility), the ECOWAS work plan does not foresee activities that correspond to the APSA Roadmap maritime security objective. Consequently, there is no risk of overlap. To the contrary, it will enable to fill in the gap in EU's overall support to APSA Roadmap.

The project will be implemented in complementarity and coordination with the above initiatives so that possible duplications of support with donors can be avoided.

In addition to donor programmes in the ECOWAS region, there is a need to facilitate complementarity with corresponding activities being undertaken in the Central Africa / ECCAS region (and to draw on lessons from existing activities in that region). Several planned activities (e.g. legislative programmes) have close connections.

3.3 Cross-cutting issues

Gender, rights-based approaches, environment and climate change, governance and integration are all present as cross-cutting issues.

Regarding **gender**, women and girls are vulnerable to many risks associated with maritime insecurity, both directly – e.g. as victims of human trafficking or organised prostitution – and indirectly – e.g. as socially and economically vulnerable members of communities affected by the impacts of maritime crime. At the same time, women, alongside other components of civil society, are part of the solution: they play important social roles in communities which are vulnerable to the impacts of maritime insecurity and can play a significant part in the family context. More generally, their role in the maritime sector and in environmental policy and governance (decision-making) should be widened.

Regarding **rights-based approaches**, maritime insecurity leads to various human rights concerns, including matters related to violence and personal security, including gender-based violence, abductions, human trafficking and other forced migration, prostitution, slavery as well as wider issues (e.g. on IUU fishing vessels) related to child labour, forced labour and unsafe working conditions.

And regarding, **environment and climate change** many illegal maritime activities are directly harmful (for example, IUU fishing, absent environmental controls on ships, etc.). Moreover, West Africa has been identified as one of the most vulnerable regions to climate change and adverse changes in marine resources under climate change may pose significant threats to the livelihoods and well-being of the communities and countries that depend on fisheries for food and all maritime activities for income. **Environmental degradation** also contributes to maritime insecurity (e.g. as one of the root causes of diminished livelihoods opportunities for local communities and a driver for IUU fishing and other illegal maritime activities).Some components

of the project will contribute to enhancing biodiversity and environmental protection, for example in relation to IUU and waste dumping.

Cross-cutting approaches related to **governance** and **integrated maritime strategies** under this programme will help respond to related challenges.

Principles of **good governance**, including social and economic responsibility shall be central in the process of capacitating the stakeholders. These issues will be also captured in the communication and awareness raising activities under this project. In this regard, the project will support adequate involvement of civil society and private sector in the public maritime security efforts. There shall also be transparency in financial, political and administrative decisions based on results based management principles and pertinent agreed criteria.

Furthermore, there is need to empower the stakeholders on values linked to sustainable development, including human rights, gender, use of children in maritime fishing, human trafficking, etc. To keep these issues at the heart of the concerns of stakeholders, particular attention will be given to indicators of the project in the economic, social and environmental areas.

Sustainability is built also into the choice of the stakeholders supported. The use of an agreed memorandum of understanding and management tools for rigid hull inflatable boats supply for example as planned by the project, will be a good signal for ownership.

Regarding **integration**, there is need to ensure coordination, integration and effective cooperation at the national level (between national agencies) and at regional level (agency-agency cooperation). The project will provide support to break down barriers to cooperation and promote regional and bilateral cooperation.

Finally, regarding **maritime policy objectives**, countries should be more explicit in appreciating the importance of their own maritime spaces and resources for their own economic and social development. The project, at different levels, can offer an effective way of mitigating these challenges. The project will address governance and integration questions directly.

4. DESCRIPTION OF THE ACTION

4.1 Objectives/results

The **overall objective** of the project is: **to improve maritime security and safety in the Gulf of Guinea in the ECOWAS Region.**

The **specific objectives** of the project are: (1) governance and law enforcement frameworks are strengthened and prosecution and adjudication of maritime crimes are more successful (2) law enforcement operational capacities and responses are strengthened.

This programme is relevant for the United Nations 2030 Agenda for Sustainable Development. It contributes primarily to the progressive achievement of SDG Goal 8: Promoting inclusive and sustainable economic growth and Goal 14: Conserve and sustainably use the oceans, but also promotes progress towards Goal 1: Ending poverty; Goal 10: Reduce inequality; Goal 16: Promote just, peaceful and inclusive societies. This does not imply a commitment by the countries benefiting from this programme.

4.2 Main activities

This section describes the main activities to be carried out in order to achieve the project's specific objectives.

Specific objective 1: Governance and law enforcement frameworks are strengthened and prosecution and adjudication of maritime crimes are more successful

Output 1.1. Strengthened integrated maritime governance, policies, laws and systems to support maritime security. The aim of these actions is to build or strengthen maritime policies and administrative structures to ensure that maritime security is benefitting from clear and streamlined organisational linkages, from the political level, through to the strategic, administrative and operational levels.

Activities:

- **1.1.1. Preparatory action.** Recruitment of up to two experts in maritime governance to organise, plan and deliver activities 1.1.2 to 1.1.5
- **1.1.2. Stakeholder survey and awareness raising.** Full identification and survey of stakeholders, roles and responsibilities in each country where this information is not available; awareness-raising on the benefits of the integrated maritime policy, of improving maritime security and information and on project activities.
- **1.1.3. Preparatory assessment and support to maritime governance.** Multilateral workshops on maritime security (international best practice, shared regional experience, developing national systems); Model manuals / packages for developing integrated maritime policy developed and presented. Adoption of criteria for targeted national technical assistance (activity 1.1.4). Accompany national authorities in their requests for ad hoc national assistance in liaison with ECOWAS and EU Delegation.
- **1.1.4. National technical assistance in maritime governance.** Develop custom made comprehensive integrated maritime policy in a selection of countries or complement existing ones. Proposals of national assistance will be submitted to the ECOWAS Commission and EU for approval: developing or scaling up the national maritime strategy; building effective institutional integration through specific institutional legislation; developing new substantive legislation where needed.
- **1.1.5. Support transnational cooperation,** addressing approaches to bilateral and regional transnational cooperation; dispute avoidance/settlement, pursuit. If the political circumstances support it, technical assistance could be provided to develop a regional maritime code.

Output 1.2. Laws, policies, MoAs for prosecution and adjudication of maritime crimes are developed, strengthened, adopted. The aim of these actions is to build or develop the capacity of coastal States to successfully prosecute maritime crime by improving the application of the rule of law at sea and on land.

Activities:

- **1.2.1. Reinforce legal expertise in regional framework.** Three legal experts to be deployed respectively at CRESMAO in Abidjan, at the ECOWAS Commission in Abuja and at ICC in Yaoundé (coordinating the legal reform for the overall Yaoundé architecture and specially covering ECCAS countries). The experts will lead the work in activities 1.2.2 to 1.2.6 and act as points of connection to direct work at the national level in each country. They will work

closely with the maritime team funded under the 10th EDF Peace Security Stability (PSS) Grant to ECOWAS, based in Abuja.

- **1.2.2. Support Legal reforms on maritime crime.** Regional legal assessment conducted in order to identify implementation of international conventions, legal gaps and legal drafting needs in the beneficiary countries, or previous assessments updated. Follow up missions in all countries, to implement recommendations included in the legal assessments. Drafting of legislation as required.
- **1.2.3. Development of memoranda of agreements with regard to prosecution of maritime crime suspects and the use of evidence collected.** Memoranda of agreements drafted for review and consideration by political authorities and coordination meetings among the countries facilitated in order to illustrate the draft of memoranda to national experts and discuss its technical aspects.
- **1.2.4. Capacity building and training for law enforcement agencies so as to handle piracy and maritime crime cases more broadly.** Model enforcement standard operating procedures (SOPs) (for use at sea) and prosecution SOPs (for use on land) put in place. Training and mentoring on law of the Sea and evidence collection, based on the new SOPs, provided to law enforcement officers and legal professionals. Assistance, through mentors, to national authorities on adapting and implementing national SOPs. Evidence collection material to law enforcement agencies.
- **1.2.5. Capacity building and training for courts and prosecutors to try piracy, and maritime crime, cases.** Prosecutors and judges will be trained in each country; Support to secure foreign witnesses in trials; Interpreters both for police investigations and for trials; Court technical support; Legal representation for suspects at trial; Repatriation support to countries of origin for sentenced pirates; Professional training to sentenced pirates in order to facilitate reintegration.
- **1.2.6. Assist investigators and prosecutors in sharing investigative elements in order to improve cross border prosecutions.** Coordination meetings in each country, among maritime law enforcement investigators and prosecutors from all the countries and the provision of a manual on evidence collection and sharing in French/English, published and studied during the meetings in action 1.2.3.

Specific objective 2: Law enforcement operational capacities and responses are strengthened

Output 2.1. A criminal data-sharing database is developed. The purpose is to provide a means to record, share and access historical information about piracy events treated by law enforcement agencies. Strong coordination with WAPIS 3 project will be put in place. These actions will focus primarily on Gulf of Guinea Zone E, as Zone E is the pilot Zone and due to the importance of illicit maritime activities in that part of the Gulf of Guinea.

Activities:

- **2.1.1. Stakeholder identification, sensitisation and data collection preparatory works.** The key stakeholders will be identified in each country in strong coordination with activity 1.1.1 (Technical Assistance), and technical meetings to outline aims/objectives, needs for improved information-sharing, potential working methods and to get a better understanding of the maritime criminal networks. This process will focus on Zone E as a pilot

and involve relevant security services working in the area. This pilot will be further extended to other zones. In all countries of Gulf of Guinea, the collection of suspect criminal data at sea will be prepared and tested in order to complete and enrich as appropriate WAPIS database.

- **2.1.2. Development of information sharing arrangements.** Designation of focal points among police services and other law enforcement agencies, liaison officers to be contributing to the ECOWAS coordination centres network, and developing MoU on maritime criminal data to be signed between Interpol and the national focal point and as necessary between relevant national agencies, with specific attention paid to organising a systematic collection of maritime crime records in the Niger Delta or linked to criminal activities at sea in the whole Gulf of Guinea.
- **2.1.3. Develop database model:** including suspect persons-networks-boats-assets, which would be available in the context of WAPIS and I24/7 system and including a special database on suspect boats engaged in criminal activities with photos and wanted criminals. Training and operational manuals for the database will be developed.
- **2.1.4. Regional dissemination.** Communication of outputs 2.1.1, 2.1.2 and 2.1.3 (Zone E pilot) through ECOWAS at the interregional and regional levels to involve other zones. Conduct of technical trainings concerning the new database and the tactical use of both WAPIS and I 24/7.

Output 2.2 Illicit financial circuits generated by maritime crime are assessed. The aim of this action is to improve information on the financial circuits and flows resulting from maritime criminal activities, including their clandestine money laundering networks. The key action consists of a comprehensive survey addressing the following matters.

Activities:

- **2.2.1 Preparation of the background material for the grant (TA)**
- **2.2.2 Assessment of main illicit financial circuits**
 - (1) Assessment concerning the funding of armed and terrorist groups of the Niger Delta and the financial circuits used to buy equipment;
 - (2) Assessment of the different money laundering circuits created by pirates concerning money obtained from ransoms;
 - (3) Assessment of the financial circuits used by pirates for buying/selling their specific equipment including sale of equipment stolen from commercial vessels;
 - (4) Assessment of the black and clandestine economy generated by stolen oil circuits going from Niger Delta to the rest of Nigeria and surrounding countries;
 - (5) Assessment and analysis of other West African illegal financial circuits generated by drug and arms smuggling and by IUU fishing or other environmental crimes.
- **2.2.3 Response against main illicit financial circuits.** Provision of a final report and recommendations, including:
 - (1) Review and analysis of institutional responses in ECOWAS Member States;
 - (2) Recommendations on institutional or operational adaptations to better respond to the link between financial circuits and maritime crime;
 - (3) Develop operational links with WAPIS component, PESCAO and 11th EDF West Africa EU programmes on fight against organised crime (anti-money laundering counter financing of terrorism; fight against trafficking).

Output 2.3. Operational response and management of the rule of law at sea are improved through the supply of fast response and forensic equipment. (1) develop the capacity of law enforcement bodies to respond to maritime incidents, including environmental crimes and smuggling of protected species; and (2) improve the capacity at sea of law enforcement officers to facilitate prosecution of perpetrators through collection of on-site evidence. These objectives will be achieved by supplying rigid hull inflatable boats (RHIBs) and providing associated training and capacity building on fleet maintenance, fleet management and operational issues related to the use of RHIBs for law enforcement purposes.

Activities:

- **2.3.1 Develop management framework and conditionality:** develop management tools, assess capacity of ECOWAS Member States, establish conditionality for RHIB supply and develop a model of management agreement. Submit the management agreement model (memorandum of understanding) including conditionality and monitoring and evaluation mechanism to ECOWAS Commission for approval.
- **2.3.2. Engage all coastal ECOWAS Member States.** Set up delivery plan and put in place bilateral management arrangements (see 2.3.1) to be endorsed by the Steering Committee within the action's first year.
- **2.3.3. Supply of RHIBs and associated equipment:** to all West Africa coastal countries of the Gulf of Guinea, including associated technical/forensic equipment, such as surveillance and monitoring tools, measuring equipment, recording devices, protective equipment so as to enable full investigations to be conducted and directly recorded at sea, covering in this way the legal aspect.
- **2.3.4. Operational training (1: concerning maritime criminality).** Training on the use of RHIBs in common operations with Navy and law enforcement agencies in the framework of a permanent coordination at sea. This training will include specific law enforcement and judicial issues (including putting into practice Output 1.2. SOPs), focused on ensuring that RHIB crews conduct boarding and inspections properly.
- **2.3.5. Operational training (2: concerning IUU fishing).** Specific training will be provided on the rummage techniques of fishing boats and dugouts in order to obtain a better collection of evidence for IUU fishing and also other maritime crimes that may be associated with fishing vessels. In this particular domain, technical assistance will focus on: Nigeria, Benin, Togo, Ghana and Ivory Coast. Legal issues will also be addressed, including appropriate connections to the SOPs developed under SWAIMS.
- **2.3.6. Organize maintenance guarantees.** Through the bid to be launched in the framework of SWAIMS, an envelope for regular maintenance and repairs by local technicians paid by the supplier of the equipment during the first five years should be included. The beneficiary national authorities will be totally in charge of the maintenance (together with assistance of the crew) after the five first years.
- **2.3.7 Support to pilot/real life operational exercises.** In order to maintain a regional capacity of RHIBS to intervene at sea and to develop practical reflexes of crews at sea. The relevant authorities will be trained in operational exercises at national, bilateral and regional levels involving RHIB crews. They will involve MMCCs and CRESMAO.
- **2.3.8 Evaluation.** An activity report shall be presented at each Steering Committee meeting. The Steering Committee will assess whether the agreed management arrangements are being properly implemented and issue recommendation or instructions as appropriate.

Output 2.4. Regional operational training is strengthened. This action will focus on providing support to specific activities/institutions based on requested and assessed needs in order to boost regional cooperation by helping financially and technically the main pillars of the mutual regional capacity: ICC (International Coordination Centre) in Yaoundé, ISMI (Institut de sécurité maritime interrégional) in Abidjan, RMU (Regional Maritime University) in Accra, CRESMAO and MMCCs of Zone E - G (the multinational centre of Cotonou being assisted by German funding). Based on requested needs, this will include as appropriate:

Activities:

- **2.4.1. Preparation of the background material for the grant to ARSTM.**
- **2.4.2. Support for ARSTM.** (Académie régionale des sciences et techniques de la mer) and ISMI (Institut de sécurité maritime interrégional) activities. Support to training in regional crisis management, regional operations management, regional exchange of information and knowledge, tactics of interception and rules of law, mutual assistance. The supported training programmes should be linked to RHIBS crew trainings (activities 2.3.3 and 2.3.4)
- **2.4.3. Preparation of the background material for the grant to RMU.**
- **2.4.4. Support for RMU.** Support to training programme agreed in 2.4.3. The RMU is envisaged to host part of the RHIBS trainings (Activities 2.3.3 and 2.3.4).

The training support will involve CRESMAO and MMCCs staff. The CRESMAO will be consulted regarding operational training and exercises to improve good transmission across all coordination centres.

Output 2.5. Coordination with the private sector and participation of civil society are improved. This action will focus on developing the involvement of the private sector and civil society in fighting maritime insecurity, and develop steps to coordinate that involvement better.

Activities:

- **2.5.1. Alert Bulletin and private sector liaison.** This action is focussed on supporting CRESMAO to develop liaison with the private sector in order to satisfy their needs of permanent information displayed to private companies and widening their involvement in public sector maritime security efforts. To support this action a private sector liaison expert will be seconded at CRESMAO and funded under the Technical Assistance.
- **2.5.2. Promote wider engagement with civil society.** This action will consist of a specific action undertaken by CRESMAO towards civil society in the Gulf of Guinea, especially coastal populations to be achieved by organising conferences and empowerment activities at the regional or sub-regional level, visiting civil society representatives and meeting women's, youth and coastal community's representatives. To support these activities, a civil society liaison expert to be based within CRESMAO will be funded under the Technical Assistance.

Output 2.6. An equipment facility for local needs is established. This action will aim to fill gaps in the provision of equipment to meet local needs associated with the Yaoundé architecture. This will be limited to urgently-needed equipment in national operational centres (MOCs), MMCCs or CRESMAO (e.g. IT equipment, power supply equipment, communications equipment, software) that does not have the possibility of funding from other sources. It is not the purpose of the facility to provide equipment on a general ad hoc basis, but to compensate for critical gaps in funding due to absence of other donor assistance.

The Technical Assistance will develop pre-qualification and assessment criteria to assess requests received from the beneficiary centres, under the supervision of the steering committee.

Activities:

- **2.6.1 Identify needs.** Technical Assistance: organise donor coordination, identify and assess local needs associated with the Yaoundé architecture, prepare terms of references for the investment facility and maintenance arrangements, organise tenders. Assist in tender evaluation. Preparation of supply contracts.
- **2.6.2 Equipment supply.** Establishment of supply contracts. Supply of the equipment to local beneficiaries and application of maintenance arrangements.
- **2.6.3. Evaluation.** Technical Assistance: evaluate performance of equipment facility one year after delivery.

Output 3.1. Effective project management is ensured

Activities:

▪ **3.1.1 Project Management Unit**

A Project Management Unit (PMU) funded under the Technical Assistance (TA) will be established with **general** and **specific** responsibilities.

General responsibilities include (i) coordinating the implementation of the different components of the project and ensuring monitoring and timely reporting on project activities and results by the implementing partners (including regular progress reports to the EU, ECOWAS and Steering Committee), (ii) act as the secretariat to the Steering Committee (see point 5.7), (iii) coordinate visibility actions, and (iv) liaise at regular intervals with the other EU funded projects in the Gulf of Guinea to ensure coherence of action. The terms of reference on the specific responsibilities and the profiles of the PMU staff will be agreed between ECOWAS Commission and the EU.

The PMU shall work closely with the EU Delegation in Abuja and the ECOWAS Commission to ensure proper coordination in the implementation of the EIMS as contained in the document.

A project management office (located in Abuja) needs to be established, equipped and staffed, including procurement of a project management team (1 senior project, 1 junior project manager and 2 support staff, all full time). Funds are also needed to cover travel and administrative costs.

4.3 Intervention logic

The project aims at strengthening the regional effort to bridge the gap between the political will expressed at the Yaoundé summit, as supported in the EIMS, and the implementation of effective regional and national maritime security policies. While various interventions are supporting the Yaoundé framework, critical gaps remain. In particular, unless countries can establish strong and effective institutions and institutional responses to maritime incidents (both at the national level, and also bilaterally and regionally) improved monitoring, communication and operational capacities will not achieve expected results. This means, necessarily, a renewed focus on integrated governance mechanisms and strengthening legislation. It also requires that an appropriate link can be made between the operational actions and legislation and institutions. This project will therefore focus on strengthening the rule of law from sea to land to ensure

newly strengthened institutions are able to act on incidents at sea, in particular by increasing the effectiveness and success of prosecuting maritime crimes.

At the same time, there are needs to improve operational capacities (in terms of technical equipment and expertise). The provision of RHIBs will enable Gulf of Guinea countries to respond to maritime incidents in sufficient time, and associated training will provide the evidence-gathering link to promoting the rule of law from sea to land. Finally, insufficient attention is currently applied to the role of activities on land relating to maritime insecurity (even though all maritime crime begins and is completed on land). The programme will address some of these key gaps, both in terms of promoting knowledge and understanding of financial flows, extending the capacity to identify and follow suspects and addressing civil society issues.

The maritime security situation in the Gulf of Guinea continues to be problematic. The timing of this action, starting in 2018, if adequately advertised and recognised by partners, should allow it to achieve some new momentum in the process, by addressing a number of critical needs and establishing a longer-term institutional framework to sustain results.

5. IMPLEMENTATION

5.1. Financing agreement

In order to implement this action, it is foreseen to conclude a financing agreement with ECOWAS, as referred to in Article 17 of Annex IV to the ACP-EU Partnership Agreement.

5.2. Indicative implementation period

The indicative operational implementation period of this action, during which the activities described in section 4.2 will be carried out and the corresponding contracts and agreements implemented, is 60 months from the date of entry into force of the financing agreement.

Extensions of the implementation period may be agreed by the EU Commission's authorising officer responsible by amending this decision and the relevant contracts and agreements; such amendments to this decision constitute non-substantial amendments in the sense of Article 9(4) of Regulation (EU) 2015/322.

5.3. Implementation modalities (budget support)

n.a.

5.4. Implementation modalities

5.4.1 Grant: direct award (direct management)

5.4.1.1 Grant: direct award - Inter-Governmental Action Group against Money Laundering in West Africa (GIABA) (direct management by EU Delegation in Nigeria)

(a) Objectives of the grant, fields of intervention, priorities of the year and expected results

The objectives of action/result 2.2 (Activities 2.2.1 to 2.2.3) is to increase knowledge of the clandestine networks of money laundering coming from criminal activities at sea and to evaluate the financial flows generated. Understanding the terrorist and criminal financial circuits, their money laundering methodology, their sources of supply, their networks and their relationships and knowing better the criminal groups and their assets, will enable improved strategies and investigations to be carried out both at sea and on land. The expected result is the provision by GIABA of a global assessment on the illicit financial circuits generated by maritime crime in the

Gulf of Guinea, conducted with public and private partners in the Niger Delta (Nigeria) and in the concerned coastal countries of the Gulf of Guinea. The assessment will concern terrorism (Niger Delta Avengers and other armed groups) piracy, oil bunkering, drug, arms trafficking and IUU fishing.

(b) Justification of a direct grant

Under the responsibility of the Commission's authorising officer responsible, the grant may be awarded without a call for proposals to GIABA.

Under the responsibility of the Commission's authorising officer responsible, the recourse to an award of a grant without a call for proposals is justified because GIABA has unique technical competence in this field (Article 190(1)(f) RAP). The organisation is uniquely placed within Africa to conduct the activities required for action/result 2.2. GIABA is the only regionally-based service focused on money laundering, and has connections to law enforcement agencies from different African nations. It has the technical expertise needed to conduct a survey on the different money laundering circuits generated by maritime criminality in the Gulf of Guinea, as well as the logistical means and management capacities (evidenced by past surveys and investigations).

(c) Essential selection and award criteria

The essential selection criteria are the financial and operational capacity of the applicant. The essential award criteria are relevance of the proposed action to the objectives of the call; design, effectiveness, feasibility, sustainability and cost-effectiveness of the action.

(d) Maximum rate of co-financing

The maximum possible rate of co-financing for this grant is full funding.

In accordance with Articles 192 of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 37 of Regulation (EU) 2015/323 if full funding is essential for the action to be carried out, the maximum possible rate of co-financing may be increased up to 100 %. The essentiality of full funding will be justified by the Commission's authorising officer responsible in the award decision, in respect of the principles of equal treatment and sound financial management.

(e) Indicative trimester to conclude the grant agreement

Year 2, Quarter 2.

5.4.1.2 Grant: direct award - Académie régionale des sciences et techniques de la mer (ARSTM) - Institut de sécurité maritime interrégional (ISMI) (direct management by EU Delegation in Ivory Coast)

(a) Objectives of the grant, fields of intervention, priorities of the year and expected results

Output 2.4 includes supporting the main pillars of the regional training capacity, including the Institut de sécurité maritime interrégional (ISMI) and its parent institute the Académie régionale des sciences et techniques de la mer (ARSTM). The support is based on requested and assessed needs in order to boost regional cooperation, with the expected results that training programmes (as already planned in their agendas, and as specifically augmented under this action) of the institutes will be fulfilled during the period of support under this action. This will include in particular assistance to build the capacity of ARSTM/ISMI Abidjan in training Operational Centre personnel and also supporting Output 2.3, by developing training of RHIB crews.

(b) Justification of a direct grant

Under the responsibility of the Commission's authorising officer responsible, the grant may be awarded without a call for proposals to ARSTM.

Under the responsibility of the Commission's authorising officer responsible, the recourse to an award of a grant without a call for proposals is justified because ARSTM has unique technical competence in this field (Article 190(1)(f) RAP). The institution and its subsidiary institute ISMI have a pre-eminent reputation within the region and provide an essential core of training to maritime professionals in the region. They are able to offer trilingual language facilities, and can train professionals from any Gulf of Guinea country which also allows the centres to play a role in developing regional cooperation.

ARSTM and ISMI are one institution (ISMI is part of ARSTM). The legal entity is ARSTM and ARSTM is beneficiary of the grant. ISMI's activities financed under the grant will be through ARSTM. A joint ARSTM and ISMI training plan and work plan will need to be assessed and approved before the grant's signature (Activity 2.4.1).

(c) Essential selection and award criteria

The essential selection criteria are the financial and operational capacity of the applicant.

The essential award criteria are relevance of the proposed action to the objectives of the call; design, effectiveness, feasibility, sustainability and cost-effectiveness of the action.

(d) Maximum rate of co-financing

The maximum possible rate of co-financing for this grant is full funding.

In accordance with Articles 192 of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 37 of Regulation (EU) 2015/323 if full funding is essential for the action to be carried out, the maximum possible rate of co-financing may be increased up to 100 %. The essentiality of full funding will be justified by the Commission's authorising officer responsible in the award decision, in respect of the principles of equal treatment and sound financial management.

(e) Indicative trimester to conclude the grant agreement

Year 1, Quarter 4.

5.4.1.3 Grant: direct award: Regional Maritime University (RMU) (direct management by EU Delegation in Ghana)

(a) Objectives of the grant, fields of intervention, priorities of the year and expected results

The objectives of action/result 2.4 (Activities 2.4.2) include supporting the main pillars of the regional training capacity, including the Regional Maritime University (RMU). The support is to be based on requested and assessed needs in order to boost regional cooperation, with the expected results that training programmes (as already planned in their agendas, and as specifically augmented under this action) of the University will be fulfilled during the period of support under this action.

(b) Justification of a direct grant

Under the responsibility of the Commission's authorising officer responsible, the grant may be awarded without a call for proposals to RMU.

Under the responsibility of the Commission's authorising officer responsible, the recourse to an award of a grant without a call for proposals is justified because RMU has unique technical competence in this field (Article 190(1)(f) RAP). RMU has the necessary characteristics and the pre-eminent reputation within the region and provides an essential core of training to maritime professionals. It has the technical facilities to conduct training in support of Operational Centre personnel, and it has strong connections in the anglophone countries. RMU's training plan and work plan will need to be assessed and approved before the grant's signature (Activity 2.4.3).

(c) Essential selection and award criteria

The essential selection criteria are the financial and operational capacity of the applicant.

The essential award criteria are relevance of the proposed action to the objectives of the call; design, effectiveness, feasibility, sustainability and cost-effectiveness of the action.

(d) Maximum rate of co-financing

The maximum possible rate of co-financing for this grant is full funding.

In accordance with Articles 192 of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 37 of Regulation (EU) 2015/323, if full funding is essential for the action to be carried out, the maximum possible rate of co-financing may be increased up to 100 %. The essentiality of full funding will be justified by the Commission's authorising officer responsible in the award decision, in respect of the principles of equal treatment and sound financial management.

(e) Indicative trimester to conclude the grant agreement

Year 1, Quarter 4.

5.4.2 Indirect management with EU Member State Agency: Instituto Camões - Instituto da Cooperação e da Língua (CICL) (lead: EU Delegation in Nigeria)

A part of this action may be implemented in indirect management with Camões - Instituto da Cooperação e da Língua (CICL) in accordance with Article 58(1)(c) of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 17 of Regulation (EU) 2015/323. This implementation entails improving operational response and management of the rule of law at sea through the supply of Rigid Hull Inflatable Boats (RHIBs) and forensic equipment and carrying out associated activities related to the maintenance, management and operational use of RHIBs. This implementation is justified because CICL is in a privileged position to mobilise in house expertise among sector ministries of the Portuguese public administration (i.e., the relevant Ministry of Defence's services) in order to carry out supply, management and training in the area of maritime security.

The entrusted entity would carry out the budget-implementation tasks: acting as contracting authority concluding, monitoring and managing contracts, launching calls for tenders, carrying out payments, and recovering amounts due.

5.4.3 Indirect management with the United Nations Office on Drugs and Crime (UNODC) (lead: EU delegation in Nigeria)

A part of this action may be implemented in indirect management with the United Nations Office on Drugs and Crime (UNODC) in accordance with Article 58(1)(c) of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 17 of Regulation (EU) 2015/323. This

implementation entails strengthening the rule of law from sea to land to enable more successful prosecution of maritime crimes, with the aim of building the capacity of coastal States to successfully prosecute maritime crime. Actions will include: building capacity for prosecutions, improving regional cooperation at investigation and prosecution levels, legal reforms where needed in Gulf of Guinea countries and ad hoc / on demand legal support to existing cases. This implementation is justified because UNODC – through its Global Maritime Crime Programme (GMCP), and the regional office based in Dakar – has extensive experience both globally and regionally in the legal aspects of dealing with maritime crime. Moreover, progress in this area frequently depends on understanding the institutional and stakeholder contexts and UNODC has a pre-existing understanding and established relationships in this regard. UNODC, including through the Global Maritime Crime Programme (GMCP) in the Gulf of Guinea, has experience implementing regional projects (EU-funded and by others), including regional and national workshops, trainings, etc. and clearly has both the logistical and management capability to run a large programme. UNODC has been successfully implementing EU funded projects on maritime security in East Africa.

The entrusted entity would carry out the following budget-implementation tasks: acting as contracting authority concluding, monitoring and managing contracts, launching calls for tenders, carrying out payments, and recovering amounts due.

The entrusted international organisation is currently undergoing the ex-ante assessment in accordance with Article 61(1) of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 17 of Regulation (EU) 2015/323. The Commission's authorising officer responsible deems that, based on the compliance with the ex-ante assessment based on Regulation (EU, Euratom) No 1605/2002 and long-lasting problem-free cooperation, the international organisation can be entrusted with budget-implementation tasks under indirect management.

5.4.4 Indirect management with Interpol (lead : EU delegation in Nigeria)

A part of this action may be implemented in indirect management with Interpol in accordance with Article 58(1)(c) of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 17 of Regulation (EU) 2015/323. This implementation entails a process to identify stakeholders (holders of information) and sensitize them to the proposed development of information sharing; the development of information sharing arrangements amongst these stakeholders; the development of a database (available in the context of WAPIS (West Africa Police Information System, the system is already in service in several West Africa countries and is under extension in all of the others under EU funding) and I 24/7 (Interpol developed the I-24/7 global police communications system to connect law enforcement officers in all Interpol member countries) and including a special database related to maritime criminals) and the dissemination of this platform regionally. This implementation is justified because Interpol is particularly experienced in criminal intelligence / information sharing, with connections between police force services in the world and especially in West Africa. Moreover, the WAPIS system is applicable throughout West Africa linking land locked and coastal countries and concerns criminal networks operating internationally and provides an already existing platform for the further development of information sharing on maritime crime.

The entrusted entity would carry out the following budget implementation tasks: acting as contracting authority concluding, monitoring and managing contracts, launching calls for tenders, carrying out payments, and recovering amounts due.

5.4.5 Indirect management with a regional organisation - ECOWAS Commission (lead: EU Delegation in Nigeria)

A part of this action with the objective of establishing and running the project management team and establishing the equipment facility (Output 2.6) may be implemented in indirect management with the ECOWAS Commission in accordance with Article 58(1)(c) of the Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 17 of the Regulation (EU) 2015/323 according to the following modalities:

The regional organisation will act as the contracting authority for the procurement and grant procedures. The EU Commission will control ex ante all the procurement and grant procedures.

Payments are executed by the EU Commission.

In accordance with Article 190(2)(b) of Regulation (EU, Euratom) No 966/2012 and Article 262(3) of Delegated Regulation (EU) No 1268/2012 applicable in accordance with Article 36 of the Regulation (EU) 2015/323 and Article 19c(1) of Annex IV to the ACP-EU Partnership Agreement, the regional organisation shall apply procurement rules of Chapter 3 of Title IV of Part Two of Regulation (EU, Euratom) No 966/2012. These rules, as well as rules on grant procedures in accordance with Article 193 of Regulation (EU, Euratom) No 966/2012 applicable in accordance with Article 17 of the Regulation (EU) No 323/2015, will be laid down in the financing agreement concluded with the regional organisation.

5.5. Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply.

The Commission's authorising officer responsible may extend the geographical eligibility in accordance with Article 22(1)(b) of Annex IV to the ACP-EU Partnership Agreement on the basis of urgency or of unavailability of products and services in the markets of the countries concerned, or in other duly substantiated cases where the eligibility rules would make the realisation of this action impossible or exceedingly difficult.

5.6. Indicative budget

	EU contribution (amount in EUR)
DELEGATION OF NIGERIA	
5.4.1.1. – Direct management – Direct grant to GIABA (Activities 2.2.1 to 2.2.3)	320 000
5.4.2. – Indirect management with CICL, (Activities 2.3.1 to 2.3.8)	10 000 000
5.4.3 – Indirect management with UNODC, (Activities 1.2.1 to 1.2.6)	5 900 000
5.4.4. – Indirect management with Interpol (Activities 2.1.1 to 2.1.4)	1 000 000
5.4.5. – Indirect management with ECOWAS Supply contracts (activity 2.6.2) Technical Assistance Service Contract (Activities 1.1.1; 1.1.2; 1.1.3; 1.1.4; 1.1.5; 2.2.1; 2.4.1; 2.4.3; 2.5.1; 2.5.2; 2.6.1; 2.6.3; 3.1.1).	7 880 000 1 500 000 6 380 000
5.9 – Evaluation, 5.10 - Audit	600 000
5.11 – Communication and visibility	100 000
DELEGATION OF IVORY COAST	
5.4.1.2. – Direct management – Direct grant to ARSTM (Activity 2.4.2)	1 500 000
DELEGATION OF Ghana	
5.4.1.3. – Direct Management – Direct grant to RMU (Activity 2.4.4)	300 000
Contingencies	1 400 000
Totals	29 000 000

5.7. Organisational set-up and responsibilities

- ECOWAS Commission (EDF Regional Authorizing Officer): acting as steering and coordinating body together with the EU Delegation.

- ECOWAS specialized structures (CRESMAO, ARSTM / ISMI, RMU and GIABA), ICC and Member States: acting as beneficiaries of the action.

- UNODC, Interpol and CICL: acting as implementing partners with obligation to report to the steering and coordinating body.

- Project Management Unit: support ECOWAS in the coordination and monitoring of actions between all project stakeholders, –including, as needed, ECOWAS Member States (See Activity 3.1.1.).

As outlined above, a Technical Assistance will ensure the effective organisation of the overall action, including reporting in accordance with section 5.8. The Technical Assistance will be reporting to ECOWAS and the EU Delegation in Abuja.

In addition, a steering committee will be established, co-chaired by the ECOWAS Commission and the European Commission. This committee will meet twice per year and have the objectives of (i) validating the Work Plan and Annual Budget (AWPB) of the project; (ii) approving the reports of activities prepared by the Technical Assistance and implementing partners; (iii) carrying out other steering activities as required; (iv) contributing to and improving donor coordination; and (v) providing a platform for political dialogue amongst partners.

The committee will consist of:

- ECOWAS Commission
- WAEMU Commission
- European Commission

The following implementing partners will attend the steering Committee

- CICL
- UNODC
- Interpol
- ICC, CRESMAO
- ARSTM, ISMI, RMU
- GIABA
- The Technical Assistance
- The interested international organisations and other donors will participate as observers when relevant.

In addition, a technical coordination committee will be organised by the Technical Assistance in liaison with ECOWAS Commission and the EU Delegation in Nigeria in order to ensure good coordination between the different components of the project. The Committee will meet whenever needed. The Committee will involve, as appropriate, implementing partners of other ongoing EU funded programmes on an ad hoc basis, particularly: PESCAO (11th EDF West Africa RIP on the fight against IUU fishing), WAPIS (on exchange of criminal data, implemented by Interpol), GoGIN (IcSP, on maritime security systems, implemented by Expertise France) and the Gulf of Guinea Central African maritime security programme (11th EDF Central Africa RIP), other donors or any other partner when deemed necessary.

5.8. Performance monitoring and reporting

The Technical Assistance will support ECOWAS by compiling and consolidating the reports from the different implementing partners: UNODC, Interpol, ARSTM (EU Delegation Côte d'Ivoire), RMU (EU Delegation Ghana), CICL, GIABA.

The Technical Assistance will have general and specific responsibilities to ensure the effective organisation of the overall action, including reporting to the Steering Committee. The Technical Assistance will report to ECOWAS and the EU Delegation in Abuja.

At inception several estimates will need to be established to define the logframe baselines, they will be under the responsibility of the relevant implementing partners and will concern the following activities:

Number of countries that have adopted new or improved integrated maritime strategies, institutional structures, legislation and SOPs (logframe: 1.1; also covers 1.1.1 and 1.2.1); number of law enforcement personnel (sex-disaggregated) trained to handle piracy and maritime crime cases (1.2.4); number of prosecutors and judges (sex-disaggregated) trained to try piracy and maritime crime cases (1.2.5); number of law enforcement interventions at sea (2.1); number of fast response operations at sea conducted and leading to prosecutions (2.2); number of persons trained (sex-disaggregated) by each training centre (ARSTM/ISMI and RMU) (2.4.1 and 2.4.3); number of nationalities reached through training in each training centre (2.4.2 and 2.4.4).

These logframe baselines will need to be checked against logframe targets at the end of the project, by the same relevant implementing partners and integrated in their respective reports.

Other assessments are planned at inception phase for the following outputs:

- Individual country assessments / reports to identify key country counterparts and identify key project expectations and needs at the country level. (Output 1, under responsibility of the TA)

Each implementing partner will be responsible in analysing, fact checking, quality controlling and compiling reports produced by the consultants/staff/subcontracting parties in charge of the implementation of their respective activities: ‘beneficiary reports’, ‘exercise reports’, ‘unit reports’, ‘assessment reports’ and so on, before submitting to the contracting authority together with their interim reports.

The Technical Assistance will review the various project reports (identified in the logframe – beneficiary reports, workshop reports, etc.) and provide advice where necessary to ensure consistency in quality of reporting.

For the purpose of the Steering Committee, the PMU will be in charge of compiling the specific activity reports produced by each implementing partner (including the activities managed by the Technical Assistance).

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process and part of the implementing partner’s responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (outputs and direct outcomes) as measured by corresponding indicators, using as reference the logframe matrix. The report shall be laid out in such a way as to allow monitoring of the means envisaged and employed and of the budget details for the action. The final report, narrative and financial, will cover the entire period of the action implementation.

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

5.9. Evaluation

Having regard to the importance of the action, a mid-term and a final evaluation will be carried out for this action or its components via independent consultants contracted by the Commission.

The mid-term evaluation will be carried out for problem solving and learning purposes, in particular with respect to the performance of the Technical Assistance and the progress of the implementation of the project (all outputs).

The final evaluation will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that the action is aimed at: (1) supporting regional efforts towards reducing maritime crime; and (2) supporting ECOWAS in implementing the Integrated Maritime Strategy.

The Commission shall inform the implementing partner at least two months in advance of the dates foreseen for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports shall be shared with the partner country and other key stakeholders. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the partner country, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project.

Indicatively, two contracts for evaluation services shall be concluded in months 33 and 66.

5.10. Audit

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audits or expenditure verification assignments for one or several contracts or agreements.

Indicatively, one contract for audit services shall be concluded in month 69 with an overall budget allocation of EUR 300 000.

5.11. Communication and visibility

Communication and visibility of the EU is a legal obligation for all external actions funded by the EU.

This action shall contain communication and visibility measures which shall be based on a specific Communication and Visibility Plan of the Action, to be elaborated at the start of implementation and supported with the budget indicated in section 5.6 above.

In terms of legal obligations on communication and visibility, the measures shall be implemented by the Commission, the partner country, contractors, grant beneficiaries and/or entrusted entities. Appropriate contractual obligations shall be included in, respectively, the financing agreement, procurement and grant contracts, and delegation agreements.

The Communication and Visibility Manual for European Union External Action shall be used to establish the Communication and Visibility Plan of the Action and the appropriate contractual obligations.

APPENDIX – INDICATIVE LOGFRAME MATRIX

The activities, the expected outputs and all the indicators, targets and baselines included in the logframe matrix are indicative and may be updated during the implementation of the action, no amendment being required to the financing decision. When it is not possible to determine the outputs of an action at formulation stage, intermediary outcomes should be presented and the outputs defined during inception of the overall programme and its components. The indicative logframe matrix will evolve during the lifetime of the action: new lines will be added for including the activities as well as new columns for intermediary targets (milestones) for the output and outcome indicators whenever it is relevant for monitoring and reporting purposes. Note also that indicators should be disaggregated by sex whenever relevant.

	Results chain	Indicators	Baselines (incl. reference year)	Targets (incl. reference year)	Sources and means of verification	Assumptions
Overall objective: Impact	To improve maritime security and safety in the Gulf of Guinea in the ECOWAS Region.	<ol style="list-style-type: none"> 1. Number of armed attacks reported 2. Number of sea interventions (leading to incident report from national authorities) 3. Number of maritime criminal cases judged 	<ol style="list-style-type: none"> 1. 36 violent attacks in 2016. 2. Less than 5 (2016) 3. None. 	<ol style="list-style-type: none"> 1. Less than 10 violent attacks per year (2021) 2. One intervention reported for each reported attack. Multiple daily routine maritime patrols for each Gulf of Guinea WA country 3. See footnote (1) 	<ol style="list-style-type: none"> 1. Annual IMB/PRC Report, Weekly private sector reports (Total, Bourbon), CRESMAO reports 2. Ministerial reports; CRESMAO reports; maritime incident reports 3. Ministerial reports 	

Specific objective(s): Outcome(s)	SO 1: Governance and law enforcement frameworks are strengthened and prosecution and adjudication of maritime crimes are more successful	1.1 Number of countries that implemented / enforced new or improved integrated maritime strategies, institutional structures, legislation and SOPs 1.2 Number of prosecutions and adjudications related to maritime piracy/armed robbery carried out	1.1 To be established at inception phase. 1.2 None (2016).	1.1 At least 10 countries in the Gulf of Guinea region develop or revise maritime policy / governance instruments (2021) 1.2 Legal proceedings are concluded in at least 50% of cases where armed robbers are apprehended (2021)	1.1 Gulf of Guinea Country reports on 'action of the State at sea' 1.2 Prosecution and judgement declarations; Police reports; Gulf of Guinea Country reports on 'action of the State at sea'	1.1 States cooperate on standardisation issues. 1.2 Appropriate maritime criminal cases are brought before the courts
	SO 2: Law enforcement operational capacities and responses are strengthened.	2.1 Number of law enforcement interventions at sea 2.2 Number of fast response operations at sea conducted and leading to prosecutions	2.1. Establish at inception phase 2.2 Establish at inception phase	2.1 Gulf of Guinea countries increase intervention rate (in response to intelligence report) by 100%. 2.2 Legal proceedings are commenced in at least 50% of cases where armed robbers are apprehended	2.1 Seizure case report 2.2 Fast response operation report	2.1 Other components in operational chain (e.g. monitoring, communications) are improved 2.2 Relevant incidents occur during project activity periods
Outputs	O1 (SO1). Strengthened integrated maritime governance policies, laws and systems to support maritime security.	1.1.1 Number of countries where integrated national maritime governance protocols and structures are developed and carried out or improved 1.1.2 Number of signed consensus documents on international cooperation	1.1.1, 1.1.2 To be defined at inception phase	1.1.1 New or revised policy / governance document developed and endorsed in at least 8 countries 1.1.2 At least 8 countries signed consensus document	1.1.1 Policy or legal document 1.1.2 Consensus document All: Beneficiary reports ;Progress / Final Reports	1.1.1 Political will exists to push through reform agendas. Stakeholders participate / respond. 1.1.2 Political will exists to engage in regional dialogue.

<p>O2 (SO1). Laws, polices, MOAs for prosecution and adjudication of maritime crimes are developed, strengthened, adopted.</p>	<p>1.2.1 Number of countries in which new maritime crime legislation is drafted and submitted for approval 1.2.2 Number of countries signing Memoranda of Agreement with regard to prosecution of maritime crime suspects 1.2.3 Status of Model SOPs (Enforcement + Prosecution) produced and endorsed 1.2.4 Number of law enforcement personnel (sex-disaggregated) trained to handle piracy and maritime crime cases 1.2.5 Number of prosecutors and judges (sex-disaggregated) trained to try piracy and maritime crime cases 1.2.6 Number of cases¹ supported by means (according to need) of interpreters, foreign witness support, legal representation, court technical support, repatriations</p>	<p>1.2.1, 1.2.4, 1.2.5 To be defined at inception phase 1.2.2, None 1.2.3, Note developed (2017) 1.2.6, 1.2.7 None (2016).</p>	<p>1.2.1 New legislation drafted in at least 4 countries 1.2.2 At least 5 countries sign MoAs 1.2.3 At least 5 countries model SOPs developed (2020) 1.2.4. 2 workshops per country; at least 12 participants per workshop 1.2.5 4 workshops in Nigeria; 2 workshops in each of the countries; at least 12 participants per workshop 1.2.6 At least 4 trials in Nigeria and in Togo; at least 6 trials in other countries</p>	<p>1.2.1 Legislative documents 1.2.2 MoA documents 1.2.3 Workshop reports, Project documents (Model SOPs) 1.2.4 Training reports 1.2.5 Training reports 1.2.6 Investigation reports, trial reports</p>	<p>1.2.1 Appropriate needs exist and can be identified at the right time during the project duration 1.2.2 Sufficient beneficiaries are ready and willing to engage. 1.2.3 States cooperate on standardisation issues. Local legal experts agree on compatibility of evidence rules. 1.2.6 Appropriate cases exist and can be identified at the right time during the project duration.</p>
<p>O3 (SO2). A criminal data-sharing database is developed.</p>	<p>Status of maritime criminal data-sharing database</p>	<p>Not developed (2016).</p>	<p>Developed / operational (2019).</p>	<ul style="list-style-type: none"> ▪ Technical activity report ▪ Progress / Final Reports 	<p>Local / international agencies are prepared to cooperate on information sharing.</p>

¹ Note – it is difficult enough to predict how many cases there will be (they have to catch someone first!) but even more difficult to predict what the support needs will be; this is mostly out of the hands of the project

<p>O4 (SO2) Illicit financial circuits generated by maritime crime are assessed</p>	<ul style="list-style-type: none"> ▪ Status of assessment reports— Niger Delta armed / terrorist groups assessment (Part A) Money laundering circuits assessment (Part B) Financial circuits assessment (Part C) Stolen oil circuits assessment (Part D) Drug and arms smuggling and IUU fishing assessment (Part E) 	<p>Not started (2016).</p>	<p>assessment Completed (all reports) finalized (2019).</p>	<ul style="list-style-type: none"> ▪ Project documents (final report and recommendation) ▪ Progress / Final Reports 	
<p>O5 (SO2). Operational response and management of the rule of law at sea are improved through the supply of fast response and forensic equipment</p>	<p>2.3.1 Number of supply MOUs agreed and signed in each Gulf of Guinea coastal country</p> <p>2.3.2 Number of RHIBs and associated technical / forensic equipment supplied in accordance with MOUs</p> <p>2.3.3 Number of personnel trained (sex-disaggregated) in maritime crime operational training programme; number of countries involved</p> <p>2.3.4 Number of personnel trained (sex-disaggregated) in IUU fishing operational training programme; number of countries involved</p> <p>2.3.5 Number of maintenance guarantees</p> <p>2.3.6 Number of real life exercises performed</p>	<p>None (2016).</p>	<p>2.3.1 At least 8 MOUs signed (project)</p> <p>2.3.2 At least 30 RHIB packages supplied</p> <p>2.3.3 Training workshops in at least 8 countries; minimum of 96 persons trained</p> <p>2.3.4 Training workshops in at least 5 countries; minimum of 60 persons trained</p> <p>2.3.5 At least 8 maintenance guarantees in place</p> <p>2.3.6 At least two cross border exercises per year (2019,2020).</p>	<p>2.3.1 Signed MOUs</p> <p>2.3.2 Eligibility / Assessment Reports ; Procurement ToR & supply contracts</p> <p>2.3.3, 2.3.4 Participant lists; Workshop reports</p> <p>All: Beneficiary reports; Progress / Final Reports; Steering Committee evaluation (meeting reports).</p>	<p>Sufficient countries are able to make the guarantees required under the eligibility commitments</p>

	O6 (SO2). Regional operational training is strengthened.	2.4.1 Number of persons trained (sex-disaggregated) by each training centre (ARSTM/ISMI and RMU) 2.4.2 Number of nationalities reached through training in each training centre	2.4.1, 2.4.2 To be defined at inception phase (for equivalent previous/current courses, where they exist)	2.4.1 To be defined at inception phase 2.4.2 At least 10 nationalities trained (ARSTM/ISMI); at least 8 nationalities trained (RMU)	<ul style="list-style-type: none"> ▪ Participant attendance lists ▪ Final Report ▪ Training Sessions Reports and Final Evaluation Report provided by institution 	Course needs can be agreed
	O7 (SO2). Coordination with the private sector and participation of civil society are improved.	2.5.1 Number of private stakeholders reached by Alert Bulletin 2.5.2 Number of (in-country) missions for private sector coordination 2.5.3 Number of regional workshops 2.5.4 Number of (in-country) missions for CSO coordination	All: None (2016).	2.5.1 At least 50 private sector stakeholders subscribe to Bulletin (2021) 2.5.2, 2.5.4 At least 20 missions (project) 2.5.3 Regional workshops (project)	2.5.1 Website (subscriber) data Other: Workshop reports; Mission reports All: Beneficiary reports; Progress / Final Reports	All: Private sector / CSOs receptive and prepared to participate, including by providing information.
	O8 (SO2). An investment facility for local needs is established.	Number of countries receiving investment supplies in accordance with determined criteria	None (2016).	At least 5 countries supplied (project duration).	Beneficiary reports; Progress / Final Reports	Beneficiaries accurately identify needs; donor duplication avoided.