

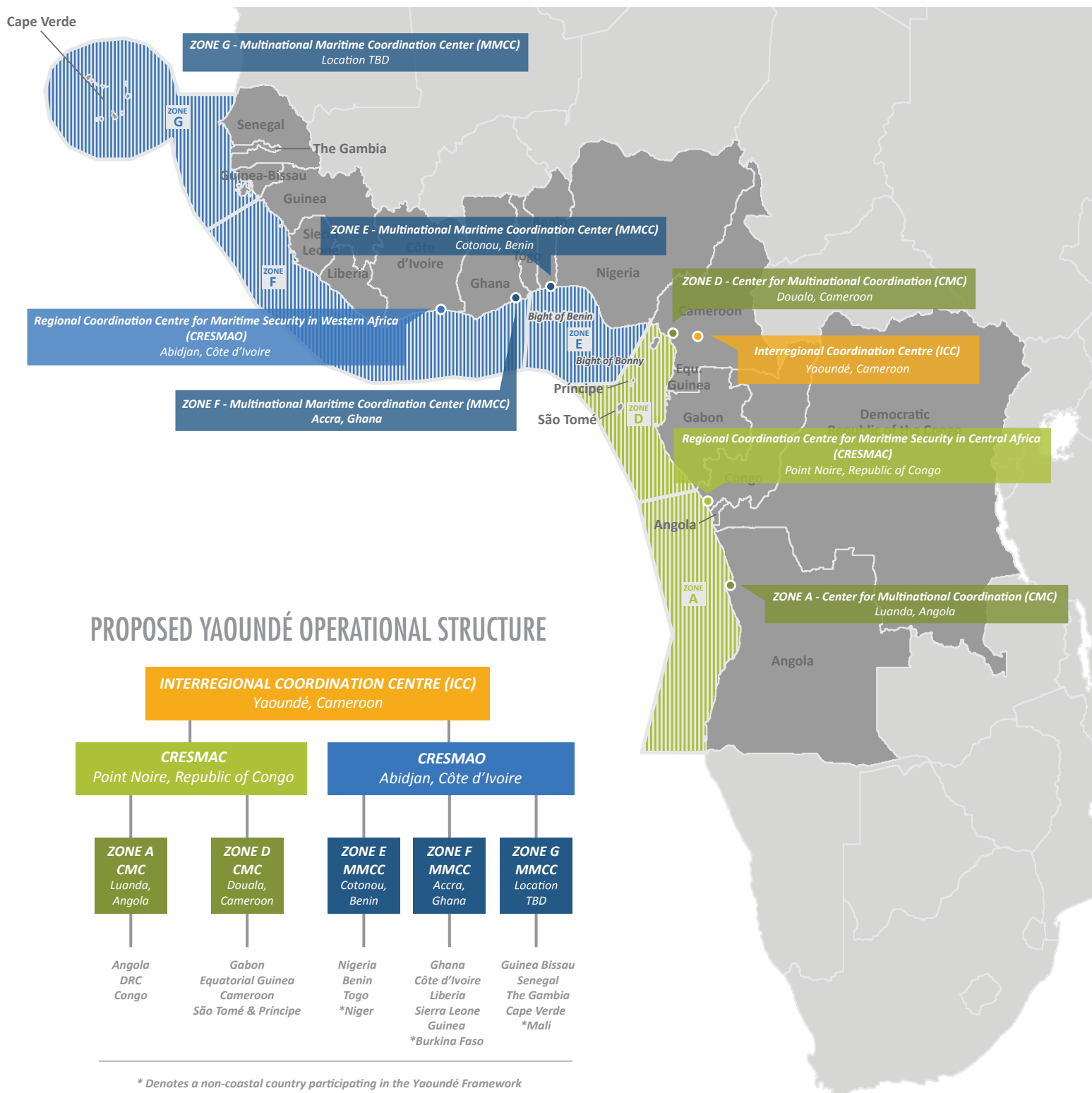
The Yaoundé Summit on Maritime Safety and Security in the Gulf of Guinea and the associated Code of Conduct laid the groundwork for the development of what is known as “the Yaoundé process”. In subsequent years, regional leaders as well as international partners have proclaimed support for the Yaoundé process. In this document we highlight the interregional design that defines the Yaoundé framework for maritime cooperation.

- 1 DOCUMENTS COMPRISING THE YAOUNDÉ FRAMEWORK
- 2 AN OPERATIONAL STRUCTURE FOR MULTI-NATIONAL COOPERATION
- 3 12 SPECIFIED TRANSNATIONAL ORGANIZED MARITIME CRIMES OF FOCUS
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## 1 DOCUMENTS COMPRISING THE YAOUNDÉ FRAMEWORK

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| 2009      | <p>Protocol on the Strategy to Secure Vital Interests at Sea (Economic Community of Central African States (ECCAS))</p> <ul style="list-style-type: none"> <li>▶ Created Zone D, encompassing the territorial waters and Exclusive Economic Zones (EEZs) of Cameroon, Equatorial-Guinea, Gabon, and the waters surrounding São Tomé and Príncipe.</li> <li>▶ Created the Multinational Coordination Centre (CMC) of Zone D in Douala, Cameroon, and outlined its organizational structure and responsibilities.</li> </ul>                   |
| 2013      | <p>Yaoundé Code of Conduct (ECCAS, ECOWAS &amp; Gulf of Guinea Commission (GGC))</p> <ul style="list-style-type: none"> <li>▶ <b>Proposed an International Coordination Centre (ICC/CIC).</b></li> <li>▶ <b>Stipulated that within 3 years of the effective date the ICC will transform the Code of Conduct into a binding multi-lateral agreement. [Not Yet Implemented]</b></li> <li>▶ Set out commitments for combatting 12 types of transnational organized crime in the maritime domain.</li> </ul>                                     |
| 2014      | <p>Integrated Maritime Strategy and Implementation Plan (Economic Community of West African States (ECOWAS))</p> <ul style="list-style-type: none"> <li>▶ Created Zones E, F, and G, with Zone E identified as the pilot zone.</li> <li>▶ Each ECOWAS state commits to ensuring that its law enforcement officials exercise authority according to the Strategy.</li> </ul>  |
| 2013-2016 | <p>ICC Founding and Organizational Documents (ECCAS, ECOWAS &amp; GGC)</p> <ul style="list-style-type: none"> <li>▶ The Yaoundé Memorandum of Understanding on maritime safety and security in Central and West Africa is the founding document which sets out the original duties and organization of the ICC.</li> <li>▶ Additional Protocol to the MoU on maritime safety and security in Central and West Africa.</li> <li>▶ The Final Communiqué, a restructuring document, references budget, activities, and organization.</li> </ul> |
| 2014      | <p>2050 Africa’s Integrated Maritime (AIM) Strategy (African Union)</p> <ul style="list-style-type: none"> <li>▶ The AIM provides a broad framework for the protection and sustainable exploitation of the African Maritime Domain for wealth creation.</li> </ul>   |

## 2 AN OPERATIONAL STRUCTURE FOR MULTI-NATIONAL COOPERATION



## 3 12 SPECIFIED TRANSNATIONAL ORGANIZED MARITIME CRIMES OF FOCUS

The West and Central Africa strategy contains a comprehensive regional maritime security framework to counter not only piracy and armed robbery against ships, but other illicit maritime activities as well.



## 4 REGIONAL LEADERSHIP WITH INTERNATIONAL SUPPORT

Functional Area	Objectives	International Support Programs
National Organization	<ul style="list-style-type: none"> <li>• Establish, as necessary, a national maritime security committee (Article 4)</li> <li>• Establish, as necessary, a national maritime security plan (Article 4)</li> <li>• Designate and communicate a national focal point (Article 11)</li> </ul>	IMO Table Tops, ASECMAR (France)
Legal Frameworks	<ul style="list-style-type: none"> <li>• Incorporate in national legislation, transnational crimes in the maritime domain (Article 15)</li> <li>• National policies and enabling legislation for embarked officer detachments (Article 9)</li> <li>• <b>National policies and enabling legislation for Privately Contracted Security Personnel (PCASP) operations (Article 5)</b></li> </ul>	UNODC Maritime Rule of Law Capacity Building Project
Legal Processes	<ul style="list-style-type: none"> <li>• <b>Prosecuting persons who have committed piracy or are reasonably suspected of committing piracy (Article 6)</b></li> <li>• Measures to repress IUU Fishing. (Article 8)</li> <li>• Transfer agreements for arrested pirates (Article 6)</li> </ul>	DG MARE (EU), AMLEP/Operation Junction Rain (US), Interpol-Project AGWE, France-NEMO, UNODC Maritime Rule of Law
Operational Capability	<ul style="list-style-type: none"> <li>• Intelligence gathering and sharing (ashore, at sea, national &amp; regional) (Article 13)</li> <li>• <b>24/7 operational command and authorization authority (Article 6)</b></li> <li>• Interdiction capability (equipment and specialized training) (Article 2)</li> </ul>	Germany/US support for Zone E, NAVAF Sea Vision, Operation Corymbe (France)
Maritime Situational Awareness	<ul style="list-style-type: none"> <li>• <b>Effective Maritime operations centers (Article 11)</b></li> <li>• Development of uniform reporting criteria for incidents of piracy (Article 12)</li> <li>• Development of national policy on regional information sharing (Article 2)</li> </ul>	APS-Obangame Express, MDAT-GoG (France/UK), Operation Corymbe (France)
Training and Development	<ul style="list-style-type: none"> <li>• Foster cooperation among maritime training institutions and research centers. (Article 14)</li> <li>• Establishment of standards of training and certification for security/law enforcement personnel (Article 14)</li> <li>• Sharing curriculum and course information (Article 14)</li> </ul>	France NEMO, EU-CRIMGO, ASECMAR (France)