

UNIVERSITY OF GHANA, LEGON

**LEGON CENTRE FOR INTERNATIONAL AFFAIRS AND
DIPLOMACY (LECIAD)**



**THE IMPLICATIONS OF MARITIME SECURITY IN THE GULF OF
GUINEA FOR GHANA'S TRADE AND COMMERCE**

BY

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(10939232)

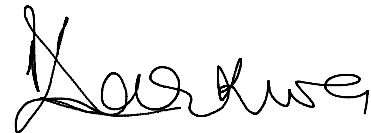
**THIS DISSERTATION IS SUBMITTED TO THE UNIVERSITY OF
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DEGREE IN INTERNATIONAL AFFAIRS**

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DECLARATION

I hereby declare that this dissertation is the result of an original research conducted by me under the supervision of Dr. Linda Darkwa and that apart from other works, which are duly acknowledged, no part of it has been submitted anywhere else for any purpose.



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20 October 2023



DEDICATION

I dedicate this work to God Almighty for his grace and mercy granted me throughout my study at the Legon Centre for International Affairs and Diplomacy (LECIAD).

I also dedicate this work to all loved ones who encouraged me throughout the course, especially my mother, Mrs Adelaide Obeng, and Miss Veneranda Nyarko, a sister like no other.



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LIST OF ABBREVIATIONS

AfCFTA	-	Africa Continental Free Trade Agreement
AGOA	-	African Growth and Opportunity Act
AIMS	-	Africa Integrated Maritime Strategy
AIS	-	Automatic Identification System
AU	-	African Union
CEMLAWS	-	Centre for Maritime Law and Security
ECCAS	-	Economic Community of Central African States
ECOWAS	-	Economic Community of West African States
EPA	-	Economic Partnership Agreement
EU	-	European Union
FDI	-	Foreign Direct Investment
G7++FOGG	-	G7 Group of friends of the Gulf of Guinea
GATT	-	General Agreement on Tariffs and Trade
GDP	-	Gross Domestic Product
GGC	-	Gulf of Guinea Commission
GMA	-	Ghana Maritime Authority

GoG	-	Gulf Of Guinea
GoGIN	-	Gulf of Guinea Inter-regional Network
GPHA	-	Ghana Ports and Harbour Authority
GSP	-	Generalized System of Preferences
ICC	-	International Chamber of Commerce
IMB	-	International Maritime Bureau
MDA	-	Maritime Domain Awareness
MDAT-GoG	-	Maritime Domain Awareness for Trade – Gulf of Guinea
MOCs	-	Maritime Operations Centres
MOWCA	-	Maritime Organization for West and Central Africa
NATO	-	North Atlantic Treaty Organization
NIMS	-	National Integrated Maritime Strategy
NTEs	-	Non-Traditional Exports
PRC	-	Piracy Reporting Centre
SIMSL	-	Steamship Insurance Management Service Limited
TEs	-	Traditional Exports
TIFA	-	Trade and Investment Framework Agreement
UK	-	The United Kingdom



UN	-	United Nations
UNCLOS	-	UN Convention on the Law of the Sea
UNCTAD	-	UN Conference on Trade and Development
US	-	United States of America
VBSS	-	Visit, Board, Search and Seizure
WTO	-	World Trade Organization
YAMSS	-	Yaoundé Architecture for Maritime Safety and Security



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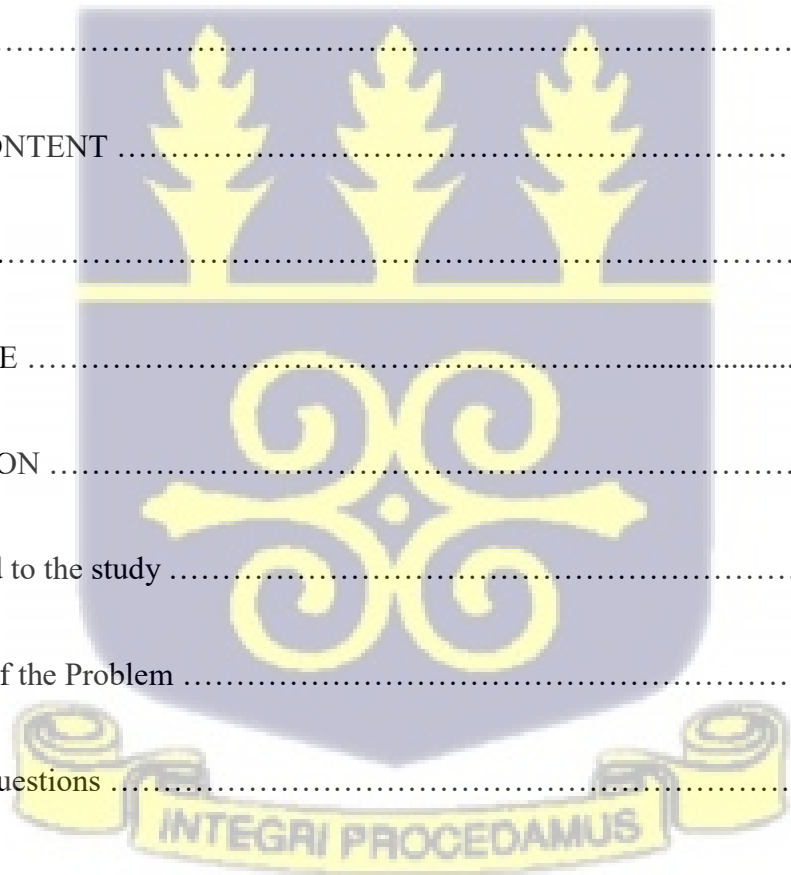
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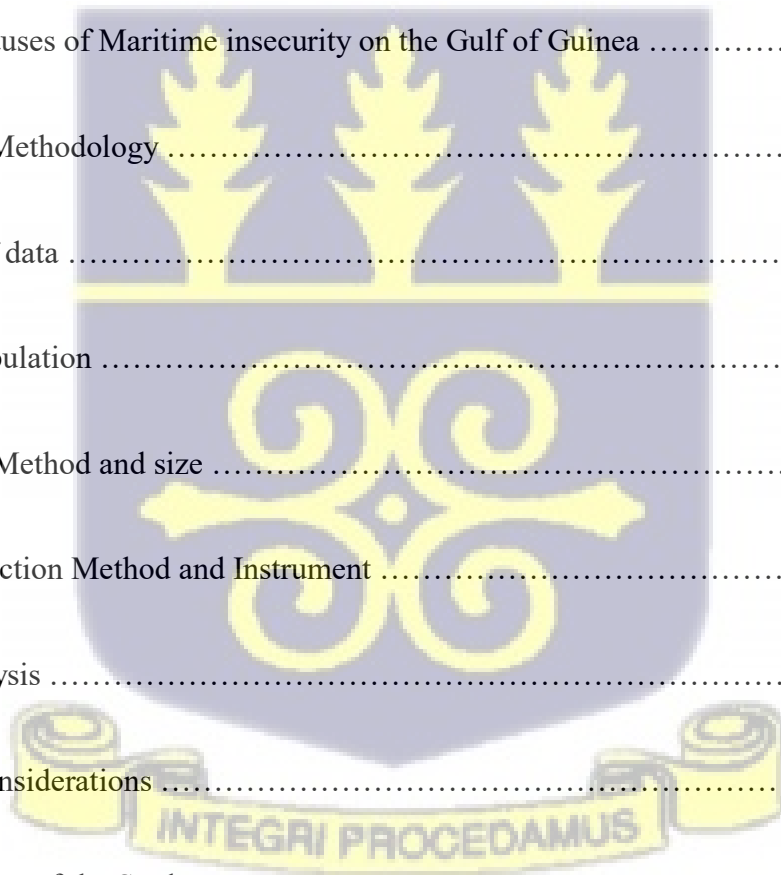


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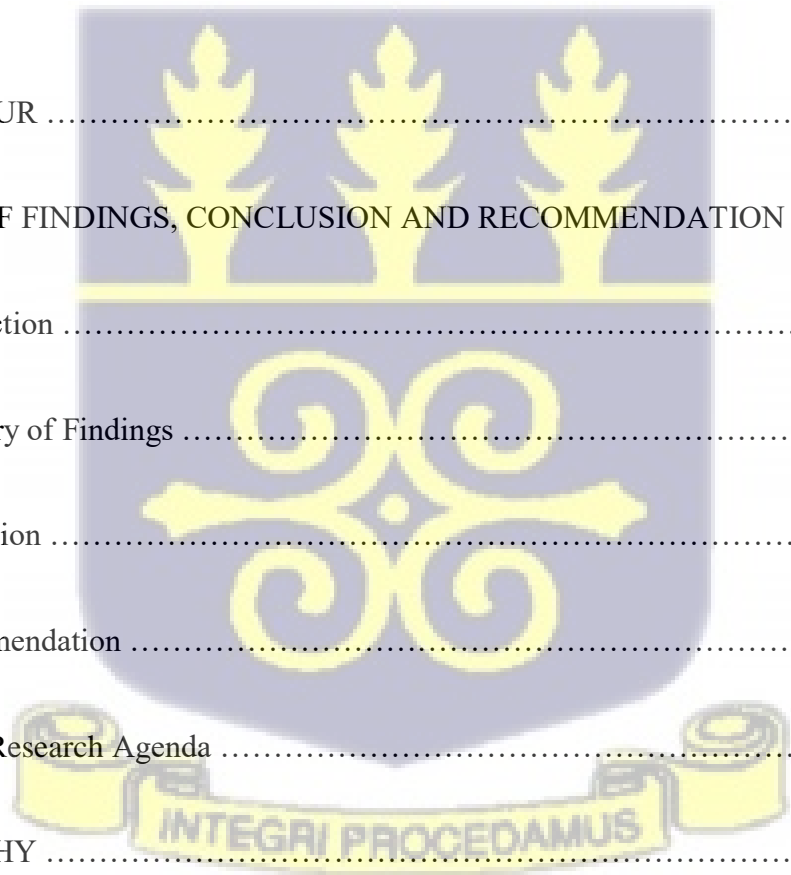
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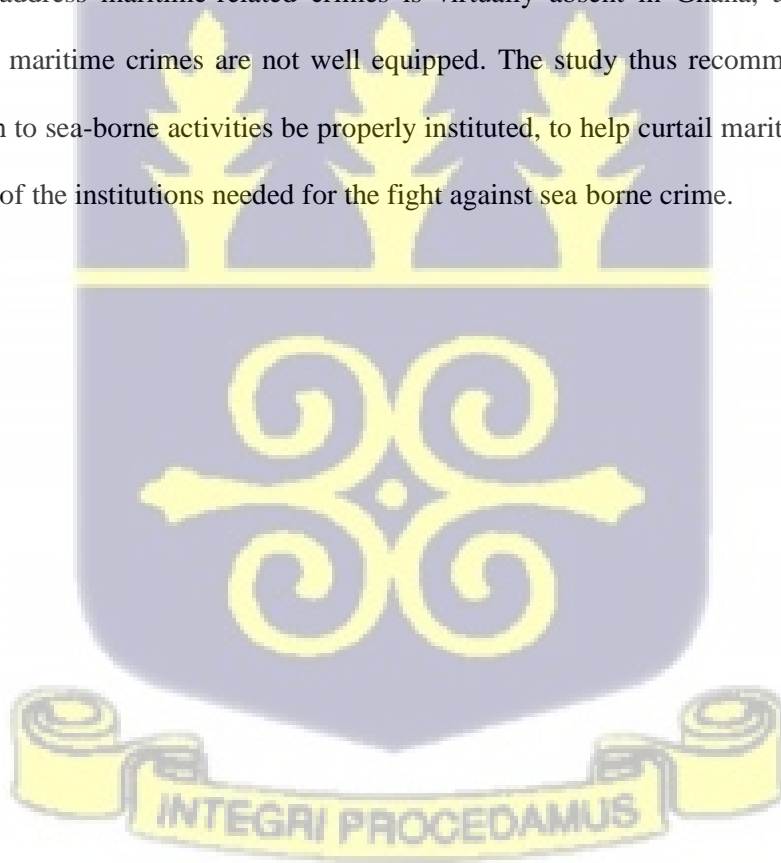


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ABSTRACT

The Gulf of Guinea holds significant importance in the realm of international trade, particularly in relation to global economic endeavours involving Africa. Guarantees for the safe transportation of products and services, is therefore a matter of importance for all individuals who utilise its services. Although there have been efforts to ensure the safety of the Gulf of Guinea as a passage for trading and commercial activities, some insecurity still persists. The study therefore considers maritime security in the Gulf of Guinea and why it still persists, with focus on Ghana, and how these insecurities affect Ghana's Trade and Commerce. The study used the Mixed Method Research Design. The Theory of Right Realism was used: a theory that stipulates that crimes become attractive when there is inadequacy, or lack of sanctions to deter people from perpetuating it. The research revealed that the legal system to address maritime-related crimes is virtually absent in Ghana, and the institutions intended to fight maritime crimes are not well equipped. The study thus recommends that the legal system in relation to sea-borne activities be properly instituted, to help curtail maritime insecurities, as well as retooling of the institutions needed for the fight against sea borne crime.



CHAPTER ONE

INTRODUCTION

1.1 Background to the study

The Gulf of Guinea (GoG) is an economic hub of both the West and Central African states as it lies between West and Central Africa (Abiodun & Dahiru, 2020). The Gulf of Guinea is undoubtedly an important resource for international trade due to it being strategically located between West and Central Africa” (Abiodun & Dahiru, 2020; Aning & Frimpong, 2022). Nevertheless, a study by Abiodun & Dahiru (2020, P. 79), revealed that a number of insecurity concerns such as piracy, terrorism, hostage-taking, kidnapping, illegal oil bunkering, illegal fishing among others is common in the Gulf of Guinea. These insecurity challenges are threats to international trade, as investments in security provision to ensure a safe trade route have to increase, and likewise the cost of insurance for vessels and their goods has to increase due to these threats, thus impacting negatively on international trade. For instance in the case of when the Gulf of Aden was classified as a war risk area by the Lloyd’s Market Association (LMA), the cost of war risk premiums increased significantly, from US\$500 per ship, per voyage to up to US\$150,000, also premiums paid on cargo transiting piracy regions increased from US\$25 to US\$100 in 2010.¹

According to the International Chamber of Commerce (ICC) International Maritime Bureau (IMB) (2022), the Gulf of Guinea has been categorised as a ‘hotspot’ for piracy in the world as it recorded 81 out of 195 incidents of piracy in the world. A report by the Stables Seas (2021) revealed that a total estimate of approximately \$5 million is paid annually as ransom to a number of Gulf of Guinea pirate gangs, especially to those from the Niger Delta who operate along the whole stretch of the Gulf of Guinea. This has been said to present an

¹United Nations Conference on Trade and Development (UNCTAD): Maritime piracy. Part I, 2014, no.1, pg. 18

indirect and direct cost of \$1.925 billion every year for twelve (12) Gulf of Guinea states and thus impacts trade significantly (Gulf of Guinea Piracy: Security Council Report, 2022).

A report by the ICC International Maritime Bureau (2022) on the incidence of piracy and armed robbery against ships globally shows an increase from 2017 (180 cases) to 2018 (201 cases), then a decline in 2019 (162 cases), a surge in 2020 (195 cases) and then a decline again in 2021 (132 cases). This clearly indicates that the fight against crimes at sea on the Gulf of Guinea has not seen sustainable improvement. Though reports from ICC International Maritime Bureau (2022) for 2022 shows a decline (115 cases), this was credited by the IMB to the presence of internal naval operations and cooperation with regional authorities. However, the Piracy Reporting Centre (PRC), has cautioned that threat to seafarers still exist as perpetrators remain violent and reports show evidence of many failed and successful kidnapping attempts in the last quarter of 2021 (ICC International Maritime Bureau, 2022).

Insecurity in the Gulf of Guinea has been a concern for the international community for a long time. Concerns emanate from the fact that no country in trade with West and Central Africa is immune to the security concerns on the Gulf of Guinea (Aning & Frimpong, 2022). For instance, Abiodun & Dahiru (2020, P. 90) mentioned that “more than 85 percent of the world’s goods and products are transported by sea; hence a secure maritime environment remains highly essential for the free flow of global trade”. Ukeje and Ela also assert that, “Given that over 90% of global freight is by sea” (Ukeje & Ela, 2013), insecurity in the Gulf of Guinea will result in higher cost for traders and the final consumers (Abiodun & Dahiru, 2020).

According to Abiodun & Dahiru, (2020, P. 80), “poor leadership and governance in Africa, corruption, deficiency in social and economic developments, unhealthy strive and competition for the control of the marine resources by the states in the Gulf region, and super foreign

powers” account for the insecurity on the Gulf of Guinea as these create opportunities for citizens to have access to arms and weapons among other factors.

Abiodun & Dahiru, (2020) mention that insecurity on the Gulf of Guinea leads to high cost of maritime insurance and hence affects the economy. Sackey et al, found out that various institutions provide Kidnap and Ransom coverage at varying premium rates. For example, Steamship Insurance Management Services Limited (SIMSL 2015) provides a Kidnap and Ransom premium up to a limit of 10 million US dollars. Similarly, the Swedish P&I Club set a limit of 30 million US dollars per incident or event.

Another major negative impact of this issue is the fear it creates for shipping companies and seafarers. People who work on ships now have to live in constant fear of piracy, hijacking, robbery at sea, among others anytime they travel. For instance, the ICC International Maritime Bureau (2022) indicated that globally there were 14 kidnapping incidents at sea in 2018, 21 in 2019, 22 in 2020, 40 in 2021 and non in 2022 yet.

1.2 Statement of the Problem

According to Bueger (2014, P.159), Maritime insecurity refers to threats among which are; maritime inter-state disputes, maritime terrorism, piracy, trafficking (such as narcotics, human, illicit goods, and arms/weapon), illegal fishing, environmental crimes, or maritime accidents and disasters. The argument then is, Maritime Security should be defined as the absence of these threats. Incidents of insecurity in the Gulf of Guinea have become a disturbing phenomenon not only for seafarers but also for shipping companies, exporters and importers, both at the national and the individual level. A review of extant literature shows that the international community became concerned about the increasing incidents of insecurity in the Gulf of Guinea since 2011 and concerns are yet to dwindle to date (Aning &

Frimpong, 2021; Bell, Huggins, Joubert, Okafor-arwood, & Eblede, 2021). Aning and Frimpong (2022, P.2) mentioned that “since the 1990s, the Gulf of Guinea states have focused their attention on mitigating land-based insecurities and have since the 1960s given minimum attention to maritime insecurities”.

Empirical literature on the subject today has revealed keen interest in Maritime security by academia and policymakers globally and in Africa lately. Germond (2015) posits that a number of studies have been devoted to some aspects of maritime insecurity. For instance, Barrios, in 2013 at the European Union Institute for security wrote a report on “Fighting piracy in the Gulf of Guinea- offshore and onshore” and why the international community should be concerned about it and assist in fighting the menace. Abiodun and Dahiru (2020) researched maritime security in the Gulf of Guinea focusing on how security intelligence can be used to fight the menace in order to reduce its effects on the Gulf of Guinea states. Germond (2015) studied “the geopolitical dimensions of maritime security” drawing attention to politics as a major cause of maritime security among other causes and explained how politics can also be used to reduce maritime insecurity. Other researchers such as Bell et al., (2021), Rubin and Eiran (2019), and Lukaszuk (2018) among others have also studied various aspects of maritime security at the global level, with less work having Ghana in focus. Aning and Frimpong (2022) who studied maritime (in)security in the Gulf of Guinea in relation to Ghana focused on the effects of the Covid-19 pandemic and its impact on maritime (in)security.

The concern for maritime security in the Gulf of Guinea for Ghana cannot be overemphasized. This is because Ghana depends heavily on its Blue Economy for its economic sustenance, and for the reason that, the Gulf of Guinea is the only Sea Trade Route to Ghana. VanDyck and Vrey (2022) for instance indicate that 70% of Ghana’s trade is carried out through the sea. According to Ghana Sea and Coastal Water Transport Market Report 2020, Ghana is a

gateway to the Gulf of Guinea and an important sub-regional transit trade corridor, thus a strategically important maritime trading hub. Ghana's sea, coastal and inland water transport system facilitates trade and plays a crucial role in the movement of passengers and goods. It further states that, the Tema port contains the largest container terminal in West Africa. Ghana's commercial ports collectively receive more than 3,000 vessel calls annually and handle around 85% of the country's total trade volumes.

Statistics by the Stable Seas Database (2020) on the incidents of piracy and armed robbery in the Gulf of Guinea indicate an increasing trend with a record high of 106 in 2020. Though these numbers reduced considerably in 2021 and 2022, which according to Aning and Frimpong (2022), could be attributed to the decline in trading activities due to Covid-19 Trade Restrictions; the impact of maritime insecurity on Ghana's trade and commerce may still be significant, since the Covid-19 trade restrictions have been lifted and more trading activities could be carried out in the immediate future.

Ghana is a signatory to various policies such as the Yaoundé Code of Conduct, meant for member states to share information on sea activities and fight maritime crime as a team. The team comprising of the member states as Angola, Benin, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Congo, Democratic Republic of Congo, Cote d'Ivoire, Gabon, The Gambia, Ghana, Guinea, Guinea Bissau, Equatorial Guinea, Liberia, Mali, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone and Togo. Furthermore, the security operatives of countries along the Gulf of Guinea, together with other international operatives, have been embarking on exercises to fight maritime crimes in the sub-region, with exercises such as Exercise Obangame Express, Exercise Flintlock, and Exercise Grantnimo, however the menace of sea crimes still persist.

A major challenge to addressing maritime insecurity in Ghana stems from the fact that significant attention is devoted to addressing insecurities occasioned by illegal actors who

engage in maritime crimes such as piracy, armed robbery at sea, kidnapping, illegal oil bunkering, illegal fishing, environmental crimes among others with little attention on the exploitation of loopholes by legal actors licensed to operate in the maritime domain – who may engage in illegal activities such as illegal oil bunkering, illegal fishing, and pollution of the sea.

The researcher is of the view that inadequate laws or lack of its application (if they are adequate enough), inadequate surveillance on the Gulf of Guinea and a lack of severe punishment for perpetrators could be some of the reasons why maritime crimes still persist. Furthermore, there are reports of licensed vessels who connive with criminals to do illegal activities such as illegal oil bunkering so that they sell the oil later and share profits in order to evade taxes, with such connivance applicable also to fishing vessels involved in what is termed “Saiko” in Ghana, (Fisheries Committee for West Central Gulf of Guinea, 2019). Another reason why maritime crimes still persist is because of tax evasion manoeuvrings by legal operators, and the human tendency of greed. Additionally, there are also reports of perpetrators who are caught but are left unpunished: For instance there was a report in June 2020 by Environmental Justice Foundation revealing that a fishing vessel, *Lu Rong Yuan Yu 956*, had been arrested again in May 2020 after previous arrest in June 2019. The report revealed that although the owners had been fined in October 2019, and had refused to pay, their license was still renewed for them to operate within the territory. This and other similar reports points to the problem of absence of exerting the necessary punishments to criminals, which if it were the case, could have served as deterrent to perpetrators and hence could have reduced these threats.

This study therefore seeks to find out why the problem of maritime insecurity still persist in the Gulf of Guinea despite numerous efforts at the global, sub-regional and local level to fight maritime crime, with focus on both legal and illegal actors. Additionally, the study seeks to

ascertain the impact of such maritime insecurity on trade and commerce in Ghana with the aim of proffering solutions that can reduce this insecurity, in order that Ghana may record improved benefits from trade over its seas with the rest of the world.

1.3 Research Questions

1. What policies and practices does Ghana use in mitigating crimes on the in the Gulf of Guinea?
2. Why is maritime insecurity still a major issue to be reckoned with in the Gulf of Guinea?
3. In what ways does maritime security on the Gulf of Guinea affect trade and commerce in Ghana?

1.4 Research Purpose

The purpose of this study is to find out why maritime crimes still persists in the Gulf of Guinea and what are its implications on Ghana's trade and commerce, and what could be done to avert the situation.

1.5 Research Objectives

This study will be guided by the following objectives;

1. To ascertain the current policy and practices of Ghana towards the fight against maritime insecurity in the Gulf of Guinea.
2. To comprehend why Maritime Insecurity still persist in the Gulf of Guinea despite the efforts globally, and locally to fight it.
3. To examine how maritime insecurity in the Gulf of Guinea affect trade and commerce in Ghana.

1.6 Scope of the Study

This study will be limited to security at sea and on the Gulf of Guinea excluding other waters used for transportation and trading purposes. There are different kinds of crimes at sea including piracy, terrorism, hostage-taking, kidnapping, illegal oil bunkering, robbery at sea, among others. The effects of these crimes extend beyond trade to cover safety of human life and political issues among others. This study will nevertheless place emphasis on the impact of these maritime crimes on trading activities in Ghana. This is because the study wants to single out Ghana and study the impact of insecurity in the Gulf of Guinea on Ghana's Trade and commerce in order that Ghana can ascertain the effects of this menace on its economy and do more to reduce insecurity in Ghana's waters. The study thus is limited to Ghana excluding other Countries bordered by the Gulf of Guinea.

The scope would cover the effects of maritime insecurity and its effects in the last ten (10) years.

1.7 Rationale of the Study

This study is important for a number of motives. First of all, security at sea is a major concern for all governments. This study seeks to address a problem that affects security of humans and goods. Hence, the results of this study could be useful for all heads of state concerned about the security of their territorial waters and nationals at sea. Secondly the study looks at how insecurity on the Gulf of Guinea affects trade and how it can be resolved. Therefore, the study's results will be of immediate benefit to all importers and exporters of all kinds of goods (i.e., pharmaceuticals, vehicles, chemicals, construction material etc.), shipping companies globally who use the Gulf of Guinea, oil companies who transport oil from one country to the

other as well as the Maritime institutions, such as the Navy, Marine Police and all institutions involved in ensuring security at sea. Furthermore, the study will expose the impact of maritime insecurity on trade in Ghana, which will be useful to the Ministry of trade for policy and decision making. Finally, the findings of this study will add to the body of knowledge on maritime security in the Gulf of Guinea and its impact on trade and commerce, hence serve as reference material for further studies.

1.8 Theoretical Framework

This study would be based on the theory of Right Realism. The theory originated in the 1970s propounded by James Q. Wilson and Ernst van den Haag. It developed as a critique of sociological theory which had failed to solve the problem of crime. The basis of Right Realism is a negative view of human nature (that people are naturally selfish and greedy). This aspect of human nature therefore needs to be subject to social controls and socialised into appropriate behaviour.

For Right Realists the solution to crime lies with Rational Choice Theory which has a lot in common with the 18th century philosophy concept of utilitarianism associated with Jeremy Bentham. Rational Choice Theory was developed by Clarke and Coleman (1980), and argues criminals will engage in crime if the benefits outweigh the costs. The solution is simple: increase the costs of crime, i.e., the ease of being caught and given tougher punishments, even if it involves capital punishment, and this would make crimes not appealing.

For the Right Realist, rising crime levels reflects ineffective and inadequate social control. This is because; Permissive attitudes allow self-indulgent and increase anti-social behaviour: Permissive attitudes includes negligence of duty, direct involvement of those with the power

of the whip, and a culture of indifference. For right realist, the result has been spiralling volumes of incivilities. This is best expressed in Wilson's 'Broken Window Thesis' in which he argues that minor incivilities, if unchecked, quickly lead to more serious crimes. For Wilson, society and its aspects are like 'Windows,' and if an aspect breaks down and left unchecked, it would consequently lead to the breakdown of the others and eventually the collapse of the entire social structure.

Another proponent of this theory is Charles Murray (1990), who argues that in every society there is the "Underclass," that is the few people who perpetuate crimes, and there comes an increase in the underclass when the law abiding citizens do not see the laws being implemented to the latter. In a sense, those crimes become attractive for them to engage in as well. Murray describes this as the driving out of the majority of law abiding citizens, and the confirmation of the behaviour of the Underclass.

An aspect of the approach of this theory is its pragmatic slant to the resolution of crimes. Like pragmatism, it deals with the adaptation of what is workable in the curtailment of crimes: Thus, an adaptation of stringent measures to make crimes unattractive.

Applying the Right Realism Theory to this research, one can assert that there seem to be effort globally as well as locally to curtail maritime crimes in the Gulf of Guinea, but the result does not seem to be efficient, as maritime crimes in the Gulf of Guinea seem to be on the increase. The researcher hold the view that, it appears that a lot of attention is given to criminals on the Gulf of Guinea with little to no attention given to legal actors who could be accomplices to the crimes on the Gulf of Guinea. This thus gives room for crime to thrive since the cost of the crime is to the good of the perpetrators. Furthermore it encourages others to get involved as the benefits outweigh the punishment. There is the need therefore for measures to evaluate why the existing attempts to fight these crimes have failed, and what necessary steps need to

be adapted to make maritime crimes in the Gulf of Guinea less attractive and eventually reduce it, if not entirely eradicated.

1.9 Literature review

The literature review analyses materials on the topic of maritime (in)security with its relation to Trade and Commerce on the Gulf of Guinea countries, with specific focus on Ghana. A comparison with other Gulfs, like the Gulf of Aden, shows that the Gulf of Guinea has become the hotspot for maritime crimes over the last decade. Although some allusions would be made from other regions, the aim is to find out how those situations are related or have an influence on the Gulf of Guinea situation. The review would be done along a thematic structure.

1.9.1 Definition of maritime Security

According to Pichon and Pietsch (2019), there is no universally accepted definition of Maritime Security, however it is traditionally taken from national defence policy, where the concept of maritime security connotes the safeguarding of national territory from attacks. Similarly, the term addresses issues relating to illegal dumping of toxic waste in territorial waters, issues of human trafficking, and issues of illegal fishing and other illegal economic related activities. For Klein (2015), maritime security, could be considered as the “*protection of a state’s land and maritime territory, infrastructure, economy, environment and society from certain harmful acts occurring at sea*”. The above authors make it clear that there is no definitive definition, however the concept of maritime (in)security is quite clear, as it connotes an unsafe maritime domain, either as a result of sanitation related or crime related.

1.9.2 Maritime Security over the years

Beuger and Edmunds (2017, P. 1295), posit that “throughout human history, the sea has been viewed as a zone of danger and insecurity. The sea tends to be understood as the stage for geopolitical power projection, interstate warfare or militarised disputes, as a source of specific threats such as piracy, or as a connector between states that enables various phenomena from colonialism to globalisation” (Beuger and Edmunds (2017, P. 1295). These authors hold the view that the sea becomes what their nations use them for. Thus if it is used for the good of trade and commerce, it would avail itself and likewise if it is allowed, criminals as well as legal actors could capitalize on it for their own selfish interest which would not be of benefit to the state.

Mwagiru Makumi (2004) opines “Globalization and its process have helped to dissolve the old borders; and it has opened up the international system in ways that were not earlier thought to be possible. Globalization has opened up new frontiers for international political relations and for the international political economy.” (Mwagiru, M, (2004, P. 134) Yadong Luo (2021) buttresses Makumi’s point that Globalization and its process, especially ‘Digital Globalization,’ have helped to dissolve the old borders; and it has opened up the international system in ways that were not earlier thought to be possible.

I agree with these Beuger and Edmunds, and Makumi that the sea has served as the platform for various phenomena which had been and could still be used for good to improve human lives, and it is dependent on how the sea is managed, which could open up the door of globalization and other related activities to help local economies. Event of these abound in history with Ports likes Alexandria of Egypt, during the Roman Empire, and also the Gold Coast serving as a port during Trans-Atlantic Trade and its unfolding history, till the construction of the Takoradi Harbour between 1919 to 1930 initiated by Sir Gordon

Guggisberg in August 1919. The sea, therefore, whenever it was kept safe provided the avenue for development along its path, through the promotion of international trade.

1.9.3 The importance of Maritime security

The importance of maritime security just like inland security cannot be overemphasized. Crimes such as “piracy, armed robbery at sea, illegal fishing, smuggling and trafficking, pose a major threat to maritime security in the Gulf of Guinea and ultimately to the economic development of the entire region” (Bell et al., 2021). The success of internal trade and commerce, in Ghana particularly, rely heavily on the Gulf of Guinea as it is a major means of transporting imported and exported goods, which brings in a lot of revenue to the State. According to Sanz (2022) more than 90% of the imports and exports are transported by sea. From Sanz’s point then, it could be deduced that the Gulf of Guinea is a vital resource in determining trade prospects not only for Ghana or Africa but the rest of the world. Putting Bell alongside Sanz then it could be said that a lack of proper security in the Gulf would go a long way to either reduce the volume of trade or increase the cost of conducting trade in the Gulf of Guinea, and consequentially affect Ghana’s trade and commerce.

Bueger and Edmunds (2017), also posit that “a significant number of states and other international actors place maritime security on their agendas”. A look at many governmental and intergovernmental strategies for maritime security published in the past decade reveals this priority according to Bueger and Edmunds (2017). These strategies consist of “those of the United States, United Kingdom, France, India, NATO, The European Union (EU) and African Union (AU)- as well as in multilateral statements such as the G7 declaration on Maritime security, and in the work of the annual International Our Ocean Conference on the theme” (Bueger and Edmunds, 2017, P.160). These authors thus try to make real the

importance of maritime security in the world as a whole, and in this case we can infer of its importance to Ghana.

1.9.4 The State of Maritime Security

Piracy according to Chiotis, (2022, P. 49) “is a global phenomenon that has been conducted for thousands of years.” The author suggests that piracy in the Gulf of Guinea has been a concern since the 1980s, this means that for nearly forty years piracy has existed on the Gulf of Guinea without much improvement endangering the lives of Seafarers who are the main victims of these crimes (Chiotis, 2022). In the view of Chiotis (2022, P. 58), “the ship-owners perspective is that seafarers are being treated as the sacrificial lamb of the systematic political and diplomatic failures that define counter piracy off the coast of West Africa”. Sanz (2022) posit that the Gulf of Guinea was the world’s most dangerous region for shipping in 2020 as according to the International Maritime Bureau’s (IMB) annual report on piracy, 95% of all hijackings took place in the Gulf of Guinea. Again Sanz (2022) mentioned that statistics show that nearly “half of the world’s hijackings took place in the Gulf of Guinea and was the only region where crew members themselves were hijacked” with fifty-seven sailors kidnapped. The kidnapers usually attack ships (freighters, oil tankers, fishing boats) with the aim of demanding ransom money from victims. Thus, considering Sanz’s information, trade within the region is mostly affected due to insecurity in the Gulf of Guinea. The kidnappings and ransom monies also mean huge cost of doing business for ships and freight forwarders. Sanz (2022, P. 1) mentioned that piracy in the Gulf of Guinea has evolved, turning a more dangerous turn from merely stealing goods to resell, to taking crew members hostage in order to demand ransom. This means high cost of insurance for businesses that either export or import their goods through the Gulf of Guinea.

The increase and evolution of maritime crimes in the Gulf of Guinea, could be viewed in line with what John Eck considers as Crime displacement Theory, which is the relocation of crimes from one place, time, target, offense, or tactic to another as a result of some crime prevention initiatives. According to Eck, Spatial displacement is by far the most commonly recognized form, and this could be seen to be the case in the Gulf of Guinea, where there has been a shift of maritime crimes from the Gulf of Aden, especially piracy, to the Gulf of Guinea. Eck, agrees with Thomas Repetto (1976) who identify five (5) crime displacements, namely: Temporal—offenders change the time at which they commit crime; Spatial—offenders switch from targets in one location to targets in another location; Target—offenders change from one type of target to another; Tactical—offenders alter the methods used to carry out crime; and Offense—offenders switch from one form of crime to another. Barr and Pease (1990) and Eck (1993) all agree to the fact that the shift usually is as a result of proper initiatives which makes the offenders adapt, either their “modus operandi” or “locus operandi.” This best explains what is happening in the Gulf of Guinea, with a shift from other regions.

1.9.5 Causes of Maritime insecurity on the Gulf of Guinea

The Gulf of Guinea and its insecurity problems have been caused by varied reasons, some being historical and others contemporary (Aning and Frimpong, 2022). The authors are of the view that bad governance practices as well as weak law enforcement is one of the main causes of maritime insecurity. Another cause of maritime insecurity is corruption as well as the mismanagement of natural resources by the Gulf of Guinea states and poor governmental policies. (Aning and Frimpong, 2022). Osaretin (2011, P. 188), asserts that “problems such as ethnic cleavages, social inequality and lack of patriotic culture are some of the root causes of

violence and conflicts that characterise the Gulf of Guinea”. A critical look at the causes of maritime insecurity indicates that if governments in the Gulf of Guinea states can better put policies and structures in place to provide jobs, better their economies and improve the standards of living of their populace, the problem of maritime security in the Gulf of Guinea and its effects on trade and commerce can be significantly reduced if not eradicated completely.

According to Chiotis (2022, P.58), piracy is the consequence of instability, anarchy, and lack of political will to fight crime. Sometimes this lack of political will emerges from legitimate actors involvement, that which Sabrina Puglisi (2021) identify as the three (3) Different Criminal Actors, namely: Accomplices – In most crimes, there are both principal(s) and accomplices. The former is the main actor of the crime while the latter are those who assist in the crime; Accessories – Similar to accomplices in that they intentionally help the principal commit the crime. However, one key difference is that accessories are usually not present at the crime; Conspirators – Two or more people who commit a crime are legally known as conspirators. Even though conspiracy is related to aiding and abetting, the agreement between the two is enough to make each conspirator a principal in the crime. The Gulf of Guinea case could be said to be having some of such cases, as there has been cases of external involvements that renders the fight unsuccessful.

From the above authors, it could be asserted that the security of the maritime domain is of much importance as it has numerous effects on the fortunes of a state, and in the case under consideration, the Gulf of Guinea as well as Ghana, thus the insecurity in the Gulf of Guinea has dire consequences on the trading activities of the states bounded by the Gulf of Guinea, especially Ghana.

1.10 Research Methodology

The researcher will use the mixed research approach, which involves the use of both the qualitative and quantitative methods. According to Caroline Bulsara (2015, p. 6), Mixed methods research is a methodology for conducting research that involves collecting, analysing, and integrating (or mixing) quantitative and qualitative research (and data) in a single study or a longitudinal program of inquiry. Creswell and Creswell (2018, P. 12), define “quantitative research is any form of research that relies on the usage of statistics as determination of research conclusion” while qualitative research “is a form of social research that stresses on the way of people interpret, and make sense of their experiences to understand the social reality of individuals” (Mohajan, 2018, P.24). Using the mixed method allows the researcher to benefit from the merits of both methods while eliminating the weaknesses of the two methods as well. This method will involve the collection of quantitative and qualitative data, which would then be analysed to ascertain the causes of crimes in the Gulf of Guinea, its impact on trade and commerce in Ghana, and how this can be minimised.

The study will employ the descriptive and cross-sectional research methods for conducting the study. The cross-sectional research design is a type of research where the researcher collects data only once (Seita, 2016). According to Nassaji (2015, P. 129), the aim of descriptive research “is to describe a phenomenon and its characteristics”. The descriptive study design is appropriate for this study because the aim of this study is to describe the implications of insecurity in the Gulf of Guinea on Ghana’s trade and commerce. The researcher also utilised the cross-sectional research design because for this study the findings can be obtained by when data is collected once. Moreover, it is less time consuming and cost-effective to use the cross-sectional research design. Hence, the research design for the study will be the descriptive and cross-sectional research design.

The reason for using this approach is because of the nature of the study in question, and the geographical stretch of the targeted population, spreading across three regions along the coast of Ghana, namely Volta, Greater Accra, and Western Regions of Ghana, the limitation of the time of the study, and how the data would be collected. This methodology is considered appropriate because using it does away with all the limitations associated with either the qualitative or the quantitative methodology used alone.

1.11 Sources of data

Data sources for this study are of two forms- primary and secondary data. Primary data will be collected on the field from Naval Officers, Sea men, Captains of ships, and Marine Police who have either witnessed or are well resourced with the knowledge in relation to crimes on the Gulf of Guinea. Secondary data on the other hand, refers to already existing data which will be obtained from journal articles, reports, online- publications, books and websites of the organisations such as the Ghana Maritime Authority, Ministry of Trade and Industry, among others. Qualitative data will be collected using interview method, where an interview guide will be used to ask respondents questions. Answers to these questions will be recorded and transcribed. Quantitative data will be collected using self-made questionnaires.

1.12 Target Population

The target population for the study includes Naval Officers, Captains of ships, and Marine Police in Ghana, who have either witnessed or are well resourced with the knowledge in relation to crimes in the Gulf of Guinea, as well as other agencies involved in the maintenance of serenity in Ghana's territorial waters.

1.13 Sampling Method and Size

Sampling in research is necessary to save time and cost as well as for populations that are large and practically impossible to use the entire population for the study. According to Majid (2018, P. 3), “sampling is a process that entails the selection of statistically representative sample from the population of interest”. Hence, a sample is a subset drawn from the population of interest to the researcher. Bhardwaj (2019), posit that there are two main types of sampling which are further divided into subtypes. These include probability sampling (Simple random sampling, stratified sampling, systematic sampling, cluster sampling, and multistage sampling), and non-probability sampling (purposive sampling, convenience sampling, snowball sampling and quota sampling) in the view of (Bhardwaj, 2019).

For this study, Purposive sampling, which is a non-probability sampling method will be used. Purposive sampling also known as deliberate or judgemental sampling is a type of sampling that is done according to the purpose of the study (Bhardwaj, 2019). Therefore, members of the sample who have experienced some crimes at sea and those who are knowledgeable about it will be deliberately included in the study. The researcher will use this method to sample 45 Naval Officers, 25 Sea men, 15 Marine Police, 5 Ghana Maritime Authority Personnel and 10 Captains of ships. Therefore, the sample size of the study will be 100 respondents. Out of these 100 respondents 20 of them will be interviewed to obtain in-depth knowledge on the subject matter. The researcher will use 20 respondents for the interview because it may be impossible to interview all 100 participants due to time constraints and their availability for the interview: This is because some of the participants who will respond to the questionnaires, will do it from different locations as the researcher will be using Google forms. Moreover, the 20 respondents will include representation from all the security services included in the study, hence interviewing all 100 respondents may not be necessary to ascertain the findings.

1.14 Data Collection Method and Instrument

Data for this study will be collected using a self-made questionnaire and an interview guide. The questions that made up the questionnaire and interview guide questions were informed by the literature reviewed by the researcher and guided by the objectives of the study. The reason is for the researcher to guide the data collection to suit the objectives of this research.

1.15 Data Analysis

After data is collected, quantitative data will be analysed using SPSS version 23.0 to establish findings while thematic analysis will be employed to analyse the qualitative data. The study findings will be presented using frequency tables, charts and percentages.

1.16 Ethical Considerations

In conducting this study, the researcher will take steps to ensure the study is done in an ethical manner, not going contrary to any scholarly ethical issues required in academic researches. Permission for data collection will be obtained where necessary and consent of respondents, as well as the confidentiality of their information or responses, will be taken seriously, particularly as this border on security.

Although the researcher is a Naval Officer, the researcher would try to minimize or avoid any biases and present information as obtained from data collected and avoid presenting personal opinions as findings for the study. The researcher's perceptions will be presented as assumptions or opinions and not that of respondents.

1.17 Organisation of the Study

This study will be systematized into four chapters. Chapter one comprises an introduction to the study. It is made up of the background to the study, the statement of the problem, research objectives, research questions, the scope of the study, the rationale of the study, theoretical framework, literature review, and research methodology. Chapter two: The Gulf of Guinea in international trade and commerce: The importance of Ghana in this trade. Chapter three: Maritime insecurity and its impact: Data interpretation and analysis. Chapter four entails a summary of the findings of the entire study, conclusion, and recommendations; for both implementation and for further research.



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CHAPTER TWO

THE GULF OF GUINEA IN INTERNATIONAL TRADE AND COMMERCE: THE IMPORTANCE OF GHANA IN THIS TRADE

2.0 Introduction

This chapter presents an overview of the role the Gulf of Guinea plays in international trade and the role Ghana plays in this Trade. It discusses in detail the benefits of international trade for Ghana, and the implications of maritime insecurity issues such as piracy, robbery at sea, terrorism, kidnapping, hostage-taking, and illegal oil bunkering on the Gulf of Guinea.

2.1 Importance of the Gulf of Guinea to International Trade.

Recent studies indicate that the oceans contribute more than a quarter (US\$24 trillion) of the world economy (US\$94 trillion), (Hoegh-Guldberg et al., 2015; OECD, 2016; Bax et al., 2021). The Gulf of Guinea is a crucial hub for shipping and transporting various products, such as oil, gas, and goods, to and from other parts of Africa (European Union, 2021). The Gulf of Guinea is an important resource for international trade for all Gulf of Guinea states and for countries that trade with the Gulf of Guinea states, as well as landlocked countries that rely on the Gulf of Guinea to get some trade activities done. Ali (2015, p 48) indicates that the landlocked States of the Gulf of Guinea also depend on the Gulf of Guinea for international trade and shipping activities which aids the economic growth and development of those countries. He further pointed out that the ports of Abidjan in Cote d'Ivoire, the Port of Duala in Cameroon, Lome in Togo, and Tema in Ghana, are the main ports for the landlocked countries.

2.2 Overview of Ghana's international trade and Commerce

International trade is an important requirement for economic development for any nation, Ghana being no exception (Yennu, 2018). Ibrahim and Haiyun (2019, P. 149) are of the view that “no particular country can produce all of the goods its citizenry needs”, hence, trading provides a variety of goods and services that a country needs and which when traded in would help increase the standard of living of the citizenry.

In Ghana, exports of commodities are divided into traditional (TEs) and non-traditional exports (NTEs). Traditional exports consist mainly of primary commodities or raw materials, including cocoa beans, minerals (gold, diamond, bauxite, and manganese), wood and fresh fish. Many other exports, such as handicrafts, aluminium products, and horticultural products (GEPC, 1986), are non-traditional exports (NTE) (Okyere, I., & Jilu, L. (2020). On the other hand, Ghana imports vehicles, cement, oil, medicines, medical equipment, rice, canned foods, wine, capital goods, just to mention but a few (Lloyds Bank, 2022). It will be noted that some of these imported items are not produced in Ghana hence trading in them becomes a necessity for Ghana, as these items are necessary for the daily activities of the citizens. It is a known fact that most of Ghana's international trade are done through the seas. According to the Ghana Sea and Coastal Water Transport Market Report 2020, Ghana's commercial ports collectively receive more than 3,000 vessel calls annually and handle around 85% of the country's total trade volume. Ghana thus, relies heavily on the Gulf of Guinea for transporting its imports and exports making the Gulf of Guinea an important element for Ghana's trade. According to Lloyds Bank, (2022, P. 1), Ghana's main clients for international trade are China, Switzerland, India, South Africa and the Netherlands”. Ghana buys largely from China, the United States, the United Kingdom, India and Belgium. 2022 Trade figures from World Trade Organization (WTO) and World Bank indicate that Ghana gained in excess of USD 23 billion dollars from its export while imports were valued at USD 22.13 billion, an

indication that Ghana's trade economy relies heavily on international trade, with over 48.8% in importation. Macrotrends 2023 presents export and import figures for Ghana from the year 2012 to 2021 as in the table below;

Table 1: Annual export and import figures for Ghana

YEAR	EXPORT	IMPORT
	Billions of US \$	Billions of US \$
2021	\$23.21B	\$22.13B
2020	\$14.51B	\$12.46B
2019	\$25.59B	\$26.91B
2018	\$22.51B	\$23.22B
2017	\$20.46B	\$22.15B
2016	\$17.52B	\$20.60B
2015	\$16.72B	\$21.09B
2014	\$15.47B	\$19.51B
2013	\$15.98B	\$22.19B
2012	\$16.66B	\$21.79B

Data Source: World Bank: World Development Indicators (2022)

International trade in the view of Ibrahim and Haiyun (2019), promotes specialization and efficiency in production which benefits both the country in question and the world. Investments from foreign countries to Ghana that bring about production for local consumption are also benefits obtained from international trade which well up to impact Ghana's GDP positively. For instance, some companies that source their raw materials from Ghana and export finished products to Ghana, actually set up companies in Ghana to avoid the

export and import charges and duties and take advantage of labour which is mostly cheaper in Ghana due to the exchange rate. Unilever, Blue Skies, Olam, just to mention but a few, are some of the companies that utilize this avenue. To add to that, international trade has brought about the adoption of best practice for businesses and the automation of manufacturing and some services such as banking, and insurance; the increased use of technology and improvement in the general way of doing business.

International trade has aided the development of emerging economies and promoted trade between them and developed economies, and likewise helped developed economies with market avenues. Boakye and Gyamfi (2017), assert that an increase in export will lead to an increase in economic growth mostly in developing countries. They hold that, in Ghana a 1% increase in export will lead to a 20.8% increase in economic growth. Yennu (2018), posit that some of the merits of international trade for Ghana has been faster economic growth, reduction in poverty, promotion of good governance and improved product qualities due to foreign competition (Yennu, 2018. P, 1). Another advantage of international trade worthy of note is the creation of jobs. A report by the United Nations Conference on Trade and Development (UNCTAD) shows that the most stable components of globalization have created over 53 million jobs worldwide which has beneficial effects on Ghana's economy as well as the economies of other developing countries. Though it is difficult to estimate the number of jobs created by international trade in Ghana, it can be said that a considerable number of Ghanaians work with organisations that produce for export, or import products for distribution. Again, the export of minerals such as gold, bauxite, diamonds oil, and food produce among others bring in Foreign Direct Investment (FDI) in these sectors, creating numerous jobs for Ghanaians. As Yennu (2018, P. 1), puts it "the relationship between international trade, globalization and poverty reduction comes predominantly from job opportunities created by foreign investment which create a considerable number of job

opportunities.” Multinational Corporations, who source for raw materials from Ghana for their industries abroad, sometimes take the initiatives to establish their companies in Ghana due to the advantages associated with establishing companies near sources of raw materials. These tend to create jobs for the indigenes as well as the country as a whole.

In fact, it can be said that international trade has impacted virtually every facet of the Ghanaian’s life and nearly all sectors of the economy, from medicine to agriculture, education to banking, just to mention but a few. The effects of international trade also have financial benefits for the economy in the form of import duties, taxes on goods to be sold among others, and these account for a major part of revenue for the Ghanaian economy.

2.3 Trade Associations and Ghana

Ghana has various Trade Agreements that guide her trading activities with several countries. The International Trade Administration (ITA)(2022) presents that “Ghana has bilateral Economic Partnership Agreement (EPA) with the European Union (EU) and an Interim Trade Partnership Agreement with the United Kingdom (UK) and Northern Ireland.” Ghana also has the Trade and Investment Framework Agreement (TIFA), Generalized System of Preferences (GSP) and African Growth and Opportunity Act (AGOA) with the United States (US). Ghana has been a member of the World Trade Organization since 1st January 1995, and a member of GATT since 17th October 1957. The goals of these trade agreements, which are beneficial to Ghana, cannot materialize if goods cannot be transported safely through the major international trade route, that is, on the Gulf of Guinea.

Lately, Ghana joined the treaty of the African Union to be a part of the African Continental Free Trade Area (AfCFTA). The AfCFTA was launched on January 1, 2021 with its secretariat in Ghana. It brings together 54 of the 55 member states of the Africa Union with

one of its goals to create a single market for goods and services while working on reducing tariffs on 90 percent of goods produced within the zone.

Being a member of the AfCFTA has “some positive implications for Ghana as the country is well-positioned to take advantage of growth opportunities in the global market” and increase its GDP (U.S Chamber of Commerce, 2021, P.1). Trade however, within African states also highlight the importance of the Gulf of Guinea and its security concerns. This is because most of the Central and Western African states such as “Angola, Benin, Cameroon, Cote d’Ivoire, Democratic Republic of Congo, Republic of Congo, Guinea, Equatorial Guinea, Guinea-Bissau, Gabon, Nigeria, Ghana, Sao Tome, and Principe, Togo and Sierra Leone” (Ghosh, 2021) are all situated along the Gulf of Guinea and the main means of transporting goods to these countries would be through the Gulf of Guinea. The AfCFTA is meant to increase the volume of trade between these countries, however an insecure sea trading route would be a challenge to such trades.

Kamal Deen Ali (2015, p 48) asserts the landlocked States of the Gulf of Guinea are equally dependent on the Gulf of Guinea for international trade and shipping which helps the economic growth and development of those countries. The main ports which are used to transfer goods to and from landlocked States are the Port of Abidjan in Cote d’Ivoire, the Port of Duala in Cameroon, the Port of Lome in Togo, and the Port of Tema in Ghana. It is as a result of such dependency on the Gulf of Guinea by its landlocked states that some agreements are entered into for easy movement of goods from the ports to these landlocked states. Example is Ghana and Burkina Faso’s agreement in 2017 to construct a railway line that will connect the major towns and cities along the corridor from the Tema Port in Ghana to Ouagadougou in Burkina Faso.

2.3.1 Maritime Protection Associations and Ghana

Chiotis (2021, P. 57) postulate that there are six organisations designed to counter maritime crime in the Gulf of Guinea which includes “Maritime Organization for the West and Central Africa (MOWCA), Maritime Domain Awareness for Trade – Gulf of Guinea (MDATGoG), G7² Group of friends of the Gulf of Guinea (G7++FOGG), Inter-Regional Network for the Gulf of Guinea (GoGIN)³, Economic Community of West African States (ECOWAS), and Economic Community of Central African States (ECCAS) organizations”. Chiotis is of the view that the combined efforts of these organisations has resulted in impressive initiatives and plans to fight insecurity in the Gulf of Guinea and hence trade protections for the Gulf of Guinea member states, Ghana inclusive. Besides what Chiotis has mentioned, there is also the Gulf of Guinea Commission, established by a Treaty signed in Libreville, Gabon, on 3 July 2001, and the Yaoundé Architecture for Maritime Safety and Security (YAMSS), all aimed at ensuring security at sea, especially in the Gulf of Guinea.

Exercise Obangame Express and Operation Flintlock, are some of the exercises and operations put in place to fight maritime crime in the region. Exercise Obangame Express for instance “focuses on building capacities in Benin, Cote d’Ivoire, Ghana, Nigeria and Togo to counter more effectively all forms of maritime-based crime in the Gulf of Guinea (United States Africa Command, 2023). Operation Flintlock “intends to strengthen the ability of key partner nations in the region to counter violent extremist organisations, collaborate across borders, and provide security for their people, while respecting human rights and building trust with civilian populations (United Nations Africa Command, 2023, p. 1). Operation

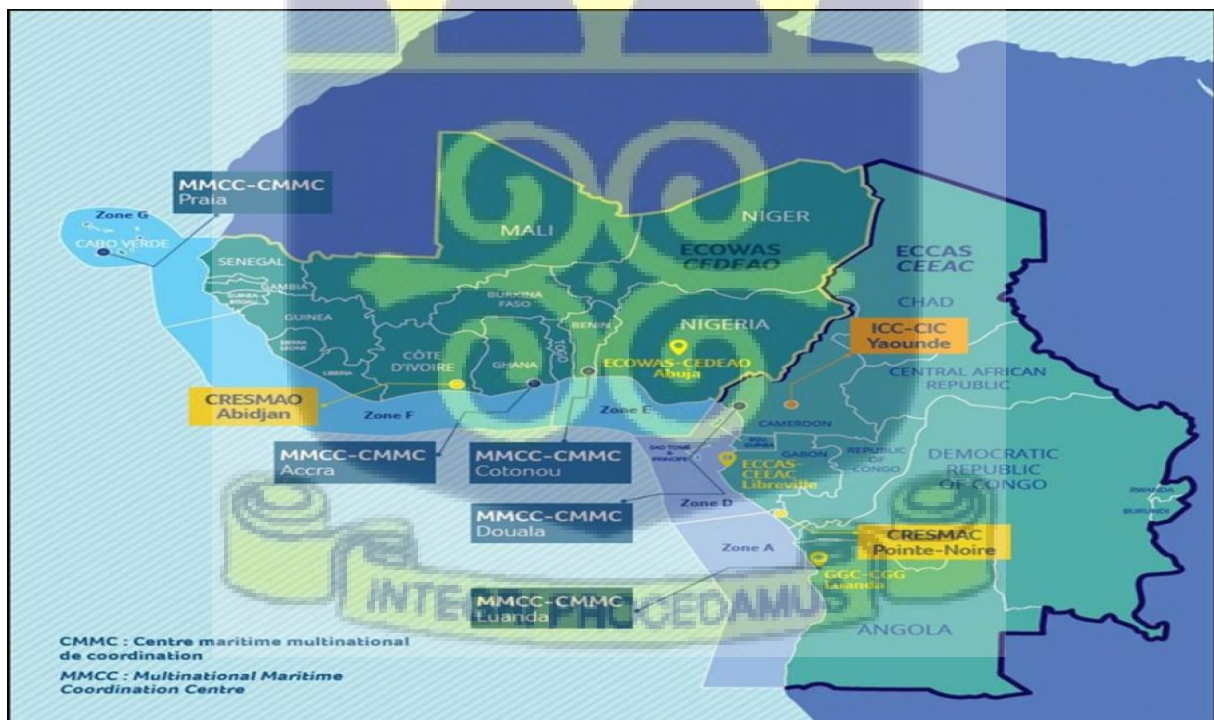
² G7 (Great Seven) countries are, Canada, France, Germany, Italy, Japan, the UK, and USA

³ This is made up of Angola, Benin, Cameroon, Cape Verde, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo

Flintlock is conducted by U.S special Operations Command Africa with one scheduled for Ghana and Cote d'Ivoire from March 1-15, 2023 (United Nations Africa Command, 2023).

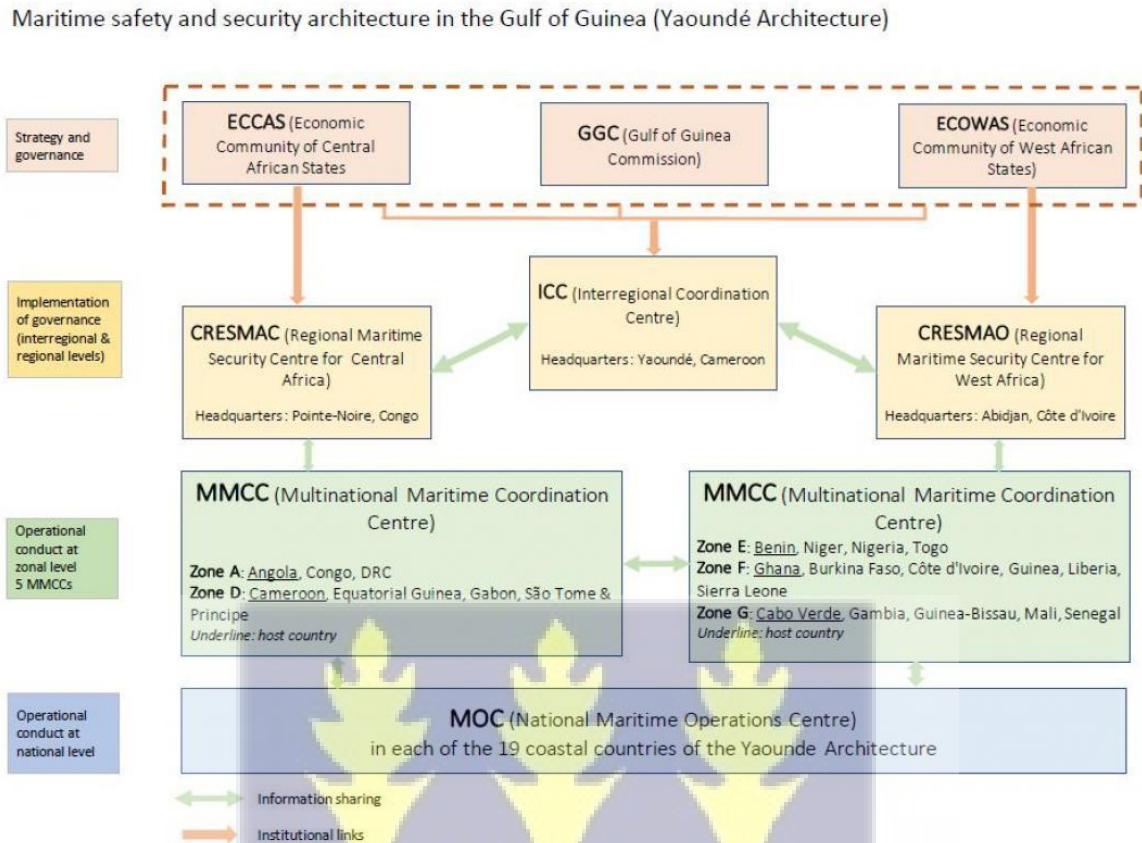
The Yaoundé Architecture for Maritime Safety and Security (YAMSS) has its aim to “inform, coordinate action, strengthen laws and close down areas of vulnerability” in the Gulf of Guinea and reports show that their activities are yielding some progress as some crimes are being avoided due to this exercise (Dryad Global, 2020, P. 1). Since the YAMSS came in force in 2013, there has been some level of reduction in crimes like piracy and armed robbery; however, other crimes like illegal fishing, human trafficking, maritime pollution, illegal arms and drug trafficking, illegal oil bunkering amongst other still persist in the Gulf of Guinea. The nature of some of such crimes is that it takes more than surveillance machines to detect, and so if legal vessels are involved, they go unnoticed.

Figure 1: The Yaoundé Architecture



Source: EU: GoGIN

Figure 2. The Yaoundé Organogram



Source: EU: GoGIN

2.4 Ghana and the Gulf of Guinea

Ghana is a coastal country along the Gulf of Guinea in West Africa. The land has a total area of 238,540 km² (92,101 mi²) and a total coastline of 539 km (334.9 mi). Van Dyck and Vrey are of the view that like many other coastal African countries, Ghana depends significantly on its blue economy for income, employment and food. (Very and VanDyck 2022) The proceeding sub-topics would expose us to the relationship, especially economic, that exist between Ghana and the Gulf of Guinea.

2.4.1 Importance of Ghana to the Gulf of Guinea Trade

Given the importance of the Gulf of Guinea to the maritime trade with Sub-Saharan African countries, by Africa and even the rest of the world, all countries along its path would be considered important to the success of the International trade on the gulf of Guinea. Ghana as one of the coastal countries along the Gulf of Guinea is thus important as well. Information from the Ghana Ports and Harbour Authority shows that on regular basis, Burkina Faso, Mali and Niger use the Tema, GPHA Transit Terminal for their sea borne trades. The Southern Africa Freights News Agency on 1st December 2020, named the Tema harbour in Ghana as the largest in West and Central Africa by its volume of trade, an assertion which is confirmed by Van-Dyck and Very (2022). Again with the expansion of the Takoradi Port, a project partly funded by African Development Bank Group, and IBISTEK GHANA LIMITED (IbisTek), with concessions agreement (2017), Ghana could in future become the sea port hub for the entire West Africa sub-region.

2.4.2 Importance of Gulf of Guinea to Ghana's GDP

Ali (2015) stated that the case for many other developing economies of the Gulf of Guinea States derive a substantial part of their Gross Domestic Product (GDP) from the export of cash crops and mineral resources, and in recent time an increase in the trade of non-traditional products like pineapples, pawpaw, mangoes and others For Ghana, a 2019 report by the Gulf of Guinea Institute in International Maritime Working group revealed that “the maritime industry is the backbone of the Ghanaian economy” (Gulf of Guinea Maritime Institute, 2019). The report emphasized the importance of the maritime economy and mentions the oil

and gas industries and fishing industry as major contributors to Ghana’s GDP whose resources are obtained from the Gulf of Guinea and transported for trade through same.

VanDyck and Vrey (2022) states that “the oil and gas sector has generated over \$4 billion in revenue since commercial operations began in 2010” while about 10% of Ghana’s workforce is employed in the fishing sector, which also accounts for 4.5% of the country’s GDP.

Microtrends(2022) in their report mentioned that Ghana’s international trades contributed significantly to the country’s GDP. The table below indicates international trades’ contribution to Ghana’s GDP

Table 2: Annual International Trade to GDP

Ghana Trade to GDP		
Year	Trade (% of GDP)	Annual Change
2021	58.43%	19.91%
2020	38.52%	-38.31%
2019	76.82%	8.87%
2018	67.96%	-2.59%
2017	70.55%	2.67%
2016	67.88%	-8.64%
2015	76.52%	12.68%
2014	63.84%	3.08%
2013	60.76%	-32.41%
2012	93.17%	6.87%

Data Source: World Bank: World Development Indicators (2022)

2.4.3 Maritime Security and Ghana's trade and commerce

Maritime security according to Haruna, (2020, P. 211) “is the process of maintaining stability in the international system on, over, under and from the sea”. It is the combination of preventive and responsive measures to protect the maritime domain against threats and international unlawful acts (Haruna, 2020). Maritime security “includes the protection of maritime trade resources, utilization, environmental protection and jurisdiction of accountable authorities” (Haruna, 2020, P. 210). In the view of Haruna, (2020), the need for maritime security and development in Africa has grown over the past decade, especially after records of crimes indicate an increasing trend in attacks on vessels in the Gulf of Guinea.

According to Bell et al., (2021), the estimates of financial impact of piracy and armed robbery in the Gulf of Guinea have revealed high cost to maritime transportation. One of such cost related to this is the high cost charged by insurers due to the security issues on the Gulf of Guinea (Bell et al., 2021). The cost of anti-piracy measures also increases trade cost as well as security measures such as the hiring of armed guards or security escorts which also translate into higher freight rates and additional security fees (Bell et al., 2021). Bell et al., (2021, P.1) suggest that “piracy-related business expenses impact government revenue earned through transoceanic trade. They also indirectly raise the cost of goods imported to the Gulf of Guinea and make the Gulf of Guinea exports less competitive in the global market”.

2.4.4 The need for Maritime Security and Ghana's Action toward its Achievement

Maritime security is necessary because it affects every facet of the economy: Trade, health, agriculture, mobility, education, manufacturing, job creation, among others. According to Haruna, (2020, P. 210) maritime security “is essential for maintaining the flow of revenues from oil and gas which have the potential to contribute significantly to development in the

livelihoods of many African people”. A review of literature reveals that African countries particularly the Gulf of Guinea states like Ghana benefit immensely from the Gulf of Guinea, not only as a means of transportation but also from fishing and oil reserves. Scholars like Ali, Haruna, and Chiotis, all agree to this assertion. The need for securing the Gulf of Guinea is therefore a necessity as its contribution to the economy of African states and other continents that trade with Africa cannot be overemphasized.

For trade with Gulf of Guinea states to be successful maritime security is vital because it borders on safety of crew members as well. A report by the Internal Maritime Bureau (2022) on global maritime crimes indicates that between January to September 2022, 85 vessels were boarded globally, 4 of them were attacked and one was hijacked in a year that the Bureau recorded the lowest number of attacks in a decade. Out of this number, 27 crew members were taken hostage, 6 were assaulted and 5 threatened (Internal Maritime Bureau, 2022). The report also shows that globally 40 bulk carriers, 23 tankers, 10 container ships and 16 others were attacked, an indication that bulk carriers and tankers (oil) are the main targets for maritime crime perpetrators. Out of the total incidents reported, 13 of them were reported for the Gulf of Guinea which comes after South Eastern Asia (48 incidents), and South America (18 incidents). Though the Bureau said incidents report for the 2022 show significant improvement in the fight against maritime insecurity in the Gulf of Guinea in the last 10 years, there is still room for a lot of improvement as the lives of Seafarers, and goods being transported ought to be safe and the crime perpetrators are likely to increase their activities once the fight against these crimes dwindles.

It is quite obvious that given the importance and size of the Gulf of Guinea, it is beyond the capacity of any country or even the Gulf of Guinea countries alone to solely ensure the security of the Gulf of Guinea. Kamal Deen Ali (2017) holds the view that cooperation with neighbouring countries as well as other international bodies is essential to the maintenance of

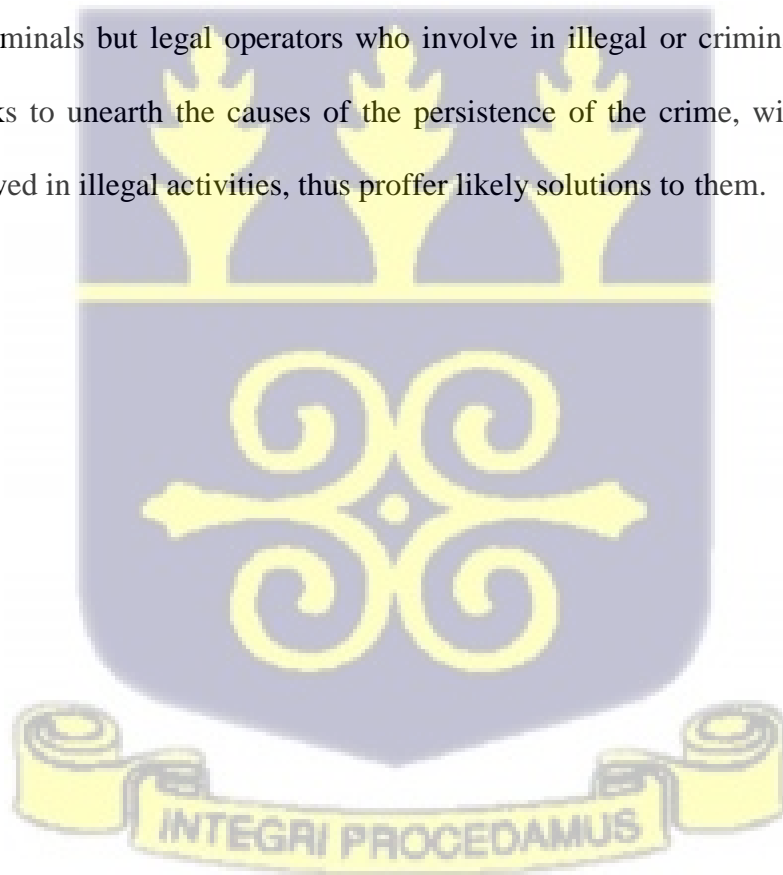
the security of the Gulf of Guinea. The crimes in the Gulf of Guinea are varied and costly; hence a number of regional organisations are working on ensuring maritime security. These include “Economic Community of West African State (ECOWAS), the Economic Community of Central African States (ECCAS), the Maritime Organization of West and Central Africa (MOWCA), International Maritime Bureau (IMB), International Maritime Organization (IMO) and the Gulf of Guinea Commission (GGC)” (Haruna,2020, P. 210).

Van-Dyck and Vrey (2022, P. 1), posit that like other Gulf of Guinea states, Ghana faces significant challenges in the Gulf of Guinea which includes “ocean dumping, piracy, stowing away, drug and human trafficking, smuggling of arms, blue cyber threats and illegal, unreported and unregulated fishing” however, piracy and oil bunkering is key amongst the list. These crimes are also known as blue crimes (Van-Dyck & Vrey, 2022). To fight this menace, Ghana has developed a comprehensive National Integrated Maritime Strategy 2040 (NIMS) which is couched out of the Africa Integrated Maritime Strategy 2050(AIMS). The aim of this strategy is to ensure that by 2040, Ghana’s maritime space will be safe and secure with a thriving blue economy that benefit every Ghanaian. The National Integrated Maritime Strategy (NIMS) entails six strategy objectives that put emphasis on Safety, Security, Maritime environmental protection, Blue economy development, Capacity building and Cooperation, provides a Framework for Implementation and Sustainability. The implementation includes calls for the allocation of resources funded from the national budget. The strategy has been in operation since 2016. It was drafted after consultations with state agencies and departments; local private entities, including those with fisheries and environmental interests; commercial and non-commercial maritime actors; experts and international partners; among others. It was developed with support from the Centre for Maritime Law and Security (CEMLAWS) and the United Nations Office on Drugs and Crime with funding from Denmark.

CONCLUSION

From the above it could be asserted that the Gulf of Guinea is very important to the economies not only of the African States bounded by it, but all countries that trade in one commodity or the other on the Gulf of Guinea, either by bringing in goods or taking goods away. Major international trading powers like China, US, UK, France, and others use that sea route either for importation or exportation. Also, given the strategic position of the Gulf of Guinea it would be vital to the success of the AfCFTA when the AfCFTA becomes fully operational. It is therefore important that the Gulf of Guinea become very safe for trade, commercial, and other important activities.

Although efforts are being made, reports indicate that more needs to be done, not only focusing on criminals but legal operators who involve in illegal or criminal activities. This paper thus seeks to unearth the causes of the persistence of the crime, with focus on legal operators involved in illegal activities, thus proffer likely solutions to them.



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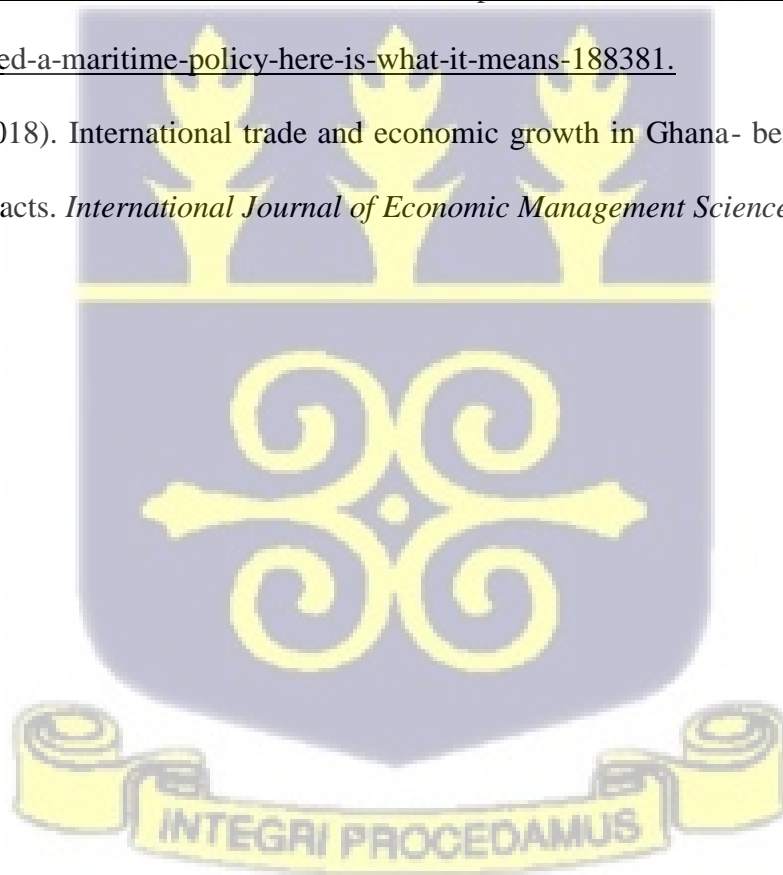
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CHAPTER THREE

MARITIME INSECURITY AND ITS IMPACT:

DATA INTERPRETATION AND ANALYSIS

3.0 Introduction

This chapter examines why maritime crimes still persists in the Gulf of Guinea and its implications on Ghana's trade and commerce. The study's objective is broken down in great depth in this chapter. It focuses on the analyses of data, as well as the discussions and interpretation of the findings. The demographic characteristics of participants are well presented in this chapter to give the scope of the respondents. In all a total of 99 out of a 100 targeted respondents responded to the self-made questionnaire, and 15 out 20 people targeted were interviewed. The respondents were from the Ghana Fisheries Commission, Ghana Maritime Authority, Ghana Navy, Marine Police Unit of the Ghana Police Service, Captains and Sea-men of shipping and fishing vessels. Thorough discussions have been made using the numerical data as well as the interview information gathered.

3.1 Statistical Demographic Characteristics of Respondents

The data was obtained from questionnaires administered to one hundred (100) respondents consisting of 49 Naval Officers, 31 Sea Men, 10 Marine Police, 5 Ghana Maritime Authority Personnel and 9 Captains of Ship. Out of the 100 respondents involved, the study had a rate 99% of response. Statistical Package for the Social Sciences (SPSS V.23) version was used to produce the data. The following analysis displays and uncovers the replies received from the field survey's recovered questions.

The age, sex, educational level and number of years of service of respondents is presented in Table 3 below.

Table 3: Demographic Characteristics of Respondents

Indication		Frequency	Percentage
Sex	Male	90	90.9
	Female	9	9.1
	Total	99	100.0
Age	20 – 29 years	9	9.1
	30 – 39 years	82	82.8
	40 – 49 years	8	8.1
	Total	99	100.0
Highest Educational level	SSCE/WASSCE	7	7.1
	Diploma/HND	22	22.2
	First Degree	61	61.6

	Masters	9	9.1
	Total	99	100.0
Number of Years at Service	Less than a year	5	5.1
	1-5 years	32	32.3
	6-10 years	33	33.3
	Over 10 years	29	29.3
	Total	99	100.0

Field Survey: April, 2023

3.2 Current Policy and Practices of Ghana towards the Fight Against Maritime Insecurity in The Gulf of Guinea

As expressed in chapter (1) One, Ghana together with its international partners has attempted to combat maritime crimes. The Table 5 below provides summary statistics for a survey of individuals' opinions on policies and practices used by Ghana to fight insecurity and crimes in the Gulf of Guinea. The survey asked two questions, on a dichotomous questionnaire with a

Yes or No answer. The table below shows the number of respondents (N), the mean, and the percentages.

Table 4: Current Policy and Practices of Ghana Toward the Fight Against Maritime Insecurity in The Gulf of Guinea

Characteristics	N	Yes	No
		%	%
Are there any <i>policies</i> in place (in Ghana) to fight insecurity in the Gulf of Guinea	99	57.6	42.4
Are there any <i>practices</i> to fight insecurity (crimes) in the Gulf of Guinea?	99	90.9	9.1
Total	99	100	100

Field Survey: April, 2023

The Table 4 above points to the fact that with regards to the practices much is being done but an average effort is put in with regards to policies. This goes to confirm what was identified in the interviews.

An operative from the Ghana Navy Special Boat Squadron asserted,

“Ghana has developed many strategies, both at the international and local levels, to prevent crimes in the Gulf of Guinea. Some of the policies and efforts include International cooperation, Maritime Domain Awareness (MDA) and Coastal and Maritime Security Task Force. Ghana is a signatory to a number of international treaties and efforts targeted at combating crimes in the Gulf of Guinea. The Yaoundé Code of Conduct, the African Union's Maritime Security and Safety Agenda for Africa, and the United Nations Convention on the Law of the Sea (UNCLOS) are, but a few examples”.

A personnel of the Ghana Maritime Authority also informed,

“The Ghana Maritime Authority (GMA) has also built an MDA system to improve the country's maritime domain surveillance and monitoring. The system employs a number of technologies, including Radar, Automatic Identification System (AIS), and Satellites in this surveillance and monitoring activities. Ghana has also formed a Coastal and Maritime Security Task Force to improve maritime security and responsiveness. The task force is made up of several security services, including the Ghana Navy, Ghana Police Service, Ghana Immigration Service, and the Ghana Revenue Authority's Customs Division. These policies and initiatives have helped Ghana to make progress in combating crimes on the Gulf of Guinea. However, more efforts are needed, especially in enhancing international cooperation and addressing the root causes of maritime crimes in the region.”

A Naval Commander revealed that:

“The Gulf of Guinea is the sea area from Senegal down to Angola. Currently there is a regional level programme to fight maritime crime in the Gulf of Guinea. They are ECOWAS and ECCAS (Economic Community of Central African states). They use the Yaoundé Code of Conduct, which is part of an architecture to share information with member states to help them collaborate to bring security in the Gulf of Guinea, combating all sort of crimes at sea. With this Yaoundé Code of Conduct all members report to the International Information centre which is in Yaoundé, Cameroon. Under the ECOWAS and ECCAS, each costal state is under one Maritime Operation Centre (MOCs) based in the country. Like I said, this framework is for information sharing.”

Another naval personnel also pointed out that:

The architecture, the essence of the Yaoundé code of conduct is for information sharing. Simply because the sea is very vast and we cannot have naval forces in every region or everywhere on the sea at the same time. So, what happens is that, if there is something happening in your region you have to share that information with naval forces along the coast so that those with capacity for them and the requisite platform can be tasked to tackle it. So, the bedrock of the Yaoundé code of conduct is information sharing. Without information sharing we are blind. Another key thing is training. Training of maritime operatives on how to share information, how to use the necessary equipment is also, key. Without training you might have the equipment but you might not be able to use it to fight maritime crime because you lack the expertise.

From the above so far it could be said that the exquisiteness of the Yaoundé code of conduct is that it receives support from the International Community. The provisions of the Yaoundé code of conduct include: Collaboration and cooperation among security services and maritime stakeholders such as the Fisheries commission, the Environmental Protection agency, and the Narcotics control board, Information sharing among member countries in the same zone and between zones, and at the international level improves Capacity building for the security agencies of the Gulf of Guinea states. Moreover, prior to the implementation of the Yaoundé Code of Conduct, countries could not pursue pirates beyond their waters, however, this code of conduct has given the opportunity to member states to go beyond their borders to pursue criminals when it becomes necessary, and hand the pursuit over to the territory when necessary.

An Officer in charge of Naval Intelligence and boat operations revealed that:

“The Yaoundé Code of Conduct is like the umbrella and under the umbrella we have two branches the Regional Maritime Security Centre for Central Africa, (CHRISMACC), and then we have the CHRISBROWN which stands for Regional Maritime Security Centre for West Africa”.

Under these separate umbrellas, there are Multinationals. Under the CHRISMACC we have the Maritime Coordination Centres which are MOCs. Ghana for instance, has five(5) MOCs and Nigeria has Thirty-six(36). So, MOCs report incidence to the regional quarters and their regional quarters report to the headquarters which is the International Coordination centre in Cameroon.

Furthermore, another personnel from the Ghana Maritime Authority stated:

“Ghana employs surveillance systems to monitor the sea and report suspicious activity. We have 5 surveillance centres at the following locations: Afloa, Tema, Sekondi Takoradi, Half Assini (New Town) near the Ivorian Border and in Accra”.

A Marine Police also indicated that:

Ghana being the host country for Zone F has established the Zone F facility being the setup of five MOCs and these are working pretty well to prevent maritime crime in the Gulf of Guinea. We also collaborate with the Ghana Navy sometimes to handle some crimes sea.

A Naval officer also pointed out:

“There are some joint operations and courses or study we undertake with neighbouring partners to help combat crime at sea for our mutual interest. We get support from our sister partners such as Burkina Faso, Code D’Ivoire, Guinea and Liberia. The Exercise Ogbangame Express has been around for the past 10 years and Ghana has been hosting the Ogbangame Express for the past three years. We saw massive improvement in Maritime Crime combat in 2021. Apart from the Ogbangame Express, we also have Exercise Flintlock which is a US sponsored multinational maritime exercise to combat piracy”

An Officer in charge of Naval Intelligence and boat operations also revealed that:

“The sea is very vast; you cannot be everywhere at every time. So, we have maritime operation centres (MOCs) in collaboration with neighbouring countries to monitor crime and detect suspicious activities, and then the Naval ships are informed so they can investigate. Ghana depends on Home Land Security, Interpol and other international crime fighting organisations to help its crime combat at sea as well.”

From the above, it could be deduced that virtually nothing of a Ghanaian policy is mentioned by the respondents. They all allude to international policies and agreements to which Ghana is a partner as the policy used in the combat of maritime crimes. However the practices are quite noticeable from the data as well as the responses to the interview.

3.3 Maritime Insecurities in the Gulf Guinea

A report by the Internal Maritime Bureau (2022) on global maritime crimes indicated that between January to September 2022, 85 vessels were boarded⁴ globally, 4 of them were attacked and one was hijacked in a year that the Bureau recorded the lowest number of attacks in a decade. Out of this number, 27 crew members were taken hostage, 6 were assaulted and 5 threatened (ICC: Internal Maritime Bureau, 2022). The report also shows that globally 40 bulk carriers, 23 tankers, 10 container ships and 16 others were attacked, an indication that bulk carriers and tankers (oil) are the main targets for maritime crime perpetrators. Out of the total

⁴ Boarded is to get onto a ship

incidents reported, 13 of them were reported for the Gulf of Guinea which comes after South Eastern Asia (48 incidents), and South America (18 incidents).

Addressing marine insecurity in the Gulf of Guinea necessitates a multidimensional strategy that targets the underlying causes, develops governance, improves law enforcement capacities, and encourages regional collaboration and international support. However, despite all these efforts, maritime insecurity still persists. From the previous sub-topic, it is observed that there are quite a number of practices to curtail maritime insecurities in the Gulf of Guinea. Thus the multidimensional strategy is not observed, all is skewed towards practises. However, since there is much practice, the pragmatist school would have held the view that the praxis is quite better than the mere policy formulation, yet the problem still persist. The table 4 provides summary statistics for a survey of individuals' opinions on why maritime insecurities still persist in the Gulf of Guinea despite efforts globally, and locally to fight it. The survey provided a dichotomous question with a Yes or No answer. The table below shows the number of respondents (N) and the percentages from the respondents.

Table 5: Maritime Insecurities in the Gulf Guinea

Characteristics	N	Yes	No
		%	%
Do you believe there are enough efforts made to fight maritime crimes?	99	57.6	42.4

Are there are enough laws to fight maritime crimes?	99	38.1	61.9
Would you say that the laws (available) are enforced to the latter?	99	77.6	22.4
Do you believe legal maritime actors (eg. Captains of ships, licensed vessels, etc.) are sometimes accomplices in maritime crimes (eg. Illegal Oil bunkering)?	99	44.4	55.6
Do you assume that law-enforcing agencies could abet in the perpetuation of maritime crimes?	99	27.5	72.5
Total	99	100	100

Field Survey: April, 2023

From the table above it is quite observable that respondents hold the view that efforts are being made, yet the needed laws for the fight are inadequate. The response also indicated that if much laws had been in place, its implementation would have been effective. Another twist in the study was to know if there are legal actors, like licensed vessels, maritime security operatives could be involved in the illegalities to cause the perpetuation of the crimes. The

responses present a view, although there could be some involvement, it is not as much as could compromise the entire fight against maritime crimes.

The interviews also inveterate that which has been observed in the data above;

According to a personnel from the Ghana Maritime Authority,

Unlike other neighbouring countries, Ghana does not have laws to prosecute perpetrators of these crimes. Criminals caught are left to go free because no judge has laws with which they can punish them. When naval officers catch criminals at sea, they are handed over to the Marine Police to prosecute them. However, because we do not have laws to prosecute them, they are not able to get these criminals punished.

A Marine Police confirmed the above that:

Ghana does not have a law to prosecute perpetrators of maritime crimes. In the sub-region, I understand it is Nigeria and Togo who [sic] have such laws. So, if the navy or police should arrest somebody who has committed maritime crime within Ghana's territorial waters, you cannot charge the person, since we do not have specific maritime criminal offences law with which we can charge the person and bring them to court. I understand some laws like that are in the pipe line but we do not know when such laws will come in force in Ghana. Because no judge can prosecute you unless it is written in the law. So, we are all keeping our fingers crossed waiting for the law to be made and to serve as deterrent to maritime crime perpetrators.

A variety of reasons have hindered Ghana's efficacy in fighting maritime crimes, one of the reasons being, lack of enough resources and capability within the law enforcement and judicial institutions to adequately enforce laws and prosecute offenders.

An Officer in charge of Naval Intelligence and boat operations revealed that:

Though the Yaoundé Code of Conduct was signed in June 2013, most of the Gulf of Guinea countries did not start implementing its provisions, requirements and practices until they were called back, and challenges such as funding was resolved and then they were encouraged to implement its provisions and practices. These are some of the reasons why maritime crime is still on the high until its drastic reduction recently. Just like any new project the Yaoundé code of conduct also took some time to implement.

Another naval officer indicated that

Even the Yaoundé architecture and code does not have the power to sanction. It has helped in the monitoring of activities at sea but does not have the apparatus to execute punitive measures against criminals at sea.

It is evident that the difficulties of prosecuting marine crimes, due to lack of laws and funding for implementation have created substantial obstacles for law enforcement and the legal system.

With regards to legal operatives, the Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 defines Maritime Transport Operator' as any person by whom or on behalf of whom a contract for the transport of goods or persons by sea is concluded with a

shipper or a passenger. There are also the maritime security operators which includes besides the Navy, all personnel who are involved in what is termed the Visit, Board, Search, and Seizure (VBSS) operations, namely, the Marine Police, the Immigration, the Fisheries Commission, and others. All of the above constitute the legal actors within the maritime domain. In wanting to know the involvement of these actors in the perpetuation of maritime crimes, the following are some of the responses received;

A personnel from the Fisheries Commission said that:

Often the licensed fishing vessels catch some unallowable catches and sell them to the canoes or even sell the bigger fishes to them very cheap since if they bring it to the harbour; they would have to pay taxes on them. This is the Saiko you probably might have heard of.

Several personnel across the operators confirmed this assertion above.

It was also observed from the information collected that some “interesting” crimes occur at sea; one of such is Prostitution at sea. On this, a Marine Police indicated that:

It has been observed and some arrests have been made. Usually the boats or canoes that go at night to pick the 'Saiko,' carry some young ladies on-board and give them to the Chinese to sleep with them, so as to reduce the prices they would have to pay for the fishes. I hope you know that some of the vessels stay at sea for three (3) months and beyond.

When some interviewees were asked what could be the reason for the legal actor's involvement in the perpetration of the crimes, some alluded to the lack of serious sanctions in place to fight against them.

A Naval officer stated that:

Sometimes we let them go because even if we bring them to shore they go scot-free. Why then do I waste my time, board a vessel, and bring criminals to shore, hand them over to the marine police, and only be told later that they are not doing anything wrong. I better patrol pass them and not burden myself about their activities. I know it is wrong, but there should be a motivation for my struggle.

From the findings, respondents are of the view that greater efforts should be made to combat maritime crimes and that there are not enough laws in place to combat such crimes. Respondents are also of the view that present rules are followed, even if it is not to the later. This is an indication that if there were enough laws, intended to address specific crimes at sea, then its application could have been to a higher level, which would have then gone ahead to reduce further the maritime crimes observed within Ghana's territory on the Gulf of Guinea. They also hold the view that lawful maritime actors could be complicit in maritime crimes. Legitimate operators therefore need to be monitored as they are sometimes complicit in the crimes. Respondents are also not sure that law enforcement authorities may aid in the continuation of maritime crimes. In sum, respondents agree that more needs to be done to prevent maritime crimes.

3.4 The Impact of Maritime Insecurity in The Gulf of Guinea on Ghana's Trade and Commerce

The Gulf of Guinea's maritime insecurity has had a considerable influence on Ghana's trade and commerce. Maritime insecurity as earlier established, brings with it high cost of doing business and this could also the case in the Gulf of Guinea. Ghana obviously would not be

spared as the insecurity could have a considerable effect on its trade and commerce, as it could result in higher insurance premiums for shipping businesses operating in Ghana. This could raise the cost of conducting business and make it less appealing to international investors. The impact of maritime insecurity on Ghana's trade and commerce could also be detrimental to foreign investors. Investors are frequently unwilling to invest in nations with high levels of insecurity, which can restrict economic progress even more.

Table 6 provides summary statistics for a survey of individuals' opinions on the impact of maritime insecurity in the Gulf of Guinea on maritime transportation, insurance fees, anti-piracy measures, goods transportation, international business, and illegal oil bunkering in Ghana. The survey asked six questions, each on a 5-point Likert scale ranging from 1 (strongly agree) to 5 (strongly disagree). The table shows the number of respondents (N), the mean, and the standard deviation for each question. Questions such as "Maritime insecurity in the Gulf of Guinea has resulted in high cost of maritime transportation" recorded (M=1.84:SD=.934), "Maritime insecurity in the Gulf of Guinea has resulted in high insurance fees for freight" had a score of (M=1.73:SD=.712), "Anti-piracy measures such as hiring of armed guards or security escorts results in high freight cost for shippers which makes the cost of transporting goods high" had (M=1.76:SD=.591), "There are instances where some goods will not be transported by sea because of insecurity in the Gulf of Guinea" (M=2.08:SD=.791), "Some countries have refused to do export and import business with Ghana because of crimes on the Gulf of Guinea" scored (M=3.27:SD=.667) while the question "Ghana is constantly at risk of losing oil to criminals at sea through oil bunkering" had (M=3.12:SD=.907).

The mean scores for the six statements range from 1.73 to 3.27. The statement with the lowest mean score is "Maritime insecurity in the Gulf of Guinea has resulted in high insurance fees for freight" (mean = 1.73, SD = 0.712), indicating that respondents generally disagreed with

this statement. The statement with the highest mean score is "Some countries have refused to do export and import business with Ghana because of crimes on the Gulf of Guinea" (mean = 3.27, SD = 0.667), indicating that respondents generally agreed with this statement. The standard deviations for the mean scores range from 0.591 to 0.907, which suggests that there is some variability in the responses to each statement. However, the standard deviations are generally small, which suggests that the responses are relatively consistent.

Overall, the data suggests that respondents perceive maritime insecurity in the Gulf of Guinea to have a negative impact on Ghana's trade and commerce. Specifically, respondents are concerned about the high cost of maritime transportation and the risk of losing goods to criminals at sea. Additionally, some respondents believe that the crimes on the Gulf of Guinea have led to a loss of business opportunities for Ghana with other countries.

Table 6: The Impact of Maritime Insecurity in The Gulf of Guinea on Ghana's Trade and Commerce

Characteristics	N	Mean	Std. Deviation
Maritime insecurity in the Gulf of Guinea has resulted in high cost of maritime transportation.	99	1.84	.934

Maritime insecurity in the Gulf of Guinea has resulted in high insurance fees for freight.	99	1.73	.712
Anti-piracy measures such as hiring of armed guards or security escorts results in high freight cost for shippers which makes the cost of transporting goods high.	99	1.76	.591
There are instances where some goods will not be transported by sea because of insecurity in the Gulf of Guinea	99	2.08	.791
Some countries have refused to do export and import business with Ghana because of crimes on the Gulf of Guinea.	99	3.27	.667
Ghana is constantly at risk of losing oil to criminals at sea through oil bunkering.	99	3.12	.907
Average Scores	99	2.3	0.767

Field Survey: April, 2023

A frequency distribution of the above questionnaire is as follows in the table below:

Table 7: Frequency Distribution for How maritime insecurity in the Gulf of Guinea impact trade and commerce in Ghana

Questions	SA	A	N	D	SD
Maritime insecurity in the Gulf of Guinea has resulted in high cost of maritime transportation.	42(42.4%)	41(41.4%)	6(6.1%)	10(10.1%)	-
Maritime insecurity in the Gulf of Guinea has resulted in high insurance fees for freight.	42(42.4%)	42(42.4%)	15(15.2%)	-	-
Anti-piracy measures such as hiring of armed guards or security escorts results in high freight cost for shippers which makes the cost of transporting goods high.	32(32.3)	59(59.6%)	8(8.1%)	-	-

There are instances where some goods will not be transported by sea because of insecurity in the Gulf of Guinea	24(24.2%)	46(46.5%)	26(26.3%)	3(3%)	
Some countries have refused to do export and import business with Ghana because of crimes on the Gulf of Guinea.	13(13.1%)	48(48.5%)	38(38.4%)		
Ghana is constantly at risk of losing oil to criminals at sea through illegal oil bunkering.	5(5.1%)	17(17.2%)	41(41.4%)	-33(33.3%)	-3(3%)

Field Survey: April, 2023

From the above, for the question "Maritime insecurity in the Gulf of Guinea has resulted in high cost of maritime transportation," 42 individuals (42.4%) strongly agree, 41 individuals (41.4%) agree, 6 individuals (6.1%) are neutral, and 10 individuals (10.1%) disagree. No individuals strongly disagree. The results suggest that a majority of respondents perceive a high impact of maritime insecurity on the cost of maritime transportation, as 83.8% of respondents agree or strongly agree.

For the characteristic "Maritime insecurity in the Gulf of Guinea has resulted in high insurance fees for freight," 42 individuals (42.4%) strongly agree, 42 individuals (42.4%) agree, 15 individuals (15.2%) are neutral, and no individuals disagree or strongly disagree. The results suggest that a majority of respondents perceive a high impact of maritime insecurity on insurance fees for freight, as 84.8% of respondents agree or strongly agree.

For the characteristic "Anti-piracy measures such as hiring of armed guards or security escorts results in high freight cost for shippers which makes the cost of transporting goods high," 32 individuals (32.3%) strongly agree, 59 individuals (59.6%) agree, 8 individuals (8.1%) are neutral, and no individuals disagree or strongly disagree. The results suggest that a majority of respondents perceive a high impact of anti-piracy measures on the cost of transporting goods, as 91.9% of respondents agree or strongly agree.

For the characteristic "There are instances where some goods will not be transported by sea because of insecurity in the Gulf of Guinea," 24 individuals (24.2%) strongly agree, 46 individuals (46.5%) agree, 26 individuals (26.3%) are neutral, and 3 individuals (3%) disagree. No individuals strongly disagree. The results suggest that a majority of respondents perceive a high impact of maritime insecurity on the decision to transport goods by sea, as 70.7% of respondents agree or strongly agree.

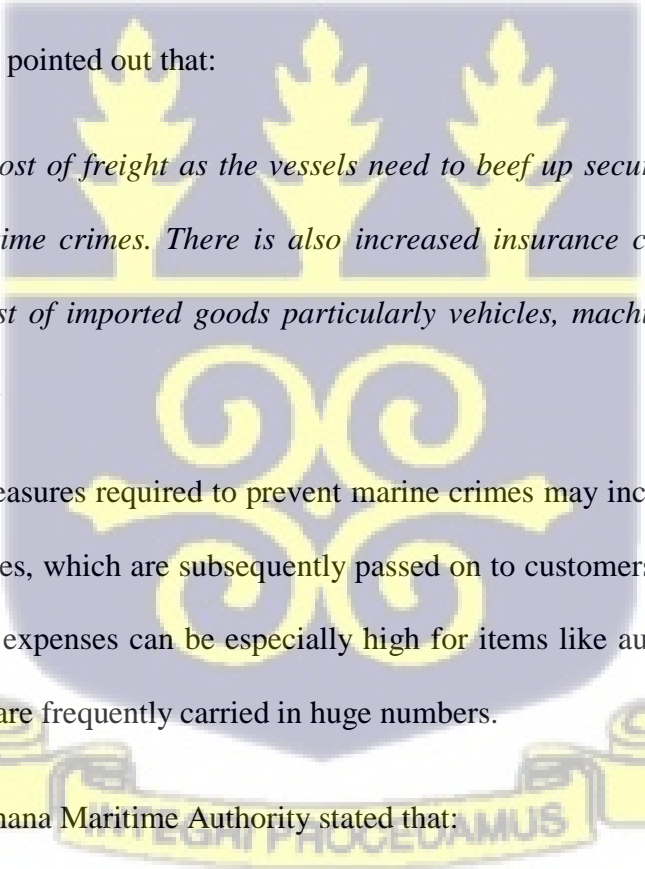
For the characteristic "Some countries have refused to do export and import business with Ghana because of crimes on the Gulf of Guinea," 13 individuals (13.1%) strongly agree, 48 individuals (48.5%) agree, 38 individuals (38.4%) are neutral, and no individuals disagree or strongly disagree. The results suggest that a majority of respondents perceive a high impact of maritime insecurity on Ghana's export and import business, as 61.6% of respondents agree or strongly agree.

For the characteristic "Ghana is constantly at risk of losing oil to criminals at sea through illegal oil bunkering," 5 individuals (5.1%) strongly agree, 17 individuals (17.2%) agree, 41 individuals (41.4%) are neutral, 33 individuals (33.3%) disagree, and 3 individuals (3%) strongly disagree. The results suggest that there is no clear consensus among respondents regarding the impact of maritime insecurity on the risk of losing oil through oil bunkering, as 58.3% of respondents are either neutral or disagree.

Overall, the frequency distribution table indicates that respondents perceive a high impact of maritime insecurity in the Gulf of Guinea on Ghana's trade and commerce.

The interviewees also concord with the above;

A Naval Commander pointed out that:



It increases cost of freight as the vessels need to beef up security in order to prevent maritime crimes. There is also increased insurance cost which also impact on cost of imported goods particularly vehicles, machines, crude oil, among others.

Increased security measures required to prevent marine crimes may incur additional expenses for shipping businesses, which are subsequently passed on to customers in the form of higher freight prices. These expenses can be especially high for items like automobiles, machinery, and crude oil, which are frequently carried in huge numbers.

A Personnel at the Ghana Maritime Authority stated that:

Illegal oil bunkering is a crime where vessels intercept pipelines and sell the fuel. They don't sell the fuel at the right channels. Hence, taxes will be evaded which affects the Ghanaian economy.

A Personnel from Fisheries Commission was of the view that:

Illegal fishing also destabilises the food security of the country. Illegal fishing reduces the fish stock. Some vessels work in our waters and catch the fingerlings which reduce fish stock in the future.

In summary, maritime instability in the Gulf of Guinea has had a considerable impact on Ghana's trade and commerce, resulting in shipping interruption, revenue loss, increased insurance costs, lower oil output, and a negative impact on foreign investment.

The findings from the above are in line with extant literature. For instance, estimates of the financial effect of piracy and armed robbery in the Gulf of Guinea have showed a large cost to marine traffic, according to Bell, Huggins, Benson, Joubert, Okafor-Yarwood, and Ebiede (2021). Another expense associated with this is the high premiums imposed by insurers as a result of security concerns in the Gulf of Guinea (Bell et al., 2021). Not to mention the cost of anti-piracy measures such as employing armed guards or security escorts, which result in increased freight rates and extra security expenditures (Bell et al., 2021). Piracy-related business expenses impact government revenue earned through transoceanic trade," write Bell et al. (2021) Haruna (2020) also reveals that marine security is critical for preserving the flow of money from oil and gas, which have the ability to greatly contribute to the improvement of many African people's livelihoods.



3.5 Recommendations on How Ghana Can Effectively Fight Maritime Crimes

To address the major challenges of fighting marine crimes, A Naval Commander suggested that:

Fighting maritime security is not a one man show, we need collaboration both internally and externally to fight it. Internally, we need collaboration with Agencies such as the Environmental Protection Agency (EPA) because of oil spillage in the Gulf of Guinea; Narcotics Control Board because of drug related crimes and the Fisheries Commission because of illegal fishing, and of course the Marine Police. For external or international collaborations, we need collaborations between ECOWAS and ECCAS member states, Collaboration between maritime stakeholders, collaboration among the European Union, the United Nations and the United States.

The Officer in charge of Naval Intelligence and boat operations opined that:

Ghana's law enforcement capabilities must be strengthened, including increased funding for the Ghana Navy, Ghana Maritime Authority, and Ghana Police Marine Unit. This entails equipping law enforcement agents with contemporary equipment and technology, as well as training and capacity-building.

Although Ghana follow some practices in combating marine crimes, it may be necessary to examine such practices and put in place proper legislation in order to produce a multifaceted framework which is required to address the root causes of maritime insecurity in the Gulf of Guinea, strengthen governance, increase the effectiveness of law enforcement, and foster regional cooperation and make meaning of international assistance.

A staff from the Ghana Maritime Authority suggested that:

Ghana should seek greater international support and assistance to combat maritime crimes, including technical assistance, training, and capacity-building programs.

Ghana can successfully combat marine crimes and improve maritime security in the Gulf of Guinea area by putting these ideas into practice.



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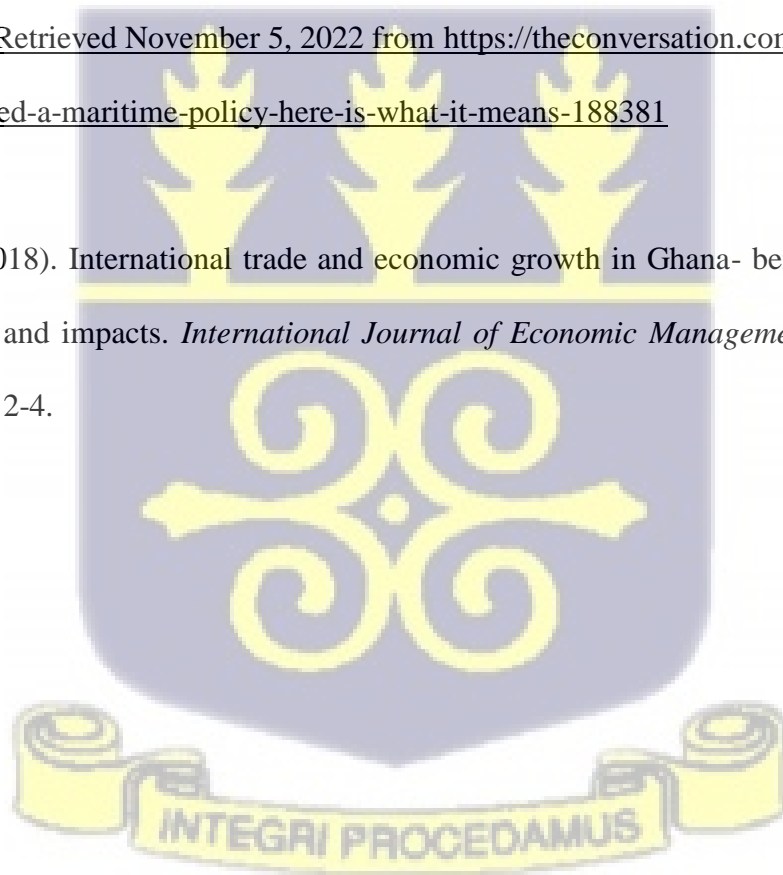
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CHAPTER FOUR

SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATION

4.1 Introduction

The preceding chapters were dedicated to outlining and discussing the general introduction to the study, a review of contemporary and related studies, the research design and methodology as well as the data analysis and discussions. This final chapter will focus on presenting the summary of key findings from the study based on the stated research objectives, the main conclusion and the recommendations for practitioners and recommendation for future researchers.

4.2 Summary of Findings

International trade is essential for any country's economic success, and Ghana is no different (Alfred, 2018). According to Ibrahim and Haiyun (2019, P. 149), "no single country can produce all of the goods its citizens require," therefore trading provides a variety of products and services that a country requires and that, when traded in, assists in raising the citizenry's standard of life. Ghana primarily exports gold, bauxite, aluminium, diamond, manganese ore, oil, cotton, cocoa, cashew, wood/timber, fish and other horticulture output, among other commodities, which provide foreign exchange and balance-of-payment revenues (Alfred, 2018, Lloyds Bank, 2022). To name a few, Ghana imports automobiles, cement, oil, medications, medical equipment, rice, canned foods, wine, and capital goods (Alfred, 2018, Lloyds Bank, 2022). It should be mentioned that some of these things are not manufactured in Ghana, hence trading in them becomes necessary. It is common knowledge that the majority

of Ghana's foreign trade takes place on the high seas, and the Gulf of Guinea is the only Sea Trade Route to Ghana. Therefore, the concern for maritime security in the Gulf of Guinea for Ghana cannot be overemphasized. The crimes in the Gulf of Guinea make trading costly, and so efforts have been made to combat such crimes, yet it persists. It is against this background that this study seeks to ascertain why maritime crimes still persists in the Gulf of Guinea and what are its implications on Ghana's trade and commerce.

To achieve this goal, the study is guided by the following research objectives:

1. To ascertain the current policy and practices of Ghana towards the fight against maritime insecurity in the Gulf of Guinea.
2. To comprehend why Maritime Insecurity still persist in the Gulf of Guinea despite the efforts globally, and locally to fight it.
3. To examine how maritime insecurity in the Gulf of Guinea impact trade and commerce in Ghana.

The study employed a mixed method approach. A sample of 100 legal actors was selected for the quantitative study while 10 participants were selected for the qualitative study. However, the study had a response rate of 99% for the quantitative study and 60% for the qualitative study.

The findings from the study revealed that greater efforts needed to be made to combat maritime crimes and that there are not enough laws, although there are some practices in place to combat such crimes. The study uncovered that Ghana lacked laws for prosecuting criminals at sea, besides normal theft and other crimes that laws applicable to land crimes could be applied to, specific laws dealing with sea crimes like oil spillage, unallowable fish catches, illegal trafficking at sea and some infractions peculiar to activities at sea do not have laws that

could address it directly, making the prosecutors and the judiciary handicapped in dealing with them. The lack of adequate laws makes the practices a wild goose chase.

Respondents are also sceptical that present rules are strictly followed and that lawful maritime actors are occasionally implicated in maritime crimes. Respondents are also not convinced that law enforcement authorities may aid in the continuation of maritime crimes. Although a significant number believe that legal actors could be complicit, the majority of respondents believe otherwise.

It was observed from both the qualitative and quantitative study that several reasons have hindered Ghana's legal framework's efficacy in fighting maritime crimes. One of the most significant issues has been a lack of enough resources and capability within law enforcement and judicial institutions to adequately enforce laws and prosecute offenders. Again, difficulties of prosecuting maritime criminals, due to lack of laws which would have given the prosecutors and the judicial system power to prosecute and sanction, has over the years created substantial obstacles for law enforcement and the legal system.

4.3 Conclusion

In conclusion, despite attempts to reduce maritime crimes, there still remain some substantial crimes occurring in the Gulf of Guinea that needs combating. Their persistence is attributable to a variety of causes, including poor surveillance, inadequate funding, and insufficient maritime security infrastructure; like the necessary legislations. The consequences of these crimes for Ghana's trade and business are enormous. Ghana's economy is strongly reliant on the sea for exports and imports, and any disturbance in the marine realm may have a big impact. As a result, the governments and state organizations must work together to address the

core causes of marine crimes in the Gulf of Guinea and improve maritime security. Such measures would help not just Ghana's trade and commerce, but would also support regional stability and growth.

Furthermore it is important to say that the research did not confirm the problem statement, as majority do not believe that legal actors are complicit in maritime crimes.

4.4 Recommendation

The following recommendations can be made based on the findings:

Create and enforce maritime Laws: Enhancing maritime security in Ghana involves several different factors, including developing and enforcing maritime regulations. Regulating maritime activity, safeguarding the marine environment, and maintaining the safety and security of maritime stakeholders all depend on maritime laws. The need for proper sanctions promptly enacted by Parliament of Ghana is essential in combating maritime crimes, so there should be proper judicial procedures to sanction maritime criminals to prevent more crimes at sea.

Invest in Maritime Security Infrastructure: To improve the security apparatus' ability to monitor and respond to security threats, the Government of Ghana and other players in the region should invest in Maritime Security Infrastructure, such as patrol boats, communication tools, and surveillance systems, for easy observation of what goes on at sea, and for prompt responses when the need arises.

Enhancing maritime institutions: The Government of Ghana as well as other players in the industry, should endeavour to develop maritime institutions, by organizing more joint

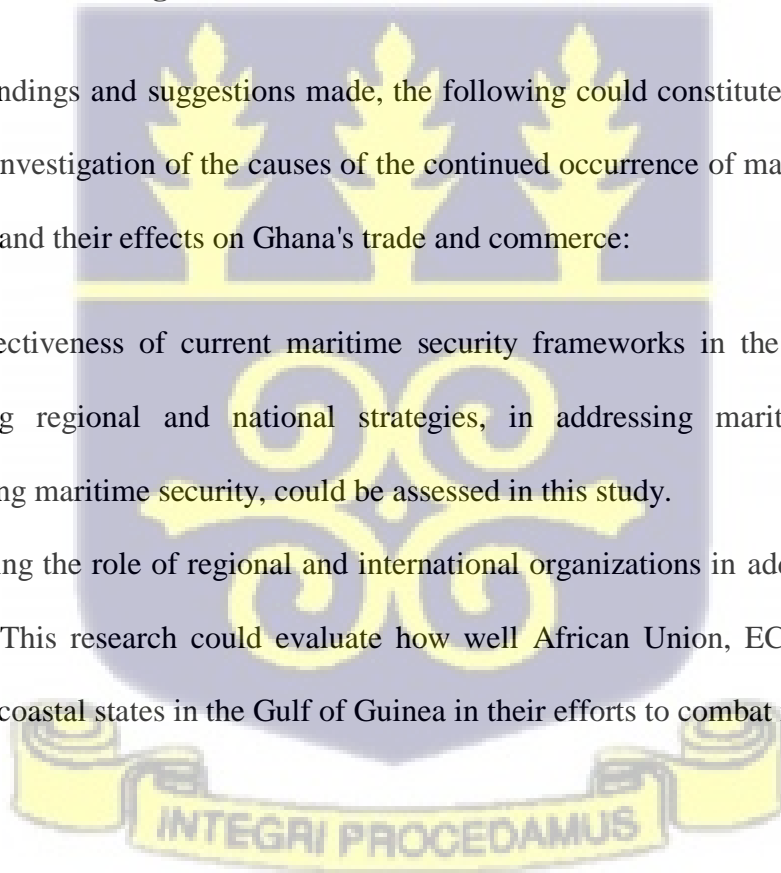
seminars and workshops for all security agencies working on the seas of Ghana, so as to educate them on modern technologies which would help in their fight against maritime crimes.

Engage International Partners: To support initiatives to improve marine security in the Gulf of Guinea, international partners such as the United Nations, African Union, and European Union should be engaged more since they have many resources with which they could help either reduce or eradicate maritime crimes.

4.5 Future Research Agenda

Based on the findings and suggestions made, the following could constitute a future research agenda for the investigation of the causes of the continued occurrence of marine crimes in the Gulf of Guinea and their effects on Ghana's trade and commerce:

1. The effectiveness of current maritime security frameworks in the Gulf of Guinea, including regional and national strategies, in addressing maritime crimes and promoting maritime security, could be assessed in this study.
2. Examining the role of regional and international organizations in addressing maritime crimes: This research could evaluate how well African Union, ECOWAS, and UN support coastal states in the Gulf of Guinea in their efforts to combat maritime crimes.



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**THE IMPLICATIONS OF MARITIME SECURITY IN THE GULF OF GUINEA ON
GHANA’S TRADE AND COMMERCE.**

RESEARCH QUESTIONNAIRE

Dear Respondent,

Thank you for accepting to respond to my questionnaire. My name is Martin Essilfie-Obeng. The purpose of this questionnaire is to help me assess “The Implications of Maritime Security in the Gulf of Guinea on Ghana’s Trade and Commerce”. This is purely an academic exercise and it is not intended for any other use aside that. All information provided is strictly confidential. You are kindly encouraged to complete this questionnaire as honestly and completely as possible. Thank you for your co-operation.

SECTION A- BIO-DATA OF RESPONDENTS

Please put a tick (✓) in the appropriate box or mark where appropriate.

1. 1. Gender: a. Male b. Female
2. Age (years): a. 20 – 29 b. 30 – 39 c. 40 – 49 d. 50 – Above
3. Which of these is your highest level of educational qualification?
 - a. Primary/JSS/Middle School
 - b. SSCE/WASSCE
 - c. Diploma/HND
 - d. First Degree
 - e. Masters
 - f. If other please specify.....

4. Which of the following institutions/service /groups do you belong to

- a. Naval Officers
- b. Maritime Police
- c. Captains of ships
- d. Seaman
- e. Other Specify

5. Job Title

.....

6. Department.....

7. How long have you been working in this institution.....

SECTION B- WHY MARITIME INSECURITIES STILL PERSIST IN THE GULF OF GUINEA DESPITE EFFORTS GLOBALLY, AND LOCALLY TO FIGHT IT

8. Do you believe there is enough efforts made to fight maritime crimes?

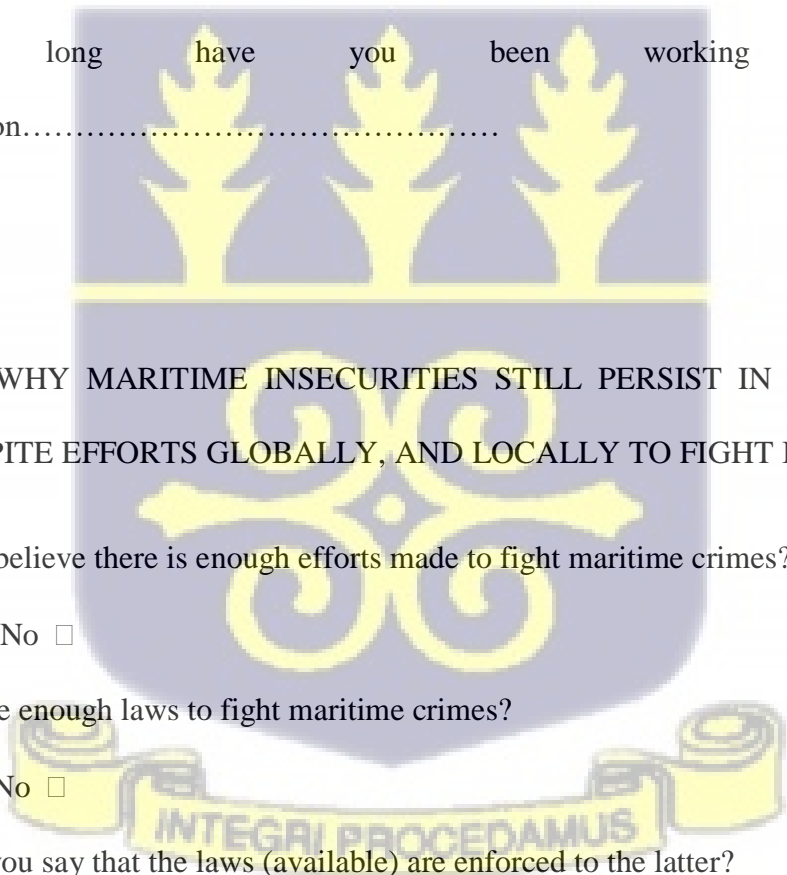
Yes No

9. Are there enough laws to fight maritime crimes?

Yes No

10. Would you say that the laws (available) are enforced to the latter?

Yes No



11. Do you believe legal maritime actors (eg. Captains of ships, licensed vessels, etc.) are sometimes accomplices in maritime crimes (eg. Illegal Oil bunkering)?

Yes No If Yes, could you explain more?

.....
.....
.....

12. Do you assume that law-enforcing agencies could abet in the perpetuation of maritime crimes?

Yes No If Yes, could you explain more?

.....
.....
.....

SECTION C- THE CURRENT POLICY AND PRACTICES OF GHANA TOWARD THE FIGHT AGAINST MARITIME INSECURITY IN THE GULF OF GUINEA.

13. Are there any *policies* in place locally (in Ghana) to fight insecurity in the Gulf of Guinea

Yes No If Yes, could you mention some?

.....
.....
.....
.....

14. Are there any *practices* locally to fight insecurity (crimes) in the Gulf of Guinea?

Yes No If Yes, could you mention some?

.....

.....

.....

.....

SECTION D- THE IMPACT OF MARITIME INSECURITY IN THE GULF OF GUINEA ON GHANA’S TRADE AND COMMERCE.

Please indicate your level of agreement or disagreement with the following statements by ticking the option that best suits your perception of the impact of maritime insecurity in the Gulf of Guinea of Ghana’s trade and commerce.

Kindly use this guide strongly agree-1, Agree-2, Neutral-3, Disagree-4, Strongly disagree -5.

No.	Statements	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
15	Maritime insecurity in the Gulf of Guinea has resulted in high cost of maritime transportation.	1	2	3	4	5
16	Maritime insecurity in the Gulf of Guinea has resulted in high insurance fees for freight.	1	2	3	4	5
17	Anti-piracy measures such as hiring of armed guards or security	1	2	3	4	5

	escorts results in high freight cost for shippers which makes the cost of transporting goods high.					
18	There are instances where some goods will not be transported by sea because of insecurity in the Gulf of Guinea	1	2	3	4	5
19	Some countries have refused to do export and import business with Ghana because of crimes on the Gulf of Guinea.	1	2	3	4	5
20	Ghana is constantly at risk of losing oil to criminals at sea through illegal oil bunkering.	1	2	3	4	5

21. What are the main ways you believe crimes on the Gulf of Guinea is affecting trade and commerce in Ghana?

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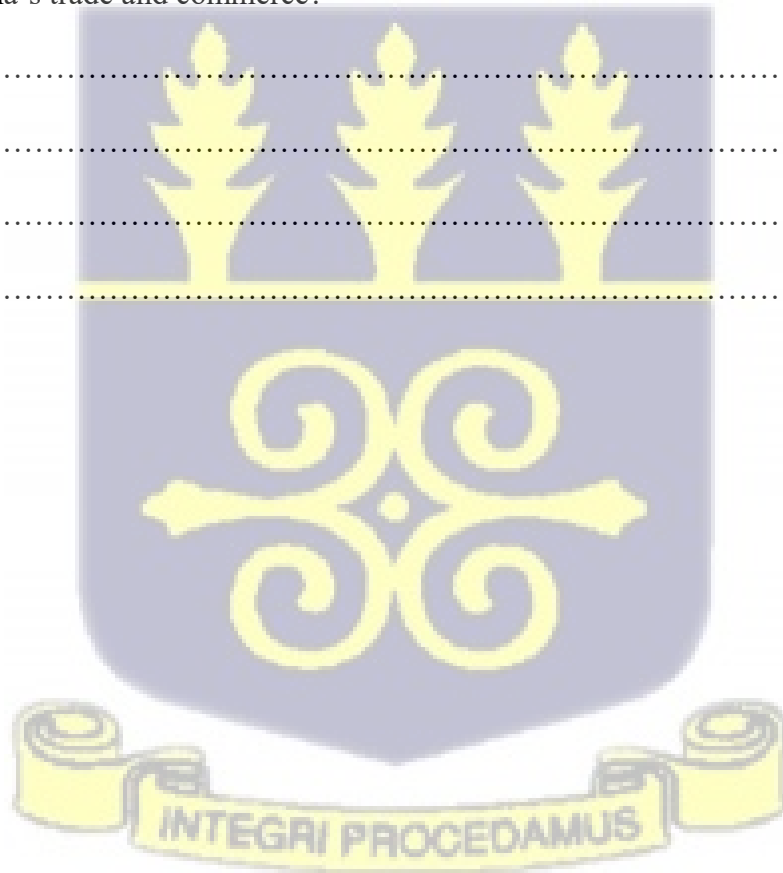
SECTION E- SUGGESTIONS THAT WILL REDUCE MARITIME INSECURITY IN THE GULF OF GUINEA AND ITS EFFECTS ON GHANA'S TRADE AND COMMERCE

22. What do you believe Ghana can do to reduce crimes in the Gulf of Guinea generally?

.....
.....
.....
.....

What do you think can be done to reduce the impact of crimes on the Gulf of Guinea on Ghana's trade and commerce?

.....
.....
.....
.....



INTERVIEW GUIDE FOR THE SAMPLED GROUP

1. Job Title
2. Department.....
3. What institution do you belong to? (Naval Officers, Maritime Police, Captains of Ship, Sea men).
4. What are the current international and local policies Ghana is using to fight crimes on the Gulf of Guinea?
5. What practices is Ghana using to fight crimes on the Gulf of Guinea?
6. In what ways is maritime insecurity impacting Ghana's trade and commerce (including export and import, oil trade, foreign investment in Ghana etc.?)
7. In your opinion, why does Maritime insecurity persist despite several efforts globally and locally to fight it?
8. What factors make it possible for legal actors such as licensed vessels or ships to engage in some insecurity activities (i.e., oil bunkering)?
9. Do you know if there are any laws in Ghana to punish both legal and illegal actors who engage in maritime insecurity activities? If any, why are these laws not deterring perpetrators of these crimes?
10. What can be done to reduce the impact of maritime crime on Ghana's trade and commerce?

