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UNIVERSITY OF GHANA - LEGON



INTEGRI PROCEDAMUS

TOPIC

**AN EXAMINATION OF THE FRAMEWORK TO COMBAT PIRACY IN THE GULF
OF GUINEA: A CASE STUDY OF GHANA**

BY

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**THIS DISSERTATION IS SUBMITTED TO THE UNIVERSITY OF GHANA, LEGON
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FULFILLMENT OF THE REQUIREMENTS FOR THE AWARD OF THE MASTER OF
ARTS DEGREE IN INTERNATIONAL AFFAIRS**

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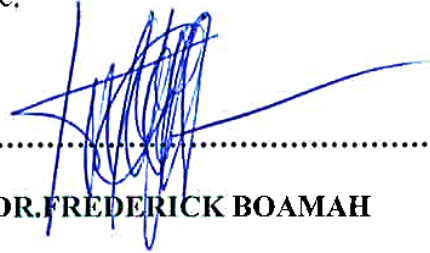
DECLARATION

I, Wendy Aryeh Johnson, hereby declare that this dissertation is a result of my independent study and that references to other works have been duly acknowledged. I further declare that no part of this work has been submitted elsewhere for any other purpose.



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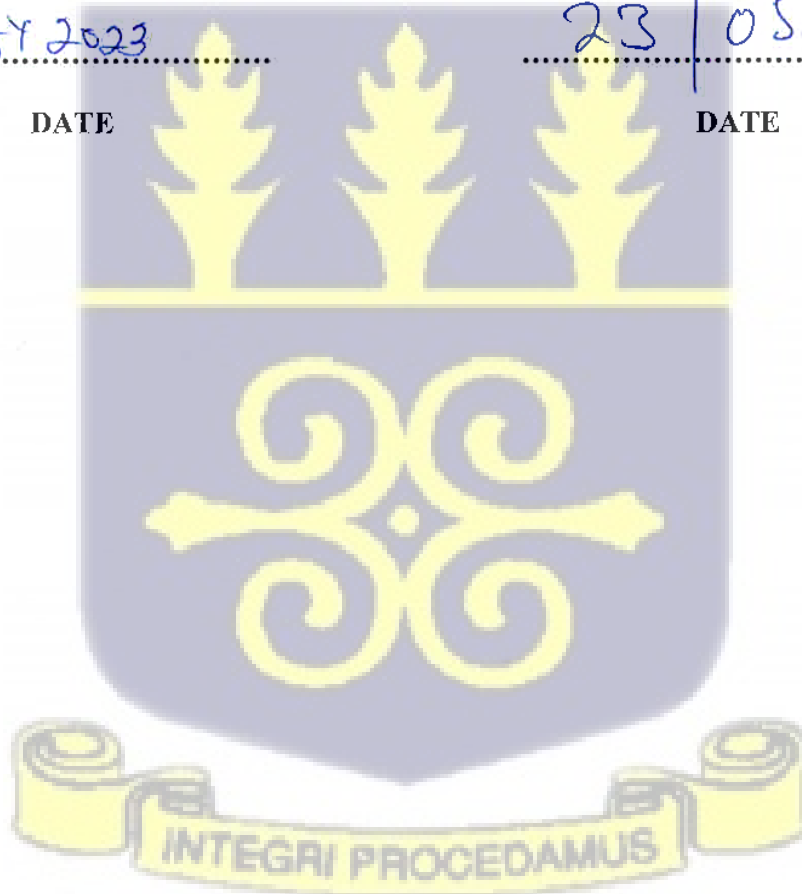
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DEDICATION

I dedicate this work to the Almighty God for seeing me through this academic expedition. To my lovely Mom Mrs. Queenstar Josiah-Aryeh, my two elder brothers Mr. Joel Ezekiel Ahorko Johnson and Mr. Gabriel Ahlen Johnson, my aunty Madam Salome Aryeh, and my beloved Mr. Emmanuel Lordson Dei, I am grateful for being my support system throughout this journey. To friends and colleagues at LECIAD thank you for being part of my journey to the completion of my M.A degree.



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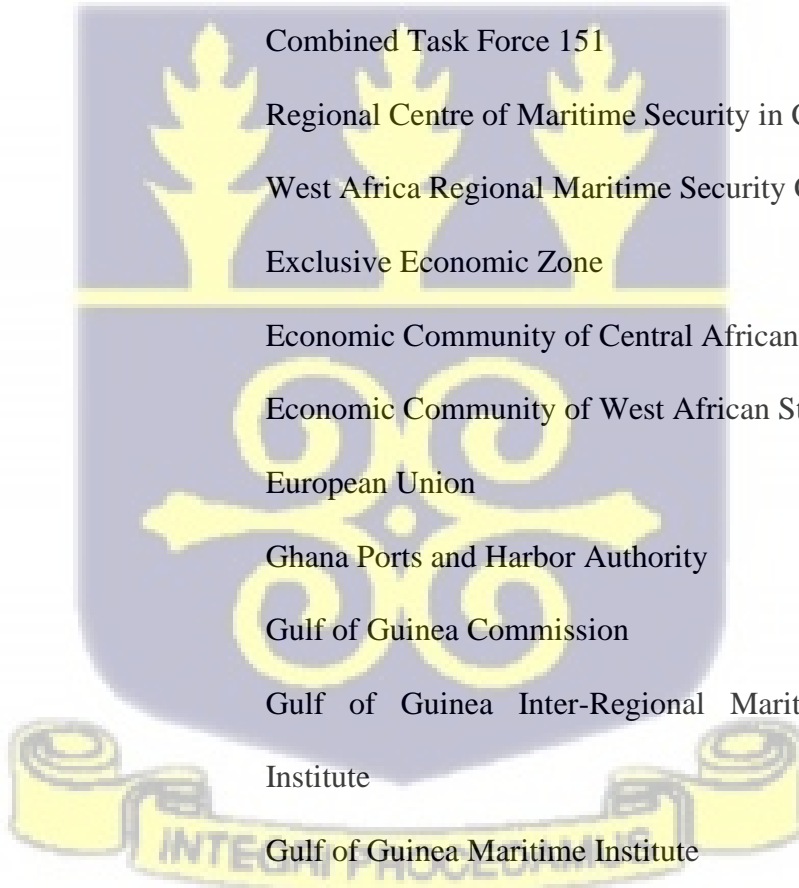
In addition, I express appreciation to all the staff of various State Institutions and International bodies who availed themselves for interviews during the period of carrying out this study. Indeed, this project would not have become a reality without their input.

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LIST OF ACRONYMS

AIS	Automated Identification System
AIMS	African Integrated Maritime Strategy
AMD	African Maritime Domain
APMA	African Port Management Association
APS	African Partnership Station
AU	African Union
BIMCO	Baltic and International Maritime Council
CEMLAWS	Centre for Maritime Law and Security
CTF-151	Combined Task Force 151
CRESMAC	Regional Centre of Maritime Security in Central Africa
CREMAO	West Africa Regional Maritime Security Centre
EEZ	Exclusive Economic Zone
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
EU	European Union
GAPOHA	Ghana Ports and Harbor Authority
GGC	Gulf of Guinea Commission
GoGIMSI	Gulf of Guinea Inter-Regional Maritime Security Institute
GoGMI	Gulf of Guinea Maritime Institute
GMA	Ghana Maritime Authority
GoA	Gulf of Aden



GoG	Gulf of Guinea
GSF	Global Shippers Forum
HoA	Horn of Africa
ICC	International Chamber of Commerce
IHO	International Hydrography Organization
ILO	International Labor Organization
IMB	International Maritime Bureau
IMO	International Maritime Organisation
MDAT-GoG	Maritime Domain Awareness for Trade-Gulf of Guinea
MIN CONMAR	Ministerial Conference of West and Central African States on Maritime Transport
MMCCs	Maritime Multinational Coordination Centres
MMC-GG	Multinational Maritime Coordination Centre in the Gulf of Guinea
MOC	Maritime Operational Centres
MoF	Ministry of Fisheries
MOWCA	Maritime Organization for West and Central Africa
MoU	Memorandum of Understanding
NATO	North Atlantic Treaty Organization
RECs	Regional Economic Communities
RM	Regional Mechanisms
RMIFC	Regional Maritime Information Fusion Centre
RPG	Rocket Propelled Grenade



SHADE	Shared Awareness and Deconfliction
SUA	Suppression of Unlawful against the safety of Civil Aviation
UAVs	Unmanned Aerial Vehicles
UASC	Union of African Shippers Council
UN	United Nations
UNOWA	United Nations Office of West Africa
UNOCA	United Nations Office of Central Africa
UNCLOS	United Nations Convention on the Law of the Sea
UNCTAD	United Nations Conference on Trade and Development
UNODC	United Nations Office on Drugs and Crime
UNSC	United Nations Security Council
UNSCR	United Nations Security Council Resolution
WTO	World Trade Organization

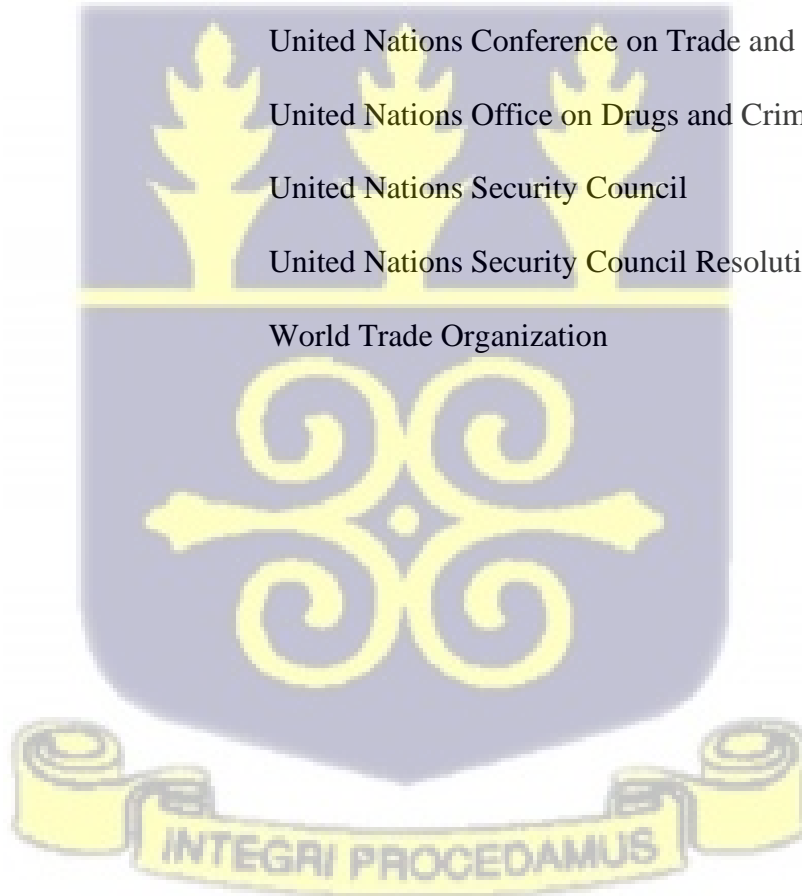
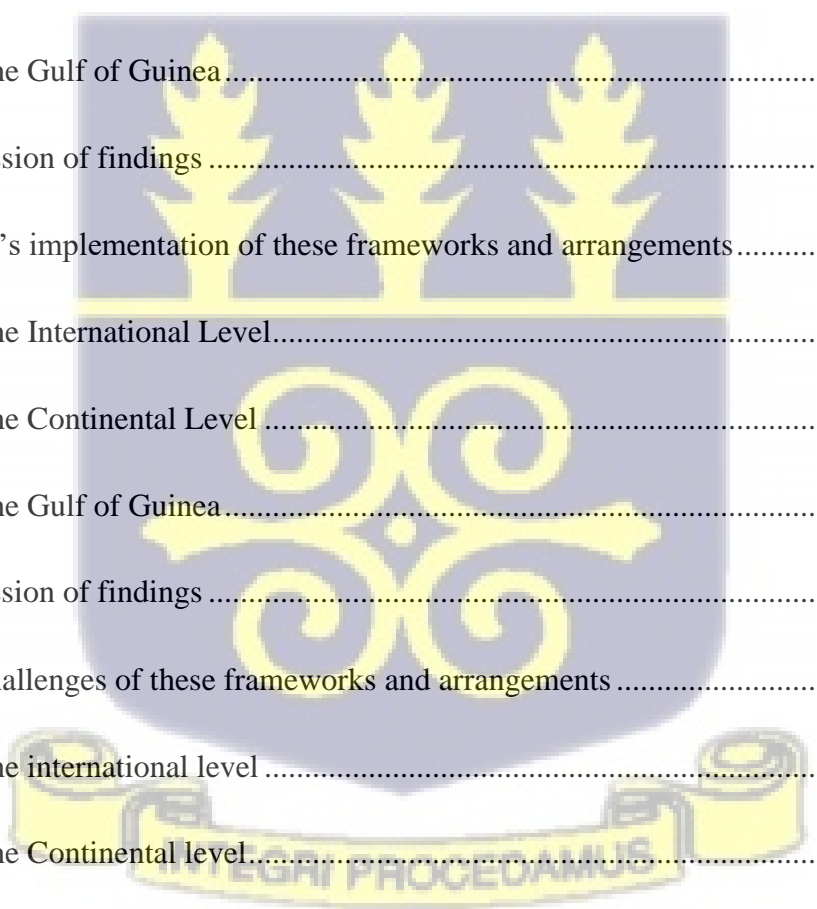


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ABSTRACT

Maritime piracy poses a significant security threat to international navigation and maritime commerce, impeding economic development and tarnishing the reputation of affected countries. As a result, various strategies and frameworks have been devised to combat this growing menace, with individual countries bearing the primary responsibility for implementation. This study focuses on the frameworks for countering maritime piracy in the Gulf of Guinea, specifically examining how Ghana is implementing these strategies. The research adopts a qualitative approach, utilizing content analysis, thematic narration, and logical deductions of data and adopts the theory of international cooperation as the theory of analysis. Findings also show that at the international, continental, and regional levels, comprehensive arrangements are being implemented to address piracy, bolstered by support of implementing partners such as the European Union and the United States. Findings show that initiative like the Yaoundé agreements promote information sharing, cooperation, and coordinated responses towards countering piracy in the Gulf of Guinea. Further, the study shows that Ghana has actively implemented these regional arrangements by establishing legal and institutional frameworks, enhancing operational capabilities, engaging in joint patrols, and conducting training programs. These notwithstanding, the findings indicate that challenges persist in implementing these frameworks, including limited coordination, resource constraints, divergent priorities, jurisdictional complexities, and inadequate maritime domain awareness. The study recommends that, overcoming these challenges will require strengthened coordination, increasing resources and funding, aligning priorities, improving legal frameworks, fostering international cooperation, investing in surveillance infrastructure, and building trust among regional stakeholders.



CHAPTER ONE

BACKGROUND OF THE STUDY

1.0 Introduction

Piracy is a major concern for nations across the world (Karawita, 2019; Millard, 2018). Piracy has human, financial, ecological, and governmental repercussions. The act of piracy itself poses a serious and direct danger to the stability and prosperity of the nations and areas in question (Ezeoba, 2021; Ibaba, 2020). It is now clear that piracy's harmful effects are beginning to harm international interests (Anyimadu, 2013). Recent years have seen it rise to prominence as a global concern. Ban Ki-moon, the former Secretary General of the United Nations, has said that the global piracy pandemic is a major danger to global stability and an obstacle to international navigation and maritime commerce (Mumanyi, 2015). Today, the Malacca Strait, the South China Sea, the Gulf of Aden, and the Gulf of Guinea (GoG) are the most notorious areas for piracy (Anabraba, 2015; Fattah, 2017). These are all very important sea lanes for international commerce.

The international community's efforts to combat piratical attacks and armed robbery at sea are driven by the competing arguments within the laws of the sea regarding the recognition of inclusive interest and exclusive interest. The inclusive interest suggests that the sea should be accessible to and beneficial for the international community as a whole, while the exclusive interest argues that individual states have the right to appropriate parts of the sea within their maritime jurisdiction (Alswalqa & Venter, 2022). In line with these principles, various initiatives have been undertaken to address piratical incidents, including the adoption of United Nations Security Council Resolutions (UNSCR) 2018(2011), 2039(2012), and 2634(2022). These resolutions aim to combat

acts of piracy and armed robbery at sea in the Gulf of Guinea, aligning with the provisions of the United Nations Convention on the Law of the Sea (UNCLOS). Specifically, articles 100, 101, and 105 of UNCLOS serve as the legal framework for countering piratical attacks, armed robbery at sea, and other maritime crimes. These international measures demonstrate a commitment to preserving maritime security and ensuring the protection of the sea as a shared resource, while also acknowledging the rights and responsibilities of individual states within their maritime jurisdictions.

The International Chamber of Commerce (ICC) and International Maritime Bureau (IMB) in January 2021 reported that 195 incidents of piracy and armed robbery occurred in 2020. Of the 195 incidents, 161 vessels were boarded, 11 were fired upon, 9 which occurred in the GoG and 3 were hijacked. The International Chamber of Commerce (ICC) report on maritime crimes and piracy in April 2022 recorded 37 incidents in the first three months of the year compared to 38 incidents recorded over the same period last year (IBM, 2022). Although incidents of maritime piracy have declined in recent years, they nevertheless pose a threat to international safety (Gladstone, 2010). Within the first quarter of 2023, the International Maritime Organization (IMO) report on maritime crimes and piracy from January to March 2023 indicates that 27 piratical and armed robberies have been recorded compared to the 37 recorded within the same period in 2022. The 27 reported incidents had perpetrators boarding the victims' vessels in total but two cases were recorded as attempts, six crew kidnapped, two taken hostages, two threatened, and one assaulted. Comparing piratical incidents and armed robberies that occurred in the first quarter of 2022 to that of 2023, there has been a decline as South America recorded 5 which has been a sturdy number. In Singapore, there has been a decline from 15 to 8 incidents of piracy, and the Gulf of Guinea records 5 piratical activities, being a decline from 8 piratical incidents, with the most recent

recorded on 25th March of a product tanker boarded 140nmWSW of Pointe Noire (IBM, 2023). Governments and commercial corporations have taken notice of a spate of assaults off the coast of West Africa. It is been noted that pirates off the coast of Somalia seize ships as part of kidnap-for-ransom operations, while pirates in West Africa typically hijack ships to siphon off crude petroleum to sell on the local black market (Johnson, 2014). This creates serious issues for marine authorities and governments. Since West African pirates operate in domestic rather than international waters, it is up to the respective governments to ensure the safety of their citizens.

Piratical incident reports as well as the dynamics of these crimes at sea drove the African continent to adopt several attempts towards repressing piracy and armed robbery at sea. The Suppression of Unlawful Acts of Violence against the Safety of Maritime Navigation (SUA) convention adopted in 1988 which is to be signed and ratified by Gulf of Guinea countries to ensure international maritime navigation safety, in the Gulf of Aden led to the adoption of the 2009 code of conduct known as the Djibouti code of conduct under the trusteeship of the International Maritime Organization (IMO) to repress piracy and armed robbery against ships in the region. Also, the 2050 African Integrated Maritime Strategy adopted in January 2014, a multidimensional perspective that goes beyond addressing the combat of piracy and armed robbery as it encompasses all maritime crimes such as oil bunkering, placing sustainable development of Africa's blue economy and ensuring maritime safety at the core of maritime security (Egede, 2018). The Yaoundé architecture and its code of conduct in June 2013.

Several scholars have defined the Gulf of Guinea (GoG), but this study captures the definition of the Gulf of Guinea as the great inlet of the Atlantic Ocean on the western African coast (Britannica, 2006). The region stretches from Cape Verde to Angola on the West Coast of Africa forming part of the Atlantic Ocean and its maritime system (Kamal-Deen, A. 2015). It comprises countries such

as Nigeria, Ghana, Cote d'Ivoire, Equatorial Guinea, Liberia, Benin, Togo Democratic Republic of Congo, Angola, Sao Tome, and Principe.

The Gulf of Guinea is a very important maritime route as it connects Africa both the West, Central, and Southern to Europe and America, making it one of the major sea routes for international trade aside from the Gulf of Aden. It is also a hub for natural resources like crude oil, and high concentrations of hydrocarbons. The oceans and the sea lanes serve as avenues for interactions and resources necessary for survival as we are in a global village and no country is entirely dependent on its resources and manufactured products hence the relevance of the maritime industry to international trade and development. (Okyere, 1981). The significance of these oceans and sea lanes in the Gulf of Guinea has made piracy in this region a global security threat or concern. A comprehensive approach to reducing marine insecurity in the Gulf of Guinea has included international help from foreign partners.

Because of the international community's strategic interest in the Gulf of Guinea region, several long-standing donors have contributed to national and regional anti-piracy initiatives (Khaerany & Maskun, 2016; Fiorelli, 2014; Paszka, 2018). The United Nations has shown the same level of concern for the pirate crisis in the Gulf of Guinea, placing it on the agenda of the UN Security Council on many occasions (Anyimadu, 2013; Jacobsen, 2017; Okafo-Yarwood, 2020). After receiving reports of increased piracy in the Gulf of Guinea, the United Nations sent an evaluation team there in November 2011. The United Nations has aimed to aid regional governments in adopting an all-encompassing plan to fight piracy (Nwalozie, 2020). Furthermore, the UN Office on Drugs and Crime and the International Maritime Organization provides technical assistance to coastal governments. European Union (EU) efforts to improve marine safety in the Gulf of Guinea span many initiatives (Jacobsen, 2017; Onuoha, 2013). The goal of the Seaport Cooperation

Program is to improve security at West African seaports and enhance cooperation against marine trafficking (Bueger & Edmunds, 2017). Governments in West and Central Africa may benefit from the newly announced Critical Maritime Routes in the Gulf of Guinea Program by, among other things, developing a regional framework for information sharing and providing training for coastguards (Hassan & Hasan, 2017). For instance, Nigeria, the biggest country in the area, has instituted internal regulations to safeguard its territorial waters against assault by pirates (Karande, 2014). It allows its navy staff to cooperate with Ghana's naval crew to monitor pirate activity across the Niger Delta and bigger ships for offshore operations. Yet, their combined efforts have been dampened by poor coordination and cooperation (Majiga, 2022).

Ghana is one of the nations that are situated off the coast of the Gulf of Guinea. Fisheries, minerals, and hydrocarbon deposits are just a few of the many natural riches that may be found in Ghana's territorial seas. In addition, Ghana is becoming a key marine commerce hub for West Africa (Boermann & Urban, 2015). The nation began commercial oil production and export in 2010, making it one of a small group of West African countries doing so. Continual surveillance of the sea is urged, due to the necessity to protect oil infrastructure and boats involved in the thriving fishing sector (GMA, 2014). Given the importance of the maritime domain to the socio-economic development of Ghana, since the discovery of offshore oil reserves, the Ghana Navy under the trusteeship of the Ghana Maritime Authority (GMA) is committed to enforcing new and robust maritime rules to safeguard the country's seas, encourage secure commerce with its partners, and address the thorny problems of piracy and violence. For instance, it has undergone significant improvements to keep its ports and offshore industry safe from pirates, like obtaining a fleet of modern patrol boats. Again, efforts are being put in place to combat piracy ranging from signing and ratifying conventions, engaging in military training exercises by the Ghana Navy like the

operation Flintlock, the adoption of the Harmonized Standardized Procedural Manual, National Integrated Maritime Strategy amongst others.

Having considered the social, economic, political, and human costs associated with maritime piracy, Ghana has adopted rules to combat-armed robbery and piracy in its territorial seas in the Gulf of Guinea (GMA, 2015).

Hence, this research seeks to assess to what extent Ghana is implementing frameworks to combat this menace.

1.1 Problem statement

Considering the concerns raised by the international community and states within the Gulf of Guinea region regarding the occurrence of piratical attacks and their impacts, previous research has explored several key areas. These include investigating the motivating factors or causes behind piracy incidents, examining the implications of piracy, and analyzing efforts to combat this issue (e.g., Mandanda & Ping, 2016; Okoronkwo & Okpara, 2014; Ceita & de Araujo Ribeiro, 2020; Mansaray, 2017; Abiodu & Dahiru, 2020). Various factors have been identified as contributing to piracy, such as youth unemployment, legal and jurisdictional weaknesses, favorable geography, conflicts and disorder, inadequate law enforcement resources, insufficient security measures, permissive political movements, cultural acceptability, and the lure of potential rewards (Tepp, 2012:188).

Furthermore, research has examined the typologies of piracy attacks, highlighting the different tactics employed by pirates. These tactics may include kidnapping for ransom, acts of violence against victims, and instances where pirates ventured as far as 200 nautical miles in search of their targets, as observed in the case of Somalia (Nincic, 2009). For instance, Oyewole (2012) argued

that the level of regional cooperation in terms of providing security by countries within the GoG region is insufficient to combat piracy. Hassan & Hasan (2017) remarked that issues of national security and the sovereignty of states in the region have often challenged the global and regional frameworks for combating piracy. In recent years, there has been a disturbing rise in both the number of pirate incidents and the severity of physical assaults on sailors (Khaerany & Maskun, 2016; Fiorelli, 2014; Paszka, 2018). Since there is so much piracy in the area, the security threat and dire implication of piracy to the states in the area is increasing (Kamal-Deen, 2015).

The persistent piratical attacks in the Gulf of Guinea region pose several challenges to the economy. According to the International Maritime Organization (IMO) report on maritime crimes and piracy, there were 27 recorded incidents of piratical attacks and armed robberies from January to March 2023. This figure represents a decrease compared to the 37 incidents recorded during the same period in 2022. The 27 reported incidents had perpetrators boarding the victims' vessels in total but two cases were recorded as attempts, six crew kidnapped, two taken hostages, two threatened, and one assaulted. The IMO global piracy incidents report in April 2022, indicates that in Malacca straits and the South China Sea, 4 incidents were reported in April 2022, which decreased by 2 compared to 6 incidents in 2021 during the same period with no kidnapping cases reported. In the West Indian Ocean and Gulf of Aden, one incident was reported in April 2022, which increased by one, compared to zero incidents in 2021 during the same period with 0 kidnapped cases reported. (IMO, 2022).

According to a World Bank report, piracy results in a staggering \$18 billion loss to the global economy. Additionally, a Statista report revealed that in 2020, piracy took a human toll of 2,200 seafarers worldwide. Ghana, being an oil-producing country with a significant reliance on seafood, experiences substantial impacts from piracy. This includes elevated insurance expenses for oil

tankers and a rise in the cost of seafood, further exacerbating the economic challenges faced by the nation.

In attempts to combat piracy, international and regional frameworks such as the United Nations Security Council Resolutions 2018(2011), 2039(2012) and 2634(2022), African Integrated Maritime Strategy (AIMS 2050), ECOWAS Integrated Maritime Strategy, Yaoundé code of conduct.

Although some legal and legislative steps made to fight piracy in the area have led to a decline in piratical incidents in the region, the sustainability of this development is up for debate.

Limited literature or studies are available regarding the implementation of regional frameworks by individual states to address piracy. Whiles Hassan and Hasan (2017) in the context of Nigeria, examined the effectiveness of the existing regime in combating piracy in the Gulf of Guinea, Mahajan (2021) in the effectiveness of the implementation of frameworks and arrangements to combat piracy, explored maritime border disputes using the issues approach, Ahmad (2020) which focuses on legal issues a state face in the implementation of frameworks in combating piracy. Other scholars such as Ezeoba, Ibaba, Major Tepp, Ninic respectively however, have focused on the different perspectives spanning from root causes or motivational factors for the incidents of piracy and its implications, efforts to combat piracy, the typologies and tactics employed by pirates (Ezeoba, 2021; Ibaba, 2020, Tepp, 2012, Ninic, 2009).

From the above it is evident that, significant research gaps still exist regarding the implementation of regional frameworks by specific countries such as Ghana (Mahajan, 2021; Ahmad, 2020; Hassan & Hasan, 2017). There is therefore the need to gain a comprehensive understanding of how individual states, which bear the primary responsibility of implementing these frameworks to combat piracy, are doing so. Consequently, the objective of this research is to thoroughly examine

the existing frameworks and investigate the specific implementation strategies employed by Ghana, a country within the Gulf of Guinea (GoG) region.

1.2 Research Questions

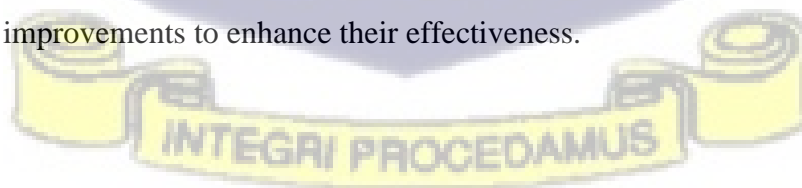
The study seeks to answer these questions

- What are the present frameworks and arrangements being implemented to combat piracy in the Gulf of Guinea?
- How has Ghana implemented these frameworks and arrangements?
- What are the challenges faced by these frameworks and arrangements implemented to combat piracy in the Gulf of Guinea, and how can these arrangements be improved to enhance their effectiveness?

1.3 Research Objectives

The study seeks to fulfill these main objectives

- To identify the present frameworks and arrangements being implemented to combat piracy in the Gulf of Guinea.
- To assess Ghana's implementation of these frameworks and arrangements.
- To identify the challenges faced by these frameworks and arrangements and propose potential improvements to enhance their effectiveness.



1.4 Scope of the Study

The research focuses on examining the frameworks implemented by Gulf of Guinea countries, particularly Ghana, to combat piracy. The spatial scope of the study centered on Accra, the capital city of Ghana, where key institutions such as the Ghana Maritime Authority, the Headquarters of the Ghana Navy, relevant ministries, departments, and agencies, civil society organizations, and academic institutions like the regional maritime university are located. The study's time scope spans from 2013 to the first quarter of 2023, chosen to coincide with the adoption of the Yaoundé code of conduct in June 2013 and mark a decade of its implementation in 2023.

1.5 Rationale of the Study

The rationale of the study is centred on the stance that even though there is the existence of vast scholarly studies on piracy ranging from motivating factors or causes behind piracy incidents, examining the implications of piracy, and analysing efforts to combat piracy (Tepp, 2012; Okoronkwo & Okpara, 2014; Mandanda & Ping, 2016; Ceita & de Araujo Ribeiro, 2020; Abiodu & Dahiru, 2020). A few have attempted to focus on implementation of frameworks by individual countries. For instance, Hassan & Hassan (2017) on *The effectiveness of the existing regime in combating piracy in the Gulf of Guinea: An evaluation* and Mahajan (2021), on *Exploring maritime border disputes using the issues approach: Comparative analysis of Ghana-Ivory Coast and Kenya-Somalia*. However, there has not been much focus on how Ghana is implementing existing frameworks and arrangements to combat piracy. This research, therefore, is relevant because it seeks to examine how Ghana is implementing the existing frameworks.

1.6 Theoretical Framework

The theory of international cooperation, as propounded by Thomas Schelling, focuses on the voluntary adjustment of state policies to manage differences and achieve mutually beneficial outcomes (Grieco, 1990; Aubyn, 2010). It recognizes that in the absence of a central authority in the international system, states act as independent actors pursuing their national interests. This theory is particularly relevant to understanding how regional arrangements, designed to combat piracy, are implemented at the national level. One key assumption of this theory is the anarchical nature of the international system. It acknowledges that there is no overarching authority to enforce cooperation among states. Instead, states must voluntarily choose to cooperate based on their perceived self-interests. In the context of combating piracy, states have the incentive to ensure the security of their sea lanes for international navigation and maritime commerce, as it is crucial for their economic well-being (Dai et al., 2010).

The theory also emphasizes that states are the primary actors responsible for implementing the frameworks adopted to combat piracy. While international and regional organizations play a role in facilitating cooperation and providing platforms for coordination, ultimately the individual states must take action. They may adjust their policies, allocate resources, and coordinate with other states to achieve the desired outcomes. International cooperation is characterized by voluntarism. States are not compelled to cooperate, and there are no penalties for non-compliance. Instead, they engage in a process of policy coordination, adjusting their behavior based on the preferences and actions of other states (Aubyn, 2010). This flexibility allows states to pursue their national interests while also finding common ground and shared benefits in addressing piracy.

However, it is important to acknowledge the criticisms raised against international cooperation theory. Realist scholars argue that cooperation in an anarchical system is difficult to achieve, as

states prioritize their power and security. They highlight the existence of a security dilemma, where others may perceive one state's pursuit of security as a threat, leading to a cycle of mistrust and competition (Axelrod & Keohane, 2018). This perspective challenges the assumption that states can consistently and willingly cooperate for mutual benefit. Despite these criticisms, the theory of international cooperation remains a valuable framework for understanding the dynamics of implementing regional arrangements at the national level. It recognizes the complexities of state behavior, the significance of voluntary cooperation, and the need for policy coordination to address common challenges such as piracy. By employing this theory, the study aims to analyse how states navigate the complexities of implementing regional arrangements and identify potential areas for improvement to enhance their effectiveness in combating piracy.

Furthermore, the theory of international cooperation provides a lens through which the study can examine the motivations and actions of states in implementing regional arrangements to combat piracy. It highlights the importance of states safeguarding their reputation and benefiting from international trade facilitated by secure sea lanes. This perspective implies that states have a vested interest in cooperating with other actors, both regionally and internationally, to address the piracy threat effectively (Dai et al., 2010). The theory also emphasizes that cooperation is not a uniform or linear process but occurs across different levels and among various actors. In the context of combating piracy in the Gulf of Guinea, cooperation takes place between individual states, regional organizations such as the Economic Community of West African States (ECOWAS) and the African Union (AU), and international bodies like the United Nations Security Council (UNSC). Each of these actors plays a role in formulating and implementing the regional arrangements designed to address piracy.

By adopting the theory of international cooperation, the study acknowledges the challenges associated with implementing regional arrangements at the national level. It recognizes that cooperation is not always guaranteed and that states may have differing priorities, resources, and capabilities (Siegle, 2019). Factors such as limited logistics, enforcement difficulties, inadequate legislation, poor surveillance, and insufficient understanding of piracy networks can present significant challenges to the effective implementation of these arrangements. To improve the present arrangement and enhance its effectiveness, several potential measures can be considered. Firstly, there should be a review of existing frameworks to address any gaps or weaknesses. This could involve assessing the adequacy of legislation, strengthening enforcement mechanisms, and enhancing surveillance capabilities.

Secondly, there is a need for increased commitment by individual states to combat piracy. This can be achieved through increased awareness, political will, and resource allocation. States should allocate sufficient budgetary resources to acquire naval assets, enhance maritime security infrastructure, and invest in training and capacity-building initiatives for relevant agencies and personnel. Additionally, international involvement and collaboration should be fostered to facilitate information sharing and coordination between countries in the Gulf of Guinea region and other relevant stakeholders. This can be achieved through partnerships, joint exercises, and the exchange of best practices among states, regional organizations, and international actors. Lastly, it is crucial to increase public-private partnerships and engage civil society organizations in combating piracy. These partnerships can contribute resources, expertise, and innovative solutions to address the challenges faced by regional-level arrangements (Dai et al., 2010)

It is important to recognize that the theory of international cooperation is not without its criticisms and alternative perspectives. Realist scholars, for instance, argue that cooperation among states is

limited due to the anarchical nature of the international system and the primacy of national interests. They contend that states are primarily motivated by power and security concerns, which can hinder effective cooperation on issues such as piracy. While these criticisms are valid, it is worth noting that international cooperation theory provides valuable insights into the motivations, processes, and potential benefits of collaboration in addressing complex transnational challenges like piracy (Dai et al., 2010). It recognizes that states have a shared interest in maintaining security and stability in maritime domains and that cooperation can lead to mutually beneficial outcomes.

Moreover, the theory of international cooperation helps explain the role of regional arrangements in facilitating collective action against piracy. Regional frameworks, such as the Yaoundé Code of Conduct in the Gulf of Guinea, provide a platform for states to coordinate their efforts, share information, and pool resources to combat piracy effectively. These arrangements foster trust, build capacity, and promote a sense of collective responsibility among participating states. To further strengthen the implementation of regional-level arrangements, it is crucial to address some key challenges. One challenge is the lack of consistent political will and commitment from all participating states. Not all states may prioritize the issue of piracy or allocate adequate resources for its prevention and response. This underscores the importance of diplomacy, persuasion, and awareness campaigns to garner sustained commitment and support from all stakeholders.

Another challenge is the need for improved coordination and information-sharing mechanisms. Effective communication and collaboration among states, regional organizations, and international partners are vital for timely responses and preventive actions. Enhancing technological capabilities, establishing secure communication channels, and conducting joint exercises and operations can enhance coordination and information flow, enabling faster and more effective responses to piracy incidents. Furthermore, addressing the root causes of piracy, such as poverty,

unemployment, and political instability, is essential for long-term success. Socio-economic development initiatives, governance reforms, and capacity-building programs that aim to address the underlying conditions that foster piracy should complement regional-level arrangements.

In terms of improvements, it is crucial to foster a culture of trust and mutual accountability among participating states. This can be achieved through regular dialogue, transparency, and sharing of best practices. Encouraging states to learn from each other's experiences and successes can lead to the adoption of more effective strategies and measures. Additionally, leveraging international support and partnerships can enhance the capacity of regional arrangements. International organizations, such as the United Nations, can provide technical expertise, financial assistance, and coordination mechanisms to support the implementation of regional frameworks. Engaging the private sector, including shipping companies and maritime industry stakeholders, can also contribute resources and expertise to enhance maritime security efforts (Axelrod & Keohane, 2018).

In conclusion, by adopting the theory of international cooperation, this study aims to provide insights into the implementation of regional arrangements at the national level to combat piracy. It recognizes the complexities and challenges involved in fostering cooperation among states and emphasizes the importance of voluntary adjustment of policies and coordinated efforts. By addressing the identified challenges and implementing the proposed improvements, the effectiveness of regional-level arrangements in combating piracy can be enhanced, leading to greater maritime security and economic development in the Gulf of Guinea region.

1.7 Literature Review

The scholarly studies relevant to this study are reviewed along the following themes, namely, the concept of piracy, the state of piracy in the Gulf of Guinea, Ghana's anti-piracy strategies, the challenges of combating piracy, challenges confronting combating piracy in the GoG and the successes of frameworks in combating piracy, and challenges confronting Ghana's framework in combating piracy.

1.7.1 The Concept of Piracy

Piratical attacks and armed robbery have long been a global menace, persisting for an extensive period. Bendall (2010) emphasizes that piracy has been a concern for over two decades, specifically affecting ships traversing the Gulf of Aden, the Arabian Sea, and the western Indian Ocean. These vital maritime lanes, responsible for transporting a substantial portion of international cargo and the majority of European marine traffic, encounter significant risks, particularly related to the transport of oil and gas (Huang et al., 2020; Kraska, 2021). The impact of piracy extends to countries in the BRICS group, which heavily rely on this crucial passage. Notably, African and Middle Eastern nations, especially those involved in oil and gas production, face economic consequences due to the expanding geographical reach of pirate activities. International attention was drawn to the increasing piracy off the coast of Somalia in 2010 (Pham, 2020). It is worth noting that Somalia stands out for notable technological advancements (Bueger, 2020). Initially, pirates utilized dhows or fishing boats to target ships that sailed too close to the Somali coast. However, as merchant ships enhanced their security measures, pirates upgraded their equipment, including more lethal weapons, faster and more powerful boats, and a broader range of tactics. This enabled them to launch attacks on targets located further away (Tsevetkova, 2019).

According to the International Chamber of Commerce (2019), the oceans surrounding Sub-Saharan Africa are deemed the most hazardous worldwide. In 2018, 75 seafarers were either held captive or abducted for ransom globally, with 60% of these incidents occurring in the Gulf of Guinea near Nigeria, Guinea, Togo, Benin, and Cameroon, as reported by the International Maritime Bureau (2019). The IMB's pirate reporting center recorded 78 piracy or armed robbery incidents against ships in the first half of 2019, a decline from 107 during the same period in 2018. Approximately 73% of these attempts resulted in successful boardings, with the most common targets being 57 boats. While the Gulf of Aden in the Horn of Africa used to be the most perilous area for ship navigation, the Gulf of Guinea off the coast of West Africa has now taken that distinction. Recent reports, such as the abduction of over 60 sailors in Benin, Cameroon, Togo, Nigeria, and Guinea, highlight the ongoing concern (Schuler, 2019). Although piracy remains a threat in the Gulf of Guinea, the frequency of successful hijackings has decreased due to the proactive responses of affected nations' governments. Nonetheless, the menace posed by pirates to crucial maritime routes persists, despite the recent decline.

The Gulf of Guinea has witnessed alarming incidents targeting ships, sparking significant concerns regarding safety and security in the shipping sector and among the seafaring community. The International Maritime Organization (IMO, 2019) has conveyed these concerns to the global maritime community. The region, including Ghana's territorial waters, grapples with various issues such as hijacking, drug smuggling, human trafficking, pirate activities, and illegal, unregulated, and unreported fishing. The prevalence of piracy and armed robbery in the Gulf of Guinea has become a pressing matter for the maritime industry, as highlighted by the anti-piracy guidance jointly developed by Inter-cargo, Inter-tanker, and BIMCO (Baltic and International Maritime Council) in 2012, supported by the NATO shipping center. Nigerian, Togolese, and Beninese

territorial waters experience frequent pirate attacks, with kidnappings for ransom and assaults on innocent individuals being commonplace in these areas (NATO, 20117). Nevertheless, several contributing factors have contributed to the escalation of piracy in the Gulf of Guinea.

1.7.2 State of Piracy in the Gulf of Guinea

The Gulf of Guinea, located off the western coast of Africa, encompasses nine countries, including Nigeria, Benin, Ghana, Togo, Cameroon, Gabon, Equatorial Guinea, Sao Tome and Principe, and Togo, as reported by McCabe (2022). This region is known for its abundant and largely untapped natural resources. According to Abudu (2021), the Gulf of Guinea is estimated to hold 50 billion barrels of petroleum reserves, along with valuable minerals such as copper, granite, gold, marble, lead, zinc, and more. While piracy has been a longstanding issue in the Gulf of Guinea, recent surges in attacks have elevated it to a serious problem (Abudu, 2021).

The International Maritime Bureau reported 55 incidents of assault in West Africa in 2016, with Nigeria accounting for 36 of those cases. In 2019, there were 121 recorded abductions of ship crewmembers, marking an increase of almost 50% in the region, despite a global decline in pirate incidents (ICC, 2020). The Gulf of Guinea is recognized as the most costly area worldwide for maritime piracy (Forster, 2014). Given the transnational nature of maritime crimes, addressing security, resource, and environmental concerns becomes challenging due to the complex and vast maritime borders and the substantial volume of legitimate maritime trade (Abudu, 2021).

Efforts have been made to combat piracy in the Gulf of Guinea through enhanced information sharing and cooperation between ships at sea and maritime authorities of the coastal nations. The International Maritime Bureau (2018) highlights a significant increase in such collaborative measures. The Gulf of Guinea states has actively participated in security training missions

facilitated by the African Partnership Station (APS) and engaged in maritime training exercises to strengthen their capacity to counter the rise of maritime piracy in their territorial waters (McCabe, 2023). The region has prioritized the enhancement of monitoring, compliance, and surveillance capabilities to combat pirates and eradicate illicit maritime activities (McCabe, 2023).

1.7.3 Ghana's Anti-Piracy Strategy

The Ghana Maritime Authority has emphasized the need for a thorough evaluation of Ghana's maritime legislation by the government and other relevant stakeholders to effectively address the challenges posed by piracy and related crimes. Empirical research conducted by the Neptune P2P Group (2015) underscores the inadequacy of Ghana's existing anti-piracy laws in reflecting the evolving nature of contemporary piracy. This reliance on outdated legislation to ensure homeland security is a common concern among nations bordering the Gulf of Guinea. Consequently, the Ghanaian navy is resolutely committed to enforcing new and robust maritime regulations to safeguard the country's seas, foster secure trade relationships with partners, and effectively combat the multifaceted issues of piracy and violence.

In recognition of the social, economic, political, and human costs associated with maritime piracy, the Ghanaian government has adopted specific regulations targeting armed robbery and piracy within its territorial waters in the Gulf of Guinea (McCabe, 2022). This initiative has driven significant improvements within the Ghana Navy, particularly in response to the discovery of offshore oil reserves. The acquisition of a modern fleet of patrol boats has been instrumental in fortifying port security and protecting the offshore industry against pirate threats. Ghana also engages in collaborative efforts with Nigeria, the largest country in the region, which has implemented internal regulations to safeguard its territorial waters against pirate attacks (Asua et al., 2021). This partnership enables naval personnel from both countries to effectively monitor

pirate activities in the Niger Delta and on larger vessels involved in offshore operations, thus providing crucial support to Ghana's Navy until the establishment of comprehensive anti-piracy legislation. This collective endeavor significantly contributes to the protection of Ghana's maritime borders and national interests.

Numerous empirical studies and reports have substantiated the urgency for Ghana to address piracy in its territorial waters. Additional research by reputable organizations and scholars could offer further insights into the effectiveness of maritime regulations, the economic impact of piracy, and best practices in combating piracy in the Gulf of Guinea. These studies could provide valuable guidance for policymakers and maritime stakeholders in formulating and implementing comprehensive and up-to-date anti-piracy strategies in Ghana. One such study conducted by Bueger and Edmunds (2017) examined the root causes of piracy in the Gulf of Guinea and identified factors such as poverty, corruption, weak governance, and inadequate maritime law enforcement as key contributors. Their research emphasized the need for holistic approaches that address the underlying socio-economic and political issues to effectively tackle piracy in the region.

Another empirical study by Amalu and Uzoegbu (2018) focused on the economic impact of piracy in the Gulf of Guinea. The study highlighted the substantial costs incurred by affected countries in terms of increased insurance premiums, trade disruptions, and potential loss of foreign direct investment. It emphasized the importance of implementing robust maritime security measures to safeguard the region's economic interests. To enhance our understanding of effective countermeasures, the work of Siegle (2019) provided a comprehensive analysis of various strategies employed by Gulf of Guinea states and international actors to combat piracy. The study highlighted the significance of regional cooperation, intelligence sharing, capacity building, and

legal frameworks in deterring pirate activities and promoting maritime security. Furthermore, ongoing initiatives such as the Yaoundé Architecture for Maritime Safety and Security in Central and West Africa, led by the Economic Community of Central African States (ECCAS) and the Economic Community of West African States (ECOWAS), have been instrumental in fostering collaboration among regional countries to address piracy. Evaluating the effectiveness of these regional frameworks, as demonstrated by De Graaff and Van Leeuwen (2020), can provide valuable insights into the progress made in enhancing maritime security in the Gulf of Guinea. In conclusion, incorporating findings from empirical studies and reports on piracy in the Gulf of Guinea provides a comprehensive understanding of the challenges and potential solutions in combating this threat. By drawing upon such research, policymakers and maritime stakeholders can develop evidence-based strategies that effectively address piracy, safeguard maritime interests, and promote economic development in the region.

1.7.4 Challenges of combating piracy

Inyang and Agi (2020) highlight the unfortunate situation where the international convention developed by UNCLOS in 1982 to combat piracy and armed robbery at sea has not yet been incorporated into Nigerian municipal law. Similarly, the various agreements and guidelines on maritime piracy developed by the International Maritime Organization (IMO) have not been integrated into Nigerian policy as recommended to member states of the IMO. To address this issue, they recommend the domestication of these conventions, specifically emphasizing the need to incorporate them into Section 12 of the Nigerian 1999 constitution, to effectively combat this menace.

McCabe (2022) argue that the establishment of the Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR) in 1975, later institutionalized as the Maritime Organization for West and Central Africa (MOWCA) in 1999, aimed to develop the maritime infrastructure of the region. In 2008, in collaboration with the IMO, MOWCA designed a framework for a sub-regional integrated coastguard network to enhance inter-regional and national cooperation on maritime security. However, the full implementation of this framework has been hindered as six out of the 20 coastal states have yet to sign the memorandum of understanding (MoU). Furthermore, the establishment of a regional maritime development bank by MOWCA to finance the combat against piracy has been hampered by an inadequate financial commitment from the Nigerian government. Additionally, the Gulf of Guinea Commission (GGC), which was created in February 2001 as a permanent framework for collective action on maritime issues in West and Central Africa, has faced challenges due to border disputes and political tensions.

The Gulf of Guinea region holds immense significance in global trade and is renowned for its abundant natural resources that are in high demand worldwide. The challenges faced by countries in the region in combating piracy stem from a combination of factors, including domestic laws, political structures, and levels of cooperation among these nations. Oyewole (2016), in his article on suppressing maritime piracy in the Gulf of Guinea, argues that there have been notable improvements in the naval presence and maritime policing, resulting in increased successful operations such as the interception, capture, and elimination of pirates, as well as the prevention of attacks, the rescue of victims, and destruction of pirate sanctuaries. However, he notes that the security presence in the region remains insufficient to deter every attack.

Abudu (2021) acknowledges that issues related to national security and state sovereignty have often hindered global and regional efforts to combat piracy in the Gulf of Guinea. Nevertheless, the escalating piracy activities are gradually compelling regional political leaders to collaborate in addressing this menace. A study conducted by McCabe (2022), confirmed that regional cooperation faces certain challenges in combating piracy. These challenges include a lack of political will among individual states, inadequate coordination among various agencies, the influence of external powers, and a lack of sufficient maritime domain awareness within the countries of the region.

1.7.5 Successes of Frameworks in combating piracy in the Gulf of Guinea.

According to Hassan and Hasan (2017), to address the growing piracy and armed robbery issues in the Niger Delta, the Nigerian government implemented an unconditional amnesty framework on June 25, 2009, during the presidency of Umaru Musa Yar'Adua. This strategy aimed to pacify the insurgency by offering monthly allowances and vocational training to militants who surrendered their weapons. The introduction of the amnesty program resulted in a decline in attacks on oil industries and consequently led to an increase in crude oil production, reaching 2.6 million barrels per day.

Bueger and Edmunds (2017:18-23) highlight the significance of the Yaoundé code of conduct, adopted in 2013, which provides a comprehensive policy against piracy and other illegal activities in the Gulf of Guinea (GoG). The code of conduct establishes measures to be taken at the national level, including the development of a national maritime security policy, the creation of a national committee on maritime security for coordination, and the prosecution of pirates and other offenders in domestic courts. The initiative emphasizes information sharing, coordination, and engagement among states, as well as the declaration and enforcement of Economic Exclusive

Zones (EEZ) and domestic laws. The code of conduct has shown some success, as evidenced by the reduction in attacks reported in the region in 2017, with none occurring outside Nigeria's EEZ.

Based on the reviewed literature, it is evident that many studies have examined piracy in the Gulf of Guinea, focusing on its current state, the global and regional frameworks for combating piracy, and the successes and challenges associated with these frameworks. However, there is a gap in the literature regarding the individual state frameworks, such as Ghana's efforts in combating piracy within the GoG region. Therefore, this study aims to address this gap by exploring Ghana's specific approach to countering the piracy menace.

1.8 Research Methodology

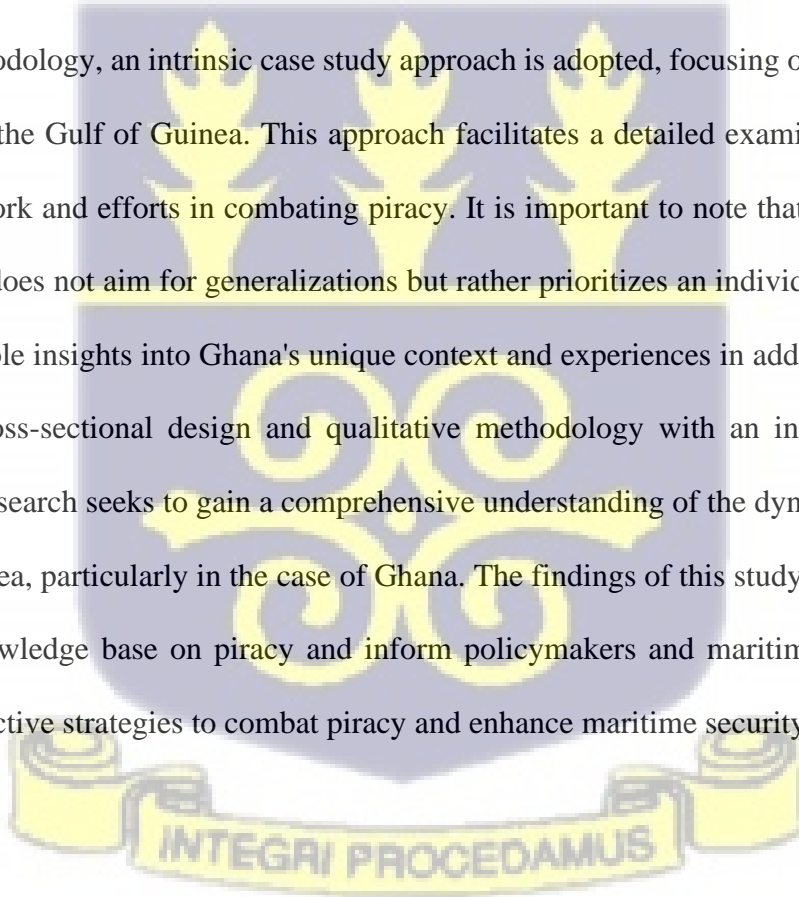
Research methodology refers to how a researcher conducts his/her research. This research adopts a qualitative methodology, a semi-structured interview guide for primary data collected, a secondary source of data from articles, journals, and books, a probabilistic sampling technique specifically purposive sampling technique, the study population spans the government, ministries departments, and agencies, civil society organizations, and academic institutions.

1.8.1 Research Design

The research design is the broad framework of techniques and processes utilized to achieve the overall research objectives and goal (Creswell, 2013). It explains how the data was collected and how it was analysed. The research design might be quantitative, qualitative, or mixed, depending on the nature and objectives of the study (Pandey & Pandey, 2015). The study employed a qualitative research design. Qualitative research design explores the attitude, values, and beliefs to

understand better people's or organizations' way of life (Boateng, 2016). The chosen research design assisted in addressing the research objectives and questions.

This study employs a cross-sectional design to examine the prevalence of piracy in the Gulf of Guinea, with a specific focus on Ghana as a case study. The chosen research methodology is qualitative, aiming to obtain in-depth knowledge of the strategies and initiatives implemented by Ghana to counter pirate attacks within its territorial waters and on the high seas. The qualitative approach is well suited for this study as it allows for a comprehensive exploration and analysis of the phenomenon of piracy in the Gulf of Guinea, considering the contemporary context and the impact of global collaborative frameworks that have contributed to its decline. Within the qualitative methodology, an intrinsic case study approach is adopted, focusing on Ghana as one of the countries in the Gulf of Guinea. This approach facilitates a detailed examination of Ghana's specific framework and efforts in combating piracy. It is important to note that the intrinsic case study approach does not aim for generalizations but rather prioritizes an individual state analysis, providing valuable insights into Ghana's unique context and experiences in addressing piracy. By employing a cross-sectional design and qualitative methodology with an intrinsic case study approach, this research seeks to gain a comprehensive understanding of the dynamics of piracy in the Gulf of Guinea, particularly in the case of Ghana. The findings of this study will contribute to the existing knowledge base on piracy and inform policymakers and maritime stakeholders in formulating effective strategies to combat piracy and enhance maritime security in the region.



1.8.2 Study Population

According to Sekaran and Bougie (2010), the sampling target population refers to the complete set of elements that the researcher selects for the study. The selection of the target population is based on specific key characteristics that make them relevant to the study. In this research, the target population consists of selected experts from various organizations including the United Nations Office on Drugs and Crime (UNODC), the Marine Police, the Ministry of Fisheries, the Ghana Navy, Ghana Maritime Authority, Gulf of Guinea Maritime Institute (GOGMI), Centre for Maritime Law and Security (CEMLAWS), regional maritime university, and Ghana Ports and Harbor Authority. The chosen experts comprise executive-level employees, enforcement-level employees, government officials, representatives from civil society organizations, and academics.

1.8.3 Sample Size

According to Fraenkel, Wallen, and Hyun (2015), a sample size refers to a subset of the entire population that is selected to represent the population under study. It is crucial to ensure that the sample size is sufficient to provide a good representation of the entire population. In this research, respondents were carefully chosen based on specific characteristics that are of interest and relevance to the study, using a non-probability sampling approach known as purposive sampling. The sample size for this study comprises 11 selected respondents who possess the desired characteristics and expertise related to the research topic. These respondents include individuals from various organizations, such as the United Nations Office on Drugs and Crime (UNODC), the Marine Police, the Ministry of Fisheries, Ghana Navy, Ghana Maritime Authority, Gulf of Guinea Maritime Institute (GOGMI), Centre for Maritime Law and Security (CEMLAWS), regional maritime university, and Ghana Ports and Harbor Authority. By choosing respondents with diverse

backgrounds and perspectives, the aim is to obtain comprehensive insights into the strategies, policies, and initiatives employed in addressing piracy in the Gulf of Guinea, with a specific focus on Ghana.

1.8.4 Sampling Technique

There are two main types of sampling techniques for determining the sample size for research (Yin, 2017). There are probabilistic and non-probabilistic sampling techniques. Probabilistic sampling technique is a technique where all the elements of a population are given an equal chance of being selected for the study and non-probabilistic sampling is a sampling technique where few elements of the population are selected for the study. Probabilistic sampling technique includes simple random, systematic sampling, and stratified sampling amongst others and non-probabilistic sampling techniques include accidental, purposive, and snowballing amongst others. The non-probabilistic sampling method is adopted for the study specifically; the purposive sampling method is adopted. The purposive sampling technique enables the researcher to select or choose participants that best fit that is experts in the field or area of research hence ensuring gaining qualitative responses of in-depth knowledge on the subject area under investigation. The selection criteria of the people to be interviewed are based on their knowledge and expertise in the study. The purposive sampling method a non-probabilistic sampling technique is adopted because of the technicalities related to the field of study and the unfamiliarity of the study area amongst many people in the region particularly in Ghana. Purposive sampling also is cost-effective and saves time considering the time and resource constraints in the conduct of this research.

1.8.5 Sources of Data

Data sources that are used for this study are both primary and secondary. Primary sources were collected by engaging the Ghana Maritime Authority, United Nations Office on Drugs and Crimes, Ghana Ports and Harbor Authority, Ministry of Fisheries, Ghana Navy, and Gulf of Guinea Maritime Institute as these institutions and their personnel are experts in the field and hence, can provide adequate information and expertise in the research area of study. The semi-structured interview, which is a blend of structured and unstructured interviews, was adopted. Hence, this study benefits from the advantages of both and will provide the interviewees who are experts in the field of study to freely express their opinions in the form of observations, objections, and suggestions in the adopted framework to combat the menace of maritime piracy. Several studies have been done on the research topic of piracy in the Horn of Africa, the Gulf of Guinea focusing on the cause of the surge in piracy, its global economic implications, as well as global efforts being made to address maritime piracy amongst others as piracy is a threat to global security. With that being said, the existing literature on maritime piracy focuses on regional analysis at the expense of individual state analysis. Secondary sources are reports from the International Chamber of Commerce International Maritime Bureau Piracy, UNODC data on the cost of Piracy, and reports from the Center for Ghana Maritime Law and Security Project amongst others.

1.8.6 Data Collection

A semi-structured interview was employed in the study, which will be hinged on the causes, implications, and mitigating measures to address the challenges that are faced in enforcing the policies and strategies adopted in the framework strategies, and policies adopted in Ghana's framework to combat piracy in her (Ghana) territorial waters in the Gulf of Guinea region. The

interviews are both in-person and online for respondents who in the pursuit of their duties may not be at the post, the emergence of covid-19 made online meetings and conferences an acceptable practice. The interview guide will be pretested with the first respondent or interviewee in this study. As the study employs a qualitative method, open-ended questions are used to allow interviewees to express themselves freely and provide more in-depth knowledge on the study area rather than using yes or no questions, which restrict the information, provided thereby serving as a limitation to the study. The qualitative method is preferable in this study as it helps curb pre-judgment (Watkins, 2012).

1.8.7 Data Analysis

Content analysis, as defined by Holsti (1969), refers to a technique used to make objective and systematic inferences by identifying specified characteristics of messages. It involves studying previously collected data, and in this study, qualitative content analysis was employed to analyse the collected data. The researcher transcribed the recorded interviews with the consent of the interviewees. The text data used in this study encompassed verbal interviews, open-ended questions, articles, reports, and other relevant sources. Thus, qualitative content analysis emerged as the most suitable method to analyse the data obtained. The decision to utilize qualitative content analysis was based on its ability to go beyond simple word counting and instead delve into a thorough examination of language. This method involves classifying large amounts of text into a concise set of categories that represent similar meanings, as outlined by Weber (1990). By employing this approach, the researcher aimed to identify patterns, themes, and connections within the data, enabling a comprehensive exploration of the research topic. Additionally, the qualitative content analysis method allows for a deeper understanding of the collected information, providing rich insights into the experiences and perspectives of the respondents. Throughout the research

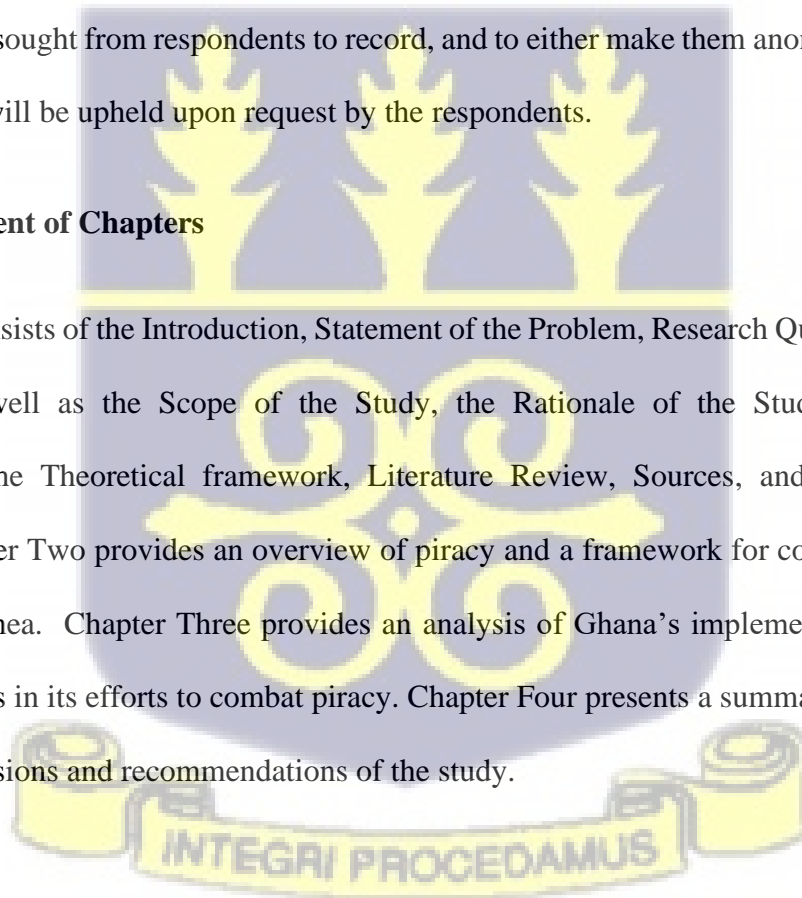
process, meticulous attention was given to conducting and analysing the data to minimize potential errors. The research team ensured accuracy and rigor by adhering to established protocols and guidelines. By employing qualitative content analysis, this study aimed to extract meaningful and relevant findings that contribute to a comprehensive understanding of the topic under investigation.

1.8.8 Ethical Considerations

Official letters provided by the management of the Legon Center for International Affairs and Diplomacy are given to be delivered to the prospective interviewees or respondents. Upon consent of the respondents, the researcher schedules a convenient date, time, and venue for the interview. Permission was sought from respondents to record, and to either make them anonymous or not and confidentiality will be upheld upon request by the respondents.

1.9 Arrangement of Chapters

Chapter One consists of the Introduction, Statement of the Problem, Research Questions, Research Objectives as well as the Scope of the Study, the Rationale of the Study, and Research Methodology, the Theoretical framework, Literature Review, Sources, and Arrangement of Chapters. Chapter Two provides an overview of piracy and a framework for combating piracy in the Gulf of Guinea. Chapter Three provides an analysis of Ghana's implementation of Gulf of Guinea measures in its efforts to combat piracy. Chapter Four presents a summary of the research findings, conclusions and recommendations of the study.



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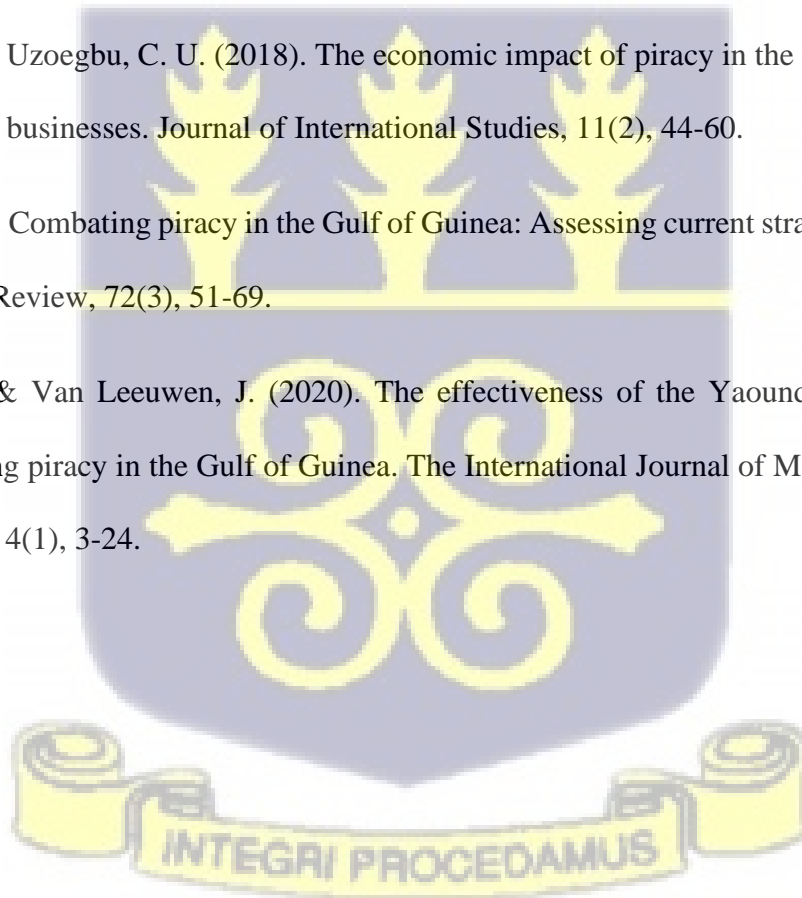
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CHAPTER TWO

AN OVERVIEW OF PIRACY AND FRAMEWORK FOR COMBATING PIRACY IN THE GULF OF GUINEA.

2.0 Introduction

This chapter highlights piracy occurring around the globe and Ghana's framework to combat this menace. The first part presents an overview of piracy, which includes the definition and the reasons for its surge. The second part presents trends in Modern piracy, trends of piracy in Africa, trends of piracy in East Africa (Horn Africa), an overview of the GoG, trends, and dynamics of piracy in the Gulf of Guinea region, and GoG frameworks to combat piracy in the region.

2.1 Overview of Piracy

Piracy is an old phenomenon that has existed for many centuries as long as ships have been at sea, its golden age is associated with the period between the 1650s and 1730s, and it is an important factor in the histories of the Caribbean, the United Kingdom, the Indian Ocean, North America, and West Africa. The golden age of piracy can be divided into three periods buccaneering period (1650-1680) which was marked by Anglo-French seamen based in Jamaica attacking Spanish colonies and shipping in the Caribbean and eastern Pacific, the Pirate round (the 1690s) which was associated with long-distance voyages from the Americas to rob Muslims and east Indian Company in the Indian Ocean and the Red sea and the third period (1715 to 1726) this period was after the end of the war of the Spanish succession leaving Anglo-American sailors and privateers unemployed. Piracy is a global security threat just like terrorism, drug trafficking, and human trafficking amongst others. As no state in the world is endowed with all the necessary resources

needed for its development and growth, the movement of goods and services is a key necessity for all states around the world. With the development in transportation networks and technologies, the high seas serve as one of the means of transporting goods and services, as such making pirate attacks on these sea routes and shipping vessels a global concern. World Bank reported in 2012 that, the global economy lost \$18 billion to piracy, and a report by Statista disclosed that the human cost of piracy worldwide in 2020 was 2,200 seafarers were subject to maritime attacks in the West African region. (Martin, 2022).

According to the 1982 United Nations Convention on the Law of the Sea (UNCLOS) Article 101, piracy is defined as “ any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft that occurs on the high sea or international waters against another ship or aircraft, or against persons or property on board such ship or aircraft, again persons, aircraft, ship or property outside the jurisdiction of any state and any voluntary participation in the operation of a pirate ship or an aircraft”.

Global piracy characteristics of pirate attacks are based on geographic locations (In Africa, In Southeast Asia, In Indian Subcontinent, and America), based on the successes and attempts of pirate attacks, the status of ships (at anchor, steaming of ships, and when berthed), based on types of ships (bulk carriers, container ships, chemical tankers, general cargo vessels, crude oil tankers, fishing vessels amongst others), based on types arms (in contemporary times modernized weapon are used) and based on the type of violence (incurring injuries or killing of crew members). (Xiao & Xu, 2017).

The reasons that accounted for the surge in piracy in the Gulf of Guinea and the Malacca Straits as recorded by the United Nations Office on Drugs and Crimes (UNODC) can be said to be likened directly to the weaknesses in security management of the ports and shipping lanes amid the spread

of the coronavirus. (Locherer, 2020). The surge in piracy can also be said to be facilitated by globalization which promotes the movement of valuable goods especially oil, making them vulnerable to being stolen for sale on the black market amidst youth unemployment, “legal and jurisdictional weaknesses, favorable geography, conflict and disorder, unfunded law enforcement, inadequate security, permissive political movements, cultural acceptability and promise of reward” (Tepp, 2013:188).

The International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) is a specialized branch whose major responsibility is to combat all forms of maritime crime and malpractice. In its resolution A 504 (XII) (5) and (9) adopted on November 20, 1981, the International Maritime Organization (IMO) has, among other things, urged governments, all interests, and organizations to work together and share information with the IMB to maintain and develop a coordinated effort to combat maritime fraud. In Kuala Lumpur, Malaysia, the IMB Piracy Reporting Centre (PRC) was founded in October 1992. IMB PRC provides a 24-hour reporting line for any piracy, armed robbery, or stowaway situations. It also delivers the most recent information on piracy operations in the shipping sector and publishes thorough quarterly and annual reports with statistics on piracy. The PRC provides annual reports and quarterly reports that contain statistical information about worldwide piracy attacks.

2.2 Trends in Modern Piracy

Piracy a relic from the past has demonstrated signs of shifting through cycles of geography and intensity. At the same time, the geographic center of modern piracy has changed, formerly it was the Strait of Malacca region, but in the mid-to-late 2000s, it moved to the Horn of Africa. The Gulf of Guinea and the Indonesia, Singapore, and Malaysia regions have seen a significant increase in

activity during the past few years. The beginning of the "modern" era of piracy can be associated with the mid-1990s when attacks by pirates in the South China Sea and the Strait of Malacca increased to the point where they attracted the attention of the United Nations and the international shipping community. Most of the reported pirate attacks in the world between 2002 and 2005 occurred in and near the Strait of Malacca, East Asia, and the South China Sea. The worldwide shipping community put a lot of pressure on Singapore, Malaysia, and Indonesia, which border the Strait of Malacca, to take steps to reduce the number of attacks at this time. Piracy significantly decreased in response to the later adoption of greater security measures in the area by 2005 (the decline might be partly attributable to the Indian Ocean tsunami that struck Southeast Asia in December 2004) and stayed extremely quiet for several years. Nevertheless, while piracy started to decrease in Asia, it started to rise in the Gulf of Aden, notably off the coast of Somalia; the increase in worldwide maritime piracy after 2005 is mostly linked to the surge in maritime piracy committed by Somali pirates. With 64.5 percent of all reported attacks, occurring in Africa that year, the number of pirate attacks in Africa had overtaken those in Asia by 2008. Attacks by Nigerian pirates in the GoG came in second place, with the majority of these being undertaken by Somali pirates. In 2009, Nigeria and Somalia were the top two "hot areas" for piracy in the world, with 211 documented attacks in Somalia and 28 in Nigeria. Since 2010, there has been a notable decline in maritime piracy in Somalia. The success of international naval task forces and independent operators in combating piracy, the rise in the use of best management practices by merchant ships, and changes in Somalia's internal political situation are the three separate but related events that have had the greatest impact on the decline in Somali piracy. (McCabe, 2022; Ehizuelen, 2023).

An important trend of modern piracy has witnessed terrorist and rebel groups engaging in piracy to loot valuables of ships to sell on the black market, kidnapping crewmembers for ransom to finance their operations and benefit from natural resources.

2.2.1 Trends in Piracy in Africa

Africa is a continent that has greatly witnessed pirate attacks in the world due to its favorable geography, being endowed with enormous resources, as well as having the least efficient ports in the world, poor maintenance attitude, poor and inadequate infrastructure, excessive bureaucratic red tape, inadequate law enforcement, lax security, and its longstanding problem of weapon smuggling which is used by pirates in their attacks. (Nincic, 2013). The trend in pirate attacks tended to be slightly different from that in Asia, with seafarers more likely to be kidnapped for ransom and victims of violence in African waters. Piracy in Africa has seen pirates attack ships several miles offshore which happens to be opposed to what is known with pirates attacking ships close to the shore, within ports, or while ships are at anchor or berthed. A case in point is the Somalia pirates who go as far as 200 nautical miles to attack their targets. (Nincic, 2009). Moving on, a total of 533,344, 243, and 108-recorded attacks, which accounted for 34.4%, 22.2 %, 15.7%, and 7% of all attacks in Africa were reported from the waters off Somalia, Gulf Aden, Nigeria, and the Red Sea, respectively. Attacks in the waterways off Somalia peaked in 2010 and 2011, and they did so in waters off the Gulf of Aden in 2008 and 2009. However, the piracy attacks in the Nigerian Sea showed no discernible shift and were more frequent than in waters around Somalia, the Gulf of Aden, and the Red Sea. In recent years, there has been a significant decline in waters off Somalia, the Gulf of Aden, Red Sea, but the piracy attacks in Nigeria waters had no obvious increase in the GoG region. (Ehizuelen, 2023; De Graaff & Van Leeuwen, 2020).

2.2.2 Trend in piracy at the Horn of Africa

Recently in the waters around the Horn of Africa, piracy has reemerged as a danger to international security and trade. Attacks by pirates, including those on U.S.-flagged ships, in the waters around Somalia and the Horn of Africa have rekindled international interest in the enduring issue of maritime piracy. The persistence of insecurity and the absence of the rule of law in conflict-torn Somalia are directly related to the rise in pirate assaults off the Horn of Africa. The biggest threat to regional security continues to be the lack of a functioning central authority, which gives pirates freedom of movement. Due to a paucity of law enforcement, pirates can detain hostages in this haven while engaging in lengthy ransom discussions. Some claim that the lack of Somali coastal security authority has allowed illegal international fishing and maritime dumping to continue unchecked, undermining the economic possibilities of coastal towns and giving some pirates a political or economic incentive. However, most pirate organizations appear to be in it for the money, and it has been shown that piracy can be profitable. These profits might worsen the existing strife and jeopardize regional security. (Ploch et al, 2011).

The pirates, and the motives, characterize the profile of piracy in the Horn of Africa and the tactics employed in the attacks. To begin, according to United Nations (U.N.) and independent sources, several pirate groups are now active in Somalian waters. The organizations, which were initially mostly organized along clan lines and were situated in isolated port towns, had different capacities and operational patterns, which makes it more challenging to provide broad solutions. According to reports, there may be 7 to 10 such gangs, or "pirate action groups," that are funded by alleged "instigators" who coordinate the money and provide tasks to group leaders. These organizations operate out of the ports in Garacad (Garad) and Harardhere (Harardhere) in central Somalia, as well as from Xabo on the northern coast of Puntland, along the eastern coast of Puntland, and from

Garad south to Hobyo, and from Harardhere (Harardhere) in central Somalia south to Kismayo. (Ploch et al, 2011).

About the motive, while it appears that most pirates are driven primarily by financial gain, other analysts contend that the relative risk of engaging in piracy has decreased because most Somalians struggle to survive, and most people find wealth elusive.

In addition, the standard Somali pirate team uses a variety of small weaponry, including AK-47 rifles and rocket-propelled grenade (RPG) launchers. Many pirate teams pursue larger but slower-moving tankers, cargo ships, yachts, cruise ships, barges, and tugboats using fishing skiffs with powerful outboard engines. Coastal Somalis offer their fishing boats, gear, and navigating skills to groups of would-be pirates from inland towns in other instances, while in some, local Somali fishermen are supposedly forced to help pirate activities. Some Somali pirate organizations have advanced operational capabilities, they have gathered weapons, gear, and resources that put them on par with or even superior to the local troops arrayed against them.

There were several measures adopted to combat piracy including the goal of multinational naval forces' anti-piracy patrols near Somalia to supplement the self-defense measures taken by sailors. Attacks in the Gulf of Aden have decreased because of increased patrols and proactive attempts by ships. The U.S. government and the worldwide community to stop and discourage pirate attacks have done numerous initiatives. Several authorities have warned ships traveling through the waters around the Horn of Africa and are still offering advice on how to keep them as safe as possible. The U.S. Navy is still engaged in counter-piracy operations in the area, primarily under Operation Ocean Shield of NATO and Combined Task Force 151. Through the end of 2012, the European Union and NATO have extended the terms of their counter-piracy missions. China has

demonstrated a desire to increase its cooperation with the coalition task force providing security escorts in the Maritime Security Patrol Area in the Gulf of Aden, while Russia has aided EU soldiers in guarding World Food Program humanitarian supplies. (Ploch et al, 2011).

Piracy in East Africa at the Horn of Africa has had a few impacts as it threatens commercial shipping and global trade, it threatens humanitarian deliveries and there are a few concerns about the proceeds from these attacks being used for financing terrorist activities.

The Horn of Africa has been plagued by the persistent threat of maritime piracy, primarily driven by the dire circumstances in Somalia and the severe challenges facing its political and economic systems along the coastline. In 2020, it was estimated that Somali pirates were able to amass a staggering \$46 million annually through their illicit activities. This substantial sum exceeded the annual budget of the Puntland government by threefold, illustrating the lucrative nature of piracy in the region (Kraska & Wilson, 2019). The Gulf of Aden and the coastal waters of Somalia witnessed a disturbing surge in pirate attacks during this period. These attacks more than doubled, posing a significant threat to maritime security and the safety of seafarers navigating these perilous waters. The escalating frequency of pirate attacks raises concerns about the effectiveness of counter-piracy measures and highlights the need for sustained efforts to combat this menace (Kraska & Wilson, 2019).

The alarming rise in piracy activities in the Horn of Africa underscores the complex dynamics at play, including the socio-political challenges in Somalia and the economic incentives driving piracy. The substantial financial gains achieved by pirates through ransom payments underscore the deep-rooted nature of this illicit enterprise and its impact on regional stability. Effectively addressing piracy in this region requires a multifaceted approach that combines international

cooperation, targeted interventions, and long-term strategies to address the underlying causes of piracy (Kraska & Wilson, 2019). As the threat of maritime piracy continues to evolve in the Horn of Africa, comprehensive efforts are needed to dismantle piracy networks, enhance maritime security, and promote socio-economic development in Somalia and the surrounding coastal areas. Only through sustained commitment and collaboration, can the international community effectively combat piracy and safeguard the vital shipping routes in the region, ensuring the safety and well-being of seafarers and the uninterrupted flow of global trade (Kraska & Wilson, 2019).

2.2.3 The Gulf of Guinea

The Gulf of Guinea (GoG) region, stretching from Cape Verde to Angola along the West Coast of Africa, is a vital maritime area within the Atlantic Ocean and its maritime system (Kamal-Deen, A. 2014). It encompasses countries such as Nigeria, Ghana, Cote d'Ivoire, Equatorial Guinea, Liberia, Benin, Togo, the Democratic Republic of Congo, Angola, Sao Tome, and Principe. The Gulf of Guinea holds immense significance as a maritime route connecting Africa's West, Central, and Southern regions with Europe and America. It serves as a major sea route for international trade, second only to the Gulf of Aden. Additionally, the region is rich in natural resources, particularly crude oil and hydrocarbons. Given the interdependence of nations in today's global village, the maritime industry plays a crucial role in international trade and development (Okyere, 1981).

However, the Gulf of Guinea's strategic position and the abundance of valuable resources have also made it a hotbed for piracy, posing a significant global security threat. It is important to note that the definition and understanding of piracy in this region have been subject to differing interpretations and contested definitions. To address this issue, this study aims to provide a clear and well-defined concept of piracy within the specific context of the Gulf of Guinea. By

conducting a thorough review of existing literature and engaging in consultations with relevant stakeholders, we seek to establish a common understanding and discourse on piracy in the region. By aligning our definition with internationally recognized definitions and incorporating regional perspectives, we aim to contribute to the ongoing discourse surrounding piracy and enhance the accuracy and effectiveness of research findings. Ultimately, this will support the development of targeted strategies and initiatives to combat piracy and ensure the safety and security of maritime activities in the Gulf of Guinea.

2.2.4 Trends and Dynamics of Piracy in the Gulf of Guinea

Piracy in the Gulf of Guinea, situated off the western coast of Africa, has emerged as a significant maritime security concern in recent years (Husted, 2019). The region has witnessed a surge in pirate attacks, establishing it as one of the most perilous areas for piracy globally, surpassing the previously notorious waters off the coast of Somalia (Husted, 2019). The dynamics of piracy in the Gulf of Guinea encompass a range of criminal activities, including kidnapping for ransom, theft, and hijacking of vessels for cargo theft (Ghosh, 2013). Armed groups, equipped with weapons such as AK-47s and rocket-propelled grenades, typically carry out these attacks using high-speed boats (Ghosh, 2013). Over the past decade, the trend of piracy in the Gulf of Guinea has shown a steady increase, reaching a peak in 2019 and 2020 (Ghosh, 2020). According to the International Maritime Bureau, there were 135 reported incidents of piracy and armed robbery in the Gulf of Guinea in 2020, marking a significant rise from the 90 incidents recorded in 2019 (Ghosh, 2020). These attacks have also grown more violent, with a higher frequency of kidnappings for ransom and an increased number of crewmembers being held hostage (Ghosh, 2020).

Several factors contribute to piracy in the Gulf of Guinea, reflecting its complex nature. These factors include poverty, unemployment, corruption, and weak law enforcement (Husted, 2019). The region has also been affected by political instability and conflicts, providing fertile ground for the proliferation of armed groups involved in piracy (Husted, 2019). Efforts to combat piracy in the Gulf of Guinea involve both regional and international actors. The adoption of the Yaoundé Code of Conduct in 2013 by countries in the region represents a regional initiative aimed at enhancing cooperation and coordination among states to address piracy (Mandanda & Ping, 2016). Additionally, organizations such as the Gulf of Guinea Commission and the Maritime Organization of West and Central Africa have played roles in tackling piracy in the region (Mandanda & Ping, 2016). Furthermore, international navies, including the US Navy and the European Union Naval Force, have conducted patrols in the area to deter pirate activities (Mandanda & Ping, 2016).

Efforts to combat piracy in the Gulf of Guinea have been ongoing at both regional and international levels. The Economic Community of West African States (ECOWAS), the Economic Community of Central African States (ECCAS), and the Gulf of Guinea Commission have been actively involved in addressing piracy in the region (Mandanda & Ping, 2016). One of the key regional initiatives is the Yaoundé Code of Conduct, signed by countries in the Gulf of Guinea region in 2013. The code aims to promote cooperation and information sharing among states to effectively combat piracy and armed robbery at sea (Mandanda & Ping, 2016). It also emphasizes the need for capacity building, law enforcement coordination, and judicial cooperation to enhance maritime security in the region. International actors have also contributed to the efforts against piracy in the Gulf of Guinea. The United States, through its Africa Partnership Station program, has provided training and support to partner governments in the region (Mandanda & Ping, 2016). The US Navy

has donated boats and conducted training exercises to enhance the maritime capabilities of countries affected by piracy.

Similarly, the European Union has been actively involved in addressing piracy in the Gulf of Guinea. The European Union Naval Force Operation Atalanta, originally established to combat piracy off the coast of Somalia, has extended its mandate to include the Gulf of Guinea (Husted, 2019). European naval vessels conduct patrols and provide escorts to vulnerable ships in the region, contributing to the deterrence and suppression of pirate activities. Furthermore, international organizations such as the International Maritime Organization (IMO) and Interpol have provided support and guidance to countries in the Gulf of Guinea to enhance their maritime security capacities (Husted, 2019).

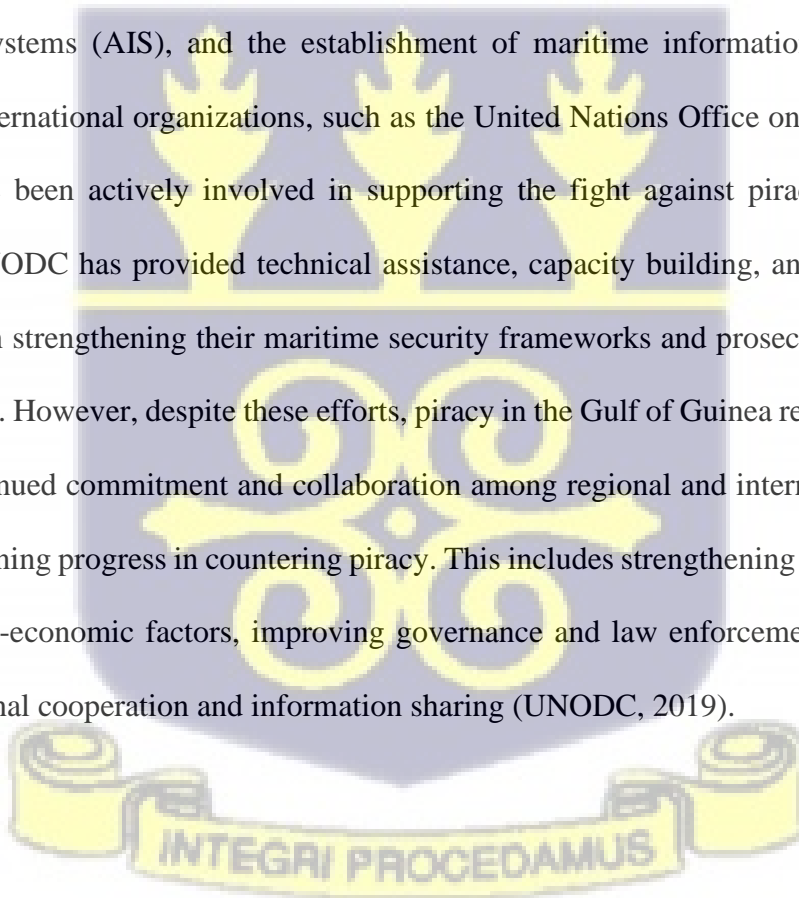
Despite the efforts made to combat piracy in the Gulf of Guinea, several challenges and underlying dynamics persist. These factors contribute to the continued prevalence of piracy in the region. One of the main underlying causes is the socio-economic situation in the Gulf of Guinea countries. Poverty, unemployment, and economic inequality create an environment where piracy becomes an attractive option for some individuals. Limited economic opportunities and lack of alternative livelihoods drive some individuals to engage in piracy as a means of survival (Bueger et al., 2015). Corruption and weak governance also play a significant role in fueling piracy. The Gulf of Guinea region has struggled with corruption within its maritime institutions, which hampers effective law enforcement efforts and allows piracy to thrive (Husted, 2019). Addressing corruption and improving governance structures are crucial for combating piracy effectively.

Moreover, the vast maritime domain and the complex network of waterways in the Gulf of Guinea pose challenges for maritime law enforcement and surveillance. The pirates take advantage of the extensive coastline and the numerous creeks and rivers to carry out their attacks and escape

detection (Husted, 2019). Enhancing maritime domain awareness, surveillance capabilities, and coordination among coastal states is essential for countering piracy effectively. Furthermore, the presence of armed groups and conflicts in the region contributes to overall insecurity and enables piracy to flourish. These groups often engage in various illicit activities, including piracy, to fund their operations and sustain their activities (Bueger et al., 2015). Resolving the underlying conflicts and addressing the root causes of instability are crucial for addressing piracy comprehensively.

In addition to these challenges, there is a need for improved legal frameworks and effective prosecution of pirates. Strengthening domestic legislation and ensuring that pirates are brought to justice is essential for deterrence and prevention (Husted, 2019). Regional cooperation in sharing intelligence, conducting joint operations, and facilitating the prosecution of piracy cases is vital to combat piracy effectively. In recent years, there have been notable initiatives and efforts aimed at addressing piracy in the Gulf of Guinea. These initiatives involve regional and international actors working together to improve maritime security and counter-piracy activities. At the regional level, the Yaoundé Code of Conduct was adopted in 2013 by countries in the Gulf of Guinea region. The code emphasizes the importance of cooperation and information sharing among states to enhance maritime security (UNODC, 2019). It provides a framework for joint operations, capacity building, and legal cooperation to address piracy effectively. The Gulf of Guinea Commission and the Maritime Organization of West and Central Africa (MOWCA) have played significant roles in coordinating regional efforts against piracy. These organizations facilitate dialogue, cooperation, and the implementation of maritime security strategies and initiatives (UNODC, 2019). They also support capacity-building programs, training, and the exchange of best practices among member states.

International partners have also been actively engaged in supporting anti-piracy efforts in the Gulf of Guinea. The United States, through its Africa Partnership Station program, has provided training, equipment, and technical assistance to regional navies and maritime law enforcement agencies (UNODC, 2019). The European Union has launched several naval operations, such as Operation Atalanta and Operation New Bridge, to patrol the waters and deter pirate activities (UNODC, 2019). Efforts to enhance maritime domain awareness and surveillance have been crucial in countering piracy. The Gulf of Guinea Inter-Regional Maritime Security Institute (GoGIMSI) was established to improve the region's ability to monitor and respond to maritime threats (UNODC, 2019). This includes the installation of radar systems, the use of Automatic Identification Systems (AIS), and the establishment of maritime information-sharing centers. Additionally, international organizations, such as the United Nations Office on Drugs and Crime (UNODC), have been actively involved in supporting the fight against piracy in the Gulf of Guinea. The UNODC has provided technical assistance, capacity building, and legal support to member states in strengthening their maritime security frameworks and prosecuting piracy cases (UNODC, 2019). However, despite these efforts, piracy in the Gulf of Guinea remains a persistent challenge. Continued commitment and collaboration among regional and international actors are crucial for sustaining progress in countering piracy. This includes strengthening legal frameworks, addressing socio-economic factors, improving governance and law enforcement capacities, and promoting regional cooperation and information sharing (UNODC, 2019).



2.3 Frameworks to Combat Piracy in The Gulf of Guinea

Before coming into force regional frameworks to combat piracy in the region, some United Nations Security Council Resolutions (UNSCR 2018, 2039, and 2634) which were adopted in 2011, 2012, and 2022 set the tone for the development of a regional framework in the GoG region. United Nations Security Council Resolution 2018 condemns all acts of piracy and armed robbery at sea committed off the coast of the states of Gulf of Guinea, it welcomes the intention to convene a summit of Gulf of Guinea Heads of State to come out with a comprehensive response in the region as well as encourage the states of the Economic Community of West African States (ECOWAS), the Economic Community of Central African States (ECCAS) and Gulf of Guinea Commission to develop a comprehensive strategy, it also calls of states to cooperate with the shipping industry, the insurance industry and the International Maritime Organization, the resolution entreats states of nationality of victims or perpetrators of acts of piracy or armed robbery to cooperate in the prosecution in accordance with international law and human right law, the resolution encourages the international community to assist upon request by states in the region to combat piracy, the resolution welcomes the intention of the Secretary-General of the United Nations to deploy a United Nations mission to deploy UN assessment mission to examine the threat of piracy and armed robbery at sea. (UNSCR 2018).

The United Nations Security Council Resolution 2034 welcomes the report of the Secretary-General's assessment mission on piracy in the GoG, encourages national authorities as well as regional and international partners to consider implementing the recommendations of the assessment mission, stresses on the primary responsibility of the states of the GoG to counter piracy and robbery at sea in the Gulf of Guinea, requests the Secretary-General through the United Nations Office of West Africa (UNOWA) and Central Africa (UNOCA) to support states and sub-

regional organizations in convening the joint summit as referenced in the resolution 2018(2011), urges states to take prompt action at national and regional levels with the support of the international community to develop and implement national maritime security strategies, the resolution encourages Benin and Nigeria to extend their joint patrols beyond March 2012 and the other GoG countries building their capacities to secure the coastlines, the resolution encourages the establishment transnational and trans regional maritime coordination centers to cover the whole region, it encourages international partners to provide support to regional states and requests the Secretary-General to provide support by mobilizing resources following the creation of regional strategy to assist nations and regional capacities building as well as keeping the Security Council regularly informed through UNOWA and UNOCA on the situation of piracy and armed robbery in the Gulf of Guinea. (UNSCR 2034).

An international agreement known as the United Nations Resolution 2634(2022) was approved by the Security Council, a 15 member body at its 9050th meeting on May 31 2022. The resolution demands that piracy and armed robbery at sea be made illegal under domestic laws in the Gulf of Guinea countries. Recalling its resolutions 2018(2011) and 2039(2012) and its presidential statement S/PRST/2016/4 on piracy and armed robbery in the Gulf of Guinea on maritime security, the resolution expresses its deep concern about the serious and ongoing threat piracy, armed robbery and transnational organized crimes at sea in the Gulf of Guinea pose to international navigation, security and the sustainable development of states in the region including the effect that piracy and armed robbery have on littoral countries, their hinterland areas and landlocked countries. The provisions of the resolution applies to the situation in the Gulf of Guinea and are consistent with the United Nations Convention on Laws of the Sea (UNCLOS) of 10th December 1982, which establishes the legal framework for all activities in the oceans and seas, including

combating piracy and armed robbery at sea, the 1988 Protocol of the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf, and their 2005 Protocols, which broadly establish the framework for collaboration between States Parties. The resolution affirms its respect for the sovereignty and territorial integrity of the States of the Gulf of Guinea and their neighbors, it emphasized that regional peace and stability, the strengthening of democracy, State institutions, national capacity-building, aids addressing underlying causes of piracy and armed robbery at sea, sustainable development, it takes into account relevant regional arrangements, such as the African Charter on Maritime Security, Safety and Development in Africa, the Africa Maritime Transport Charter and the Convention for Cooperation in the Protection, Management and Development of the Marine and Coastal Environment of the Atlantic Coast of the West, Central and Southern African region, it welcomes the initiatives already taken by regional organizations, including ECCAS, ECOWAS and GGC, to enhance maritime safety and security in the Gulf of Guinea, in particular the Code of Conduct Concerning the Prevention and Repression of Piracy, Armed Robbery Against Ships, and Illegal Maritime Activities in West and Central Africa ('Yaoundé Code of Conduct') and its operational framework, the Interregional Coordination Centre (ICC), the Abidjan Interregional Maritime Security Institute, the Regional Maritime Safety and Security Centers, and the creation of zonal centers under the auspices of the Multinational Maritime Coordination Centers, it recognizes the contributions by Member States and international organizations in support of ongoing efforts by countries in the region and regional organizations to counter piracy and armed robbery at sea in the Gulf of Guinea, including through the recently established Gulf of Guinea Maritime Collaboration Forum and its Shared Awareness and Deconfliction (SHADE), the G7++ Friends of the Gulf of Guinea, the European Union Coordinated Maritime Presences in the Gulf of Guinea, the Zone of Peace and Cooperation of the

South Atlantic, and the recently established Atlantic S/RES/2634 (2022) 22-08236 3/5 Center in the Azores, and welcoming further support and contributions, with a focus on training, joint exercises at sea, operational coordination and capacity-building and finally, recalls that the signatories to the Yaoundé Code of Conduct have expressed their commitment to arrest, investigate and prosecute persons who have committed acts of piracy, as well as seizing pirate ships, and rescuing ships, persons and property subject to piracy, and encouraging the full and effective implementation of the Code of Conduct with a view to eradicating illegal activities off the coast of West and Central Africa.

Furthermore, the Yaoundé architecture the regional framework of the Gulf of Guinea region, reflects the UNSCR provisions to combat piracy and armed robbery in the region. The Yaoundé architecture the framework to combat piracy and armed robbery at sea in the GoG region was adopted in June 2023 by the leaders of ECOWAS, ECCAS, and Gulf of Guinea Commission (GGC) in Yaoundé, Cameroon. This was to lay the foundation for a common regional strategy to suppress the incidents of piracy and robbery at sea in the region. The Yaoundé summit led to the creation of three strategies or mechanisms namely the Yaoundé code of conduct, the Heads of State Declaration, and the Memorandum of Understanding between regional organizations. The code of conduct gives lose responsibilities and authority to member states to come out with a plan to deal with maritime issues and this was signed by the Ministry of foreign affairs, the HoS Declaration was to foster the commitment of Heads of State to work together to address maritime issues and the Memorandum of Understanding between regional groups was between the ECOWAS Commission, the then ECCAS secretariat now a commission GoG Commission. (Agyare Asiamah & Dalaklis, 2019).

The Africa Integrated Maritime Strategy 2050 was adopted because of the vast resource endowment of the African Maritime Domain (AMD). Accordingly, the 2050 AIM Strategy is a long-term strategy that is to be reviewed every 3 years and provides a broad framework for the protection and sustainable exploitation of the AMD for wealth creation. The strategy is the product of cross-cutting inputs from African experts that includes Think Tanks, NGOs, Academia, Regional Economic Communities (RECs), Regional Mechanisms (RMs), AU Member States, specialized institutions, and other important stakeholders such as the Maritime Organization of West and Central Africa (MOWCA), African Port Management Associations (APMA), Union of African Shippers Council (UASC), Maritime Training Institutions, all MoUs on Port State Control, the United Nations, the International Maritime Organization (IMO), the UN Conference on Trade and Development (UNCTAD), the International Labor Organization (ILO), World Trade Organization (WTO), World Customs Organization (WCO), International Chamber of Commerce (ICC), Global Shippers Forum (GSF), International Hydrography Organization (IHO) and the private sector. It is structured to address contending, emerging, and future maritime challenges and opportunities in Africa, taking into account the interest of land-locked connected countries, with a clear focus on enhanced wealth creation from sustainable governance of Africa's inland waters, oceans, and seas. (Kwame-Domgua, 2023).

The Suppression of Unlawful Acts against the Safety of maritime navigation and its 2005 Protocol is a multi-lateral treaty adopted at Rome in 1988 based on the 1971 convention for the suppression of unlawful acts against the safety of civil aviation and the convention for the suppression of unlawful seizure of aircraft as well as criminalizes similar behavior in the context of maritime navigation.

The Yaoundé architecture comprises the interregional coordination center (ICC) which is a coordination and information-sharing structure that connects the Regional Maritime Security Center for Central Africa (CRESMAC) and the Regional Maritime Security Center for West Africa (CRESMAO). The coastal space of the GoG region has been divided into 5 operational maritime zones namely zones A, D, E, F, and G where 5 Maritime Multinational Coordination Centres (MMCC) a reflection of UNSCR 2018 and 2034 coordinate activities. At the national level, the Yaoundé architecture has given way for Maritime Operational Centres (MOC) envisaged in each country to bring together the main stakeholders connected to the action of the State at sea namely the marine police, customs, fisheries, and environmental protection agencies as well as the national navies in charge of coordination. (Agyare Asiamah & Dalaklis, 2019).

2.4 Conclusion

In conclusion, piracy in Africa, particularly in the waters off East Africa (Horn of Africa) and the Gulf of Guinea has emerged as a significant maritime security concern with distinct regional dynamics and challenges. The favorable geography, inadequate infrastructure, poor law enforcement, lax security, and weapons smuggling have contributed to the prevalence of piracy in these areas. In the Horn of Africa, piracy has been fueled by the absence of a functioning central authority in Somalia, which has allowed pirate groups to operate with relative freedom. The motive behind piracy is primarily financial gain, although the dire socio-economic conditions in Somalia have also reduced the perceived risks of engaging in piracy. Pirate groups in this region have demonstrated advanced operational capabilities and weaponry, posing a significant threat to commercial shipping, global trade, and humanitarian deliveries.

Counter-piracy efforts in the Horn of Africa have involved multinational naval patrols, proactive measures by ships, and initiatives by the international community. These efforts have led to a decline in pirate attacks off Somalia and the Gulf of Aden in recent years, although piracy in Nigeria's waters remains a persistent challenge. In the Gulf of Guinea, piracy has become a major concern, surpassing the waters off Somalia in terms of frequency and violence. Poverty, unemployment, corruption, weak law enforcement, and political instability contribute to the prevalence of piracy in this region. Efforts to combat piracy involve regional initiatives such as the Yaoundé Code of Conduct, international naval patrols, and support from organizations like the European Union and the United States. Despite these efforts, challenges persist, including the socio-economic conditions that drive piracy, corruption, weak governance, and the vast maritime domain that complicates law enforcement and surveillance. Addressing these underlying issues is crucial to effectively combating piracy and ensuring the safety of maritime activities in the region.



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CHAPTER THREE

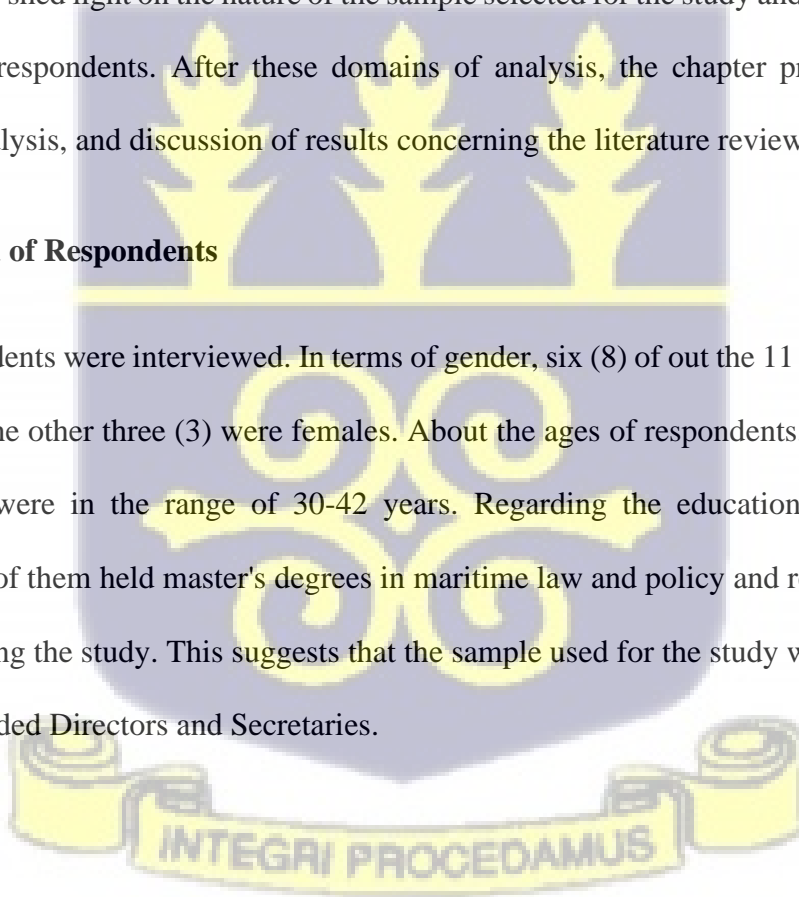
AN ANALYSIS OF GHANA'S IMPLEMENTATION OF GULF OF GUINEA MEASURES IN ITS EFFORTS TO COMBAT PIRACY

3.0 Introduction

This chapter of the study addresses the research questions formulated in the study. The chapter, therefore, presents the field data, analyses the data, and discusses results emerging based on the stated research objectives. The chapter begins with a description of the background characteristics of respondents to shed light on the nature of the sample selected for the study and a table presenting the bio-data of respondents. After these domains of analysis, the chapter proceeds with data presentation, analysis, and discussion of results concerning the literature reviewed in the study.

3.1 Background of Respondents

In all, 11 respondents were interviewed. In terms of gender, six (8) of out the 11 interviewees were males whereas the other three (3) were females. About the ages of respondents, the data revealed that their ages were in the range of 30-42 years. Regarding the educational background of respondents, all of them held master's degrees in maritime law and policy and related fields at the time of conducting the study. This suggests that the sample used for the study was highly literate. Their roles included Directors and Secretaries.



3.1.1 Stakeholders Participation Bio-data.

Stakeholder Organization	Position of Study Participants	Designation of Study Participants
Ghana Maritime Authority	Secretary to the National Maritime Board and Head of Maritime	Respondent 1
Ministry of Fisheries	Acting Director for Fisheries	Respondent 2
Ministry of Transport	Administrative officer	Respondent 3
Ghana Navy	Naval intelligence officer	Respondent 4
Ghana Navy	Naval Officer	Respondent 5
Ghana Navy	Naval Officer	Respondent 6
Ghana Ports and Harbor Authority	Marine Pilot	Respondent 7
Gulf of Guinea Maritime Institute	Associate Director	Respondent 8
Ghana Marine Police	Assistant Superintendent	Respondent 9
Ghana Marine Police	Deputy Superintendent	Respondent 10
UNODC official	Administrative officer	Respondent 11

3.2 Results

3.2.1 The present frameworks and arrangements being implemented to combat piracy in the Gulf of Guinea

The issue of piracy poses significant challenges to maritime security in various regions around the world, including Africa. In response to this threat, several arrangements are being implemented to combat piracy effectively. In this brief, the study explores the key framework and arrangements currently in place in Gulf of Guinea to combat piracy, highlighting the role of multinational naval patrols, regional agreements, international support, capacity building, and information-sharing initiatives. From the data analysis these arrangements exists at the international, continental and Gulf of Guinea;

3.2.1.1 At the International Level

Piracy has been a security concern for a long time. Respondents of the study indicated a number of frameworks and arrangements by the international community, continent which are applicable in the Gulf of Guinea.

The Gulf of Guinea which is an important sea lane for international navigation and maritime commerce growing security menace of piracy led to the United Nations Security council to adopt resolutions to combat this menace. Respondent 11, an associate director of the Gulf of Guinea Maritime Institute stated that;

United Nations Security Council Resolution 2018 in 2011, 2039 in 2012 and 2634 in 2022 is the bigger umbrella from which strategies have been adopted by the Gulf of Guinea countries to combat piracy. The earlier one sort out to bring to fore why the Yaoundé code of conducts were so important, that's why the gulf of guinea states rallied to adopt this Yaoundé code of conducts.

The recent resolution was important because there was still increase in piracy after the Yaoundé

code of conduct was passed interestingly though after this 2022 resolution was being made incidence of piracy has started reducing in the Gulf of Guinea". (Respondent 11, March 14 2023).

The international community plays a crucial role in supporting African nations in their efforts to combat piracy. International organizations and foreign countries provide various forms of support and assistance to enhance maritime security and build the capacity of affected regions.

According to a respondent from the Ministry of Fisheries, international support has been instrumental in addressing piracy.

"The assistance we receive from international organizations and foreign countries has significantly contributed to our ability to combat piracy effectively," (Respondent 2, December 9 2022)

International Operations and training such as Operation Flintlock and Obangame Express and Operation Atalanta are notable examples of international support. A notable one is the European Union's Operation Atalanta. This operation has been conducting anti-piracy missions off the coast of Somalia, an area heavily affected by piracy. The respondent highlighted the contribution of Operation Atalanta, saying,

"The naval assets and training provided by Operation Atalanta have been crucial in deterring and countering piracy in the region." (Respondent 2, December 9 2022)

The United States also plays an active role in supporting African nations' efforts against piracy. The respondent mentioned joint maritime exercises conducted by the United States, which help to enhance regional cooperation and build the capacity of local forces. Additionally, the United States

provides technical assistance and supports capacity-building efforts, which contribute to improving maritime security in affected regions.

Training programs often cover topics such as evidence collection, legal procedures, and international cooperation in the prosecution of piracy cases. This comprehensive approach helps to bridge the gaps in legal systems and ensures that pirates are held accountable for their actions.

The involvement of international organizations, such as the UNODC and the IMO, adds significant value to capacity-building initiatives. These organizations provide technical expertise, guidance, and resources to support the training programs. Respondent six mentioned the role of the UNODC, stating,

"The UNODC has been instrumental in providing technical assistance and facilitating training programs that contribute to the development of our maritime capabilities."

(Respondent 6, January 11 2023)

International support goes beyond military operations and training. The respondent emphasized the importance of collaboration in intelligence sharing and information exchange, facilitated by international organizations.

"International organizations create platforms for sharing intelligence and coordinating efforts, which enhances our ability to detect and respond to piracy incidents," **(Respondent**

6, January 11 2023)

Furthermore, international support helps address the root causes of piracy, such as poverty, unemployment, and weak governance. Assistance in economic development and governance

reforms can contribute to long-term solutions. The respondent highlighted the need for sustained support in these areas, stating,

"Addressing the root causes of piracy requires a comprehensive approach that goes beyond security measures. International support in areas such as economic development and governance reforms is crucial for lasting solutions." **(Respondent 6, January 11 2023)**

Efforts to enhance the maritime capabilities of African countries in combating piracy are being actively pursued through capacity-building initiatives. These initiatives primarily focus on training programs designed to improve the skills and knowledge of naval personnel, law enforcement agencies, and coast guards. By strengthening surveillance, intelligence gathering, operational skills, and legal frameworks for prosecuting pirates, these programs aim to effectively address the challenges posed by piracy. International partners, including the United Nations Office on Drugs and Crime (UNODC) and the International Maritime Organization (IMO), play a crucial role in providing technical assistance and training to support these capacity-building efforts.

According to respondent Six from the Ghana Navy, capacity-building initiatives have been pivotal in equipping maritime forces with the necessary skills to combat piracy.

"Training programs and technical assistance provided by international partners have significantly enhanced our capabilities to tackle piracy effectively." **(Respondent 6, January 11 2023)**

Capacity-building initiatives often encompass a wide range of training programs tailored to address the specific needs of maritime security. These programs include specialized training in areas such as surveillance techniques, intelligence analysis, interdiction operations, and maritime

law enforcement. Through these targeted training, naval personnel and law enforcement agencies acquire the expertise needed to detect, deter, and respond to piracy incidents.

Respondent six from the Ghana Navy emphasized the importance of international support in building the legal framework necessary for prosecuting pirates.

"Capacity building efforts not only focus on operational skills but also aim to strengthen legal frameworks to ensure effective prosecution of pirates," **(Respondent 6, January 11 2023)**

Furthermore, international partners facilitate knowledge sharing and promote regional cooperation through collaborative platforms. The respondent from the Ghana Navy highlighted the importance of such cooperation, stating,

"Capacity-building initiatives foster regional collaboration, allowing us to learn from the experiences of other countries and develop a unified approach to combat piracy." **(Respondent 5, January 4 2023)**

Capacity-building initiatives play a crucial role in enhancing the maritime capabilities of African countries to effectively combat piracy. Training programs and technical assistance provided by international partners contribute to improving operational skills, strengthening legal frameworks, and promoting regional cooperation. Through these initiatives, naval personnel, law enforcement agencies, and coast guards are equipped with the necessary expertise to detect, deter, and respond to piracy incidents. The involvement of international organizations further supports these efforts by providing technical expertise and facilitating knowledge sharing. Continued investment in capacity building and training programs is essential to sustain and enhance the maritime security capabilities of African countries in the end.

Prompt response to piracy incidents is critical for effective countermeasures. Respondent four, a Naval Intelligence Officer, emphasized the importance of timely intervention:

"Multinational naval patrols allow for rapid response to distress calls and piracy incidents. The coordinated efforts of participating nations enable us to swiftly deploy naval assets, intercept pirates, and prevent successful attacks." **(Respondent 4, November 18 2022)**

Piracy continues to pose a significant threat to maritime security in various regions across the world, including the Gulf of Aden and the Gulf of Guinea. To effectively combat this menace, regional cooperation among countries has led to the establishment of multinational naval patrols. These patrols bring together naval vessels from multiple nations, working in tandem to conduct surveillance, deter pirate activities, and respond promptly to incidents. This essay explores the importance of multinational naval patrols in countering piracy, drawing insights from interviews conducted with a diverse range of stakeholders involved in maritime security efforts.

Respondent one, the Secretary to the National Maritime Board and Head of Maritime from the Ghana Maritime Authority emphasized the significance of multinational naval patrols:

"Regional cooperation is essential in combating piracy. Through multinational naval patrols, we can leverage the resources and expertise of different countries, enhancing our ability to effectively monitor and respond to piracy incidents." **(Respondent 1, November 18 2022)**

Multinational naval patrols serve as a robust deterrent to piracy by increasing the presence of naval assets in high-risk areas. Respondent two, the Acting Director for Fisheries from the Ministry of Fisheries, highlighted this aspect, stating,

"The joint patrols of naval vessels from multiple nations create a powerful visual deterrent for pirates. The increased risk and uncertainty discourage their activities and protect our maritime trade routes." (Respondent 2, December 9 2022).

These patrols also significantly enhance surveillance capabilities. Respondent three, an Administrative Officer from the Ministry of Transport, elaborated on this aspect:

"Through the combined efforts of naval forces, we can conduct comprehensive surveillance operations across a wider area. The sharing of intelligence and expertise among participating nations greatly improves our ability to detect and monitor pirate activities, ensuring early detection and response." (Respondent 3, December 16 2022).

3.2.1.2 At the Continental level

Maritime piracy continues to be a significant problem for African countries with extensive coastlines, leading to economic losses and threatening regional security. As a result, African countries have formed regional agreements and initiatives to address piracy collectively. The Yaoundé Code of Conduct, which was adopted by countries in the Gulf of Guinea region, is one such initiative. It aims to promote information sharing, cooperation, and coordinated responses to piracy incidents.

According to a respondent from the Ghana Navy, regional initiatives like the Yaoundé Code of Conduct, AIMS 2050, Lomé Charter have proven to be effective in addressing piracy.

"The Yaoundé Code of Conduct has allowed for greater communication and collaboration between countries in the region, which has enabled us to respond more effectively to piracy incidents,"

The code has facilitated the sharing of information and intelligence among participating countries, which has helped to identify and track pirate groups. It has also led to joint patrols and coordinated responses to piracy incidents, resulting in the arrest and prosecution of pirates.

Furthermore, the respondent pointed out that the piracy problem is not limited to the Gulf of Guinea region, and there is a need for similar initiatives in other regions.

"Piracy is a problem in other regions, such as the Horn of Africa and the Indian Ocean, and there is a need for similar initiatives to address the problem in those regions,"

However, the respondent noted that there are still challenges that need to be addressed to fully address the piracy problem in the region. One such challenge is the lack of resources and capacity among some countries to effectively combat piracy.

"Some countries lack the necessary resources, equipment, and trained personnel to deal with piracy effectively, which can limit their ability to participate fully in regional initiatives,"

On information sharing, effective counter-piracy operations rely heavily on information sharing among countries. Regional coordination centers play a crucial role in facilitating the exchange of maritime intelligence, coordinating responses to piracy incidents, and enabling collaborative efforts among countries and naval forces. Respondent 4, a naval intelligence officer, notes,

"Piracy is a transnational crime that requires a collaborative response. Information sharing is vital to prevent piracy incidents and apprehend pirates." **(Respondent 4, November 18 2022)**

The Regional Maritime Information Fusion Centre (RMIFC) in Seychelles and the Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT-GoG) are two examples of regional coordination centres that enable collaborative efforts among countries and naval forces.

According to Respondent 6, a naval officer,

"The RMIFC is a platform that enables sharing of information and intelligence among regional countries. This helps to detect, monitor, and respond to piracy incidents more effectively." **(Respondent 6, January 11 2023)**

The centre's database includes information on piracy incidents, piracy-related intelligence, and other relevant maritime data. Respondent 10, a deputy superintendent with the Ghana Marine Police, notes,

"MDAT-GoG helps to enhance the maritime domain awareness of countries in the Gulf of Guinea. It provides a platform for real-time sharing of information on maritime security incidents and supports the coordination of responses." **(Respondent 10, November 21 2022).**

In addition to regional coordination centres, bilateral and multilateral agreements also facilitate information sharing and collaboration among countries. Respondent 8, an associate director with the Gulf of Guinea Maritime Institute, notes,

"Bilateral and multilateral agreements are critical to ensuring that countries work together to combat piracy. These agreements provide a framework for information sharing, joint patrols, and other collaborative efforts." She added that, "there existence of the inter-regional coordination centers zones A, B, D, E, F and G facilitates the process of fighting piracy in Africa". **(Respondent 8, December 16 2022).**

Generally, information sharing and regional coordination centres play a crucial role in the fight against piracy in Africa. As Respondent 11, an administrative officer with the United Nations Office on Drugs and Crime (UNODC), notes,

"Effective information sharing and collaboration among countries are key to addressing the root causes of piracy and ensuring the safety and security of maritime trade in the region." (Respondent 11, March 14 2023).

3.2.1.3 At the Gulf of Guinea

The Combined Task Force 151 (CTF-151) in the Gulf of Aden is an exemplary model of multinational naval patrols' effectiveness. Respondent five, a Naval Officer, highlighted the achievements of CTF-151:

"CTF-151, comprising naval vessels from multiple nations, has significantly reduced piracy incidents in the region. By conducting regular patrols, monitoring shipping lanes, and providing escorts to vulnerable vessels, we have created a safer environment for maritime trade."(Respondent 5, January 4 2023).

Similarly, the Gulf of Guinea Maritime Security Zone displays the success of regional naval operations. Respondent six, another Naval Officer, emphasized the collaborative efforts in the Gulf of Guinea region:

"Naval forces from various nations in the Gulf of Guinea work together to combat piracy. This joint effort has resulted in the successful interception of pirate groups, rescuing hijacked vessels, and apprehending pirates, thereby enhancing maritime security in our region." (Respondent 6, January 11 2023).

Multinational naval patrols play a vital role in countering piracy by deterring pirate activities, enhancing surveillance capabilities, and facilitating prompt responses to incidents. The collaborative nature of these patrols allows for the pooling of resources, expertise, and intelligence sharing among participating nations. The examples of CTF-151 and the Gulf of Guinea Maritime

Security Zone demonstrate the tangible benefits of regional naval operations in combating piracy. By continuing to strengthen and expand multinational naval patrols, coastal nations, international organizations, and stakeholders involved can work together to ensure safer maritime trade routes and preserve the security of affected regions.

3.2.2 Discussion of findings

The issue of piracy has led to the implementation of various frameworks and arrangements in Africa to combat this threat to maritime security. These arrangements are aimed at promoting cooperation, information sharing, and capacity building among countries in the region. By adopting a multifaceted approach, these initiatives aim to address the root causes of piracy, strengthen law enforcement capabilities, and enhance regional coordination. One significant finding is the establishment of multinational naval patrols in piracy-prone areas, which aligned with the study of Abiodun & Dahiru, 2020 in addressing maritime insecurity in the Gulf of Guinea. These patrols involve naval forces from different countries working together to conduct joint operations and patrols in high-risk areas. For example, the European Union's Operation Atalanta in the waters off the coast of Somalia and the Combined Task Force 151 (CTF-151) are examples of multinational naval patrols that have been successful in countering piracy. These patrols contribute to the deterrence and disruption of pirate activities by increasing the presence and visibility of naval forces in vulnerable areas.

Regional agreements and initiatives also play a crucial role in addressing piracy (Abiodun & Dahiru, 2020). The Yaoundé Code of Conduct, adopted by countries in the Gulf of Guinea region, promotes information sharing, cooperation, and coordinated responses to piracy incidents.

Similarly, the Djibouti Code of Conduct, in the Red Sea and Gulf of Aden region, aims to enhance maritime security and combat piracy through regional cooperation. These agreements provide a framework for collaboration among countries, enabling joint patrols, intelligence sharing, and capacity-building efforts. International support and assistance are vital in strengthening the capabilities of African countries to combat piracy as supported by the work of scholars like (Ahorsu, 2016) in his Ghana's foreign policy to yielding oil and gas. The European Union's Operation Atalanta, mentioned earlier, provides naval assets and training to regional forces. Similarly, the United States conducts joint maritime exercises, provides technical assistance, and supports capacity-building efforts. These international partnerships contribute to the development of robust maritime security frameworks by enhancing the capabilities of regional forces and promoting coordination and cooperation among countries.

Capacity building and training programs are key components of the regional-level arrangements, and this is aligned with (Ahorsu, 2016). These initiatives focus on improving surveillance and intelligence gathering, enhancing operational skills, and strengthening legal frameworks to prosecute pirates. The United Nations Office on Drugs and Crime (UNODC) and the International Maritime Organization (IMO) are prominent international partners that provide technical assistance and training to support capacity-building efforts. By equipping naval personnel, law enforcement agencies, and coast guards with the necessary skills and knowledge, these programs enhance their ability to detect, deter, and respond to piracy incidents effectively. Information sharing through regional coordination centers is another critical aspect of the regional-level arrangements; this is aligned with (Abiodun & Dahiru, 2020). The Regional Maritime Information Fusion Centre (RMIFC) in Seychelles and the Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT-GoG) facilitate the exchange of maritime intelligence, coordinate responses to

piracy incidents, and enable collaborative efforts among countries and naval forces. These centers enhance situational awareness, enable prompt responses to piracy incidents, and support the development of effective counter-piracy strategies.

The implications of these international, regional cooperation and collective action leads to addressing the common challenge or menace of piracy to ensuring security of the ocean sea lanes.(Olson, 1965).

3.2.3 Ghana's implementation of these frameworks and arrangements

Ghana, like many other countries in Africa, has recognized the significant threat that piracy poses to maritime security within its waters and the broader region. In response to this challenge, Ghana has actively engaged in implementing regional-level arrangements aimed at combating piracy effectively. These arrangements encompass a range of initiatives, including legal and institutional frameworks, operational capabilities, training and capacity building, information sharing and collaboration, and assessing the overall impact and effectiveness of these efforts.

3.2.3.1 At the International Level

The legal and institutional framework is a critical aspect of Ghana's implementation of regional-level arrangements to combat piracy effectively. Examining the adoption and enforcement of relevant laws, the establishment of specialized agencies or departments responsible for maritime security, and the integration of regional agreements into national legislation provide insights into Ghana's commitment to supporting regional anti-piracy initiatives.

According to Respondent 1, the Secretary to the National Maritime Board and Head of Maritime at the Ghana Maritime Authority, Ghana has made significant progress in establishing and implementing the necessary legal and institutional mechanisms. The respondent states,

"Ghana recognizes the importance of a robust legal framework in combating piracy. We have adopted comprehensive legislation that criminalizes acts of piracy and armed robbery at sea, aligning with international conventions such as the United Nations Convention on the Law of the Sea (UNCLOS) and the International Maritime Organization's (IMO) instruments." **(Respondent 1, November 18 2022).**

Additionally, collaboration with international partners and organizations plays a significant role in Ghana's training and capacity-building efforts. Respondent 11, an administrative officer from the United Nations Office on Drugs and Crime (UNODC), explains,

"The UNODC has been actively supporting Ghana's capacity-building initiatives through the provision of technical assistance and training programs. This collaboration strengthens Ghana's training capabilities and promotes knowledge sharing among countries in the region." **(Respondent 11, March 14 2023).**

Ghana's commitment to training and capacity-building programs reflects its dedication to equipping maritime security personnel with the necessary skills and knowledge to combat piracy effectively. By focusing on practical training, knowledge transfer, and establishing sustainable programs, Ghana ensures that its personnel is prepared to address piracy incidents and adapt to emerging challenges in the maritime domain.

3.2.3.2 At the Continental Level

The integration of regional agreements into national legislation is another crucial aspect of Ghana's legal and institutional framework. Respondent 3, an Administrative Officer at the Ministry of Transport, emphasizes the importance of aligning national laws with regional agreements, stating,

"Ghana recognizes the need for a harmonized approach to combat piracy in the region. We have actively integrated regional agreements, such as the Yaoundé Code of Conduct and the Djibouti Code of Conduct, into our national legislation to ensure consistency and cooperation with our regional partners." (Respondent 3, December 16 2022).

By aligning national laws with regional agreements, Ghana facilitates effective collaboration and coordination with neighbouring countries in addressing piracy incidents. This integration also strengthens the legal framework for prosecuting pirates and supports the shared goal of enhancing maritime security in the region.

At the continental level, Ghana's involvement in multinational naval patrols strengthens its operational capabilities by leveraging collective resources, intelligence sharing, and coordinated response mechanisms. Respondent 8, an Associate Director at the Gulf of Guinea Maritime Institute, highlights the importance of regional collaboration, stating,

"Through joint patrols, Ghana benefits from the expertise and experience of other countries. We learn from each other's best practices, develop common operating procedures, and build trust among regional partners." (Respondent 8, December 16 2022).

Furthermore, Ghana's coordination and collaboration with regional partners play a vital role in combating piracy effectively. Respondent 9, an Assistant Superintendent in the Ghana Marine Police, explains,

"We actively engage in information sharing and collaborative efforts through regional coordination centres. This includes sharing intelligence, coordinating responses to piracy incidents, and conducting joint operations with our neighbouring countries." (Respondents 9, November 21 2022).

Ghana's contribution to regional anti-piracy efforts demonstrates its commitment to collective security and maritime stability. By actively participating in multinational patrols, sharing information, and collaborating with regional partners, Ghana enhances its operational capabilities and strengthens the overall regional response to piracy.

With regards to information sharing and collaboration, Ghana's participation in regional information-sharing and collaboration mechanisms is crucial for effectively combating piracy. This theme assesses Ghana's involvement in regional coordination centres such as the Regional Maritime Information Fusion Centre (RMIFC) and the Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT-GoG). It evaluates Ghana's contribution to information sharing, engagement in joint operations and exercises, and collaboration with regional partners.

Respondent 4, a Naval Intelligence Officer, emphasizes the importance of information sharing, stating,

"Information sharing plays a vital role in our counter-piracy efforts. By participating in regional coordination centers, we have access to valuable intelligence, including real-time maritime data and piracy-related incidents, which enables us to respond effectively and proactively." (Respondent 4, November 18 2022).

Ghana's engagement in regional coordination centers demonstrates its commitment to collaborative efforts in addressing piracy. Respondent 8, an Associate Director at the Gulf of Guinea Maritime Institute, explains,

"Ghana actively participates in the RMIFC and MDAT-GoG, which serve as platforms for sharing information, conducting joint operations, and promoting regional cooperation.

Through these centers, Ghana contributes to the collective efforts of the region to combat piracy." (Respondent 8, December 16 2022).

Information sharing not only enables Ghana to receive valuable intelligence but also facilitates cooperation with regional partners. Respondent nine, an Assistant Superintendent in the Ghana Marine Police, states,

"Through our involvement in regional information-sharing mechanisms, we have established strong relationships with neighbouring countries and regional organizations. This collaboration enhances our ability to share best practices, coordinate responses, and strengthen regional maritime security." (Respondents 9, November 21 2022).

Ghana's participation in joint operations and exercises further demonstrates its commitment to collaboration. Respondent 5, a Naval Officer, highlights the significance of joint exercises, stating,

"We actively engage in joint exercises with regional partners, including multinational naval patrols and simulated piracy scenarios. These exercises promote interoperability, enhance our operational capabilities, and foster cooperation among participating countries." (Respondent 5, January 4 2023).

Collaboration through regional information-sharing mechanisms also extends beyond immediate security concerns. Respondent 7, a Marine Pilot at the Ghana Ports and Harbour Authority, explains,

"Information-sharing platforms provide opportunities for dialogue and cooperation in areas such as capacity building, maritime governance, and legal frameworks. This broader collaboration strengthens regional stability and promotes sustainable solutions to piracy."

(Respondent 7, January 4 2023).

Ghana's active participation in regional information-sharing and collaboration mechanisms demonstrates its commitment to enhancing maritime security in the region. By engaging in joint operations, sharing valuable intelligence, and fostering cooperation with regional partners, Ghana contributes to a coordinated and effective response to piracy incidents. This collaboration not only enhances Ghana's maritime security but also contributes to the overall stability and security of the Gulf of Guinea region.

3.2.3.3 At the Gulf of Guinea

The enactment and enforcement of these laws demonstrate Ghana's dedication to addressing piracy and ensuring the prosecution of pirates within its jurisdiction. Respondent 2, the Acting Director for Fisheries at the Ministry of Fisheries, highlights the importance of legal measures, stating,

"By criminalizing piracy and armed robbery at sea, Ghana sends a strong message that these criminal activities will not be tolerated. This serves as a deterrent and strengthens our ability to prosecute offenders." **(Respondent 2, December 9 2022).**

To support the implementation of regional anti-piracy initiatives, Ghana has also established specialized agencies or departments responsible for maritime security. Respondent 7, a Marine Pilot at the Ghana Ports and Harbour Authority, explains,

"Ghana has set up the Maritime Security Council, a dedicated body responsible for coordinating efforts to enhance maritime security. This council brings together representatives from various agencies, including the navy, coast guard, maritime police, and other stakeholders involved in combating piracy." **(Respondent 7, January 4 2023).**

Ghana has demonstrated its commitment to establishing and implementing a robust legal and institutional framework to support regional anti-piracy initiatives. Through the adoption and enforcement of relevant laws, the establishment of specialized agencies, and the integration of regional agreements into national legislation, Ghana has created a conducive environment for combating piracy effectively. These efforts contribute to regional stability, enhance cooperation among neighbouring countries, and strengthen Ghana's maritime security framework in the face of the piracy threat.

Assessing Ghana's operational capabilities in combating piracy provides valuable insights into the country's readiness and effectiveness in addressing this maritime security threat. This theme involves evaluating Ghana's naval and coast guard assets, their proficiency in conducting patrols and response operations, as well as their ability to coordinate and collaborate with regional partners in the fight against piracy.

Respondent 5, a Naval Officer in the Ghana Navy, highlights Ghana's efforts in developing operational capabilities, stating,

"The Ghana Navy has made significant investments in acquiring modern naval assets and enhancing our operational readiness to combat piracy. We have a fleet of patrol vessels, surveillance aircraft, and specialized maritime units trained to respond to piracy incidents." (Respondent 5, January 4 2023).

The effectiveness of Ghana's naval and coast guard assets is crucial in conducting patrols and response operations. Respondent 4, a Naval Intelligence Officer, explains,

"Our naval patrols and surveillance activities in Ghana's maritime domain have increased, resulting in improved situational awareness and early detection of suspicious activities."

This enables us to take proactive measures to prevent piracy incidents." (Respondent 4, November 18 2022).

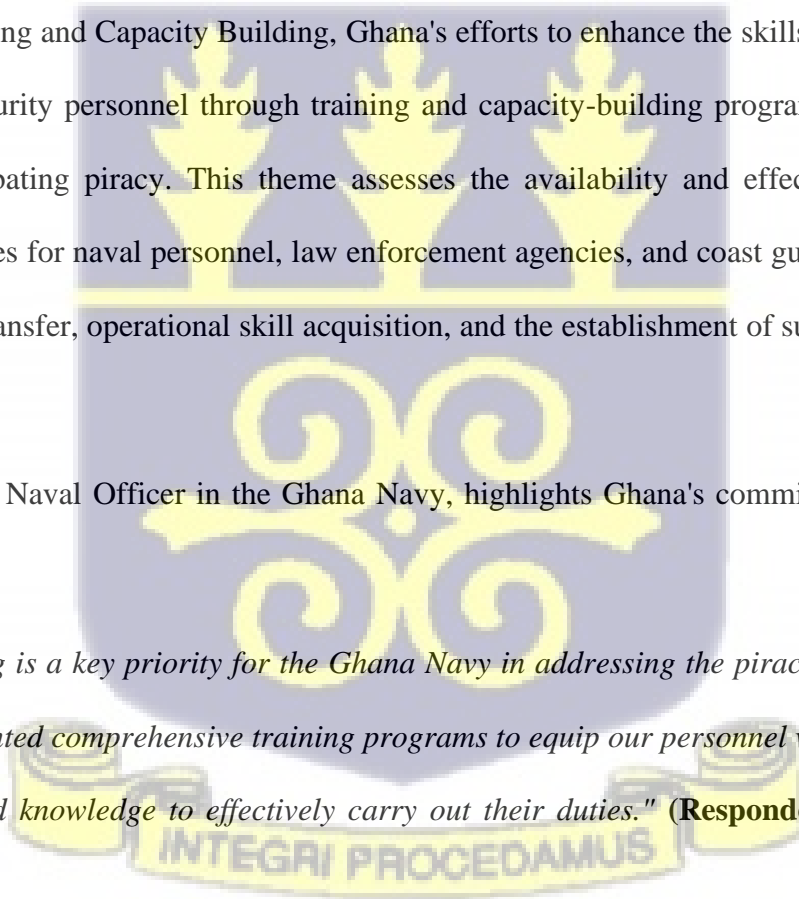
In addition to individual efforts, Ghana actively participates in multinational naval patrols, demonstrating its commitment to regional anti-piracy efforts. Respondent 7, a Marine Pilot at the Ghana Ports and Harbour Authority, emphasizes Ghana's engagement, stating,

"We collaborate with our regional partners and participate in joint patrols and exercises. These initiatives foster cooperation, information sharing, and interoperability among countries in the region." (Respondent 7, January 4 2023).

In terms of training and Capacity Building, Ghana's efforts to enhance the skills and capacities of its maritime security personnel through training and capacity-building programs are crucial for effectively combating piracy. This theme assesses the availability and effectiveness of these training initiatives for naval personnel, law enforcement agencies, and coast guards, with a focus on knowledge transfer, operational skill acquisition, and the establishment of sustainable training programs.

Respondent 5, a Naval Officer in the Ghana Navy, highlights Ghana's commitment to training, stating,

"Training is a key priority for the Ghana Navy in addressing the piracy threat. We have implemented comprehensive training programs to equip our personnel with the necessary skills and knowledge to effectively carry out their duties." (Respondent 5, January 4 2023).



The availability and effectiveness of training programs are essential in building the capabilities of maritime security personnel. Respondent 7, a Marine Pilot at the Ghana Ports and Harbor Authority, explains,

"We have seen a significant improvement in the availability of training programs tailored to address piracy. These programs cover various areas such as maritime law enforcement, search and rescue operations, and intelligence gathering techniques." **(Respondent 7, January 4 2023).**

To ensure knowledge transfer and skill acquisition, training programs focus on practical and operational aspects of maritime security. Respondent nine, an Assistant Superintendent in the Ghana Marine Police, states,

"Our training programs emphasize hands-on exercises, simulations, and real-life scenarios to enhance the operational skills of our personnel. This prepares them to handle piracy incidents effectively and ensures they are well-equipped to respond to emerging threats." **(Respondents 9, November 21 2022).**

Establishing sustainable training programs is crucial for long-term capacity building. Respondent 8, an Associate Director at the Gulf of Guinea Maritime Institute, emphasizes the importance of sustainability, stating,

"We are working towards establishing long-term training partnerships with international organizations and regional partners. This enables us to maintain a consistent and sustainable training framework to enhance the capabilities of our maritime security personnel." **(Respondent 8, December 16 2022).**

In assessing the impact and effectiveness of Ghana's implementation of regional-level arrangements in combating piracy provides insights into the country's progress and contributions

toward regional stability and security. This theme evaluates various factors, including the reduction of piracy incidents within Ghana's maritime domain, the level of cooperation and coordination achieved with regional partners, the ability to respond promptly and effectively to piracy incidents, and adherence to regional agreements.

Respondent 6, a Naval Officer, highlights the impact of Ghana's efforts, stating,

"Through the implementation of regional-level arrangements, we have witnessed a significant reduction in piracy incidents within our maritime domain. This is a testament to the effectiveness of our collective actions and the collaboration with regional partners."

(Respondent 6, January 11 2023).

The reduction in piracy incidents indicates the positive impact of Ghana's implementation of regional-level arrangements. It demonstrates the country's commitment to enhancing maritime security and protecting its waters. Respondent 10, a Deputy Superintendent in the Ghana Marine Police, adds,

"By actively participating in regional initiatives and implementing effective strategies, we have been successful in deterring and combating piracy, thus ensuring safer maritime trade routes and protecting the lives and property of those involved in the maritime industry."

(Respondents 10, November 21 2022).

Cooperation and coordination with regional partners are crucial aspects of combating piracy effectively. Respondent 9, an Assistant Superintendent in the Ghana Marine Police, explains,

"We have established strong partnerships with neighbouring countries and regional organizations, promoting information sharing, joint operations, and coordinated responses to

piracy incidents. This level of cooperation has significantly enhanced our ability to address piracy threats and maintain regional security." (Respondents 9, November 21 2022).

Ghana's ability to respond promptly and effectively to piracy incidents is another indicator of the effectiveness of regional-level arrangements. Respondent 4, a Naval Intelligence Officer, emphasizes the importance of a swift response, stating,

"Through training programs, regular exercises, and improved communication channels, we have developed the capacity to respond quickly to piracy incidents. This proactive approach has minimized the impact of piracy and allowed us to apprehend perpetrators promptly." (Respondent 4, November 18 2022).

Adherence to regional agreements is essential for ensuring the effectiveness and sustainability of anti-piracy efforts. Respondent One, the Secretary to the National Maritime Board and Head of Maritime at the Ghana Maritime Authority, explains,

"Ghana is committed to upholding regional agreements related to maritime security. We have integrated these agreements into our national legislation and actively participate in regional initiatives, thereby contributing to regional stability and security." (Respondent 1, November 18 2022).

By adhering to regional agreements and actively participating in regional initiatives, Ghana demonstrates its commitment to collective security and regional stability. The country's efforts contribute to a collaborative approach to combating piracy, fostering trust and cooperation among regional partners. Moreover, Ghana's commitment to regional stability and security helps protect vital trade routes and maintain a conducive environment for economic growth and development in the region.

3.2.4 Discussion of findings

Piracy is a significant challenge for maritime security in Africa, with the Gulf of Guinea region being particularly affected in recent years (Ekpe, 2020). As such, it is not surprising that Ghana has recognized the threat posed by piracy and has taken steps to address it through regional-level arrangements. One of the key initiatives undertaken by Ghana is the establishment of legal and institutional frameworks aimed at combating piracy. These frameworks include the Ghana Maritime Security Act of 2004 which provides a legal basis for Ghana's maritime security efforts and enable the country to prosecute pirates and other maritime criminals (Odoom, 2019). Additionally, Ghana has established the National Maritime Security Committee and the Maritime Security Coordination Centre to coordinate and implement its maritime security strategy (Budu, 2019).

In terms of operational capabilities, Ghana has made significant investments in its naval and law enforcement agencies, including the acquisition of patrol vessels and other equipment (Odoom, 2019). Based on responses of respondents Ghana is actively involved in multi- naval patrols and this is supported by (Budu, 2019) which argues that, Ghana has also participated in joint patrols and operations with regional partners, such as the Multinational Maritime Coordination Centre in the Gulf of Guinea (MMC-GG) Training and capacity building are also critical components of Ghana's efforts to combat piracy. Ghana has established training programs for naval personnel, law enforcement agencies, and coast guards to enhance their skills and capacities in dealing with maritime security threats (Ekpe, 2020). Additionally, Ghana has collaborated with the Gulf of Guinea Maritime Institute to provide specialized training and capacity-building programs for maritime security personnel in the region (Budu, 2019).

Information sharing and collaboration are also crucial for effective maritime security in the region. Ghana has actively participated in regional coordination centers, such as the Regional Maritime Information Fusion Centre (RMIFC) and the Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT-GoG) (Odoom, 2019). Ghana's participation in these mechanisms has enabled it to share information with regional partners, engage in joint operations and exercises, and enhance its collaboration with other countries in the region. Finally, the overall impact and effectiveness of Ghana's implementation of regional-level arrangements in combating piracy have been positive. There has been a significant reduction in piracy incidents within Ghana's maritime domain, and the country has demonstrated a high level of cooperation and coordination with regional partners (Budu, 2019). However, challenges still exist, including the need to sustain training and capacity-building programs and address issues of corruption and governance within the maritime sector (Ekpe, 2020).

The theory of collective action and cooperation supports the responses of respondents and existing literatures on the effectiveness of working together for a common good. (Olson, 1965).

In conclusion, Ghana's implementation of regional-level arrangements aimed at combating piracy has been a significant step towards enhancing maritime security in the country and the broader region. The country's efforts encompass a range of initiatives, including legal and institutional frameworks, operational capabilities, training and capacity building, information sharing and collaboration, and assessing the overall impact and effectiveness of these efforts. While challenges remain, Ghana's efforts provide a positive example of how regional cooperation and collaboration can be effective in addressing maritime security threats.

3.2.5 The challenges of frameworks and arrangements

A range of challenges that affect the effectiveness of these initiatives has accompanied the implementation of regional-level arrangements to combat piracy in various regions. In the case of Ghana and other countries in the region, several key challenges can be identified, which highlight the need for improvements in the present arrangement. These challenges revolve around governance and coordination, resource constraints, international support and collaboration, legal jurisdiction and prosecution, maritime domain awareness, and regional cooperation and trust building.

3.2.5.1 At the international level

In terms of resource constraints, collaboration and partnerships with international organizations, donor countries, and regional allies can help alleviate resource constraints. Respondent 11, an Administrative Officer from the United Nations Office on Drugs and Crime (UNODC), stressed the importance of international support, stating,

"International organizations can provide financial assistance, technical expertise, and capacity-building support to enhance the anti-piracy efforts of participating countries."

(Respondent 11, March 14 2023).

International support and collaboration play a crucial role in combating piracy within regional anti-piracy arrangements. Respondent two, the Acting Director for Fisheries, emphasized the significance of international support, stating,

"Collaboration with international organizations and donor countries is essential to enhance our capacity to combat piracy effectively." Respondent 2, December 9 2022).

International organizations, such as the United Nations and regional bodies, can provide valuable assistance in terms of financial resources, technical expertise, and capacity-building support. Respondent 11, an Administrative Officer from the United Nations Office on Drugs and Crime (UNODC), highlighted the role of international organizations, stating,

"These organizations can contribute financial assistance and technical expertise to strengthen the capabilities of participating countries in combating piracy." (Respondent 11, March 14 2023).

Financial assistance from donor countries is crucial in addressing resource constraints and supporting the implementation of effective anti-piracy measures. Respondent three, an Administrative Officer from the Ministry of Transport, stated,

"Donor countries can provide financial aid to help us acquire and maintain the necessary equipment and resources to combat piracy effectively." (Respondent 3, December 16 2022).

Technical expertise and knowledge sharing are essential components of international support. Respondent eight, an Associate Director at the Gulf of Guinea Maritime Institute, stressed the importance of technical assistance, stating,

"International collaboration allows us to access advanced technology and expertise in areas such as surveillance systems and intelligence analysis, which enhances our operational capabilities." (Respondent 8, December 16 2022).

However, coordinating international efforts and ensuring effective collaboration can be challenging. Respondent five, a Naval Officer, highlighted the need for streamlined coordination, stating,

"The involvement of multiple international partners can lead to coordination challenges, as each organization may have different approaches and priorities." (Respondent 5, January 4 2023).

Leveraging global resources requires effective communication and information-sharing mechanisms. Respondent 10, a Deputy Superintendent from the Ghana Marine Police, emphasized the importance of information exchange, stating,

"Timely sharing of intelligence and situational awareness is critical for international collaboration in countering piracy." (Respondent 10, November 21 2022).

Furthermore, cultural and language differences can pose additional challenges in international collaboration. Respondent six, a Naval Officer, highlighted the need for building cultural understanding, stating,

"Cultural awareness and sensitivity are vital to establishing effective working relationships with international partners, ensuring smooth collaboration." (Respondent 6, January 11 2023).

To improve international support and collaboration, establishing clear channels of communication and coordination mechanisms is essential. Respondent One, the Secretary to the National Maritime Board and Head of Maritime at the Ghana Maritime Authority emphasized the importance of coordination, stating,

"Regular meetings, joint exercises, and information-sharing platforms can facilitate effective collaboration and enable the leveraging of global resources." (Respondent 1, November 18 2022).

The theme of legal jurisdiction and prosecution in combating piracy highlights the challenges associated with prosecuting pirates operating in the region. Respondent Seven, a Marine Pilot from the Ghana Ports and Harbour Authority, emphasized the complexities of legal jurisdiction, stating,

"Piracy incidents often occur in international waters, making it difficult to determine the appropriate jurisdiction for prosecuting pirates."

One of the primary challenges in prosecuting pirates is the existence of different legal frameworks across participating countries. Respondent three, an Administrative Officer from the Ministry of Transport, highlighted this issue, stating,

"Each country may have its laws and regulations regarding piracy, leading to inconsistencies in the legal approach and hindering effective prosecution." **(Respondent 3, December 16 2022).**

Gathering admissible evidence against pirates is another significant challenge. Respondent four, a Naval Intelligence Officer, highlighted the difficulties in collecting evidence, stating,

"Pirates often operate in remote areas, making it challenging to gather sufficient evidence for prosecution. Additionally, the collection and preservation of evidence at sea can be logistically demanding." **(Respondent 4, November 18 2022).**

Effective coordination among law enforcement agencies and judiciaries of participating countries is crucial for successful prosecution. Respondent 10, a Deputy Superintendent from the Ghana Marine Police, stressed the importance of coordination, stating,

"Cooperation and information sharing among law enforcement agencies are vital for investigating piracy cases and ensuring the smooth transfer of suspects for prosecution." **(Respondent 10, November 21 2022).**

Strengthening legal frameworks and promoting international cooperation are essential to overcome these challenges. Respondent eight, an Associate Director at the Gulf of Guinea Maritime Institute, emphasized the importance of legal frameworks, stating,

"Clear and comprehensive legal frameworks that address piracy-related offenses, extradition, and mutual legal assistance are needed to facilitate effective prosecution." **(Respondent 8, December 16 2022).**

International cooperation plays a significant role in addressing jurisdictional challenges and promoting successful prosecutions. Respondent 11, an Administrative Officer from the United Nations Office on Drugs and Crime (UNODC), highlighted the importance of international collaboration, stating,

"International organizations, such as the UNODC, can assist in harmonizing legal frameworks, facilitating extradition processes, and promoting cross-border cooperation in piracy cases."

(Respondent 11, March 14 2023).

To improve legal jurisdiction and prosecution, enhanced cooperation and coordination among participating countries are crucial. Respondent six, a Naval Officer, emphasized the need for collaboration, stating,

"Regular meetings, joint exercises, and training programs can foster understanding and collaboration among law enforcement agencies, facilitating effective jurisdictional cooperation."

(Respondent 6, January 11 2023).

Furthermore, capacity-building efforts, including training programs and knowledge sharing, are necessary to strengthen the capabilities of law enforcement agencies and judiciaries. Respondent nine, an Assistant Superintendent from the Ghana Marine Police, stressed the importance of capacity building, stating,

"Training programs that enhance investigation techniques, evidence collection, and legal procedures are essential to build the capacity of our law enforcement agencies in handling piracy cases." **(Respondents 9, November 21 2022).**

3.2.5.2 At the Continental level

The challenges related to governance and coordination among regional stakeholders involved in combating piracy have been significant obstacle to achieving effective maritime security in Ghana and the broader region. According to Respondent 1, the Secretary to the National Maritime Board and Head of Maritime at the Ghana Maritime Authority,

"Coordination among regional stakeholders has been a challenge due to the lack of a formalized framework for cooperation." **(Respondent 1, November 18 2022).**

The lack of a clear and coordinated approach to addressing piracy in the region has led to overlapping responsibilities, inadequate resource allocation, and limited effectiveness in countering pirate attacks. Respondent four, a naval intelligence officer, noted,

"The absence of an effective coordination mechanism has resulted in gaps in intelligence sharing, which are critical for tracking and preventing pirate attacks." **(Respondent 4, November 18 2022).**

Furthermore, Respondent 8, an Associate Director at the Gulf of Guinea Maritime Institute, highlighted that

"The current governance framework is inadequate in addressing the transnational nature of piracy. The high level of corruption and weak political will among some participating countries has also impeded effective collaboration." **(Respondent 8, December 16 2022).**

The allocation of responsibilities and resources among participating nations is another challenge that affects governance and coordination efforts. Respondent seven, a Marine Pilot at the Ghana Ports and Harbour Authority, explained,

"There is a lack of clear guidelines on how to share resources and responsibilities among participating countries. This leads to overlapping and inefficient use of resources, which undermines our ability to combat piracy effectively." (Respondent 7, January 4 2023).

To overcome these challenges, there is a need for a more formalized and coordinated approach to addressing piracy in the region. Respondent 11, an Administrative Officer from the United Nations Office on Drugs and Crime (UNODC), emphasized that

"The establishment of a regional coordination centre and the development of a joint operational plan would improve coordination among participating countries and enhance our ability to track and prevent pirate attacks." (Respondent 11, March 14 2023).

In addition, the allocation of responsibilities and resources should be clearly defined, and there should be a mechanism for monitoring and evaluating the effectiveness of anti-piracy efforts. Respondent two, the Acting Director for Fisheries at the Ministry of Fisheries, stressed that

"The establishment of a monitoring and evaluation system would help to identify gaps in our current anti-piracy efforts and guide future resource allocation." (Respondent 2, December 9 2022).

Resource constraints pose significant challenges for countries involved in regional anti-piracy arrangements, affecting their ability to effectively combat piracy and ensure maritime security.

Respondent three, an Administrative Officer from the Ministry of Transport, stated,

"One of the major challenges we face is the limited availability of financial resources to allocate towards anti-piracy efforts." (Respondent 3, December 16 2022).

Financial resources play a crucial role in supporting the necessary infrastructure, equipment, and training programs required to counter piracy effectively. Respondent eight, an Associate Director at the Gulf of Guinea Maritime Institute, highlighted the importance of financial resources, stating, *"Without sufficient funding, it becomes difficult to acquire and maintain advanced surveillance systems, patrol vessels, and other critical assets."* **(Respondent 8, December 16 2022).**

Technological capabilities are another aspect of resource constraints that affect regional anti-piracy efforts. Respondent five, a Naval Officer, pointed out that

"The lack of modern technology and surveillance equipment limits our ability to detect and track pirate activities effectively." Limited access to radar systems, unmanned aerial vehicles (UAVs), and satellite imagery hamper the overall situational awareness and response capabilities of participating countries." **(Respondent 5, January 4 2023).**

In addition to financial and technological constraints, the availability and allocation of maritime assets pose significant challenges. Respondent seven, a Marine Pilot at the Ghana Ports and Harbour Authority, explained,

"We have a limited number of patrol vessels, which makes it challenging to maintain a constant presence at sea and respond promptly to piracy incidents." Insufficient maritime assets result in gaps in surveillance and patrolling, allowing pirates to operate with relative impunity in certain areas." **(Respondent 7, January 4 2023).**

To overcome these resource constraints, capacity-building efforts are crucial. Respondent nine, an Assistant Superintendent from the Ghana Marine Police, emphasized the need for capacity development, stating,

"Investing in training programs for maritime security personnel is essential to enhance their skills and knowledge in countering piracy." (Respondents 9, November 21 2022).

Capacity-building initiatives should focus on equipping personnel with the necessary expertise in intelligence gathering, surveillance techniques, and crisis response.

Regional cooperation and trust building are critical components in effectively addressing the challenges of piracy through collaborative efforts. Respondent five, a Naval Officer from the Ghana Navy, highlighted the impact of historical tensions and political differences, stating,

"Historical tensions and political differences among participating countries can impede effective collaboration in combating piracy. These factors may hinder the sharing of information, joint operations, and resource allocation." (Respondent 5, January 4 2023).

Historical tensions, territorial disputes, and political differences create barriers to regional cooperation in combating piracy. Respondent two, the Acting Director for Fisheries, emphasized the need to overcome these challenges, stating,

"We must acknowledge and address the historical and political issues that have strained relations among participating countries. By fostering an environment of trust and understanding, we can overcome these barriers and work together towards a common goal." (Respondent 2, December 9 2022).

Building trust among participating countries is crucial for effective collaboration in anti-piracy efforts. Respondent eight, an Associate Director at the Gulf of Guinea Maritime Institute, stressed the importance of trust-building, saying,

"Trust is the foundation of any successful regional cooperation. Establishing personal relationships, promoting dialogue, and sharing experiences can help build trust among participating countries and foster a sense of collective responsibility." (Respondent 8, December 16 2022).

Fostering diplomatic relations plays a significant role in facilitating regional cooperation against piracy. Respondent three, an Administrative Officer from the Ministry of Transport, highlighted the role of diplomacy, stating,

"Diplomatic efforts are vital in promoting dialogue and understanding among participating countries. Through diplomatic channels, we can address sensitive issues, resolve conflicts, and build mutually beneficial partnerships." **(Respondent 3, December 16 2022).**

Promoting dialogue and open communication channels are essential for overcoming challenges in regional cooperation. Respondent six, a Naval Officer, emphasized the need for dialogue, stating,

"Regular meetings, forums, and workshops provide platforms for participating countries to engage in open and constructive discussions. These avenues facilitate the exchange of ideas, promote understanding, and build consensus on key issues." **(Respondent 6, January 11 2023).**

Establishing confidence-building measures can contribute to the development of trust and cooperation among participating countries. Respondent nine, an Assistant Superintendent from the Ghana Marine Police, emphasized the importance of confidence building, stating,

"By implementing confidence-building measures, such as joint patrols, information sharing protocols, and collaborative training exercises, participating countries can demonstrate their commitment to regional security and foster trust among partners." **(Respondents 9, November 21 2022).**

3.2.5.3 At the Gulf of Guinea

The theme of maritime domain awareness addresses the challenges associated with achieving comprehensive knowledge and understanding of the maritime domain within the region. Respondent seven, a Marine Pilot from the Ghana Ports and Harbour Authority, highlighted the limitations in surveillance and monitoring capabilities, stating,

"Our current surveillance systems have certain limitations, including gaps in radar coverage and limited coverage in remote areas, making it challenging to achieve comprehensive maritime domain awareness." **(Respondent 7, January 4 2023).**

Limited surveillance and monitoring capabilities pose significant challenges in detecting and tracking pirate activities. Respondent four, a Naval Intelligence Officer, emphasized the importance of advanced technology, saying,

"Pirates often exploit gaps in surveillance systems to carry out their operations. The use of advanced technology, such as satellite imagery, unmanned aerial vehicles (UAVs), and improved radar systems, can enhance our ability to detect and monitor pirate activities." **(Respondent 4, November 18 2022).**

Effective coordination among regional partners is crucial for sharing and analysing maritime intelligence to enhance situational awareness. Respondent eight, an Associate Director at the Gulf of Guinea Maritime Institute, stressed the need for coordination, stating,

"Collaboration among regional partners is essential for sharing information, intelligence, and best practices. This collaboration can help identify patterns, trends, and emerging threats in the maritime domain." **(Respondent 8, December 16 2022).**

Investing in advanced technology and information systems is vital to overcome the challenges associated with maritime domain awareness. Respondent One, the Secretary to the National Maritime Board and Head of Maritime at the Ghana Maritime Authority highlighted the importance of technology, stating,

"We need to invest in modern surveillance equipment, including radar systems, AIS (Automatic Identification System), and other tracking technologies, to enhance our maritime domain awareness capabilities." (Respondent 1, November 18 2022).

Furthermore, capacity building and training programs are essential to enhance the skills and expertise of personnel involved in maritime surveillance and intelligence analysis. Respondent nine, an Assistant Superintendent from the Ghana Marine Police, emphasized the importance of capacity building, stating,

"Training programs should focus on improving the skills of our personnel in monitoring, analysing, and interpreting maritime data. This will enable them to effectively detect and respond to pirate activities." (Respondents 9 November 21, 2022)

Regional cooperation and information-sharing mechanisms should be strengthened amongst countries in the Gulf of Guinea region to facilitate the exchange of maritime intelligence.

Respondent six, a Naval Officer, emphasized the significance of collaboration, stating,

"Establishing regional information-sharing platforms and strengthening existing mechanisms can promote real-time communication and facilitate the exchange of vital information among regional partners." (Respondent 6, January 11 2023).

3.2.6 Discussion of findings

The effectiveness of regional-level arrangements in combating piracy is hindered by various challenges. These challenges can be addressed through improvements in the present arrangement, focusing on governance and coordination, resource constraints, international support and collaboration, legal jurisdiction and prosecution, maritime domain awareness, and regional cooperation and trust-building. Governance and coordination among regional stakeholders are

vital in combating piracy effectively. Limited collaboration and coordination mechanisms hinder the collective response to piracy incidents (Ouma, 2021). To enhance the present arrangement, it is crucial to strengthen coordination mechanisms, establish clear lines of communication, and promote collaboration between countries and regional organizations. The theory of collective action suggests that effective coordination among multiple actors is essential to address common challenges (Olson, 1965). Resource constraints pose a significant challenge to combating piracy. Insufficient financial resources, technological capabilities, and maritime assets limit surveillance, patrolling, and response operations (Ampah, 2018). Addressing these challenges requires addressing resource gaps through increased funding, technology transfer, and capacity-building programs. Collaborative efforts with international organizations, donor countries, and the private sector can provide financial assistance, technical expertise, and resources. The resource-based view theory emphasizes the importance of leveraging resources to gain a competitive advantage (Barney, 1991).

International support and collaboration play a crucial role in combating piracy. However, differing priorities and interests among stakeholders can hinder effective coordination and resource leveraging (Bueger, 2015). To improve the present arrangement, effective coordination mechanisms should be established, efforts harmonized, and objectives aligned between participating countries and international partners. The theory of international cooperation emphasizes the importance of aligning interests and promoting mutual benefits to foster effective collaboration (Axelrod, 1984). The challenges related to legal jurisdiction and prosecution require attention in anti-piracy efforts. Different legal frameworks and complexities in evidence gathering impede successful prosecutions (Bueger, 2013). Strengthening legal frameworks and enhancing international cooperation is crucial. This can be achieved through promoting the harmonization of

legal frameworks, facilitating information sharing, and establishing mechanisms for coordinated prosecution and judicial cooperation. The theory of legal pluralism suggests that effective legal systems accommodate diverse legal frameworks while facilitating cooperation and coordination (Griffiths, 1986).

Comprehensive maritime domain awareness is essential for detecting and tracking pirate activities. Limited surveillance capabilities, gaps in radar coverage, and the need for advanced technology hinder this awareness (Freire et al., 2020). Improving the present arrangement requires investments in surveillance infrastructure, improved radar coverage, and advanced technology utilization. Collaboration and information sharing among regional partners should be promoted to enhance situational awareness. The theory of network governance highlights the importance of collaborative networks and information sharing for effective governance in complex environments (Provan & Kenis, 2008). Regional cooperation and trust building are necessary for effective anti-piracy efforts. Historical tensions, territorial disputes, and political differences can hinder collaboration (Bueger, 2015). Overcoming these challenges necessitates building trust, fostering diplomatic relations, and promoting dialogue. Confidence-building measures, joint patrols, and collaborative training exercises can establish a conducive environment for regional cooperation. Trust theory suggests that trust is essential for cooperation and can be built through repeated interactions, shared norms, and transparent communication (Lewicki & Bunker, 1996).



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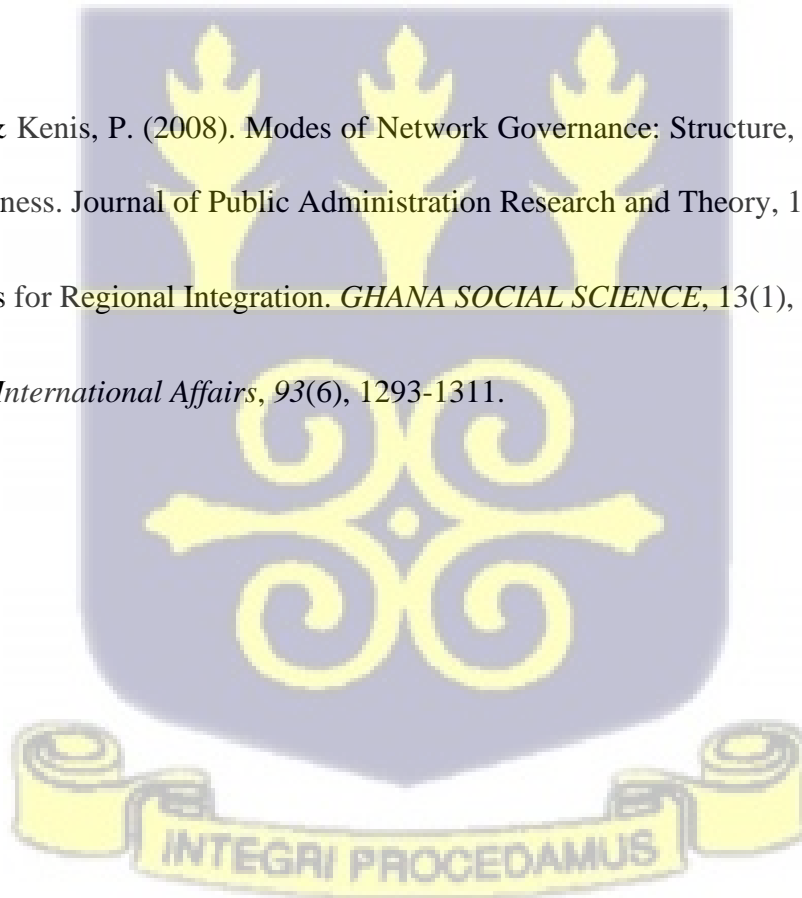
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CHAPTER FOUR

SUMMARY OF FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

4.0 Introduction

This chapter presents a summary of the results and findings of the studies. Subsequently, conclusions for the study were drawn and recommendations are made. The summary of the study focuses on the overall overview of the study, which includes a short description of the research methods, an overall summary of the study, and as well a discussion of the findings.

The objective of the study was to examine the existing regional frameworks implemented to combat piracy in GoG, actions being taken by Ghana to implement these regional frameworks, and the challenges faced in the implementation of these regional frameworks as well, as how the regional frameworks can be improved. This research employed a qualitative methodology, utilizing semi-structured interviews as the primary data collection method, along with secondary sources such as articles, journals, and books. The sampling technique used was purposive sampling, and the study population consisted of key stakeholders from government agencies, civil society organizations, and academic institutions. The research design chosen for this study was a qualitative research design, which allowed for a deeper understanding of the attitudes, values, and beliefs of the participants. Specifically, an intrinsic case study approach was adopted, focusing on an in-depth exploration and analysis of piracy in the Gulf of Guinea, with Ghana as a case study. The sample size for this study comprised 11 respondents, selected based on their expertise and relevance to the research topic. The selection criteria were aligned with the study objectives, and the purposive sampling technique was employed to ensure qualitative responses and in-depth

knowledge from the participants. The data collected was analyzed using content analysis, which involved carefully transcribing and examining the qualitative data.

4.1 Summary of findings

4.1.1 The present frameworks and arrangements geared towards combatting piracy in the GoG

The present regional-level arrangements being implemented to combat piracy

International Level:

- International support from the United Nations Security Council, United Nations office on Drugs and Crime, international conventions and laws such as the United Nations Convention on Laws of the Sea, Suppression of Unlawful Acts of Violence against the safety of Maritime navigation, the European Union and the United States strengthens the capabilities of African countries through partnerships, training, and technical assistance.

Continental Level:

- The African Integrated Maritime Strategy (AIMS) 2050 which is a broad framework geared towards the protection, security and exploitation of the African Maritime Domain for wealth creation.
- Lomé Charter aims to enhance maritime security and combat piracy through regional cooperation and coordinated efforts.
- Existence of inter-regional coordination centers such as the regional coordination center for maritime security in Central Africa (CRESMAC) namely zones A, B, and D and

regional coordination center for maritime security in West Africa namely zones E, F and G, where Ghana is found in the zone F.

Regional Level:

- The Yaoundé Code of Conduct, adopted by countries in the Gulf of Guinea region, promotes information sharing, cooperation, and coordinated responses to piracy incidents.
- Multinational naval patrols, such as Operation Flintlock, Atalanta, Obangami express and Combined Task Force 151, increase the presence of naval forces in piracy-prone areas, contributing to deterrence and disruption of pirate activities.
- Institutional arrangements such as Economic Community of West African States (ECOWAS), Economic Community of Central African States (ECCAS), and Gulf of Guinea Commission (GCC) have come out with measures geared towards securing the ocean sea lanes against piracy, armed robbery and other transnational crimes committed at sea.
- Regional coordination centers, such as the Regional Maritime Information Fusion Centre (RMIFC) in Seychelles and the Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT-GoG), facilitate information sharing, enhance situational awareness, and enable prompt responses to piracy incidents.
- Capacity building and training programs, supported by organizations like the UNODC and IMO, improve surveillance, operational skills, and legal frameworks for prosecuting pirates.

4.1.2 Ghana's Implementation of these frameworks and arrangements

Key findings from the discussion on Ghana's implementation of regional-level arrangements to combat piracy in the Gulf of Guinea are as follows:

1. **Legal and institutional frameworks:** Ghana has established laws and acts, such as the Ghana Maritime Security Act of 2004 to provide a legal basis for combating piracy and enabling the prosecution of pirates.
2. **Operational capabilities:** Ghana has invested in its naval and law enforcement agencies, acquiring patrol vessels and other equipment to enhance its operational capabilities. The country also participates in joint patrols and operations with regional partners.
3. **Training and capacity building:** Ghana has implemented training programs for naval personnel, law enforcement agencies, and coast guards to enhance their skills and capacities in dealing with maritime security threats. Collaboration with the Gulf of Guinea Maritime Institute provides specialized training programs for maritime security personnel in the region.
4. **Information sharing and collaboration:** Ghana actively participates in regional coordination centers, such as the Regional Maritime Information Fusion Centre (RMIFC) and the Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT-GoG), enabling information sharing, joint operations, and collaboration with other countries in the region.
5. **The impact and effectiveness:** Ghana's implementation of regional-level arrangements has led to a significant reduction in piracy incidents within its maritime domain. The country has demonstrated a high level of cooperation and coordination with regional partners.

4.1.3 Challenges Faced in the Implementation of these frameworks and arrangements

Key findings from the discussion on the challenges and improvements needed for regional-level arrangements in combating piracy are as follows:

1. **Governance and coordination:** Limited collaboration and coordination mechanisms hinder the collective response to piracy incidents. Strengthening coordination mechanisms, establishing clear lines of communication, and promoting collaboration between countries and regional organizations are crucial.
2. **Resource constraints:** Insufficient financial resources, technological capabilities, and maritime assets limit surveillance, patrolling, and response operations. Addressing resource gaps requires increased funding, technology transfer, and capacity-building programs, which can facilitate through collaborative efforts with international organizations, donor countries, and the private sector.
3. **International support and collaboration:** Differing priorities and interests among stakeholders can hinder effective coordination and resource leveraging. Effective coordination mechanisms should be established, efforts harmonized, and objectives aligned between participating countries and international partners.
4. **Legal jurisdiction and prosecution:** Different legal frameworks and complexities in evidence gathering impede successful prosecutions. Strengthening legal frameworks and enhancing international cooperation is crucial, including promoting the harmonization of legal frameworks, facilitating information sharing, and establishing mechanisms for coordinated prosecution and judicial cooperation.

5. Maritime domain awareness: Limited surveillance capabilities, gaps in radar coverage, and the need for advanced technology hinder comprehensive maritime domain awareness. Investments in surveillance infrastructure, improved radar coverage, and advanced technology utilization are necessary. Collaboration and information sharing among regional partners should be promoted to enhance situational awareness.
6. Regional cooperation and trust building: Historical tensions, territorial disputes, and political differences can hinder collaboration. Building trust, fostering diplomatic relations, and promoting dialogue are essential. Confidence-building measures, joint patrols, and collaborative training exercises can establish a conducive environment for regional cooperation.

4.2 Conclusions

The study sought to examine existing regional frameworks to combat piracy in the Gulf of Guinea (GoG), Ghana's actions in implementing these frameworks, challenges faced, and potential improvements. In conclusion, regional-level arrangements are being implemented at the international, continental, and regional levels to combat piracy in the Gulf of Guinea and other piracy-prone regions. International support from entities like the European Union and the United States strengthens the capabilities of African countries through partnerships, training, and technical assistance. The Yaoundé Code of Conduct and the Djibouti Code of Conduct promote information sharing, cooperation, and coordinated responses to piracy incidents at the continental level. At the regional level, multinational naval patrols, regional coordination centers, and capacity-building programs contribute to enhancing maritime security.

Ghana, in particular, has implemented various regional arrangements to address piracy. The country has established legal and institutional frameworks, invested in operational capabilities, participated in joint patrols and operations, and conducted training and capacity-building programs. Ghana's efforts have resulted in a significant reduction in piracy incidents within its maritime domain and demonstrated effective collaboration with regional partners.

However, challenges remain in the implementation of regional arrangements. Limited coordination, resource constraints, differing priorities, legal jurisdiction, prosecution complexities, limited maritime domain awareness, and lack of regional cooperation and trust-building pose hurdles to the effectiveness of these efforts. Overcoming these challenges requires strengthening coordination mechanisms, increasing resources and funding, aligning priorities, improving legal frameworks, enhancing international cooperation, investing in surveillance infrastructure, and fostering trust and cooperation among regional stakeholders.

By addressing these challenges, regional-level arrangements can be further improved to combat piracy effectively and ensure maritime security in the Gulf of Guinea and other affected regions. The theories of collective action, resource-based view, international cooperation, legal pluralism, network governance, and trust provide valuable insights into the importance of coordination, resource leveraging, aligned interests, legal frameworks, collaborative networks, and trust-building in combating piracy.

4.3 Recommendations

Based on the challenges identified and the findings of the study, the following recommendations are made to enhance the effectiveness of regional-level arrangements in combating piracy in the Gulf of Guinea:

4.3.1 Strengthen Governance and Coordination

Improve collaboration and coordination mechanisms among countries as well as stakeholders such as ministries of transport. Maritime authorities within the region. Establish clear lines of communication, promote collaboration between countries and regional organizations, and enhance coordination to facilitate a collective response to piracy incidents.

4.3.2 Address Resource Constraints

To address these resource gaps government of respective Gulf of Guinea countries must make a conscious effort to by increase funding, technology transfer, and capacity-building programs through sufficient budget allocation. Collaborate with international organizations like the United Nations, donor countries, and the private sector to provide financial assistance, technical expertise, and resources for surveillance, patrolling, and response operations.

4.3.3 Enhance International Support and Collaboration

The United Nations, African Union and the Gulf of Guinea Commission must establish effective coordination mechanisms, harmonize efforts, and align objectives between participating countries and international partners. Promote mutual benefits and align interests to foster effective collaboration in combating piracy.

4.3.4 Strengthen Legal Jurisdiction and Prosecution

Through domestication of regional frameworks geared towards combating piracy and promoting the harmonization of legal frameworks, facilitate information sharing across regions, and establish mechanisms for coordinated prosecution and judicial cooperation. Strengthen legal frameworks

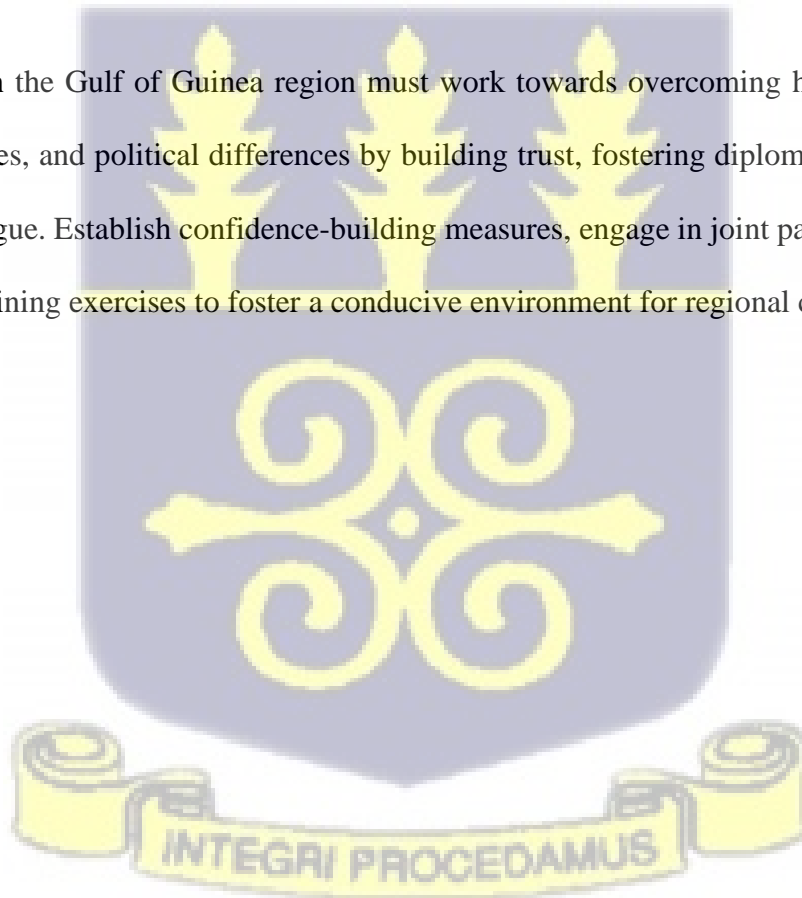
and enhance international cooperation to overcome the challenges related to legal jurisdiction and prosecution.

4.3.5 Improve Maritime Domain Awareness:

Government of countries with the region must invest in surveillance infrastructure, improve radar coverage, and utilize the advanced technology to enhance comprehensive maritime domain awareness. Promote collaboration and information sharing among regional partners to enhance situational awareness and facilitate effective responses to pirate activities.

4.3.6 Foster Regional Cooperation and Trust-building

Countries within the Gulf of Guinea region must work towards overcoming historical tensions, territorial disputes, and political differences by building trust, fostering diplomatic relations, and promoting dialogue. Establish confidence-building measures, engage in joint patrols, and conduct collaborative training exercises to foster a conducive environment for regional cooperation.



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INTERVIEWS

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Respondent from Ministry of Fisheries, Acting Director of Ministry of Fisheries, interviewed by Johnson Wendy Aryeh, Tang Hotel, ground floor, Accra, December 9, 2022.

Respondent from Ministry of Transport, Administrative officer, interviewed by Johnson Wendy Aryeh at Capitol Restaurant, Accra, December 16, 2022.

Respondent from Ghana Navy, Naval Intelligence officer, interviewed by Johnson Wendy Aryeh, Ablekuma, Accra, November 18, 2022.

Respondent from Ghana Navy, Navy officer, interviewed by Johnson Wendy Aryeh, Ghana Navy Headquarters, Accra, January 4th and 11th 2023.

Respondent from Ghana Navy, Navy officer, interviewed by Johnson Wendy Aryeh, Ghana Navy Headquarters, Accra, January 11th and 14th March 2023.

Respondent from Ghana Ports and Harbor Authority, Marine Pilot, interviewed by Johnson Wendy Aryeh, Ghana Ports and Harbor Authority, Tema-Accra, 4th January 2023.

Respondent from Gulf of Guinea Maritime Authority, Associate Director, interviewed by Johnson Wendy Aryeh, Adenta, Accra, December 16, 2022.

Respondent from Ghana Ports and Harbor Authority, Marine Police Assistant Superintendent, interviewed by Johnson Wendy Aryeh, Accra, November, 21, 2022.

Respondent from Ghana Ports and Harbor Authority, Marine Police Deputy Superintendent, interviewed by Johnson Wendy Aryeh, Accra, November 21, 2022.

Respondent from United Nations office on Drugs and Crime, official, naval officer, Burma Camp- Accra, December 15 and March 14 2023.



APPENDIX: RESEARCH INTERVIEW GUIDE

AN EXAMINATION OF THE FRAMEWORK TO COMBAT PIRACY IN THE GULF OF GUINEA: A CASE STUDY OF GHANA.

INTERVIEW GUIDE

My name is Wendy Aryeh Johnson, an MA International Affairs student at the Legon Centre for International Affairs and Diplomacy, University of Ghana. I am researching on “An Examination of the Framework to Combat Piracy in the Gulf Of Guinea: The Case of Ghana”. The purpose of this study is to fulfill my academic requirements. Your contributions, views, and opinions will be used solely for academic purposes.

Accept my gratitude and appreciation.

SOCIO-DEMOGRAPHICAL DATA

1. Position of interviewee:
2. Gender: Male Female others please specify.....
3. Age of interviewee.....
4. Education background: No formal Education Basic school secondary
Tertiary: Bachelors Masters Ph.D. others please specify.....

RESEARCH QUESTIONS

1. What are the present regional level arrangements to combat piracy?
2. What are some of the key provisions of the regional level arrangements to combat piracy?

3. How are GoG countries implementing these regional level arrangements to combat piracy in the region?
4. How has Ghana implemented these regional level arrangements?
5. How effective are the implementation of these regional frameworks?
6. What are the barriers/challenges to the practices to combat piracy in the Gulf of Guinea?
7. What are the successes of these practices to combat piracy in the region?
8. How can these regional arrangements be improved to combat piracy in the region?

Thank you for your time.



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LEVEL: GRADUATE EXTENSION
DATE: 26-APR-2023
STUDENT CURRENCY: GHC - Ghana Cedis
STUDENT TYPE: N - GHANAIAN ADMITTED O

DATE	REFERENCE NO	DESCRIPTION	DEBIT	CREDIT
***** Fee Accounts *****				
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20-DEC-2021	03 I 1 1	GRASAG DUES	92.00	
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20-DEC-2021	PINTA6 1	M.A. INTERNATIONAL AFFAIRS		4600.00
08-JUL-2022	CBJ1728406	DIRECT DEPOSIT - STU		4600.00
08-JUL-2022	PINTA6 2	M.A. INTERNATIONAL AFFAIRS	0.00	
10-MAR-2023	03 I 1 1	EXAMINATION FEES	0.00	
10-MAR-2023	PINTA6 1	M.A. INTERNATIONAL AFFAIRS	0.00	
10-MAR-2023	PINTA6 1	M.A. INTERNATIONAL AFFAIRS	680.00	
10-MAR-2023	PINTA6 1	M.A. INTERNATIONAL AFFAIRS	1229.00	
13-MAR-2023	CBJ1919398	DIRECT DEPOSIT - STU		1909.00
BALANCE =>				0.00

Transactions Included Up To 26-APR-2023



GUIDELINES TO STUDENTS ON NEW THESIS SUBMISSION AND TRACKING SYSTEM

1. ACCESSING THE SYSTEM

To access the system, type the following URL in any standard web browser:

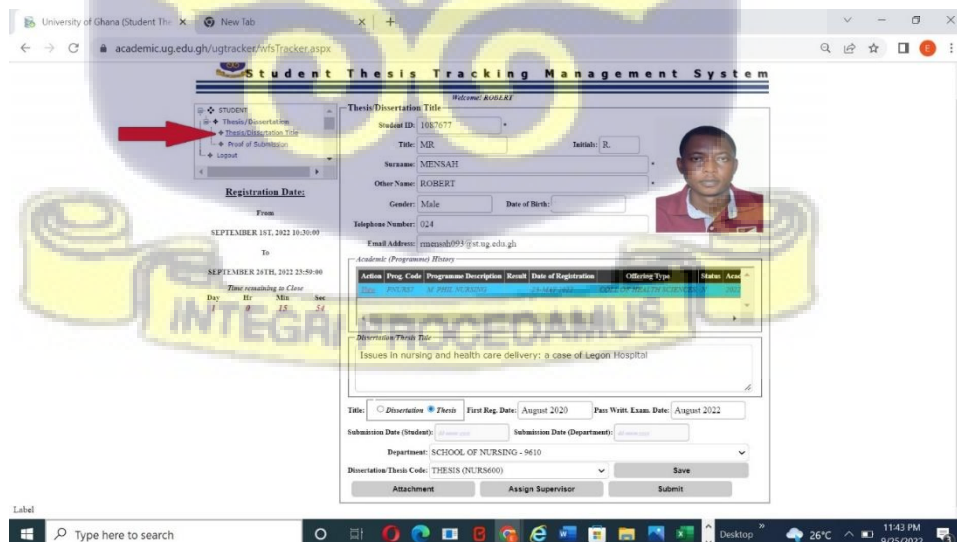
<https://academic.ug.edu.gh/ugtracker>

The login screen will look like the image below:

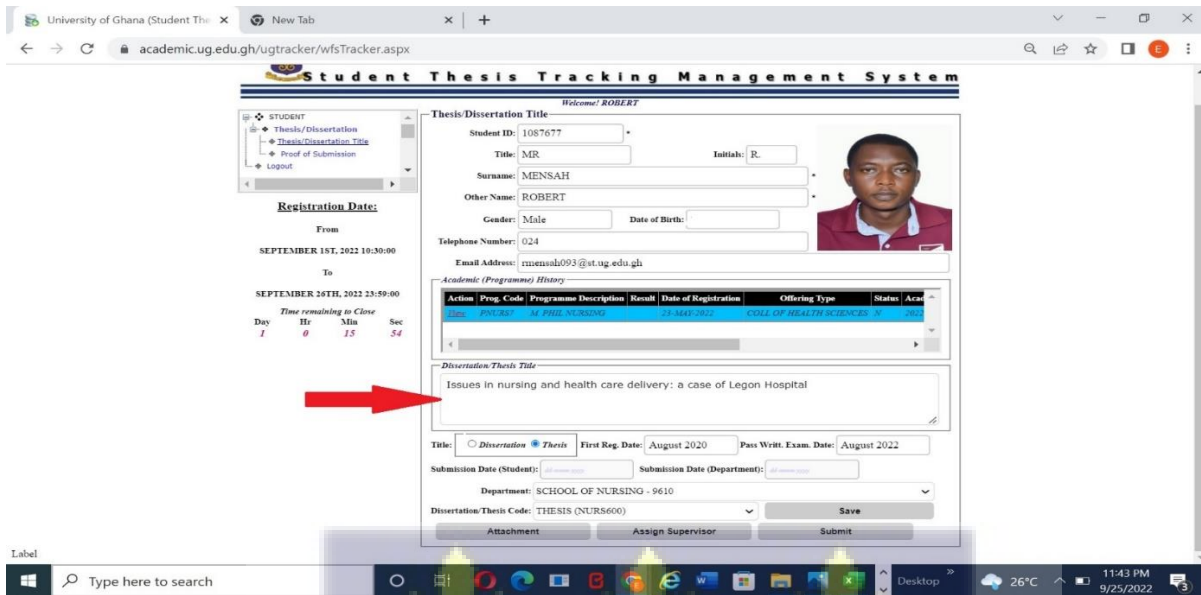


2. Log in with student ID number and PIN.

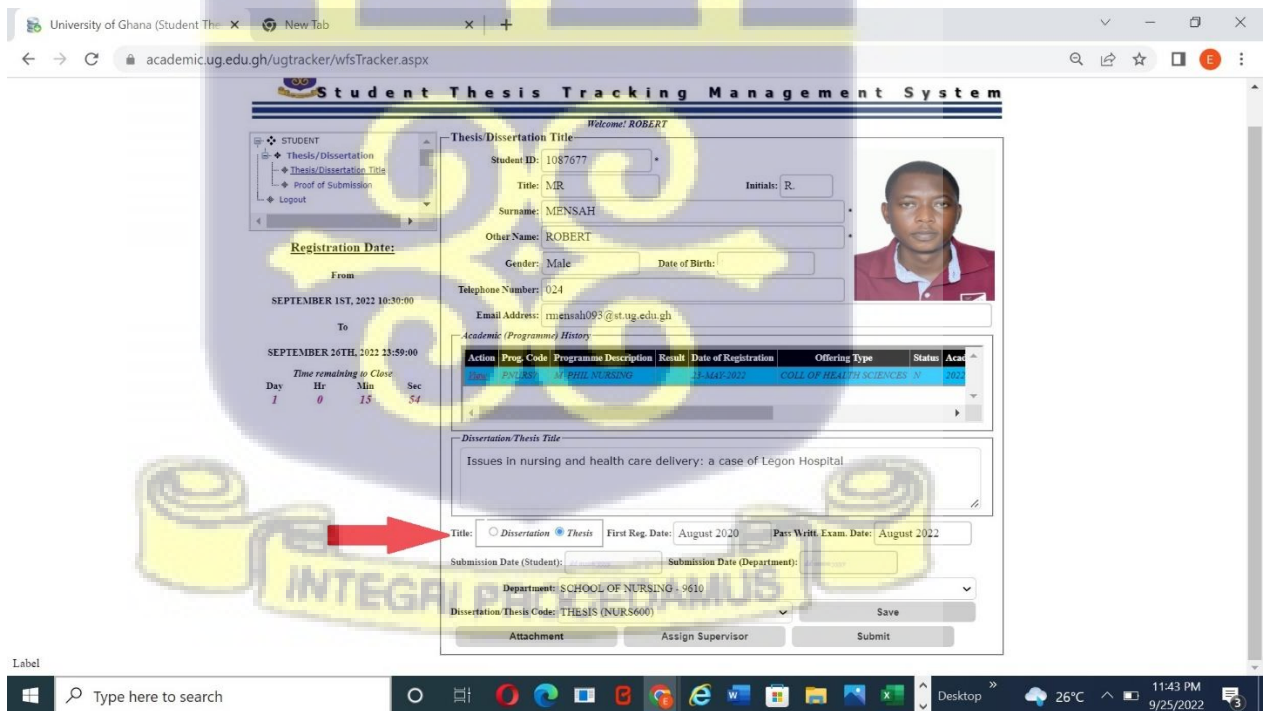
3. Click on **'Thesis/Dissertation title'** under the drop-down menu on the left-hand side of the screen.



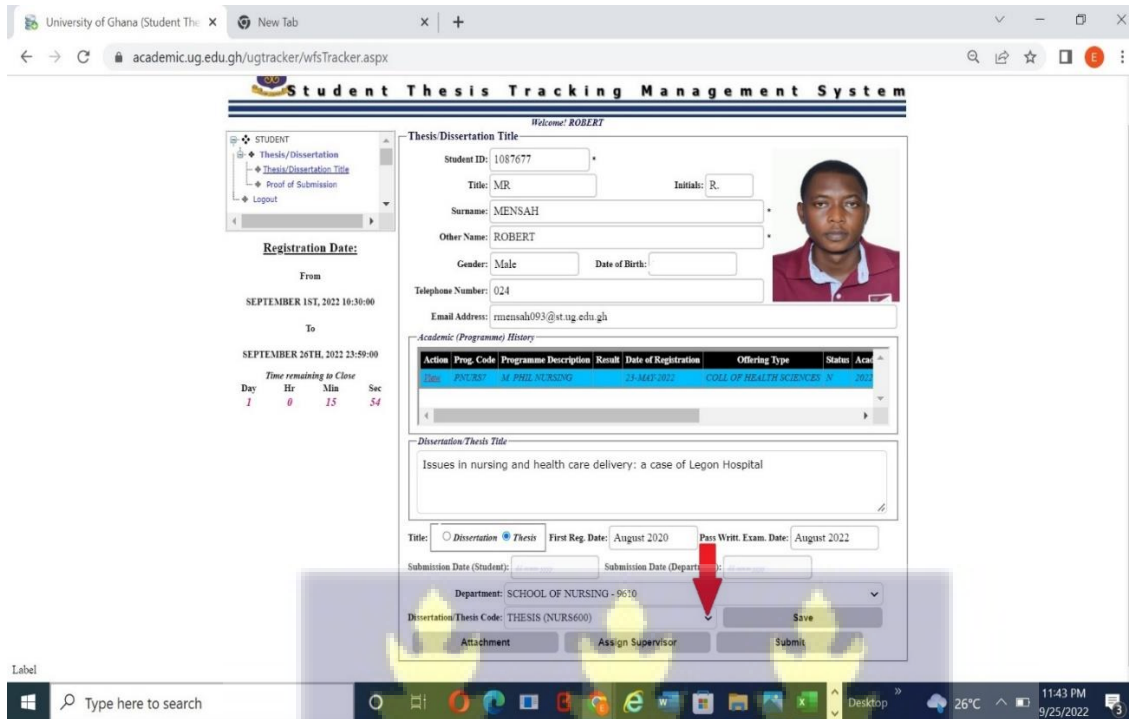
4. Copy and paste the approved dissertation/thesis title in the ‘Dissertation/Thesis Title’ field.



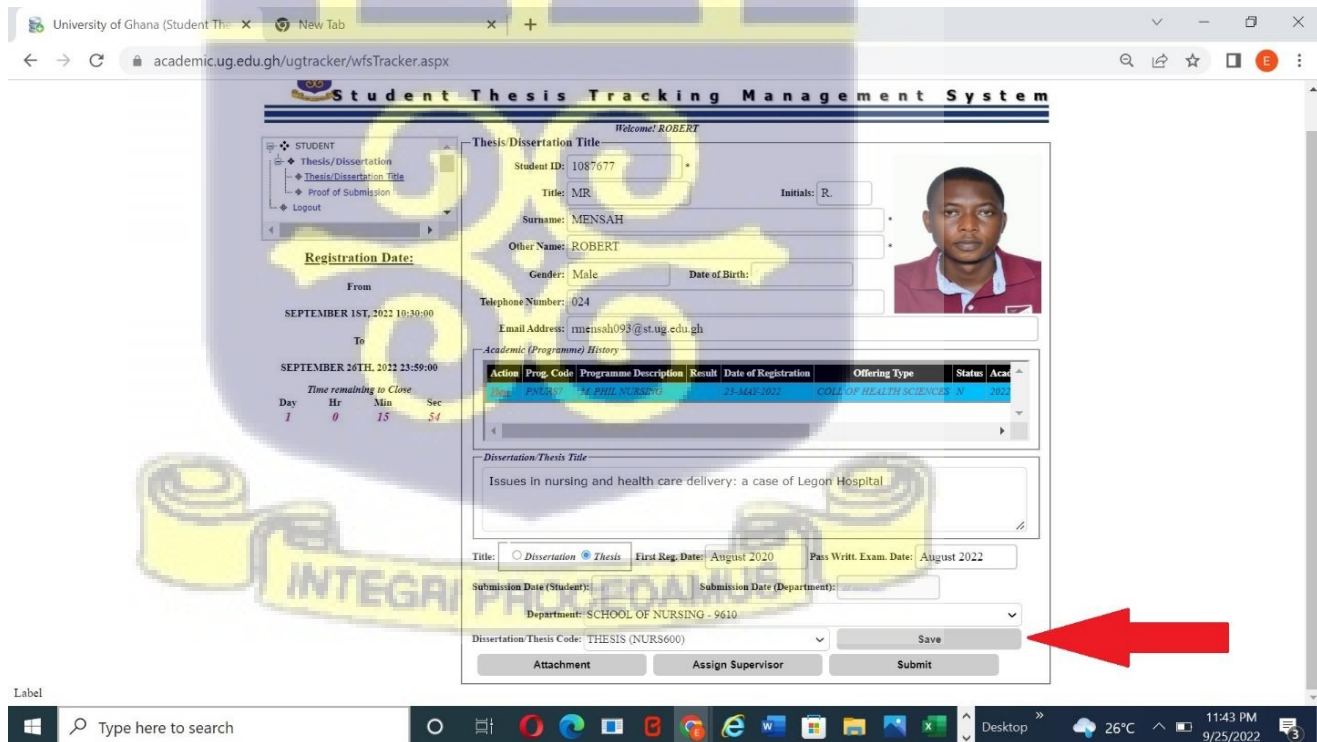
5. Select the option of either Dissertation or Thesis under the ‘Title’ section.



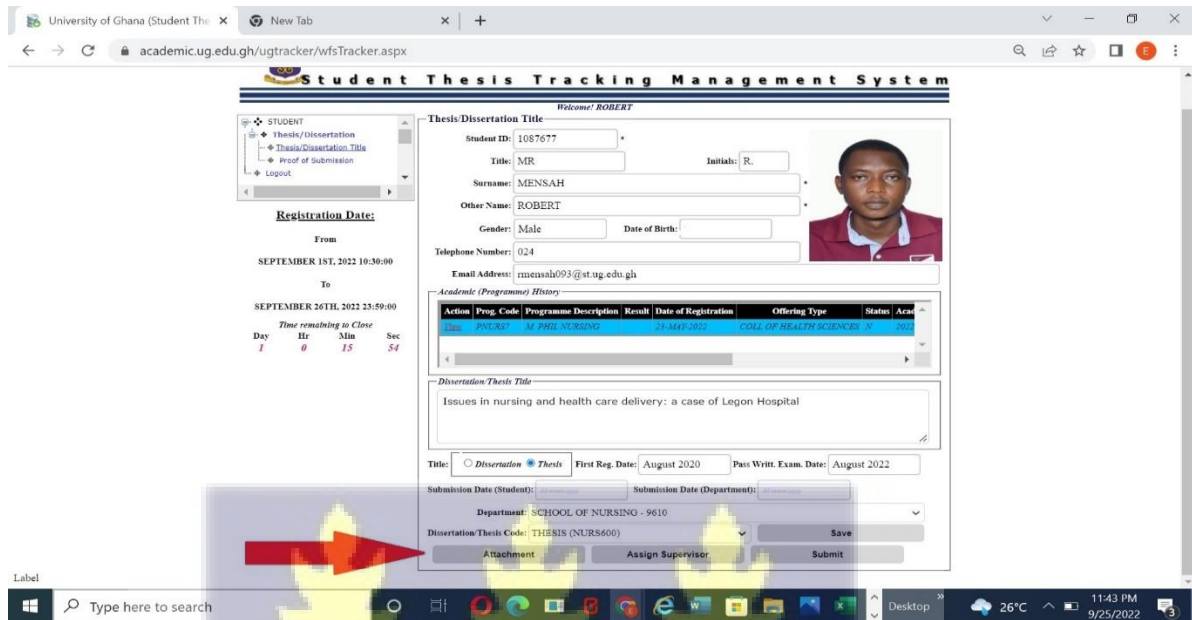
6. Select 'Dissertation/Thesis' code.



7. Click on 'Save' to proceed to upload documents.

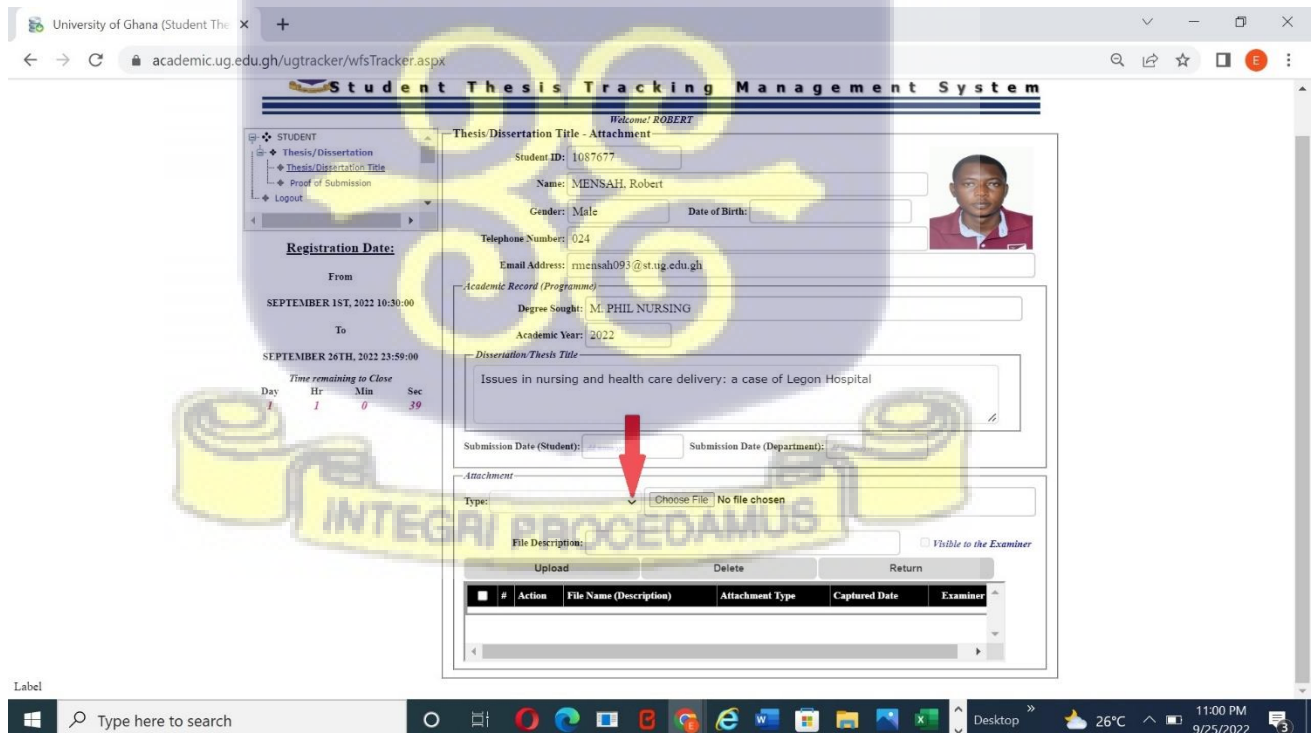


8. Click on **'Attachment'** to upload documents. Documents must be uploaded in the following order: Thesis → Turnitin report → Clearance form → 'Other'. The first three documents are compulsory uploads.

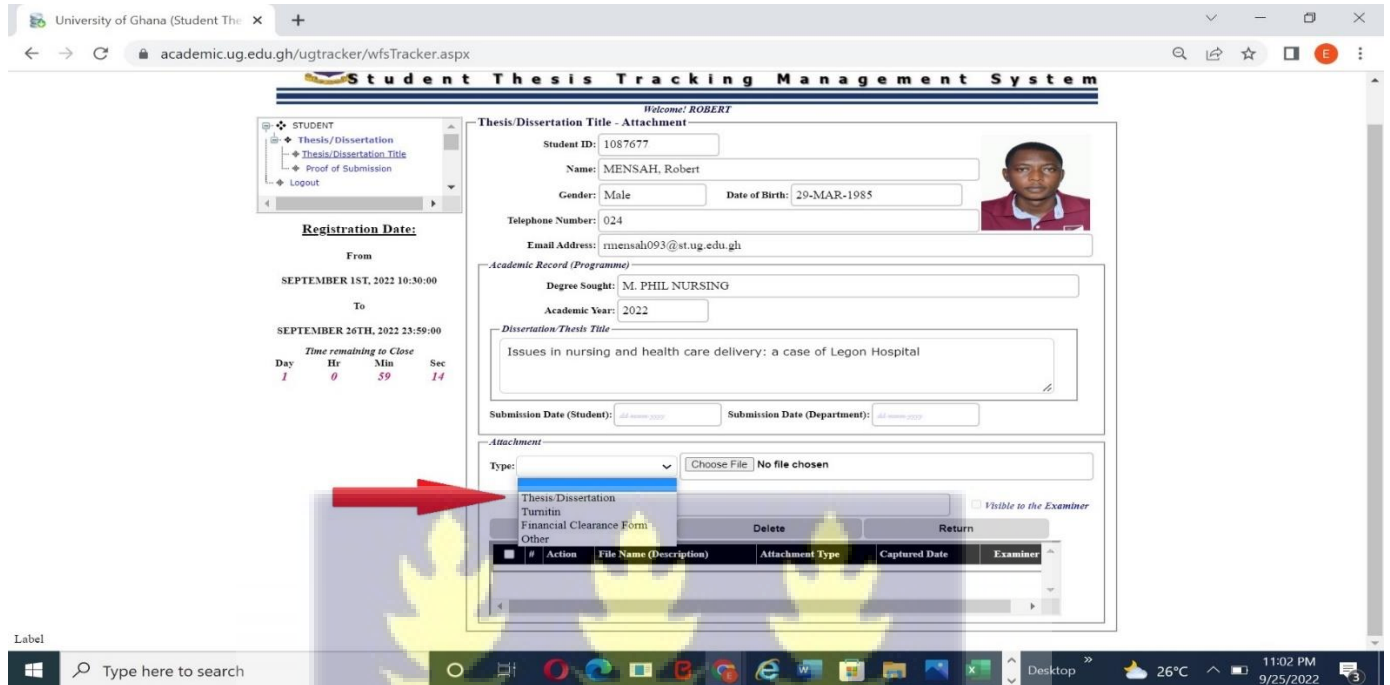


9. To upload the documents, follow the steps below:

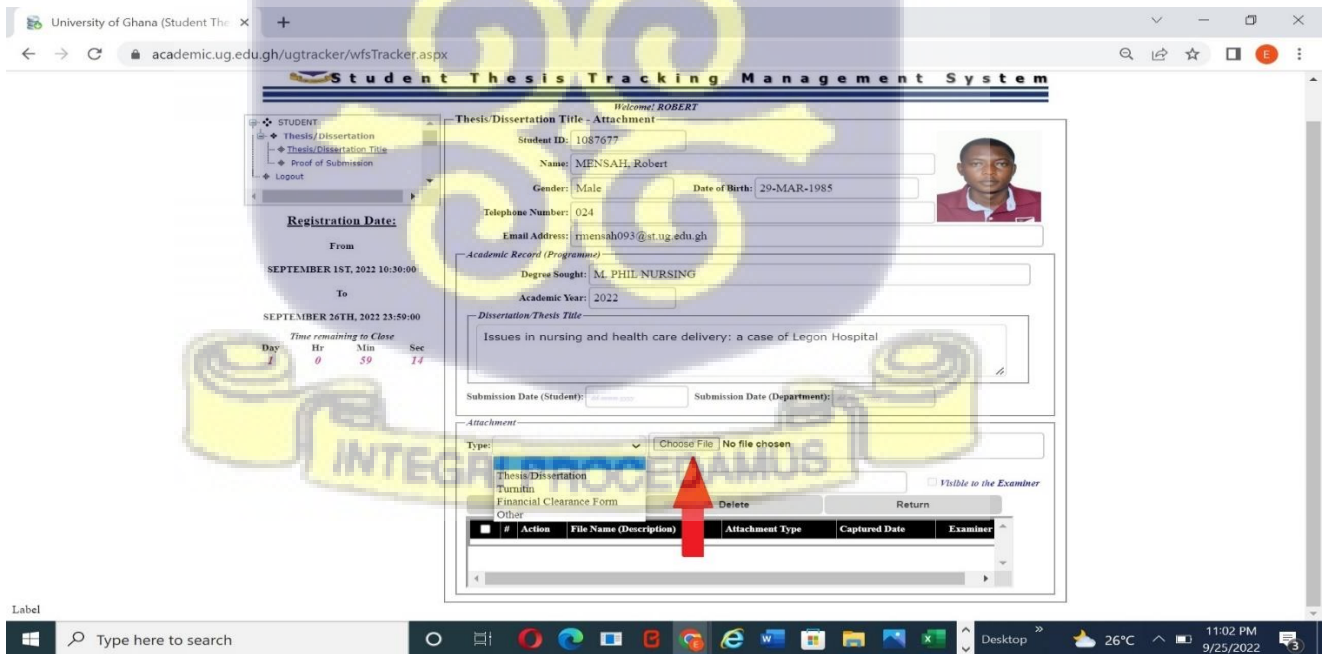
- i. Click on **'Type'**



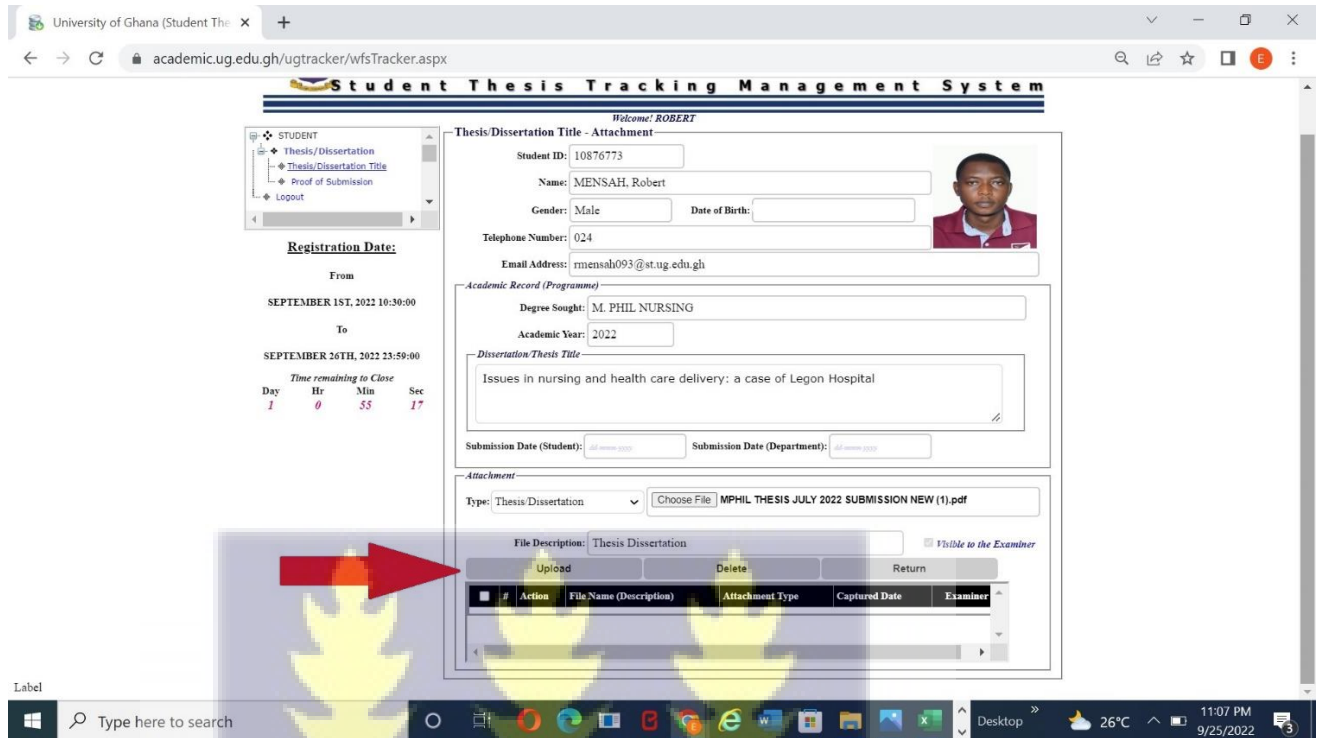
ii. Select 'Thesis/Dissertation'



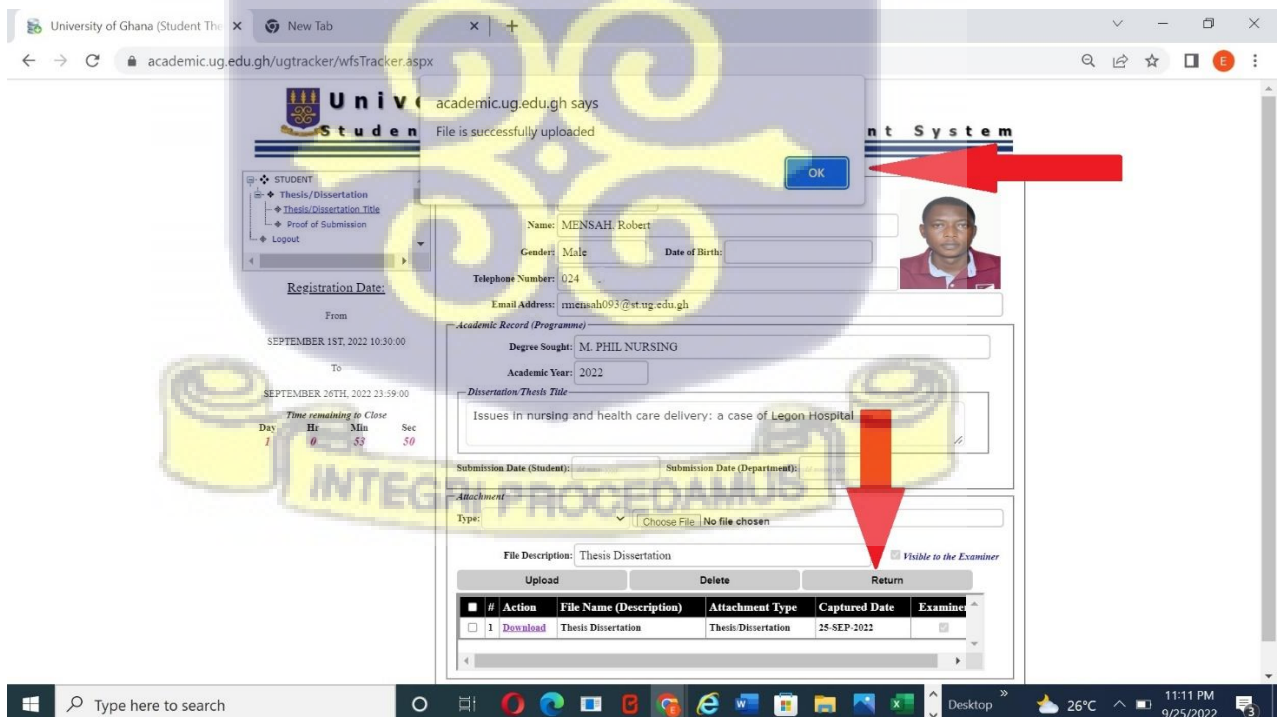
iii. Click on 'Choose file'



- iv. Proceed to select your thesis/dissertation document from your storage location.
- v. Click on 'Upload'

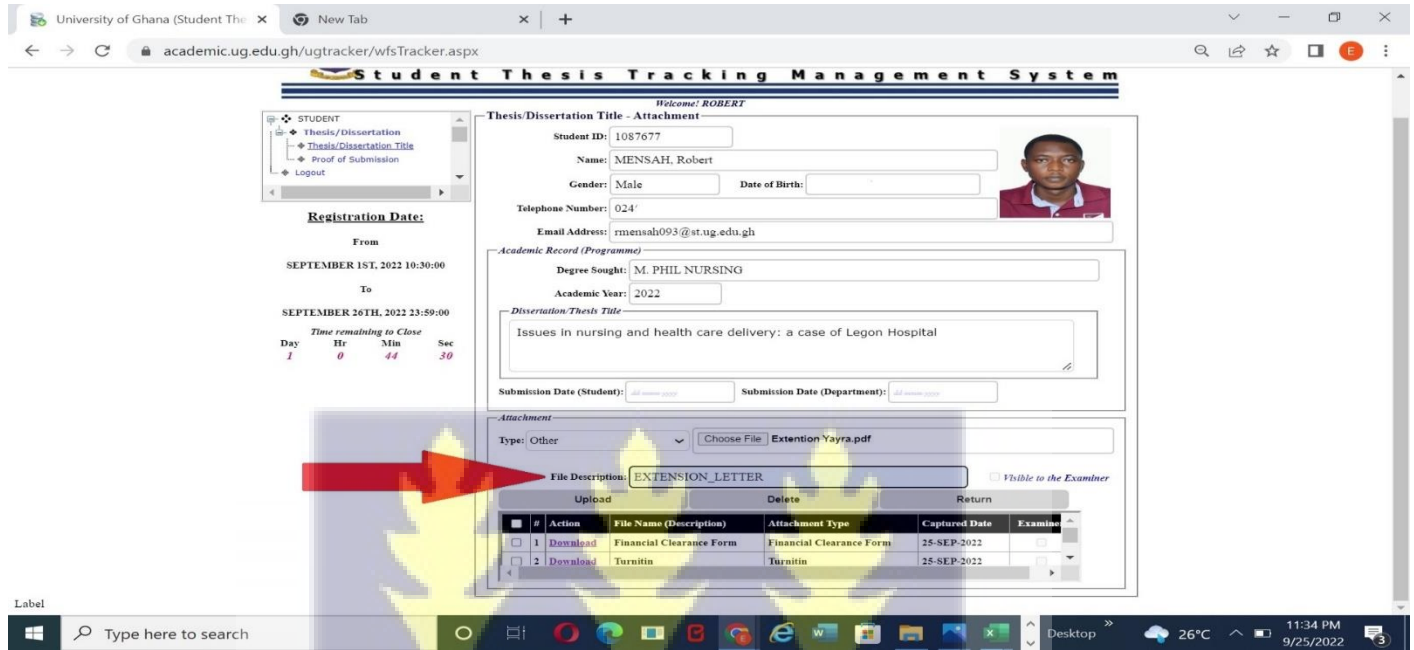


- vi. Click the 'OK' button on the pop-up message at the top of the screen then click on the 'Return' button.

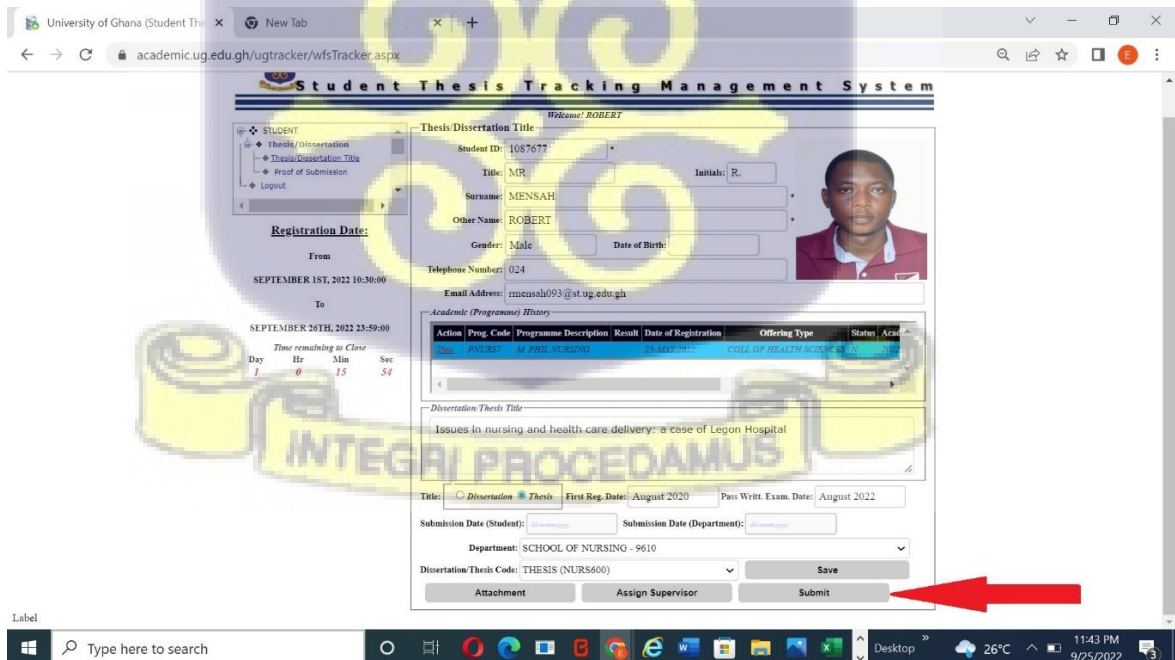


- vii. Repeat the steps to upload the remaining documents i.e. Turnitin report, Financial clearance form and 'other' documents (if required).

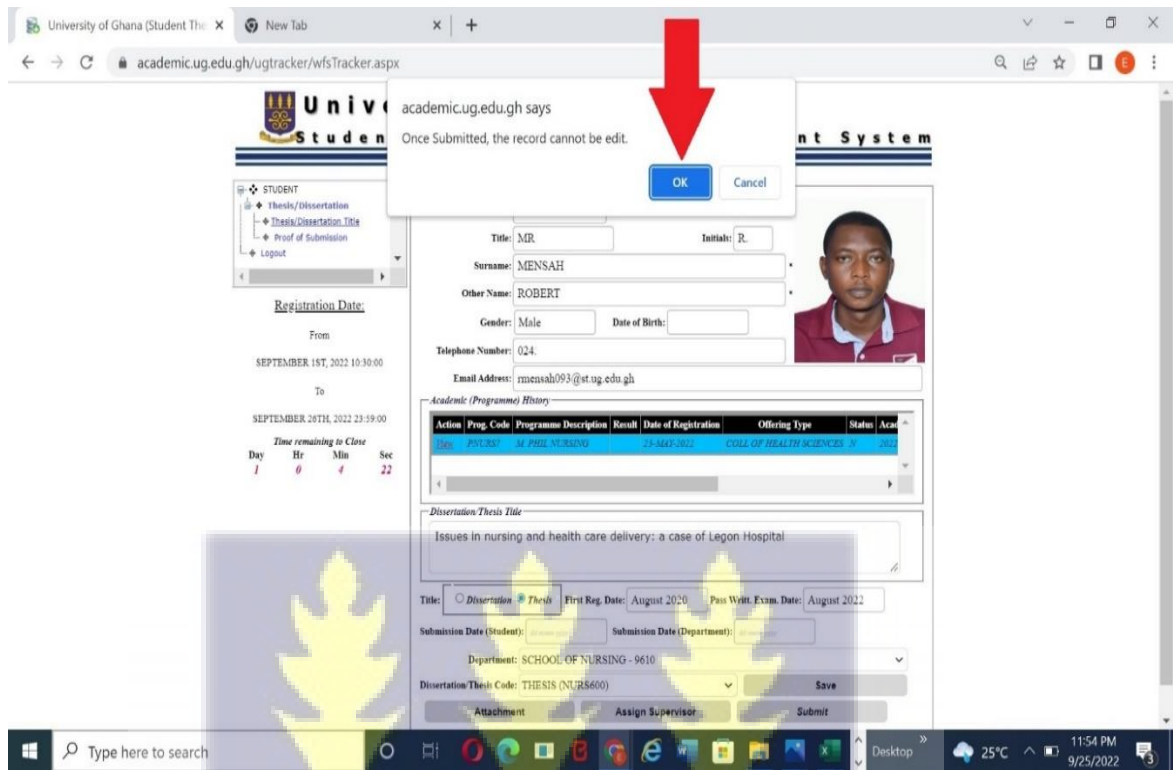
Note: To upload other documents, in the 'File Description' box, type the name of the document e.g. Extension Letter, as seen in the example below.



- 10. Once all documents have been uploaded, click on 'Return' and then click on the 'Submit' button.



11. Click the 'OK' button on the pop-up message at the top of the screen to proceed to the confirmation page.



12. Confirmation page includes date of submission of thesis/dissertation and is proof of submission. Save and/or print the confirmation page for your records.

13. To obtain the printout of your submission follow the steps below:

- i. Click on 'Proof of Submission' under the drop-down menu on the left-hand side of the screen.



Student Thesis Tracking Management System

Welcome! ROBERT

STUDENT

- Thesis/Dissertation
- Thesis/Dissertation Title
- Proof of Submission
- Logout

Thesis/Dissertation Title - Attachment

Student ID:

Name: MENSAH, Robert

Gender: Male Date of Birth:

Telephone Number:

Email Address: rmensah093@st.ug.edu.gh

Academic Record (Programme)

Degree Sought: M. PHIL NURSING

Academic Year: 2022

Dissertation/Thesis Title

Submission Date (Student): Submission Date (Department):

Attachment

Type: No file chosen

File Description: Visible to the Examiner

	Upload	Delete	Return	
1	Download	Financial Clearance Form	Financial Clearance Form	25-SEP-2022 <input type="checkbox"/>
2	Download	Turnitin	Turnitin	25-SEP-2022 <input type="checkbox"/>
3	Download	Thesis/Dissertation	Thesis/Dissertation	25-SEP-2022 <input type="checkbox"/>

Registration Date:

From: SEPTEMBER 1ST, 2022 10:30:00

To: SEPTEMBER 26TH, 2022 23:59:00

Time remaining to Close

Day	Hr	Min	Sec
1	0	2	25

ii. Click on ‘Export Proof of Submission’ as shown below to get your proof in a pdf file which you can print or save and use as a proof of submission.

academic.ug.edu.gh/ugtracker/wfsTracker.aspx

FROM

SEPTEMBER 1ST, 2022 10:30:00

To

OCTOBER 5TH, 2022 23:59:00

Time remaining to Close

Day	Hr	Min	Sec
1	4	34	32

Academic (Programme) History

Action	Prog. Code	Programme Description	Result	Date of Registration	Offering Type	Status	Acad
View	PNURS7	M. PHIL NURSING		23-MAY-2022	COLL OF HEALTH SCIENCES	N	2022

Proof of Registration

Student ID: 10876

Name: MENSAH, Robert (MR)

Telephone #:

E-mail Address: rmensah093@st.ug.edu.gh

Programme: M. PHIL NURSING

Department: SCHOOL OF NURSING

Study Period: M.PHIL/MBA/MPA PT II

Export Proof of Submission

iii. To complete the process, log out of the system by clicking on the 'logout' button as shown in the image below.

Student Thesis Tracking Management System
Welcome! ROBERT

STUDENT

- Thesis/Dissertation
 - Thesis/Dissertation Title
 - Proof of Submission
 - Logout** (highlighted with a red arrow)

Registration Date:

From: SEPTEMBER 1ST, 2022 10:30:00
To: SEPTEMBER 26TH, 2022 23:59:00
Time remaining to Close: 1 Day 0 Hr 15 Min 54 Sec

Thesis/Dissertation Title

Student ID: 1087677
Title: MR Initials: R.
Surname: MENSAH
Other Name: ROBERT
Gender: Male Date of Birth:
Telephone Number: 024551386
Email Address: rmensah093@st.ug.edu.gh

Academic (Programme) History

Action	Prog. Code	Programme Description	Result	Date of Registration	Offering Type	Status	Acad
<input checked="" type="checkbox"/>	PNURS7	M. PHIL NURSING		23-MAY-2022	COLL OF HEALTH SCIENCES	N	2022

Dissertation/Thesis Title

Issues in nursing and health care delivery: a case of Legon Hospital

Title: Dissertation Thesis
First Reg. Date: August 2020 Pass Writt. Exam. Date: August 2022
Submission Date (Student): Submission Date (Department):
Department: SCHOOL OF NURSING - 9610
Dissertation/Thesis Code: THESIS (NURS600) Save
Attachment Assign Supervisor Submit

iv. If you upload the wrong document by mistake, select the item you want to remove by clicking on the check box in front of the item to remove and proceed to click on the 'Delete' button as shown in the images below.

Student Thesis Tracking Management System
Welcome! ROBERT

STUDENT

- Thesis/Dissertation
 - Thesis/Dissertation Title
 - Proof of Submission
 - Logout

Registration Date:

From: SEPTEMBER 1ST, 2022 10:30:00
To: SEPTEMBER 26TH, 2022 23:59:00
Time remaining to Close: 1 Day 0 Hr 2 Min 25 Sec

Thesis/Dissertation Title - Attachment

Student ID: 10876773
Name: MENSAH, Robert
Gender: Male Date of Birth: 29-MAR-1985
Telephone Number: 0245513864
Email Address: rmensah093@st.ug.edu.gh

Academic Record (Programme)

Degree Sought: M. PHIL NURSING
Academic Year: 2022

Dissertation/Thesis Title

Submission Date (Student): Submission Date (Department):

Attachment

Type: Choose File No file chosen
File Description: Visible to the Examiner

Upload	Delete	Return
<input checked="" type="checkbox"/> 1 Download Financial Clearance Form	<input type="checkbox"/>	25-SEP-2022
<input checked="" type="checkbox"/> 2 Download Turnitin	<input type="checkbox"/>	25-SEP-2022
<input checked="" type="checkbox"/> 3 Download Thesis Dissertation	<input checked="" type="checkbox"/>	25-SEP-2022

Student Thesis Tracking Management System

Welcome! *ROBERT*

STUDENT

- Thesis/Dissertation
- Thesis/Dissertation Title
- Proof of Submission
- Logout

Thesis/Dissertation Title - Attachment


Student ID: 10876773

Name: MENSAH, Robert

Gender: Male Date of Birth: 29-MAR-1985

Telephone Number: 0245513864

Email Address: rmensah093@st.ug.edu.gh



Registration Date:

From: SEPTEMBER 1ST, 2022 10:30:00

To: SEPTEMBER 26TH, 2022 23:59:00

Time remaining to Close

Day	Hr	Min	Sec
1	0	2	25

Academic Record (Programme)

Degree Sought: M. PHIL NURSING

Academic Year: 2022

Dissertation/Thesis Title

Submission Date (Student): *dd-mm-yy* Submission Date (Department): *dd-mm-yy*

Attachment

Type: Choose File No file chosen

File Description: Visible to the Examiner

	Upload	Delete	Return
<input checked="" type="checkbox"/>	1 Download Financial Clearance Form	Financial Clearance Form	25-SEP-2022 <input type="checkbox"/>
<input checked="" type="checkbox"/>	2 Download Turnitin	Turnitin	25-SEP-2022 <input type="checkbox"/>
<input checked="" type="checkbox"/>	3 Download Thesis Dissertation	Thesis/Dissertation	25-SEP-2022 <input checked="" type="checkbox"/>

Once the document has been deleted you may continue to upload the right item.

Ensure that all documents uploaded are the correct documents required. Any submissions containing wrong documents will be returned.

