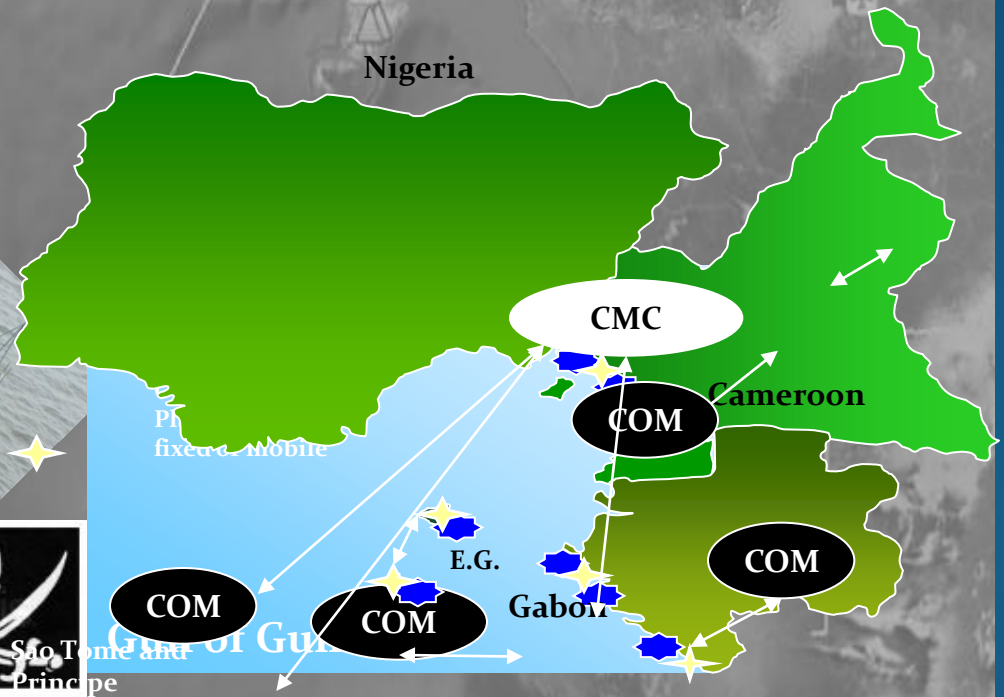


THE MULTINATIONAL CENTER OF COORDINATION ZONE D



*Presented by CF Sylvestre FONKOUA MBAH
Chief of Multinational Center of Coordination*

ENHANCING COMMAND AND CONTROL IN AFRICAN MULTINATIONAL OPERATIONS FROM SEA

INTRODUCTION

In order to tackle this important subject which requires a huge logistic in terms of: - personal, material and so on according to the area of operation.

we need to divide the area into zones.

In each zone will correspond a command

CENTRAL AFRICA STRATEGY

As far as central African Maritime Security is concerned, there is a strategy which has been put in place to gather means of different countries in order to fight against the common threats which have become a trend in the whole seas

DIVISION OF CENTRAL AFRICA MARITIME SPACE

The maritime space of central Africa is divided into three zones: zone A – zone B and zone D.

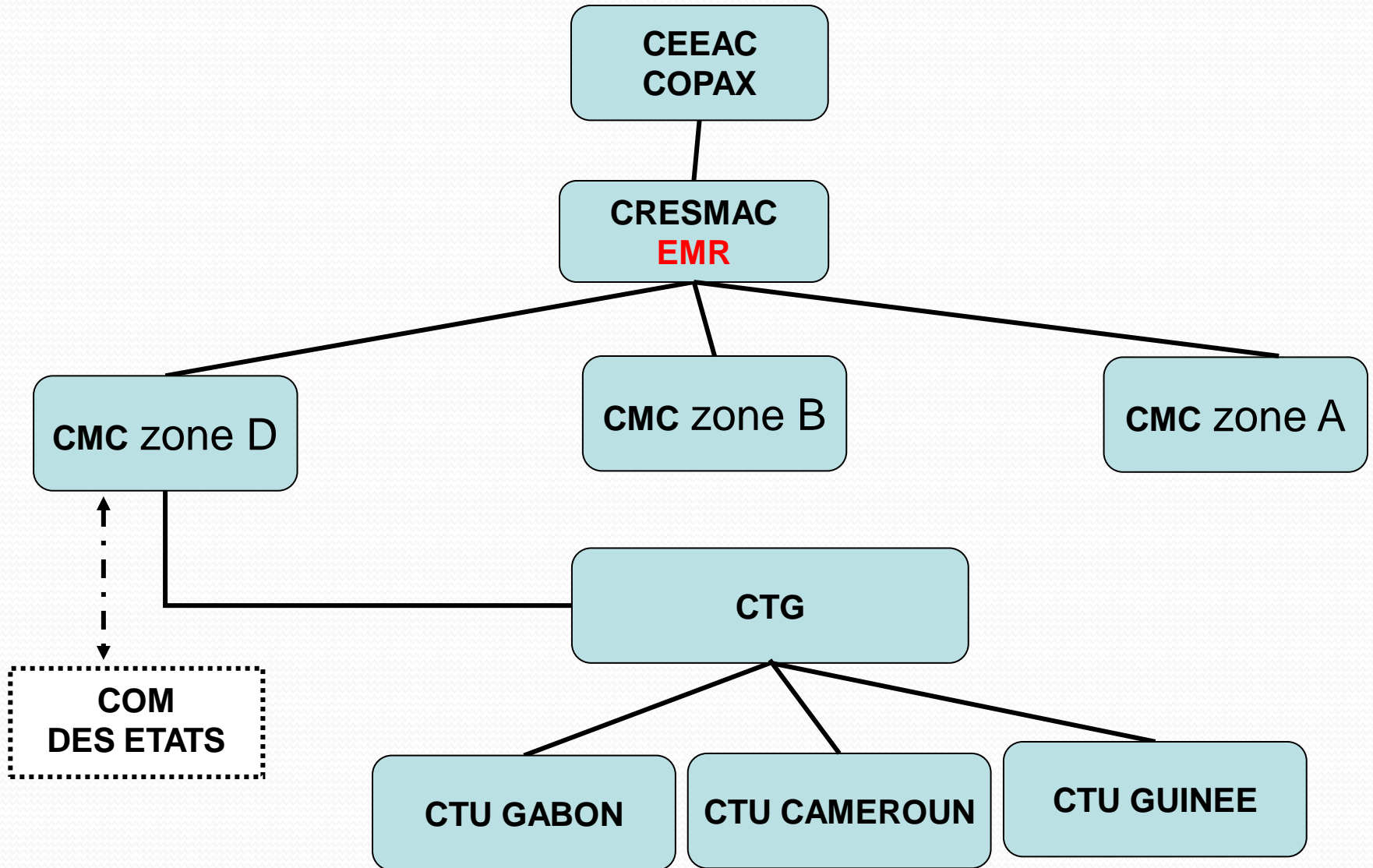
The zone D has been firstly activated in response to the growing piracy in the area since 2006.

It is nice to know that each of these zones has a **Multinational Center of Coordination (CMC)** and all the three multinational Centers of Coordination are under the command of the Regional Maritime Security Center of Central Africa(**CRESMAC**).

DIVISION OF CENTRAL AFRICA MARITIME SPACE

CRESMAC is created by an agreement protocol signed on the 24th of october 2009 in Kinshasa by different chiefs of states of the central African Countries. It is based in pointe noire Congo and studies are been conducted to make it becomes autonomous and able to coordinate CMC's operations and supply differents ships and personel involved

ORGANISATION CHART



MULTINATIONAL OPERATIONS IN THE ZONE D

We apologize to restrict our presentation in the area of Central Africa.

And even in the Central Africa we will only talk about zone D which is the maritime space shared by Cameroon – Equatorial Guinea – Gabon and Sao Tome and Principe.

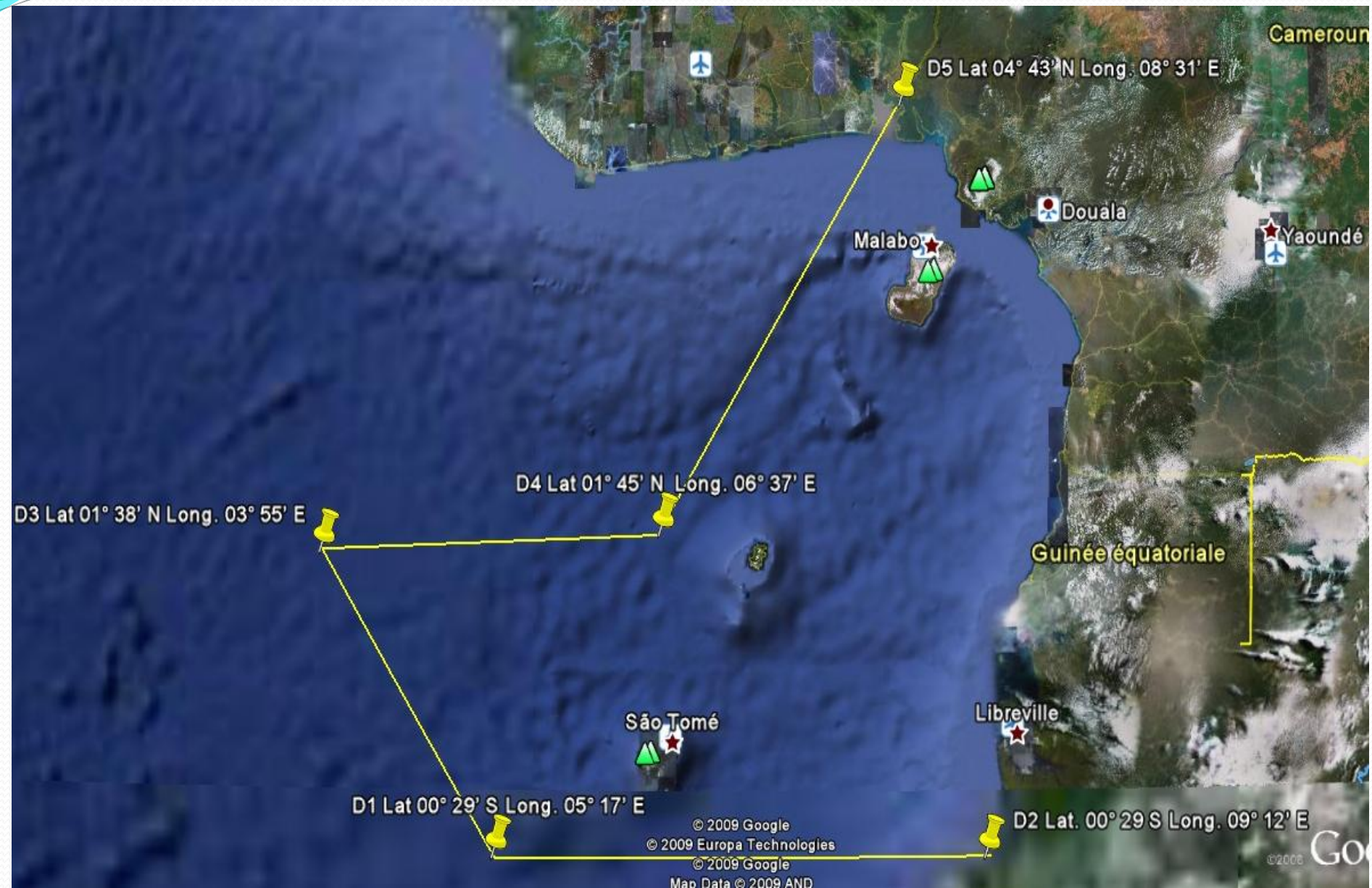
In this zone D there is an exemple of Multinational operations which have been launched on september the 16th in 2009 in Malabo

MULTINATIONAL OPERATIONS IN THE ZONE D

Before talking about enhancing C2 in Africa Multinational operations at sea, it's better to present the Multinational operations that is held in the zone D since september 16th 2009:

- We ll talk about its creation
- How it works up to now
- Difficulties we are facing
- Positive points generated by our joint mixed patrols
- Propositions for improovement

ZONE D ECCAS



CREATION

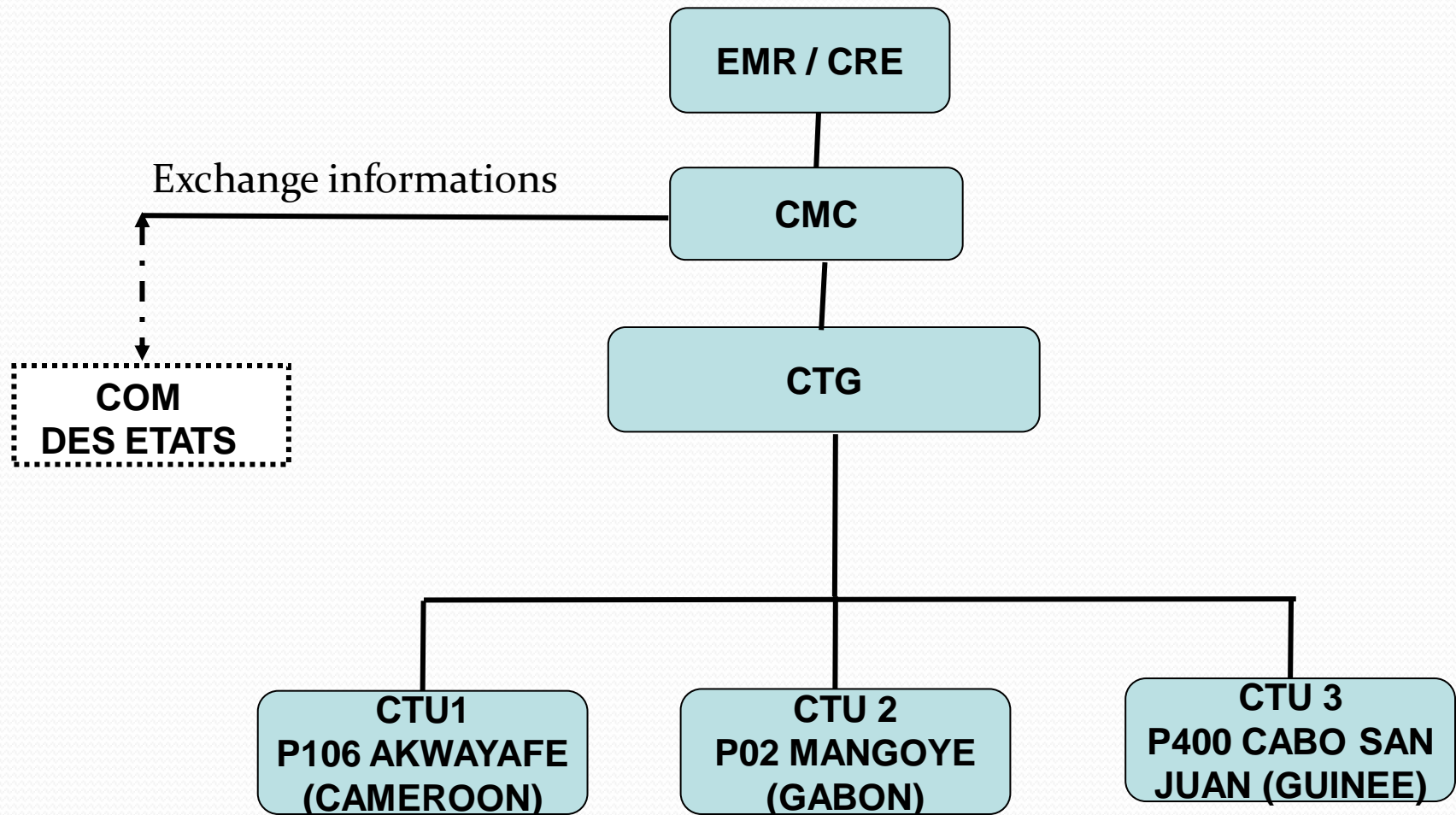
Under the coordination of the General Secretary of the ECCAS, the COPAX (Security and Peace Council in Central Africa) has authorised the ministers of defence of countries of the zone D to find a common strategy to fight together against various threats at sea in a joint mixed device. In so doing, ministers of Defence of the four countries of zone D signed on the 06th May 2009 in Yaounde, a technical agreement in order to enable the navies of the zone D to control its waters, protect vital interests of the different countries in the aim to facilitate free circulation of persons and goods in this zone.

CREATION

Regarding this technical agreement, the different joint chief of staff of these countries signed on the 11th of August 2009 in Malabo an Operations plan.

Obviously the Multinational Coordination Center of zone D was created by these two documents. It is based in Douala and is linked to the Regional Staff of ECCAS in Libreville and supported in terms of logistic by the joint chief of staff of Cameroon at the moment. The CRESMAC will take the whole logistic in charge when it will be functional.

ORGANISATION CHART OF THE CMC ZONE D



COMPOSITION OF THE CMC ZONE D

The Multinational Center of Coordination of the zone D is made up of:

- The chief of the CMC who is me (Cameroonian navy officer)
- An officer in charge of operations and logistics (Gabonese)
- An intelligence officer (Equatorial Guinea)
- An officer in charge of transmission (Sao Tome and Principe)

CMC TASK

Elaboration of a securisation plan which comprises:

- Equipment plan
- Surveillance plan
- Formation plan which comprises:
 - Harmonisation of procedures
 - Rules of engagement
 - Maritime domain awareness
 - Familiarisation with quick reaction sheets
 - Boarding, search and rescue and so on

CMC TASK

- Elaboration of a surveillance plan each term
- This surveillance plan has to be validated one month before by the different joint chief of staff of zone D countries
- Command and control of maritime operations held by multinational ships in the zone D under CMC operational control

LAUNCHING OF THE MIXED PATROLS

The first launching of these joint mixed patrols held in Malabo on the 16th of September 2009.

Have taken part at this official launching:

- Patrol boat CABO SAN JUAN of Equatorial Guinea
- Patrol boat AKWAYAFE of Cameroon
- Patrol boat BETSENG of Gabon

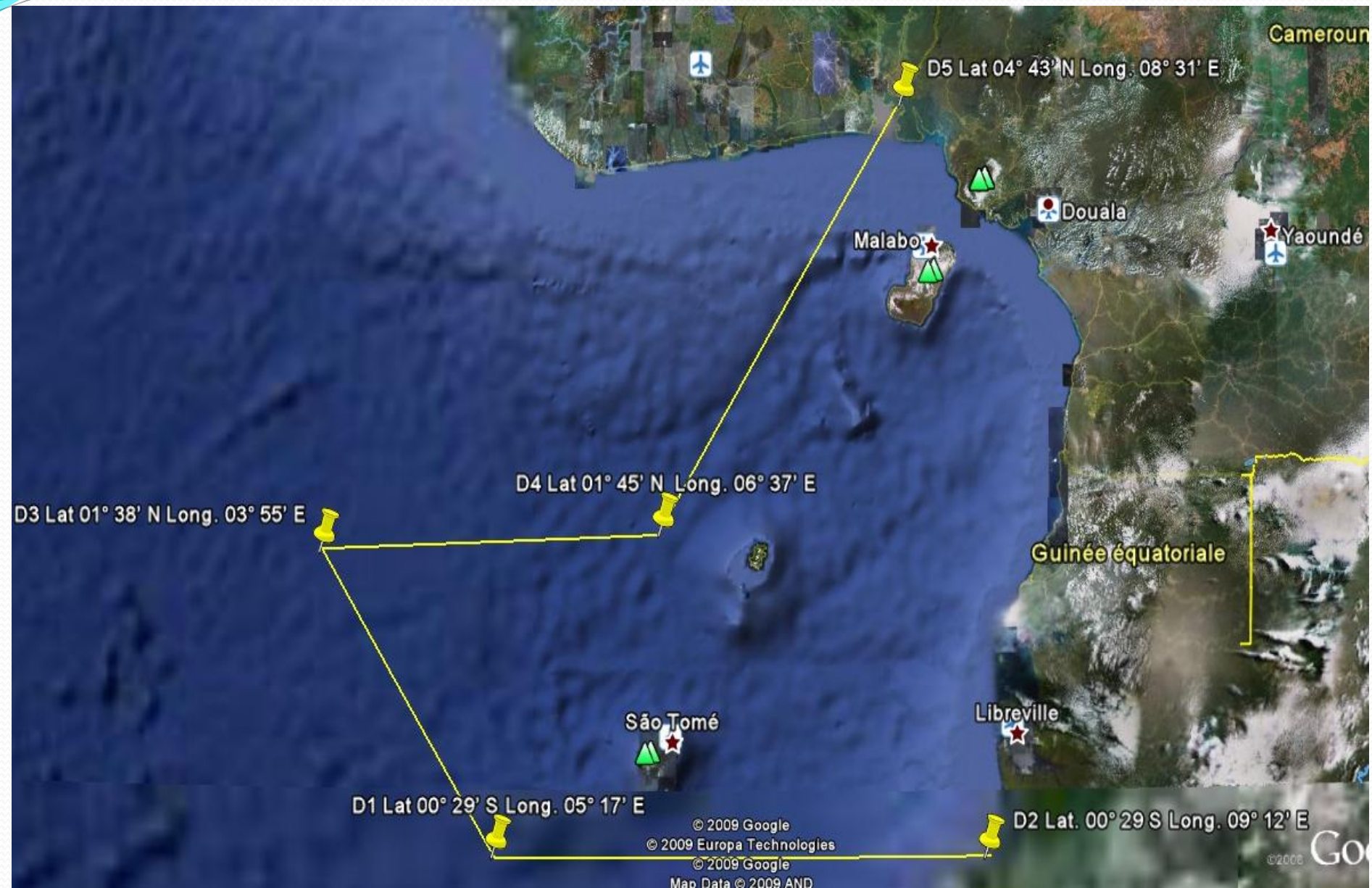
LAUNCHING OF THE MIXED PATROLS

The group sailed under the command of the chief of the Multinational Center of Coordination.

It departed from Malabo and patrolled in cameroonian waters and Guinea waters for three days. During this patrol, instructions on the procedures and some tactical exercise were conducted.

ECCAS/zone D joint and mixed patrols are a reality. The three patrol boats are based in Malabo for a period of three months before the relief.

ZONE D ECCAS



ZONE ECCAS



MARITIME SECURITY (SECMAR1)

These operations held in the zone D is called « SECMAR₁ »

MISSION:

- Ensure by common naval and air means of cameroon, Gabon, Equatorial Guinea and Sao Tome and Principe
- Securisation of the whole maritime space under national and international legislation of the zone D.

SECURITY SITUATION IN THE ZONE D BEFORE THE LAUNCHING OF THE OPERATIONS

- Piracy against fishing Vessels, supply Vessels working with oil field, commerce ships.
- Hostages taking
- local fishing boats /Crafts suspected to give informations to the pirates
- Illegal transport of goods with big canoes in the direction of the Nord and South of the zone D
- Illegal smuggling of fuel and fish by fishing boats and canoes at sea
- Smuggling of stolen goods between ships at night

POSITIVE FACTS GENERATD BY THESE PATROLS

- Joint group sailing with tactical exercise and harmonisation of procedures betwen ships of different countries of the zone D
- Good regional integration for ships of different countries navies of the zone D
- Intelligence exchange between countries reduces pirates initiative
- Maritime borders do not any longer exist for patrol boats under operational command of the CMC
- Low cost for each country while working in synergie to fight against common threats (piracy)

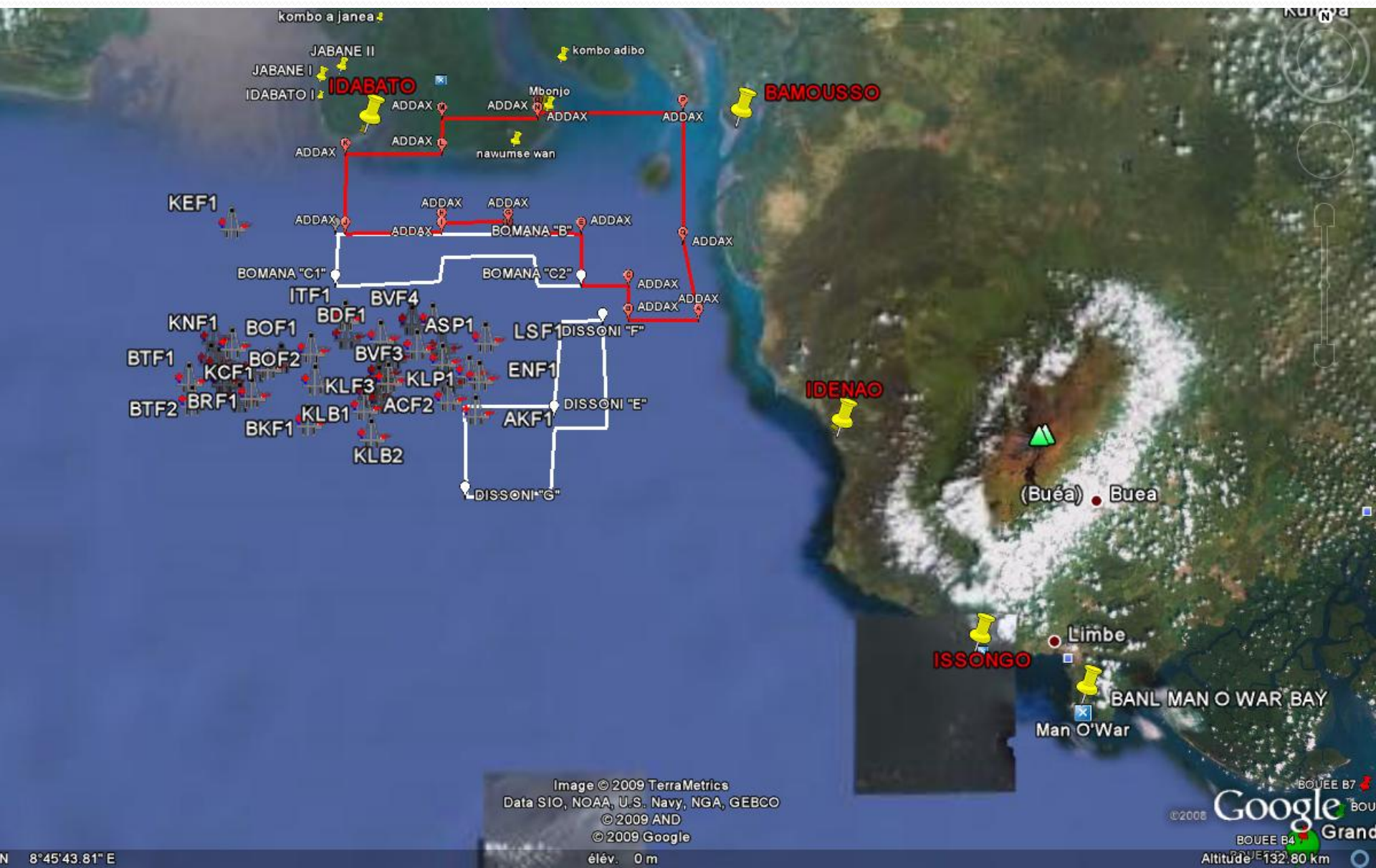
POSITIVE FACTS GENERATD BY THESE PATROLS

- Maritime law enforcement is a reality in the zone D
- **17 reports** againts fishing infringements sent to the fishery administration of Cameroon. They will pay a fine
- Permanence of an ECCAS Vessel in the gulf zone D
- Many compagnies who have their ships at sea in the Guinea gulf have expressed their satisfaction about our operations
- Shortage of piracy acts
- Good cooperation between countries of zone D about fighting against clandestine immigration. Case of Cameroonian and Guinea.
- It is rare to sea fishing boat working illegally in guinea waters because their administration has good repression measures against them (fishing boats who are caught in infringement have to pay expensive fines to the government

POSITIVE FACTS GENERATD BY THESE PATROLS

- Companies such as **Vship** who have ships working in the gulf of guinea showed interest about our operation
- Our presence at sea ensures oilfield personal who were under stress after some hostages had been taken
- The US NAVY showed more interest in our operations and we had to unroll an exercice on piracy distress call with localisation of the place and hot pursuit by the CMC Vessel during a Passing Exercise PASSEX
- CMC Vessels have participated to the proof of concept American exrcice called **OBANGAME** which took place in cameroonian waters in february 10

ZONE NORTH



A VIEW OF DOUALA PORT FROM AIS



A VIEW OF OFFSHORE OIL FIELDS AND EG



Pavillon du B.F.M (BAKASSI FREEDOM
MOVMENT) laissé par les assaillants à bord de
LILY₁



Bateau en feu au niveau
d'ISSONGO



Grosse pirogue appelé « COTONOU » en route pour le
Nigeria



Cargo KS-SAID transportant le materiel de construction
du BIR-DELTA au mouillage



**Chalutier BANARLY IV battant pavillon
nigerian (non contrôlé pour mauvais
état de la mer)**



**Chalutier LOTUS III battant pavillon nigerian (ayant
été attaqué dans la nuit du 10/10/09 non contrôlé à
cause du mauvais état de la mer,nous l'avions contacté
par liaison VHF)**



**Chalutier LILY 1 battant pavillon
nigerian a été contrôlé par notre équipe
de visite la mer étant devenue calme**



**Equipe de visite du P106 AKWAYAFE en route vers
le chalutier LYLI 1**



**L'individu repêché ayant reçu une balle à
la jambe gauche**



**Flying-boat transportant du « éro » de Bota
(Limbe) vers CALABAR au nigeria**



Flying- boat transportant la marchandise frauduleuse venant de CALABAR vers IDINAO





Le chalutier HVR contrôlé et arraisonné à la position f : 04° 17'8N G : 008° 45'00N.

Exerçant son activité dans les champs pétroliers Camerounais



La pirogue ADEBAYO EXPRESS assurant le transport illicite de personnes et de matériel entre la localité D'ORONE et la ville de DOUALA.



Quelques pêcheurs artisanaux exerçant leur activité à proximité des plates formes



Chalutier OLOKUN I contrôlé à la position f : 03°56'00N et G : 009°09'8 E



Destruction de la faune sous marine par le chalutier OLOKUN I



Chalutier BANARLY I contrôlé et arraisonné à la position f : 04° 04'8N G : 008° 58'00E



Destruction de la faune sous marine, ici les dégâts causés par le chalutier BANARLY I.



Identification des passagers et fouille de la marchandise du Flying- boat.



Fouille de la marchandise par un élément du P106 AKWAYAFE.



Equipe zodiac escortant vers le patrouilleur 106 AKWAYAFE un flying -boat transportant de la marchandise d'IDENAU vers Calabar au Nigeria.



Chalutier HVR1 contrôlé et arraisonné à la position Ö=04°16,46N et G=008°49,10^E.

DIFICULTIES

As a new creation, we are facing some difficulties such as:

- We've just been given a functioning budget to install and temporaly equip some offices at the naval base of Douala. In the long term, we must build out of the naval base infrastures to shelter the CMC.
- The main problems is **long Range communication**
- At a distance the CMC cannot communicate with ships via standard marine communications
- For information exchange between the maritime operational center of each country, there is a lack of communications. The COM of Douala cannot communicate with the COM of Malabo neither Gabon at the moment. We rather user emails and yahoogroupes online.

DIFICULTIES

- Because of this lack of communications an Equatorial Guinea helicopter **was about to shoot on** the Gabonese ship under CMC operational command
- No or poor implementation of the legislation governing fisheries activities in Cameroon. There are many fishing vessels who are fishing in forbidden zones and when they sell fish at sea, it encourages pirates to come on board
- Many artisanal fishing boats in the oil field of Cameroon. These artisanal fishing boats are in relationship with pirates to whom they give information on the presence of navy vessels

DIFICULTIES

- Lacks of Training concerning the alert mechanism in case of pirate attack for many fishing vessels. They always call when the pirates are gone.
- Many of fishing boats do not accept the presence of armed soldiers onboard because of insurance matters.
- There is not a good identification and control of artisanal fishing boats activities held by our administration (Cameroon)
- 03 boats are not enough to cover the whole Zone D efficiently

PROPOSITIONS TO IMPROVE MULTINATIONAL OPERATIONS IN THE ZONE D

- Different government should have a great concern about all type of activities which are taking place at sea
- They will make sure that the legislation is observed by all users of the sea
- Especially for fishing and artisanal fishing boats. All of them must be identified and They need to have all the document required to be allowed to exercise at sea
- Fishing in forbidden zones, all type of illegal over boarding at sea must be highly reprimanded by the different government (especially Cameroon)

PROPOSITIONS TO IMPROVE MULTINATIONAL OPERATIONS IN THE ZONE D

- Obviously we need to have permanently navy ships at sea to conduct maritime law enforcement
- Communication with interoperable material for ships, CMC and the maritime operational center of each country must be available at the aim to facilitate exchange of informations between all the actors who are fighting against these threats
- Obtain agreements with fishing boat to embark armed soldiers onboard. In cameroon this scenario was successful with the BIR who killed pirates who attacked a fishing boat in which they were.

PROPOSITIONS TO IMPROVE MULTINATIONAL OPERATIONS IN THE ZONE D

- Activation of the zone B and C on the South and establish synergies with West Africa and especially Nigeria in the North
- Improve intelligence exchange with all users of the sea and all intervenants in the maritime security in the zone D (navy of different countries of zone D)
- Training of captains of boats on how to alert the navy in the event of a piracy case

PROPOSITIONS TO IMPROVE MULTINATIONAL OPERATIONS IN THE ZONE D

- Forbid navigation of flying boats during the night
- Forbid artisanal fishing boats to exercise above 03 nautical miles from the coast
- Night vision device on board navy ships CMC
- Make intervene the third dimension (helicopter) for emergency case
- install along the central africa coast COASTAL RADARS with data sharing between the CMC THE COM AND SHIPS AT SEA

GENERAL PROPOSITION TO ENHANCE C2

- The threats we now face in African Waters are Not Conventional but rather asymmetric such as Piracy, arms smuggling, clandestine immigration illegal fishing pollution, smuggling, narcotics, etc. Following the global trend military threat at sea seems to decrease .
- In order to face these new threats it is essential to:
 - Firstly keep under surveillance the surroundings of the coasts which are the departure or the destination of any pirate action. To do this we need well trained commado (BIR Cameroon) on board specific boats such as defenders, Rhib, Raiders, Rotorks (USA). We really need to acquire many of these fast boats to fight against these threats.
 - Master Maritime safety and security information sharing among countries, units, and other stakeholders at sea;

GENERAL PROPOSITION TO ENHANCE C2

- Build and interoperable, integrated and secured system of naval communications among countries and ships at sea
- Maintain a good naval Capability at sea with speed and weapons systems to cope with the threats (we need a lot of patrol boats)
- Enhance MDA through an integrated coastal radar system associated with standard maritime Information system and databases like (AIS, Argos, LYODS, etc.)

GENERAL PROPOSITION TO ENHANCE C2

- Develop Standard Operating Procedures (SOP) for watchstanders in Ops Centers and Crew members at sea (Quick reaction Cards, Checklist, etc.)
- Regularly Drill Crew members and Ops Center Personels to face common threats
- Make sure during Operations units use standard Ops messages (SITREP, INTSUM, etc)
- Implement OPSEC measures to include (countermeasures, INFOSEC, TRANSEC, COMSEC, SIGSEC) in case of conventional threat
- Make intervene the third dimension (helicopters)



QUESTIONS?