

## Sources for maritime crime and security. Additional maritime crime and security resources online

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This section of the Journal examines sources. In Volume 1, Issue 1, following the loss of the Russian deep-diving submarine *Losharik*, we published an analysis of a Russian book giving some insight into Russian submarine officer training. In Issue 2 we featured the first article about online resources. Following on from this first article about online resources the aperture has been opened slightly to include a number of different media including documentary films and NGO and other governmental websites, and online resources including lectures and debates. Inevitably, the popularity of some of these resources has accelerated due to the COVID-19 pandemic. More time under various forms of restrictions and lockdowns have enticed many to explore online resources and take full advantage of what the worldwide web has to offer. It is difficult to be certain, but it is conceivable that maritime crime and security has gained a higher profile generally by the active online presence it has achieved over the past 18-months. This period of intellectual exploration has possibly allowed new ideas and concepts to be transmitted more broadly and quickly.

This article is designed to provide readers of IJMCS with an overview of the increasing number of diverse resources internationally available online, covering a range of topics about, or related to maritime crime and security. This is not an exhaustive list but aims to provide an overview of the richness and quality of material available for our readers, students, and practitioners, managing maritime crime and security who are keen to access varying informed opinions, ideas and concepts that are available online.

### **NATO Maritime Security Centre of Excellence (MARSEC COE - <https://www.marseccoe.org/en> Maritime Security Conference 9-10 June 2021.**

The conference was a hybrid mixture of people attending online/virtually and in person. It was a two-day conference, based at the MARSEC COE in Istanbul, Turkey. The conference was open to anybody who had registered, attracting speakers and others attending from around the globe. After the initial scene-setter opening session in which senior naval officers and NATO academics provided a scene setter for the conference. The two days were broken down into four main sessions including, Contemporary Risks and Threats in Global Maritime Security, how can we improve the synergy among the Global Maritime Security Community of Interest, Protecting Maritime Critical Infrastructure Protection and Future of Maritime Unmanned Systems (MUS) in Maritime Security Operations (MSO) with over 30 speakers from as far afield as India, Brussels, Sweden, London, and USA who either joined the conference in person or virtually. Rear Admiral Özyurt from the Turkish Naval Forces HQ reminded the audience that “naval security is a subset of maritime security” and Rear Admiral Tas, Assistant Chief of Staff Capabilities at the Supreme Allied Command Transition stated that the “maritime security [parameters] is an area that is under constant review”. Whilst Prof. James Bergeron, political advisor of NATO Allied Command described the reasons why NATO regards maritime security as its fourth strategic pillar, recognising the growing importance of the discipline. As a demonstration of the evolving span of NATO’s extended area of global interest, speakers lectured on theatres as diverse as the South China Sea, Indo-Pacific region, Gulf of Mexico and the Caribbean and the Arctic. Presentations were rich with new information and concepts. Three themes that were taken away from the event were the focus

on emerging developing technologies, the focus and engagement with maritime unmanned systems by the command and the necessity of a strong alliance network to counter adversaries.

There was also an invitation extended for those interested to attend the Combined Joint Operations from the Sea Centre of Excellence (CJOS COE) Maritime Security Regimes Roundtable (the author attended the last Roundtable event in May 20) held in November. Readers should contact Martinez Marti, Jorge CDR FM (ESP) at [jorge.martinez.sp@navy.mil](mailto:jorge.martinez.sp@navy.mil) to attend.

### **Maritime Information Cooperation and Awareness Center (MICA) <https://uk.mica-center.org/>**

The MICA is a national asset, established at the French naval headquarters in Brest, France. Launched in June 2016, it is operated by the French Navy. France has the second largest Exclusive Economic Zone (EEZ)<sup>i</sup> in the world. Some 93 percent<sup>ii</sup> of its total EEZ area is around its island colonies around the globe. Consequently, the French have been developing a greater strategic maritime presence<sup>iii</sup> across the world's oceans, especially in the South Pacific, referring to themselves in the region as the "world's local navy".<sup>iv</sup> Despite its extensive EEZ area, the French national ship registry and commercial vessel ownership are relatively small<sup>v</sup> and therefore French governmental institutions have limited exposure to the commercial shipping industry on a day-to-day basis.

### **MICA has now published two annual reports on worldwide maritime piracy and Robbery ([https://www.mica-nter.org/download/Bilan\\_annuel\\_MICA\\_CENTER\\_2020.pdf](https://www.mica-nter.org/download/Bilan_annuel_MICA_CENTER_2020.pdf) in French and English.**

The reports are extensive with detailed annexes. The main body of the report focuses on the three principal areas of piracy (Atlantic Ocean (Latin America and Caribbean Basin, Gulf of Guinea), Indian Ocean and South-East Asia). As part of the coverage of the Gulf of Guinea MICA are able to take advantage of the input from the Maritime Domain Awareness for Trade Gulf of Guinea (MDAT-GoG <https://gog-mdat.org/home>)<sup>vi</sup>, a reporting centre set up by the French and UK navies to cover the gap left when the Maritime Trade Information Sharing Centre Gulf of Guinea (MTISC-GoG) was closed due to lack of formal international recognition in 2016.

MICA's declared aims are to improve communications between sectors of the maritime industry in order to improve maritime security. The centre fulfils two missions; a 24hour, 7 days a week information processing focal point that provides ships and their owners with tailor-made security information by providing direct support to crews and shipowners in the event of a piracy alert. As part of this a voluntary maritime cooperation protocol has been established between the French Navy and shipowners (French and foreign) or private companies that will provide a range of incident alerts and reports, along with illicit activity reports. The author has registered as a user but is yet to see exactly how this system works, but it promises to be another good resource for the maritime industry and researchers into maritime crime and security.

### **SafeSeas (<http://www.safeseas.net/>)**

Safe Seas is a non-profit association registered in Denmark, it has received funding from a number of academic councils and foundations. The goal of the network is 1) to produce state of the art, high quality analyses of processes related to maritime security; 2) to bring maritime security issues to the attention of a broader global and local public, 3) to provide evidence to improve current processes, 4) to identify and share best and promising practices across countries and regions and 5) to contribute to education and training related to maritime security and the oceans. The association currently comprises an impressive network of 30 researchers from across the academic disciplines including political scientists, international relations, maritime studies, geographers, security and military specialists and a criminologist.

The two founding Directors of SafeSeas Prof. Christian Bueger of the University of Copenhagen and Prof. Tim Edmunds of University of Bristol are taking this association from strength to strength. The

current research projects focus on West Africa and the Western Indian Ocean, Southeast Asia, the South Pacific region, and the UK, examining different expressions of blue crime, maritime security governance, inter-agency coordination, maritime domain awareness, maritime security strategy, policing strategies, and capacity building initiatives. Safe Seas have also established a Youtube Channel (<https://www.youtube.com/channel/UC2ATx7HrWZnaFUm41UQ5PDg>) which is accumulating a range of excellent resources including in depth discussions about maritime crime, security and identifying related papers and books. They have coordinated a number of authoritative academics and practitioners to conduct online analysis and discussions about papers and book, that are particularly insightful. There are also a range of shorter focused presentations by Bueger and Edmunds and collections of related Youtube clips that are related to the organisation and a variety of maritime incidents.

### **Netflix Documentary “Seaspiracy” ([www.netflix.com](http://www.netflix.com)).**

Sea’s piracy is a 2021 Netflix (subscription to Netflix required to view) documentary lasting 1.29”, which is designed to highlight the fragility and vulnerability of the oceanic eco system and the impact of commercial fishing on marine biodiversity. In the short time since its release in March 2021, the documentary has already been ranked within Netflix top ten viewed programmes.

Seaspiracy is a “fly on the wall” type documentary, made by British film maker Ali Tabrizi who examines the commercial fishing industry from an environmentalist perspective. The film starts with Ali (who, with his partner are the principal researchers, investigators, and film makers) voicing his concern about the infestation of the world’s oceans with plastics and how helpless he feels about wanting to resolve the situation, which many of us identify with. The film follows him and his partner through several global scenarios in which examples of bad practice are being conducted, sometimes with the fisherman’s flag State either ignoring, overlooking, or seemingly protecting the practice.

Indeed, illegal unreported and unregulated (IUU) fishing is conducted by fishermen from many countries, including first and second world countries with governmental consent and/or endorsement in the form of significant fleet subsidies. Many of the film’s revelations are both shocking and emotive including the deliberate slaughter of dolphins by Japanese fishermen, lice infestation of Scottish farmed salmon and exploitation of crew onboard SE Asian fishing vessels that amounts to modern day slavery.

Whilst there is an element of environmentalist sensationalism about the film, which has attracted some criticism from respected marine biologists and ecologists

(<https://www.inverse.com/science/seaspiracy-fact-check-debunked-Interview>).

It is however generally agreed that the film correctly highlights overfishing, both legal and IUU, as the biggest current threat to marine biodiversity and the subsidising of large fishing fleets without effective monitoring or governance which is facilitating this situation to continue. Politically, fishing is a very sensitive subject and any action to restrict national fishing fleets’ operations and/or their associated fishing quotas, can cause intense and impassioned political battles, that can even lead to the deployment of nation’s warships, as recently seen in the British Channel Islands

(<https://www.nytimes.com/2021/05/06/world/europe/uk-france-jersey-fishing.html>). Seaspiracy has undoubtedly added momentum to the recognition of IUU Fishing as a significant global maritime problem. Indeed, the United States Coast Guard (USCG) have identified IUU fishing within their strategic outlook stating “IUU fishing has replaced piracy as the leading global maritime security threat.”: ([https://www.uscg.mil/Portals/0/Images/iuu/IUU\\_Strategic\\_Outlook\\_2020\\_FINAL.pdf](https://www.uscg.mil/Portals/0/Images/iuu/IUU_Strategic_Outlook_2020_FINAL.pdf)).

The USCG Commandant wants to “galvanize a coalition to confront coercive and antagonistic activity together and uphold our shared peaceful and humanitarian values.” Taking the combating of IUU Fishing one stage further, there has been an article written for the US Naval War College by Dr Claude Berube (Sea Shepherd: The Evolution of an Eco-Vigilante to Legitimized Maritime Capacity Builder

<https://digital-commons.usnwc.edu/ciwag-case-studies/18/>) on the utilisation of the Sea Shepherd NGO as an allied agency in the countering of IUU fishing which is discussed on a podcast 255 by CIMSEC (<https://cimsec.org/sea-control-225-iuu-fishing-and-the-evolution-of-sea-shepherd-with-dr-claude-berube/>),.In a similar vein, The Outlaw Ocean Project ( been in operation since the 20th June 2016.

<https://www.theoutlawocean.com/> ) is focused investigative journalism programme established by the Pulitzer Prize winning journalist, Ian Urbina. Urbina was an investigative reporter for the New York Times who wrote several exposé pieces about Somali Piracy that took him into looking at other areas of crime at sea. A number of these reports have evolved into a series of 15 essays that have been brought together in his book *Outlaw Ocean: Crime and Survival in the Last Untamed Frontier*. Investigating these activities and compiling the reports prompted him to leave the salaried employment of the NYT and establish the not-for-profit Outlaw Ocean programme, which has already won seven prizes.He is also a National Geographic Explorer and regular contributor to the international maritime debate with respected organisations like Chatham House ( <https://www.youtube.com/watch?v=Mj4ubkLZ4tw> ) in the UK. The Outlaw Oceanprogramme continues to lift the lid on a range of maritime criminality across the world's oceans, bringing some dramatic and poignant stories to a wider audience.

### **About Peter Cook**

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<sup>i</sup> 1 USA, 2 France, 3 Australia, 4 Russia, 5 UK, 6 Indonesia, 7 Canada, 8 Japan, 9 NZ, 10 Brazil

[https://en.wikipedia.org/wiki/Exclusive\\_economic\\_zone#:~:text=An%20exclusive%20economic%20zone%20\(EEZ,production%20from%20water%20and%20wind](https://en.wikipedia.org/wiki/Exclusive_economic_zone#:~:text=An%20exclusive%20economic%20zone%20(EEZ,production%20from%20water%20and%20wind).

<sup>ii</sup> Admiral Prazuck, Chief of French Navy at “Pacific 2019”

<sup>iii</sup> France has the sixth largest navy in the world

<https://worldpopulationreview.com/en/country-rankings/largest-navies-in-the-world>

<sup>iv</sup> Admiral Prazuck, Chief of French Navy at “Pacific 2019”

<sup>v</sup> United Nations Conference for Trade and Development (UNCTAD) Review of Maritime Transport 2020 p41-44

<sup>vi</sup> Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG) is a cooperation centre between the Royal Navy (UKMTO) and the French Navy (MICA-Center) in support of the Yaoundé Process. This centre has been in operation since the 20<sup>th</sup> of June 2016.