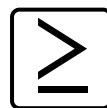


# POLICY BRIEF



InterAgency Institute  
BEYOND INSTITUTIONAL BOUNDARIES

## MARITIME SECURITY ARCHITECTURES IN SOUTH ATLANTIC

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### POLICY STATEMENT

A significant part of the internationalization efforts regarding emerging countries or middle powers seems to be about their efficiency in amplifying international cooperation. Although many regimes have been benefiting from creating new partnerships, there is a visible effect from the cooperative architectures built from some core strategies of the participant states. In the Global South, cooperation has also been a way to achieve significance as state reputation is about confidence-building. Besides, there has been a misapprehension of the direct and indirect paybacks associated with those cooperation architectures either within Southern actors or North and South ones. Noticeably, interdependencies in various sectors have been leveraging diversification in participation in environments such as the maritime. Thus, sectorized cooperation architectures are not always the result of national strategic planning and, since different agents mobilize them from the bottom side of the chain, their effect is usually unknown or invisible.

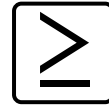
### BACKGROUND

The most recent cooperative gains in South Atlantic mark the internationalization of the maritime traffic control system towards the Mediterranean and West Africa, with the new information-sharing protocols and systems in place for very few years. Simultaneously, strengthening inter-agency cooperation for the benefit of integrated security in the protection of Brazilian jurisdictional waters promoted significant gains beyond it. In 2019, the creation of a joint maritime traffic surveillance center (*CISMAR – Centro Integrado de Segurança Marítima*) reached national and local agencies that are fundamental to expanding the regional maritime security, such as the Customs Authority.

Contributing to North-South collaboration regimes such as the Friends of Gulf of Guinea initiative or the South Atlantic Maritime Area Coordination (CAMAS), and leading bilateral agreements with West African countries are prominently transforming the ways to succeed a more distinguished contribution to global maritime security.

The Directorate of Ports and Coasts of the Brazilian Navy, responsible for issuing the Maritime Authority Standards, has been updating various regulations that affect the sector to increase efficiency and control, which seems to be the knot for the proportional development of the maritime blue economy in the region.

Understanding the security threats that affect the South Atlantic region as cyclical may add to the value of coordinated efforts among state actors, considering those aspects impact the local economies and human security as problems of national security. (2)



## FINDINGS

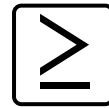
The first finding to enlighten the trend relates to an increasing number of protocols employed in the regulation within maritime borders in the South Atlantic region, both in the West and East Atlantic. Port control as the first level, and cluster economics as the second, are both attached to projects built on a complex group of initiatives to deal with security problems. Secondly, attempts to enrich operational skills and technological access are also about building collaborative bridges. In times of budget constraints, private-public initiatives and knowledge interchange can guarantee good practice embedment and policy diffusion.

Mapping international technical cooperation and interagency schemes can permit us to look at those accomplishments and to register them into outcomes of consistent public policies. While resources are limited, the evaluation of the assets and structures already in place may permit the better management of the available strengths, which are partially invisible as the Brazilian Navy has both naval (military) and maritime roles, due to the maritime authority granted by law and outlined in the Force institutional architecture. It has a broad path on maritime cooperation. Not only focused on military training, but the surveillance of the South Atlantic and the required maritime domain awareness (MDA) has also been progressively dependent on external schemes. (1)

Leveraging ties and norms have been driving maritime stakeholders towards potential markets in transportation and offshore energy production. The building of a cluster zone in Rio de Janeiro can be cited as very much associated with identifying the available capabilities, as it is still considered an undersupplied market. The Rio de Janeiro Naval Technological Cluster took place based on the impetus given by public companies linked to the associated economic sector, such as the construction of the Tamandaré-Class frigates (EMGEPRON) conventional submarines (ICN) and the Brazilian nuclear submarine (AMAZUL). The real impact of those emerging cooperative architectures seems to be essential for achieving strategic plans derived and designed for the long term. It should also be noted that federative and federal agencies demand policies that can harmonize each instance's upwardly critical roles or level of government.

## CONCLUSIONS

As did the clusters in the European Union and the United Kingdom, the defense sector can be a significant driver of investments that provide services to key stakeholders. Likewise, maritime security is determined by the needs that emerge from more complex collaboration structures, with an impact on compliance with relevant regulations for the internationalization of agencies and by-products. For this reason, the elaboration of a National Policy for the Defence Industry is underway, which may be able to align long-term commitments and expand the possibilities of insertion in the international market of the Industrial Base and the associated cluster. Surveillance cooperative architectures may be strengthened with cluster economics and maritime/blue economies to benefit the Blue Amazon approach (2).



## SUGGESTIONS

The maritime economic sector's aptitude is likely to increase at the same pace that institutions become more suitable to share responsibilities for their arena organization. From spontaneous networks of international collaboration to formal interagency connections, security authorities are pushing it as a political priority in the last decade (3). The federal compliance with some new international parameters in terms of environmental security, such as those affected by IMO 2020 restrictions on sulfur emissions, also accentuates the need to modernize the maritime security and maritime cooperation system in Brazil expansion of port investments, both public and private.

Our analysis points to continued investment and bets on these axels to enhance trust and generate positive returns to the region. As part of the region's endeavors throughout the Atlantic, the most vivid policy seems to be the maritime cooperation surveillance and technical cooperation ties. The recent decision in Brazil of a multi-stakeholder approach to the National Maritime Strategy as part of the Blue Amazon security seems to be more connected to the region's evolvments, either through international mechanisms such as the UN resolutions, the international collaboration initiatives, or the regional regime's procedures. Suggestions to move forward:

- 1) Multistakeholderism as an approach to regional maritime security bodies, including among regional states.
- 2) Dedicated investments to the sector align with external funds that can approximate demands and efforts, as those of the EU.
- 3) As threats in the region directly impact the environment (from illegal fishing to oil spills), a multidisciplinary approach to maritime security should add to the visibility of human or illicit trafficking threats.
- 4) Unifying knowledge and demands is also of utmost importance, such as turning feasible IMO and UNODC compliance.

## REFERENCES

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