

Your weekly update on the highlights of the maritime sector in Africa




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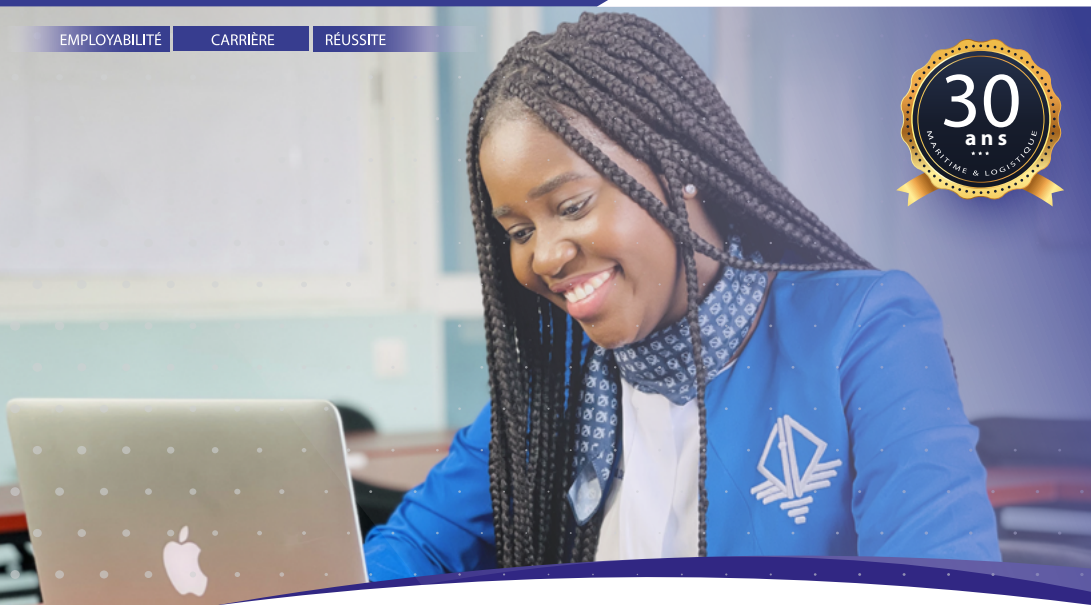
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Multi-agency exercise tackles piracy, illicit maritime activities in Kenya



Kenyan authorities have completed a multi-agency exercise aimed at boosting maritime security capabilities and coordination to combat illicit activities at sea – the first of its kind in the country.

The exercise USALAMA BAHARINI '24 was jointly organized by EUNAVFOR ATALANTA, the International Mari-

time Organization (IMO) and the State Department for Shipping and Maritime Affairs of the Republic of Kenya.

Conducted in Mombasa, Kenya from 20 to 24 May, the initiative is part of the European Union's support for the Jeddah Amendment to the Djibouti Code of Conduct (DCoC-JA).

The DCoC-JA is a regional initiative to combat piracy, armed robbery against ships and other illicit maritime activities in the Western Indian Ocean and the Gulf of Aden. It builds on the Djibouti Code of Conduct (DCoC), which was first adopted under the auspices of IMO in 2009 to tackle piracy and armed robbery against ships.

The goal of the USALAMA BAHARINI '24 exercise was to improve capabilities for maritime security and enhance information sharing, coordination, and interoperability.

Around 120 representatives from agencies within Kenya's National Maritime Security Committee participated, including the country's navy, coast guard service and maritime and ports authorities, along with partners such as IMO, Go Blue, the EU Delegation to Kenya and the Embassy of Spain in Kenya.

The programme included both legal seminars and practical drills at sea. These covered a range of activities from port exercises and using the IORIS platform (Indian Ocean Regional Information Sharing) to conducting Search and Rescue (SAR) missions, maritime interdic-

tion operations and Special Operations. Simulations involving helicopters, high speed boats and Unmanned Aerial Vehicles (UAVs) allowed participants to apply protocols and best practices to real-life scenarios.

Special attention was given to the topic of legal finishing or prosecution of pirates, given the ongoing maritime security challenges in the Red Sea and resurgence of piracy in the region.

All activities were tailored to meet Kenya's maritime interests and to support the country in fulfilling its international and regional obligations.

Agencies of the Kenya National Maritime Security Committee that attended the exercise included Kenya Coast Guard Service, Kenya Maritime Authority, Kenya Ports Authority, Kenya Navy, Attorney General's Office, Office of Director of Public Prosecutions, National Intelligence Service, National Police Service, Kenya Wildlife Service, Kenya Fisheries Services, Kenya Revenue Authority, Directorate of Immigration Services and the Kenya Forest Service.

Source : IMO



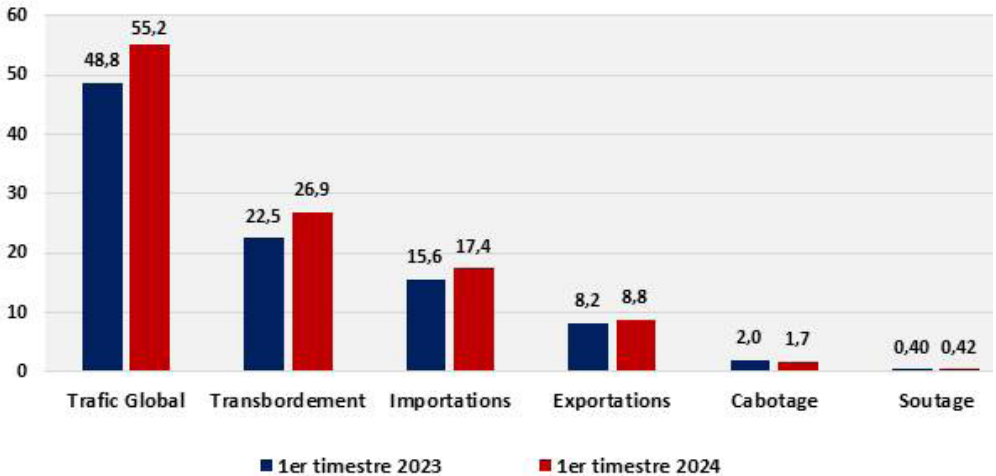
Morocco's Ports activity in the first quarter of 2024

The overall volume of commercial traffic handled by Morocco's ports in the first quarter of 2024 reached 55.2 million tonnes, compared with 48.8 million tonnes in the same period of the previous year, an increase of 13.3%. Domestic traffic recorded a volume of 28.3 million tonnes, an increase of 8%, while transshipment reached a volume of 26.9 million tonnes, an increase of 19.5% compared with the first quarter of 2023.

The breakdown of traffic was dominated

by transshipment, which accounted for 48.7% of overall traffic, followed by imports (31.5%), exports (16%) and cabotage (3.1%).

Imports reached a volume of 17.4 million tonnes (+11.3%), exports a volume of 8.8 million tonnes (+7.5%), cabotage a volume of 1.7 million tonnes (-15.2%) and bunkering of hydrocarbons a volume of 422.8 thousand tonnes (+5.7%), all to the benefit of ships transiting the Straits of Gibraltar.



In terms of the main strategic traffic handled by Moroccan ports, the 1st quarter of 2024 saw an increase in container traffic (2.6 million TEUs/+16.8%), imported hydrocarbons (2.9 million tonnes/+9%), cereals (2.7 million tonnes/+40.4%), phosphates and related products (6.8 million tonnes/+25.2%), international road transport (149,131 units/+8.3%) and new vehicles (173,199 units/+19.1%). 131 units/+8.3%) and new vehicles (173,199 units/+19.1%), on the one hand, and the fall in coal traffic (2.5 million tonnes/-9.5%), on the other.

In terms of passenger traffic, Moroccan ports saw 576,955 passengers pass through at the end of March 2024, a fall of 4.9% compared with the same period the previous year. Cruise activity was also down by 45.4%, with 37,456 cruise passengers.

The volume of landings of coastal and artisanal maritime fishing products for the 1st quarter of 2024 fell by 14% to 181,280 tonnes.

Source : Ministère de l'équipement et de l'eau

Fight against illegal, unreported and unregulated fishing: the European Union issues a “yellow card” to Senegal

The European Commission has issued a yellow card to Senegal



Fight against
illegal, unreported and unregulated
fishing worldwide
#IUU

Today, the European Commission issued a “yellow card” to Senegal, underlining the need to strengthen measures to combat illegal, unreported and unregulated (IUU) fishing. As part of the EU’s commitment to combat IUU fishing worldwide, and following several years of shortcomings and lack of cooperation, the Commission has pre-identified Senegal as a non-cooperating country in the fight against IUU fishing. The Commission’s decision is based on serious shortcomings identified in recent years in the system the country has put in place to comply with its international obligations as a flag state, port state, coastal state or marketing state.

The shortcomings noted in Senegal’s monitoring, control and surveillance systems concern vessels flying the Senegalese flag and operating in waters outside the country’s jurisdiction, as well as controls carried out on foreign fishing vessels in the port of Dakar. In addition, illegal exports from Senegal to the EU market have been detected, compromising the reliability of the traceability system on which certification of the legality of fishery products is based. Finally, Senegal has so far shown insufficient willingness to cooperate with the Commission in the fight against IUU fishing.

The European Commission, applying

a zero-tolerance policy towards IUU fishing, considers the latter to be one of the most serious threats to the sustainable exploitation of living aquatic resources, jeopardizing the very foundation of global efforts to promote better ocean governance, as well as the EU’s Common Fisheries Policy. IUU fishing also represents a major threat to the marine environment, the sustainability of fish stocks and marine biodiversity.

In issuing this yellow card, the European Commission is initiating a formal dialogue with Senegal. Acknowledging the commitment of the new Senegalese government to remedy these shortcomings, the European Commission declares its willingness to support the country in the fight against IUU fishing.

At this stage, the decision does not include any measures affecting trade. The “yellow card” gives Senegal the opportunity to react and take steps to remedy the situation within a reasonable timeframe.

However, in the event of prolonged and persistent non-compliance, countries may ultimately face an identification procedure (“red card”), which carries sanctions, such as, for example, a ban on exporting their fishery products to the EU market.

Virginijus Sinkevičius, Commissioner for the Environment, Oceans and Fisheries, says *“The European Commission is strongly committed to sustainable fisheries and efficient ocean governance. We have zero tolerance for IUU fishing and today we are taking action by giving Senegal a yellow card. Senegal plays an important role in fisheries governance in West Africa. The Commission acknowledges the recent actions taken by the new government (i.e. publication of the list of fishing licences, and the audit of the fishing fleet) and it is reassured by this. Therefore, we stand ready to cooperate actively with the country in the fight against IUU fishing, and in particular to help the country remedy the situation and address the threats that IUU fishing poses to the sustainability of fish stocks, coastal communities, food security and the livelihoods of fishers who abide by the rules.”*

As the world’s largest importer of fish

products, the EU is actively combating IUU fishing, which is estimated to be worth between 10 and 20 billion euros annually. Today’s decision is based on the EU’s IUU Regulation, which came into force in 2010. One of the pillars of this regulation is the catch certification scheme, which guarantees that only legally caught fish products can access the EU market. The regulation also provides for specific dialogue mechanisms with countries that fail to meet their obligations under international law as flag states, coastal states, port states and marketing states.

Since November 2012, the European Commission has opened formal dialogues with 27 third countries, officially warning them of the need to take effective measures to combat IUU fishing. In most cases, significant progress has been observed, and the Commission has therefore been able to satisfactorily close the formal dialogue phase and lift the yellow card. Only a few countries have so far failed to demonstrate the necessary commitment to reform.

Reinforcement of Port Infrastructures in Abidjan: New Decrees Adopted by the Council of Ministers



Photo : PAA / Creation of a cereal terminal (Start of works January 2020) – After works

On Wednesday 22 May 2024, a Council of Ministers was held at the Palais de la Présidence de la République in Abidjan, under the chairmanship of His Excellency Alassane OUATTARA, President of the Republic of Côte d'Ivoire. Several important decrees were adopted, aimed at reinforcing the security system of the Port Autonome d'Abidjan (PAA) and its infrastructures, and improving the country's competitiveness in terms of foreign trade.

Ratification of a Loan Agreement for the Grain Terminal Construction Project

The Council of Ministers has adopted a decree ratifying loan agreement

n°IC-P4. This agreement, worth two billion four hundred and fifty-five million (2,455,000,000) Japanese Yen, or approximately nine billion eight hundred and seventeen million nine hundred and thirteen thousand two hundred and fifty (9,817,913,250) CFA francs, was signed on 19 March 2024 between the Japan International Cooperation Agency (JICA) and the Republic of Côte d'Ivoire.

The funds will be used to finance phase II of the project to build a grain terminal at the Port Autonome d'Abidjan. This project involves the construction of a cereal terminal, storage area and related facilities to increase the PAA's cargo handling capacity. Once completed, the project will boost Côte d'Ivoire's com-

petitiveness in the foreign cereals trade.

Approval of the Port Autonome d'Abidjan Security System Concession Agreement

The Council also adopted a decree approving the concession agreement for the security system at the Port Autonome d'Abidjan. To be signed in December 2023, this agreement entrusts the company Ivoire Sureté Portuaire with the responsibility of financing, rehabilitating and modernising the PAA's security system. The company, which specialises in security management and video sur-

veillance, will also be responsible for operating and managing port security.

The decree ratifies and commits to the implementation of this agreement, in accordance with the laws and regulations in force on public-private partnerships.

These decisions mark an important step in the development of port infrastructure in Côte d'Ivoire, enhancing the safety and efficiency of port operations while stimulating economic growth through greater competitiveness on the international cereals market.



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AD Ports Group and Economic Development Board of Madagascar Sign MoU to Explore Development of Ports, Maritime and Logistics

AD Ports Group (ADX: ADPORTS), one of the world's leading facilitators of global trade, logistics, and industry, and the Economic Development Board of Madagascar have today signed a Memorandum of Understanding (MoU), to explore a dynamic partnership focused on bolstering commercial opportunities across maritime, industry and logistics sectors in Madagascar.

The MoU was signed by Mohamed Eidha Al Menhali, Regional CEO – AD Ports Group, and Josielle Rafidy, General Manager – Economic Development Board of Madagascar.

Under the terms of the Memorandum,

both entities would focus on key areas of cooperation and mutual interest, including but not limited to the development of economic cities & free zones, ports, marina and cruise port facilities, digitalisation of logistics and maritime related services, in addition to the development of a maritime academy. Furthermore, the memorandum aims to explore the development of the fisheries sector in Madagascar, including monitoring and enforcement of sustainable fisheries rules and regulations, infrastructure development of integrated fisheries, harbours and marinas, as well as fostering innovation and technology adoption across the fisheries sector in Madagascar.

Mohamed Eidha Al Menhali, Regional CEO – AD Ports Group, said: “Our MoU with the Economic Development Board of Madagascar underscores our commitment towards international collaboration and aligns with our leadership’s directions, as we expand our network of trade partners and forge new partnerships globally. We look forward to sharing our expertise and leveraging our resources to unlock new opportunities and foster mutual prosperity.”

it continues to implement its large-scale investment plan in Africa. This step confirms that Madagascar remains a destination for Foreign Direct Investment in Africa and the Indian Ocean. We are ready to provide the assistance and support needed to bring these joint projects to fruition, alongside Malagasy stakeholders, for mutually beneficial co-development of both economies.”

Josielle Rafidy, General Manager – Economic Development Board of Madagascar, said: “As part of its mission to promote and facilitate investment, EDBM is delighted to have signed this memorandum of understanding with AD Ports Group, the world’s leading facilitator of trade, logistics, and industry services, as

A joint working group would be established by both parties to oversee the implementation of the projects, focusing on the development of initiatives, investments, and opportunities in the agreed areas of cooperation.

Source : AD Ports Group



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Maritime security – House committee seeks alternate funding for Deep Blue Project

Honorable Uduak Odudoh, the Acting Chairman of the House Committee on Maritime Safety, Education and Administration, has called for seeking alternate sources of funding for the Federal Government Integrated National Security and Waterways Protection Infrastructure Project, also known as the Deep Blue Project, which is domiciled under the Federal Ministry of Marine and Blue Economy and currently funded by the Nigerian Maritime Administration and Safety Agency, NIMASA. This was just as the Director General of NIMASA, Dr Dayo Mobereola, noted that the Agency is committed to the sustainability of the project.

Shortly after witnessing the Maritime Security Unit (MSU) Operational Maritime Capability Demonstration in Lagos alongside the NIMASA Director General and the Flag Officer Commanding Western Naval Command, Honorable Uduak Odudoh acknowledged that the Deep Blue Project has played a significant role in maintaining peace in Nigerian waters in recent years. He added that the achievements of the NIMASA-Nigerian Navy partnership have elevated the country to a high international standing in maritime security. He noted that to sustain the project, it is time to seek additional sources of funding.

In his words, “At the IMO Conference last year, Nigeria was greatly commended for the fact that there has not been any pirate attack on our waters in two years. That feat was achieved through the efforts of the Deep Blue Project. When I looked at the budget, I saw provisions for Deep Blue Project management and sustainability. I want to commend NIMASA for this. However, it is pitiful that only NIMASA is funding this project. If a project like this is taken seriously, the issue of oil theft in the Niger Delta would be reduced to zero.”

“We have no option than to look at the budget, if they require more funds, we will approve it for the benefit of suppression of security challenges in Nigeria. If maritime security is guaranteed, the revenue of NIMASA would increase, and by extension, that of NPA and others, this means more money for Nigeria”.

On his part, the NIMASA DG Dr Dayo Mobereola restated the Agency’s commitment to the sustainability of the Project while addressing the men and officers of the Maritime Security Unit.

“This project has earned Nigeria International recognition by the International Maritime Organisation (IMO) and we have been taken off from the Piracy

list. The aim is to continue to sustain it and we will continue to encourage the personnel of the Deep Blue Project. Keep it up, and we on our own side would continue to support you as much as humanly possible. Please don’t reduce your efforts as we count on you to make the maritime space more secure, the President of Nigeria is counting on you, the Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola is also in support of this project” he said.

The Acting Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Uduak Oduh unveiled the aircrew accommodation renovated by the Deep Blue Project, while the NIMASA DG, Dr Dayo Mobereola, commissioned the interceptors’ marine workshop. The Flag Officer Commanding Western Naval Command, Rear Admiral Mustapha Hassan, and Executive Directors of NIMASA, among others, witnessed the demonstrations, which included various tactics such as boat formations, vessel boarding and overtaking with interceptor boats, rappelling and fast rope descents from helicopters, as well as hoist rescues.

Osagie Edward, FNIPR,
Assistant Director/Head,
Public Relations NIMASA



Adani Ports Signs 30-Year Concession To Operate Container Terminal 2 At Dar Es Salaam Port

- *Concession marks entry of Adani Ports into Tanzania*
- *CT2 has a capacity of 1 million TEUs and handles ~83% of Tanzania's container volume*
- *Dar es Salaam Port is a gateway port with a well-connected network of roadways and railways*
- *Adani Ports led consortium will acquire the project company in Tanzania, which houses all port handling equipment and employees, for an amount of USD39.5 million.*

Adani International Ports Holdings Pte Ltd. (AIPH), a wholly owned subsidiary of Adani Ports and Special Economic Zone Ltd. (APSEZ), has signed a 30-year

concession agreement with the Tanzania Ports Authority to operate and manage Container Terminal 2 at the Dar es Salaam Port, Tanzania. Dar es Salaam Port is a gateway port with a well-connected network of roadways and railways.

CT2, with four berths, has an annual cargo handling capacity of 1 million TEUs and managed 0.82 million TEUs of containers in 2023, estimated to be 83% of Tanzania's total container volumes. East Africa Gateway Limited (EAGL) has been incorporated as a joint venture of AIPH, AD Ports Group and East Harbour Terminals Limited (EHTL). APSEZ will be the controlling shareholder and will consolidate EAGL on its books.

EAGL has signed a Share Purchase Agreement for the acquisition of 95% stake in Tanzania International Container Terminal Services Limited (TICTS) from Hutchison Port Holdings Limited (and its affiliate Hutchison Port Investments Limited) and Harbours Investment Limited for a purchase consideration of USD 39.5 million. TICTS currently owns all the port handling equipment and employs the manpower. Adani will operate CT2 through TICTS.

laam Port is in line with APSEZ’s ambition of becoming one of the largest port operators globally by 2030. We are confident that with our expertise and network in ports and logistics, we will be able to enhance trade volumes and economic cooperation between our ports and East Africa. We will strive to transform Dar es Salaam Port into a world class port,” said Mr. Karan Adani, Managing Director, APSEZ.

“The signing of the concession for Container Terminal 2 at Dar es Sa-

Source : APSEZ



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Port of Lomé: 40-day free time for containers bound for Niger



At the port of Lomé, the minimum free time transit for containers bound for Niger will now be forty days. The announcement was made on Friday 24 May by the Minister for the Maritime Economy, Edem Kokou Tengue.

The decision, which comes into force on 1 June 2024, is part of the reforms underway in the maritime sector to enable certain hinterland countries to carry out their activities properly.

‘Shipping lines may, depending on their tariff policies, apply an excess period of more than 40 days, in compliance with the relevant competition rules’, explained the Minister.

This measure follows a working meeting between the port authorities and various transport authorities from Burkina-Faso, Mali and Niger.

Source : République Togolaise

Fishers in Madagascar adapt to deadly seas due to climate change



© FAO Madagascar/Tojotiana Randrianoavy A group of fishers heads out to sea from the village of Mokola.

Fishing communities in the south of Madagascar are facing sometimes deadly sea conditions due to climate change, but with the help of the UN's International Labour Organization (ILO) are finding ways to adapt to the new circumstances they face.

The large Indian Ocean island is amongst the poorest in Africa where the majority of people make their living off the land or sea.

Like many other countries in the region, it is suffering the effects of climate change.

UN News's Daniel Dickinson travelled

to the village of Mokala in Anosy region where he spoke to the president of the local association of fishers, Gaston Imbola and Valencia Assanally, the National Coordinator of the ILO's Project Eco-Langouste Sud.

Gaston Imbola: It is becoming more dangerous to fish in these waters because the winds are getting stronger and the weather is less predictable. People have died because their traditional wooden canoes have capsized out in the ocean. Just one week ago three fishers from a different village were rescued off our shores after getting into difficulty. Two were extremely weak.

Valencia Assanaly: Climate change is impacting fishing a lot in this region. An increase in the temperature of the sea and a decrease in rainfall causes higher winds which translates into big waves and more treacherous conditions at sea for the fishers.

Gaston Imbola: We used to be able to fish around 20 days a month, but with stronger more challenging winds it is now between 11 and 15. I'm not very scared of the conditions but sometimes I do take risks because I need to feed my family.

Valencia Assanaly: At the ILO we recognize that fishers like Gaston need support, so we are helping them to both diversify their income sources, but also to fish more safely, which includes collaborating on digital early warning systems which highlight dangerous sea conditions.

Gaston Imbola: In the past, our tradition was to listen to the wind and observe the sea the night before we set out on a fishing trip. But now we can get detailed information about the wind direction and the size of the waves by calling an information service dedicated to fishing folk. This helps us to make a decision

about whether it is safe to fish or not. So, this morning, we will fish as there is an amber alert which urges caution, but this afternoon the conditions will worsen and there is a red alert which means it is too dangerous to go out.

Valencia Assanaly: The ILO has supported the digitalization of the early warning system so fishers can receive information via text messages. We are also providing expertise on the diversification of income resources including the strengthening of practices for fisheries sectors, other than lobster, which is currently the community's main source of income. While, one of our main goals is to build the capacity, profitability and sustainability of lobster fishing, we recognize that diversification is important as it enables the fishers to be more resilient to the types of negative changes in the climate that we are seeing.

Gaston Imbola: The lobster season runs from April to December which coincides with some of the worst weather at sea. There are 98 fishing families in this village which has a population of around 800 and together, during the last season we caught 10 tonnes in nine months. Lobster fetches a good price so this is a big benefit to the village.

Valencia Assanly: The ILO is also supporting the fishers to organize so they have a decent working environment, that they know their rights and to ensure, as stakeholders, that they are part of the value chain for lobster.

Gaston Imbola: The biggest market for our lobster is Japan, where we send lobsters which are still alive. Customers in Europe take the prepared meat. I don't know much about Japan, but I am proud that the Japanese people buy and

enjoy our product and that my small village and my country is recognized on the other side of the world as producing excellent lobster.

The UN's Food and Agricultural Organization (FAO) has also supported the Mokala village fishing community providing seaworthy canoes, life vests, safety-at-sea training as well as nets and torches.

Source : UN News



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Focus on carbon capture and storage in the sub-seabed at Madagascar training workshop

Protecting the oceans from dumping of hazardous wastes at sea through full implementation of the London Protocol (LP), including carbon capture and storage in the sub-seabed, was the subject of a national workshop in Antananarivo, Madagascar (21-23 May). The LP prohibits all dumping at sea, other than when explicitly permitted under the terms of the treaty, and contains measures for climate change mitigation. These measures include carbon capture and storage (CCS) in the sub-seabed, which can help reduce the impacts of increasing concentrations of carbon dioxide (CO₂) in the atmosphere. Madagascar, a small island developing State (SIDS), acceded to the LP in July 2017.

During the workshop, twenty-five senior Malagasy officials from maritime and environmental authorities, the ports sector and NGOs covered all legal, technical and administrative matters to support implementation of the LP, with a focus on the climate change aspects of the treaty. Participants were introduced to the LP in the context of a legal framework for marine pollution management and identified next steps for



future coordination and cooperation to ensure effective implementation. Awareness was also raised on the management of port environments to ensure the sustainability of development and ongoing operations through protection of the environment, including preventing pollution and contamination.

The workshop was hosted by the Agence Portuaire Maritime et Fluviale (APMF) and funded by the Republic of Korea through the Organization's Integrated Technical Cooperation Programme (ITCP). It comes as part of IMO's continuous efforts to support UN Sustainable Development Goal 14 (life below water), with a view to creating awareness and dialogue around specific ocean governance issues.

Source : IMO

Consortium Signs MoU for the Development of a Green Methanol Facility in Egypt



Facility to aid to maritime sector decarbonisation goals

AD Ports Group (ADX: ADPORTS), a facilitator of global trade, logistics and industry, Transmar, a leading container shipping line and terminal operator in the MENA region, and Orascom Construction, a leading global engineering and construction contractor with a strong track record in the construction and development of infrastructure industrial projects, have signed an MoU for the development of a green methanol

storage and export facility. This facility will aim to supply low-carbon fuel for maritime transport, presenting an opportunity to establish clean alternative energy storage solutions globally.

Green methanol is a synthetic fuel produced renewably and without polluting emissions, and can be produced from green hydrogen. This chemical compound can be used as a low-carbon liquid fuel and is a promising alternative to fossil fuels in areas where decarbonisation is a major challenge.

As a fuel, green methanol has several benefits compared to fossil fuels. It is clean-burning and has less and non-toxic emissions. As a liquid, it is easier, safer, and cheaper to store, transport, and handle, as existing infrastructure can be used. It is also a highly efficient and versatile fuel as it is produced from renewable feedstocks including renewable hydrogen and biomethane. Aside from the maritime industry, green methanol can help decarbonise other hard-to-abate industries, including chemical and plastics.

The addition of a facility in this area will provide bunkering solutions for those mainliners who have ordered green methanol powered vessels and is aligned with AD Ports Group's overall decarbonisation strategy and expansion into clean energy liquid bulk storage.

Industry sources anticipate that more than 100 methanol-fuelled ships will be in service from 2026, representing around a million tonnes of additional methanol demand, and according to Drewry and Clarksons, the methanol-fuelled vessel fleet will grow from 2% to 14% of the global fleet based on orders already placed.

Captain Ammar Mubarak Al Shaiba,

CEO – Maritime & Shipping Cluster, AD Ports Group, said: “By signing this MoU with Orascom Construction who have vast international experience in bulk liquid terminals for Methanol storage, and Transmar, who have decades of expertise in this region and within terminal operations, AD Ports Group and its subsidiaries are taking a significant step towards the sustainable future of energy. This initiative not only aligns with the UAE’s decarbonisation goals but also accelerates the energy transition in shipping, positioning us at the forefront of the green hydrogen revolution and enabling us to contribute to global environmental stewardship and economic diversification.”

In pursuit of the International Maritime Organization’s (IMO’s) greenhouse gas (GHG) strategy and regulations aimed at decarbonising international shipping by 2050, green hydrogen-based fuels are set to be the backbone of this shift for the maritime industry, according to the International Renewable Energy Agency (IRENA). As such, global demand for green methanol is expected to increase to 4 million tonnes per year in the next 5 years based on current orders from the sector.

Source : AD Ports Group

TNPA Harbour Master elected president to lead Harbour Masters in africa



The African Harbour Masters' Committee (AHMC), a body which brings together African harbour masters to share ideas on the management of all aspects of maritime port operations, has elected Captain Thulani Dubeko, Harbour Master at the Transnet National Ports Authority's (TNPA's) Port of Ngqura as its

new President.

AHMC announced Dubeko's election during the 14th International Harbour Masters' Congress held recently in Tangier, Morocco. AHMC is a chapter of the International Harbour Masters' Association.



It is responsible for ensuring the safe, secure, efficient, and environmentally sound conduct of marine operations in port waters. Dubeko's recognition by his peers attests to the abundance of a skilled and highly motivated workforce to drive productivity for Transnet's business sustainability and success.

As the president of the AHMC, Captain Dubeko will be responsible for developing Harbour Masters across the continent through the exchange of knowledge and training to help improve safety and customer service. The role includes advancing the African Integrated Maritime Strategy 2050, which aims to improve maritime conditions related to environmental and economic development within the African countries.

Growing up in Lusikisiki, Captain Dubeko had always dreamed of working in the military. He had no exposure to the maritime sector until his interest was stimulated while working at the South African Navy. After his time at the Navy, Captain Dubeko pursued a qualification in maritime studies at the Durban Uni-

versity of Technology. In his second year of studies in 1998, he was awarded a Transnet Bursary.

Upon acquiring his qualification, he joined TNPA as a trainee in marine operations and received marine pilot training in Rotterdam. Dubeko progressed through various positions within the South African port system including Tug Master, Marine Pilot, Marine Operations Manager, and Deputy Harbour Master before assuming his current position.

Captain Dubeko had served as Vice President of the Committee since October 2022. Congratulating Captain Dubeko on this achievement, TNPA Chief Harbour Master, Captain Rufus Lekala said: "It is encouraging that our professionals are able to hold positions of responsibility in such prestigious institutions and worldwide organisations. These institutions are key in driving development and transformation of the maritime sector." Dubeko's term as President of AHMC will end in 2026.

Source : TNPA

Danish Socom delegation pays courtesy call on CNS



A 6-Man delegation from the Danish Special Operations Command (SOCOM), paid a courtesy call on the Chief of the Naval Staff, Rear Admiral Issah Adam Yakubu on Tuesday 28 May 2024, at the Naval Headquarters, Burma Camp.

The delegation, led by the Acting Chief of the Danish SOCOM, Colonel Nicolai Stalhilst Moller, discussed the impor-

tance of transnational cooperation and capacity building in the maritime sector, highlighting the need for collaborative efforts to combat maritime crimes in the Gulf of Guinea.

The CNS welcomed the delegation and expressed his delight at the strengthening of relations between Ghana and Denmark.

He highlighted the importance of international cooperation in addressing maritime security challenges. He assured the Danish Government of the total commitment of the Ghana Navy to sustaining the partnership to address the evolving security challenges in the maritime domain.

Rear Admiral Yakubu appreciated the support and cooperation received from the Government of Denmark and expressed his desire to deepen the relationship. He also thanked the Danish Government for supporting the Ghana Navy in the acquisition of a Simulator and several other projects at the Naval Training Command.

The Acting Chief of the Danish SOCOM

on his part, thanked the CNS for the warm reception and indicated that, the Danish SOCOM is committed to further strengthening their partnership in the areas of training, capacity building, and joint operations with the Special Boat Squadron of the Ghana Navy.

He indicated that Ghana and Denmark are nation of traders, and expressed Denmark's commitment to supporting Ghana's efforts to enhance and promote its maritime security in the region.

The visit marked a significant milestone in the cooperation between the Ghana Navy and the Danish Special Operations Command.

Source : Ghana Navy



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Inauguration of the new facilities of the National Migration Service at the Port of Maputo

On May 20, 2024, the Port of Maputo celebrated an important milestone with the inauguration of new facilities for the National Migration Service (Serviço Nacional de Migração – SENAMI).

Thanks to an investment of 13.6 million meticais, this modern modular building, built by Maputo Port Development Company (MPDC) under the extended concession agreement signed in February, considerably improves working conditions and service capacity. The new facilities are specially equipped to handle cruise ship passengers and other migration services, guaranteeing a smoother, more efficient process.

Dr. Juma António Costa and Dr. Tomás Dembele, present at the ceremony, expressed their satisfaction with the improved conditions.

Osório Lucas, CEO of MPDC, reaffirmed the company's commitment to excellence and challenged SENAMI to integrate digital services, similar to those of Mozambique Customs, to increase efficiency.

The historic building that formerly housed SENAMI will be repurposed as a museum and port information center, preserving its heritage while serving a new function.

Mentorship and training vital for women’s maritime success



Leading voices in the shipping industry have underscored the importance of mentorship and educational opportunities to bolster women’s profile in the male-dominated maritime sector. During a symposium (17 May) organized by IMO in London to celebrate the International Day for Women in Maritime, a panel of experts discussed how to incorporate women’s perspectives in

shaping the future of maritime safety.

Opening the event, IMO Secretary-General Arsenio Dominguez stated: “We must – and will – do more [to support gender equality]. By investing in women’s education and professional development, we empower women, drive innovation and foster sustainability within the maritime industry, to the benefit of all.”

Breaking barriers

The panelists highlighted the existing challenges to women's safety and professional advancement in the sector. For example, female seafarers face basic barriers such as lack of safety gear in their size, lack of female sanitary products provided onboard ships, and lack of adequate options if they wish to start a family. The risk of bullying and harassment as well as unequal access to on-the-job training are also challenges.

Discussions covered insights into recruiting and retaining women in the workforce, including mentorship, access to training, improving the culture of safety in maritime and raising awareness about gender-inclusive life at sea.

"Each one of us is accountable for ensuring safety on ships, both as individuals and organizations. If companies don't adapt, they will not be able to retain good talent, especially from the younger generations," said Dorothea Ioannou, CEO of SCB Inc., which manages the American P&I Club.

"Those of us who have been in the industry longer should take up the role of being a mentor. It's about paving

the way for the next generation, giving small tips and guidance," added Karin Orsel, Chair of the European Community Shipowners Association.

Ms. Carolina Riesco, Maritime Law Advisor and Partner at Goldenberg & Riesco shared her experience as part of the MAMLA network for women in maritime administration in the Latin America region. The network facilitates access for women to training courses for their educational development, which helps to raise their profile in the profession.

"The key word is education... Networking is also crucial," she emphasized.

MAMLA is one of eight Women in Maritime Associations (WIMAs) the IMO has helped to establish in Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific, covering some 152 countries and dependent territories and 490 members. These networks provide members with a platform to discuss a number of issues, not just about gender, but also technical issues. These associations could go some way to bridging the gap in narrowing some of the institutional barriers and cultural stigma facing women who enter the maritime industry.

The panel included Ms. Dorothea Ioannou, Chief Executive Officer at SCB Inc.; Ms. Karin Orsel, Chair of the European Community Shipowners Association; Capt. Gemma Capone, Marine Pilot Loadmaster and Marine Assurance Specialist; Ms. Carolina Riesco, Maritime Law Advisor and Partner at Goldenberg & Riesco; and Mr. Helio Vicente, Director of Employment Affairs at the International Chamber of Shipping. Discussions were moderated by Ms. Michelle Sanders, Alternate Permanent Representative of Canada to IMO and member of the IMOGENder Network.

Following the panel discussion, Capt. Jaquelyn Burton, Master Mariner and Head of Creative Design at Kongsberg Maritime and Prof. Momoko Kitada, Head of Maritime Education and Training (MET) at the World Maritime University, held a dialogue exploring a 'holistic approach' to safety at sea.

Women in Maritime survey

As part of the programme, Ms. Elpi Petraki, President of the Women's Interna-

tional Shipping and Trading Association (WISTA International), updated IMO Member States on the developments of the 2024 Women In Maritime Survey.

The first edition of the survey, published in 2022, found that women account for only 29% of the overall workforce in the general industry and 20% of the workforce of national maritime authorities in Member States. At sea, women seafarers make up just 2% of the crewing workforce and are predominantly found in the cruise sector.

Ms Petraki stated: "The past survey results set a benchmark, enabling us to track the progress made over the past three years. The findings [of the 2024 survey] will help us identify strategies that are more effective, where our efforts need to focus and where our policies are most needed."

IMO and WISTA are inviting Member States to appoint focal points to support the completion of the 2024 survey.

Source : IMO

Kenya Ports Authority has successfully concluded preliminary session to track and review progress of the implementation of the Strategic Plan 2023-2028

The robust two- day engagement forum dubbed “blue sky session” brought together the Board of Directors led by the Chairman Hon. Benjamin Dalu Tayari, senior Management under the stewardship of Managing Director Captain William Ruto. They deliberated on the strategic initiatives the Authority is implementing under the strategic plan in a mid- year review. In the five-year Strategic Plan, the Authority has put a focus on enhancing operational excellence, improving customer satisfaction, ensuring growth of business, and advancing good governance in the management of port facilities.

Several initiatives are being implemented including equipping port facilities with new and modern equipment, capacity expansion programs, revitalization of Kisumu port and piers within Nyanza, construction of the first fish port in Shimoni Kwale, the development of the Dongo Kundu Special Economic Zones to enhance manufacturing and improve volumes of exports through the port, sustainability projects among other initiatives.



Equally, the Authority is focused on improving customer satisfaction and the overall service delivery at port facilities, with several customer-centric projects, planned within the Strategic Plan period. An impressive performance in key performance indicators including cargo throughput and container traffic in port facilities and various market segments was realized last year. Kisumu port registered the biggest growth posting a record 119 percent growth after handling a total throughput of 127,745 MT in 2023 against 58,290 MT in 2022. Equally, Port of Mombasa posted a record 2.08 million metric tons growth in total cargo throughput to post 35.96 million metric tons compared to 33.87 million metric tons in 2022. Kenya Ports Authority, through this plan intends to replicate this good performance during this Strategic Plan period.

Source : KPA

President Tinubu at 2024 Maritime Conference: Africa Must Utilize Investment Opportunities In Nigeria's Blue Economy

Urges Navy to secure nation's maritime future, seeks regional, global alliance

President Bola Ahmed Tinubu has invited countries worldwide, especially those on the African continent, to take advantage of the investment opportunities that abound in Nigeria's blue economy. Accordingly, he implored the Nigerian Navy and its African partners as well as other stakeholders to focus on achieving a secure and prosperous maritime future that is beneficial to all, saying Nigeria cannot afford to fail in its responsibilities to Africa and the world at large. The President made the call on Thursday when he declared open the 2024 International Maritime Conference/Regional Maritime Event (IAC/RCMEK) 2024 held at the Naval Dockyard, Victoria Island, Lagos.

President Bola Ahmed Tinubu who was represented at the conference by his deputy, Vice President Kashim Shettima, observed that while a flourishing blue economy is the bedrock of every vibrant nation, the only way to attain such an economy is through "a progressive naval force."



To this effect, he sought the commitment and devotion of officers of the Nigerian Navy and their international affiliates, describing them as "the lifeguards of our maritime environment."

In his speech titled, "It's Time to Secure Our Maritime Future," which was read by VP Kashim Shettima, the President told the conferees: "This conference must inspire all stakeholders to see the big picture-that we cannot afford to fail in our responsibilities to the continent and, indeed, the entire world. "Let us work towards a maritime future that is secure, prosperous, sustainable, and beneficial to all our people and the generations to come. I urge you all to feel at home and take advantage of the investment opportunities that abound in Nigeria's blue economy."



Noting that the conferees have a role to play in the bid to maximize the potential of the blue economy which he pegged per year at \$1.5 trillion globally and \$300 billion continentally, President Bola Ahmed Tinubu said, “The wealth of Africa can never be realized unless we prioritize the protection and development of our maritime environment.

“The blue economy is estimated to be worth more than US \$1.5 trillion per year globally and is projected to increase to US \$15.5 trillion by 2050. The “Africa Blue Economy Strategy” estimates that the blue economy currently generates nearly US \$300 billion for the continent, creating 49 million jobs in the process. The Africa Blue Economy is projected to hit US \$405 billion by 2030,” he further projected

He congratulated the Nigerian Navy on its 68th Anniversary, saying the nation remains immensely grateful for the service it has rendered in the past 68 years, “serving as a critical pillar of our security,” even as he applauded the marine forces for creating “a sense of balance and stability” in the country.

Specifically, the President commended the Minister of State for Defence, Bello

Matawalle; the Chief of Naval Staff, Vice Admiral Emmanuel Ikechukwu Ogalla, and the naval officers for “creating a safe and secure environment for economic growth and prosperity.

“There is no greater incentive to ensure that the infrastructure and technologies at the disposal of the Nigerian Navy are of the highest sophistication than the successes we have witnessed in our anti-crude oil theft crusade since I assumed office in 2023. This has contributed immensely to the higher oil production levels we have seen,” he added. Earlier in his welcome address, the Chief of Naval Staff, Vice Admiral Ogalla, said the outcome of the 2024 International Maritime Conference organised to commemorate the 68 anniversary of the Nigerian Navy will go a long way in enhancing its capabilities and strengthening existing collaborations in safeguarding the nation’s maritime environment.

He added that the forum will also offer a veritable platform to consolidate on the achievements of the combined maritime sector, former Chiefs of Naval Staff, senior military officers and representative of the Oba of Lagos, among others.

Source : The State House, Nigeria

Technical development for intelligence-led fisheries port controls in Ghana

On 6-10 May 2024, a technical team from TMT, Stop Illegal Fishing (SIF) and Global Fishing Watch (GFW) were in Ghana to work with the Ghana Fisheries Commission's Monitoring Control and Surveillance (MCS) Division in the next stage of development of Standard Operating Procedures (SOPs) to guide port state controls in Ghanaian fisheries ports. The SOPs detail the steps to be taken in the assessment of advanced requests for port access and the conducting of inspections in port.

The mission allowed for the SOPs to be adjusted based on the recent experience of the Ghana Fisheries Monitoring Centre and Fisheries Inspectors who had been trialling the first version of the SOPs since their development late last year. The mission also provided an opportunity for mentoring on key steps under the SOPs, from the receipt and assessment of a request for port access, though the briefing of the inspection team, to the completion of the inspection and necessary follow-up activities.

The Ghana SOPs will be used to create model procedures which other States



may use as a base to develop their own SOPs, tailored as necessary to their context.

This includes other members of the Fisheries Committee for the West Central Gulf of Guinea and other countries participating in the joint TMT-GFW programme “Intelligence-led Fisheries Port Controls” which aims to support the practical implementation of the PSMA through a risk-based approach and the use of new tools.

The mission in Ghana included an inspection on a reefer in the port of Tema, one of Ghana's two designated ports which foreign flagged fishing vessels and fishing related vessels may request access to.

Source : TMT

Blueprints for Prosperity: Libya's Blue Economy Strategy Shaped in Mombasa

The recent Stakeholders Consultative Workshop held in Mombasa, Kenya, marked a significant step towards the development of a National Blue Economy Strategy for Libya. Facilitated by Mr. Rafik Nouali, Fisheries and Aquaculture Resource Management Officer of AU-IBAR, and supported by various stakeholders, the workshop aimed to define priority issues and chart a roadmap for Libya's blue economy development in alignment with the Africa Blue Economy Strategy (ABES). Participants of the workshop included representatives from various Libyan ministries, including Tourism, Economy & Trade, Marine Wealth, and Transport, along with experts and AU-IBAR staff, formed the diverse cohort of participants.

Key Highlights

The opening remarks by Mrs. Hellen Moepe-Guebama, Fisheries Officer representing the AU-IBAR Director, underscored the collaborative efforts between AU-IBAR, the Kingdom of Norway, and Libya. Emphasizing the importance of diversifying Libya's economy beyond oil



and gas, speakers highlighted the vast potential of Libya's 1,900 km coastline for economic activities such as marine tourism, water resource management, fisheries, and aquaculture.

Engineer Ali Mohamed Ageli Shagrune and Dr. Adel Ahmed Faraj, representing the State of Libya, delivered the official opening remarks, underscoring the importance of leveraging the blue economy to foster economic diversification along Libya's extensive 1,900 km coastline. Their focus was on reducing Libya's reliance on oil and gas, the cornerstone of its economy. They highlighted opportunities in tapping into underground water reservoirs to bolster domestic, industrial, and commercial sectors.

During the deliberations, Minister of Tourism Mr. Nassraalden Alffazani, Mr. Matteo Bocci from the European Commission's WestMED Initiative for Blue Economy, and Dr. Masuada Aboarisha, General Director of the Libya Project on Aquaculture, representing the EU West Mediterranean Maritime Clusters Alliance, commended AU-IBAR's efforts in advancing the blue economy across Africa and specifically supporting Libya. They identified potential avenues for blue economy diversification in Libya, including marine tourism, water resource management (including desalination), and fisheries aquaculture, among others.

Objectives of the Workshop

The workshop aimed to solicit inputs from stakeholders to enrich the National Blue Economy Strategy for Libya and ensure broad ownership and political support. Specific objectives included identifying priority issues, refining the strategy's thematic areas, establishing governance mechanisms, and promoting awareness and capacity building.

Technical Sessions

Technical Session 1, moderated by Mrs. Hellen Moepi-Guebama, provided an overview of the Africa Blue Economy Strategy (ABES) and its implementa-

tion plan. Dr. Patrick Karani elucidated ABES's thematic areas and governance framework, sparking discussions on their relevance to Libya's context.

Technical Session 2 delved into Libya's blue economy sectors, with presentations covering fisheries, aquaculture, maritime transportation, ports, environment, and tourism. The ensuing discussions identified thematic areas for the National Blue Economy Strategy, emphasizing the need for innovative financing, waste management, capacity building, and addressing challenges such as:

1. **Economic Diversification:** Libya's heavy reliance on oil and gas poses a significant challenge to diversifying the economy. Participants stressed the importance of developing alternative revenue streams through the blue economy to reduce dependency on hydrocarbons.
2. **Environmental Pollution:** Pollution, particularly plastic and solid waste, emerged as a pressing issue affecting Libya's coastline and the Mediterranean Sea. Strategies for effective waste management and pollution control were deemed essential for sustainable blue growth.

3. Human Resource Development: Capacity building and empowerment of youth and women were identified as crucial for driving blue economy initiatives. Participants emphasized the need for training programs and skill development to harness Libya's maritime potential effectively.

Emerging Issues and Recommendations
In addition to the challenges highlighted, participants put forth the following recommendations:

1. Integrated Approach: A holistic approach to blue economy development, integrating environmental, social, and economic considerations, was deemed necessary for sustainable growth.
2. Stakeholder Collaboration: Enhanced coordination among stakeholders, including government agencies, private sector entities, and civil society organizations, was recommended to foster synergy and maximize impact.
3. Data Collection and Research: There was a consensus on the importance of robust data collection and research to inform evidence-based policymaking and investment decisions in blue eco-

nommy sectors.

4. Innovative Financing Mechanisms: Exploring innovative financing mechanisms such as blue bonds and public-private partnerships (PPPs) was suggested to mobilize funds for blue economy projects and initiatives.

Outcomes and Next Steps

Working groups formulated drafts of the National Blue Economy Strategy, Implementation Plan, and Governance Coordination Mechanism. The next steps involve disseminating the draft strategy for broader feedback and validation, marking a crucial phase towards realizing Libya's blue economy potential. The Stakeholders Consultative Workshop stands as a cornerstone in shaping Libya's trajectory towards a resilient and prosperous blue economy. It underscores the paramount importance of collaboration, innovation, and inclusive policymaking in laying the groundwork for sustainable growth. As participants come together, they pave the way for a future where strategic partnerships and forward-thinking initiatives propel Libya towards economic vitality and environmental stewardship in its maritime endeavors.

Source : AU-IBAR



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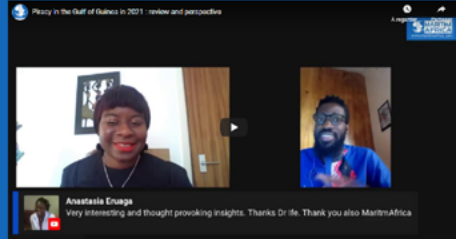


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