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AFRICA'S
INTEGRATED
MARITIME STRATEGY
(2050 AIM STRATEGY®)*

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(End of year email sent on 16 Dec. 2011, by H.E. Mr. Erastus Mwencha, Deputy Chairperson of the AUC to all Staff in Addis and around the world, all Member States and Partners.)

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Contents

Annex A: Acronyms. 3
Annex B: Definitions. 3
Annex C: Plan of Action for Operationalization. 3
i. ACKNOWLEDGEMENT. 4
ii. FOREWORD. 5
iii. DEDICATION. 6
EXECUTIVE SUMMARY. 7
I. INTRODUCTION. 8
II. THREATS AND VULNERABILITIES. 10
III. 2050 AFRICA'S INTEGRATED MARITIME STRATEGY. 11
IV. VISION STATEMENT. 11
V. STRATEGIC END STATE. 11
VI. GOALS. 11
VII. STRATEGIC OBJECTIVES. 12
VIII. PRINCIPLES AND VALUES OF THE 2050 AIM STRATEGY. 12
IX. STAKEHOLDERS. 13
X. CHALLENGES AND VIABILITY. 14
XI. EXISTING REGULATORY FRAMEWORKS AND ON-GOING INITIATIVES. 14
XII. FRAMEWORK FOR STRATEGIC ACTIONS. 15
a) Combined Exclusive Maritime Zone of Africa (CEMZA). 15
b) Inter-Agency/Transnational Cooperation and Coordination on Maritime Safety and Security. 16
c) Regional Maritime Operational Centers. 17
d) Fisheries and Aquaculture. 18
e) Integrated Marine Tourism and Leisure Strategy for Africa. 19
f) Giant Africa Aquariums (GA2). 20
g) Integrated Maritime Human Resources Strategy for the Continent. 20
h) Disaster Risk Management. 21
i) Handling and Shipment of Hazardous Materials and Dangerous Goods. 21
j) Maritime Boundaries/Delineation. 22
k) Maritime Governance. 22
l. Legal and Regulatory Regimes. 22

ORIGINAL

i. Illegal Oil Bunkering/Crude Oil Theft. 22
ii. Money Laundering, Illegal Arms and Drug Trafficking. 23
iii. Environmental Crimes. 23
iv. Container Security and Control Programme. 23
v. Flag State and Port State Control. 23
vi. Hydrography, Oceanography and Metereology 24
vii. Aids to Navigation (AtoN). 24
viii. Piracy and Armed Robbery at Sea. 24
ix. Maritime Terrorism. 25
x. Human Trafficking, Human Smuggling and Asylum Seekers Travelling by Sea. 25
xi. Strategic Communications Systems. 26
xii. Maritime Spatial Planning. 26
xiii. Environmental and Biodiversity Monitoring. 26
XIII. ECONOMIC BENEFITS: WEALTH CREATION FROM AMD. 27
XIV. IMPROVED MARITIME TRADE ANDCOMPETITIVENESS 27
XV. CAPACITY AND CAPABILITY BUILDING. 29
XVI. OUTREACH INITIATIVES. 29
XVII. REPRESENTATION IN INTERNATIONAL INSTITUTIONS. 30
XVIII. RESOURCES STRATEGY. 30
XIX. RESULT-BASED MONITORING AND EVALUATION. 31
XX. RISK STRATEGY. 32
XXI. CONCLUSION. 32

Annex A: Acronyms.
Annex B: Definitions.
Annex C: Plan of Action for Operationalization.

ORIGINAL

i. ACKNOWLEDGEMENT.

By His Excellency the Deputy Chairperson of the AU Commission.

ORIGINAL

ii. FOREWORD.

By Her Excellency the Chairperson of the AU Commission.

ORIGINAL

iii. DEDICATION.

This strategy is dedicated to the memory of those who died at sea trying to earn a better quality of life, and of those who passed away on the oceans in the course of the slave trade, colonialism, and the fight for Africa's self-determination and independence.

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EXECUTIVE SUMMARY.

Africa's inland waters, oceans and seas are under pressure. Over the years, traditional maritime activities, such as shipping or fisheries have intensified, while new ones, such as aquaculture or offshore renewable energy, emerged. However, the rise in intensity of activities at sea is taking place against the backdrop of insecurity, various forms of illegal trafficking, degradation of the marine environment, falling biodiversity and aggravated effects of climate change. In the past decades direct aggregate losses of revenue from illegal activities in Africa's Maritime Domain (AMD) amount to hundreds of billions US dollars, not to mention the loss of lives.

The development agenda of the African Union (AU) promotes, among other things, human capital development and improved standard of living. It is inclusive and based on a human-centered approach to development where all social groups are engaged. The agenda sees an Africa using its own resources to take its rightful place in a multi-polar, inter-reliant and more equitable world. In the maritime domain of Africa, the wide variety of related activities are inter-related to some extent, and all have a potential impact on the prosperity derivative through their contributions to social, economic and political stability, and safety and security. Notably, therefore, the approach to regulation and management of maritime issues and resources cannot be confined to a few select sectors or industries.

In developing this 2050 Africa's Integrated Maritime (AIM) Strategy, it is recognized that the AMD has vast potential for wealth creation. So also is the realization that AU Member States have common maritime challenges and opportunities, and indeed, significant responsibilities for generating the desirable political will for implementing the strategy.

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

The Strategy integrates an annexed Plan of Action for its operationalization with, clearly defined vision with achievable goals, including specific desirable objectives, activities and milestones towards attaining the Strategic End State of increased wealth creation in a stable and secured AMD.

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"*We express our unconditional support to this extremely important initiative and assure the Commission of our full cooperation. We further request all stakeholders to support this particular project which will boost global security standards and benefit future generations of African citizens*". (Ministers and Heads of delegations who attended the 1st Conference of African Ministers in Charge of Maritime Related Affairs, Addis Ababa-Ethiopia, 21 April 2012).

I. INTRODUCTION.

1. Water covers more than two-thirds of the earth's surface and affects life everywhere. As the second biggest continent and the largest island, Africa's 43 million km² area[1] covers one-fifth of the total surface of the earth. Its total length of coastline, including its islands, is over 26,000 nautical miles. Thirty-eight (38) African countries are either coastal or island states while fifty-two (52) of its over one hundred port facilities handle containers and various forms of cargo. Whilst African owned ships account for about 1.2% of world shipping by number and about 0.9% by gross tonnage, the ports handle only 6% of worldwide water borne cargo traffic and approximately 3% of the worldwide container traffic.

2. International trade is very critical to many African economies, with over 90% of Africa's imports and exports conducted by sea. Over the past four decades, the volume of global sea borne trade has more than quadrupled. Ninety percent of world trade and two-thirds of energy supplies are carried by sea. The world's oceans and seas are interlinked, and action in one sea or one policy area with a direct or indirect impact on the sea may have positive or negative effects on other seas and policy areas. Whilst over 46% of Africans live in absolute poverty—a figure that is still rising—fish makes a vital contribution to the food and nutritional security of over 200 million Africans and provides income for over 10 million. Regrettably, Africa's export of fish and fishery products has not shown significant improvement in the past decade. Likewise, the increasingly intense use of the oceans and seas by various sectors, combined with climate change, has added to the pressure on the marine environment.

3. The AMD offers all African nations, vast growth opportunities and a network of sea-lanes of enormous importance for their security and prosperity. It is of huge importance in terms of natural resources and energy, trade and industry, scientific and leisure activities. International commerce by water affects people and industries throughout the entire continent, including landly-connected countries. In addition, the numerous vessels, ports, shipyards, and support industries in the AMD provide thousands of jobs for Africans. Clearly, disruptions or inefficiencies in Africa's maritime system with its supply chains and industries can thus have costly impact on a large number of participants in the economies of many African countries.

4. Accordingly, the development of AMD requires innovative solutions and careful management systems to ensure its long-term sustainability, as well as the implementation of national and international regulations and instruments to address current challenges amidst new, shifting global dynamics (e.g. shifting geographic trade patterns, emerging economic powers, environmental dynamics, etc.).

5. The Anthem of the AU reads, in part, as follows: "O sons and daughters of Africa, flesh of the sun and flesh of the sky, let us make Africa the Tree of Life". To bring this about, the OAU, which formally became the AU in 2002, set itself the goal to build, by the year 2025:

[1] Including the 13 million km² Exclusive Economic Zones of AU Member States.

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"A united and integrated Africa[2]; an Africa imbued with the ideals of justice and peace; an inter-dependent and robust Africa determined to map for itself an ambitious strategy; an Africa underpinned by political, economic, social and cultural integration which would restore to Pan-Africanism its full meaning; an Africa able to make the best of its human and material resources, and keen to ensure the progress and prosperity of its citizens by taking advantage of the opportunities offered by a globalized world; an Africa capable of promoting its values in a world rich in its disparities[3]."

6. There are seven missions that have been assigned to the AU Commission (AUC) to bring this vision into reality. They are related and embrace the ideals of peace, stability and all aspects of security, in particular human security. The seven missions are to:

i. Establish an effective and responsible AU;
ii. Build consensus around a shared Vision and Agenda in the Continent;
iii. Promote the emergence of societies based on the principles of the rule of law, good governance and human security;
iv. Promote regional economic cooperation as a foundation for irreversible integration in the Continent;
v. Develop integrated infrastructure;
vi. Address the structural causes of poverty and underdevelopment;
vii. Enhance the dynamism of African culture and creativity.

7. The maritime dimension of the seven missions embraces virtually all major issues that Africa is confronted with, namely:

i. Diverse illegal activities which include toxic waste dumping and discharge of oil, dealing in illicit crude oil, arms and drug trafficking, human trafficking and smuggling, piracy and armed robbery at sea;
ii. Energy exploitation, climate change, environmental protection and conservation and safety of life and property at sea;
iii. Research, innovation and development;
iv. Maritime sector development including competitiveness, job creation, international trade, maritime infrastructure, transport, information, communication and technology, and logistics;.

8. For this reason, the time has come for Africa to rethink how to manage her inland water ways, oceans and seas. They are a key pillar for all AU Member States' economic and social development, and are vital in the fight against poverty and unemployment. There is also the urgent imperative to develop a sustainable "blue economy" initiative which would be a marine version of the green economy, one that improves African citizens well-being while significantly reducing marine environmental risks as well as ecological and biodiversity deficiencies.

9. In view of the above, African Heads of State and Government called upon the AUC at the 13th Ordinary Session of AU Assembly "to develop a comprehensive and coherent strategy"[4]. They

[2] The Africa one is referring to is indeed the whole of Africa, including its inland waters as well as its adjoining oceans and seas, from North to South, from East to West without distinction as to race, color and religion.
[3] African Union Commission, Strategic Plan of Action for the period 2004 – 2007.
[4] Decision [Assembly/AU/Dec.252(XIII)] adopted by the 13th Ordinary Session of the AU Assembly held in Sirte, Libya, on July 2009.

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also charged the RECs/RMs of Africa to develop, coordinate and harmonize policies and strategies; and improve African maritime security and safety standards as well as African maritime economy for more wealth creation from its oceans and seas, ultimately ensuring the well-being of African people.

10. The need for the 2050 AIM Strategy is also inherent in the objectives and principles of the Constitutive Act (Article 3 and 4). Article 3 of the Protocol relating to the establishment of the Peace and Security Council (PSC) of the AU provides that the objectives for which the PSC was established shall include the development of a Common African Defense and Security Policy (CADSP) for the AU, in accordance with Article 4(d) of the Constitutive Act.

11. In line with the aforementioned, the 2050 AIM Strategy is hereby developed as a tool to address Africa's maritime challenges for sustainable development and competitiveness. The Strategy aims to foster more wealth creation from Africa's oceans, seas and inland water ways by developing a thriving maritime economy and realizing the full potential of sea-based activities in an environmentally sustainable manner. It goes without saying that the preservation of Africa's marine environment is vital to growing its GDP, share of global and regional trade, competitiveness, long-term growth and employment. Accordingly, the accompanying Plan of Action to the Strategy outlines the required objectives that are defined by related activities, outcomes, time frames and executing agents. The objectives cover projections for new institutions and structures, wealth creation and human resource development, as well as capacity building for maritime governance.

12. It is assumed that obvious limitations such as resources, to include the soft power, as well as capacity and capabilities, could be mitigated with a strong political will from Africa's political leadership, reinforced cooperation and effective coordination of all maritime-related policies at the different decision-making levels of responsibility. It is further assumed that all related binding legal instruments are ratified (or under consideration for ratification) and domesticated.

13. Nothing in this document shall be construed or applied contrary to the sovereignty of any of the AU Member States in accordance with the principles of international law.

14. Before identifying the economic benefits (which are wealth creation from AMD) and the resources required to implement the strategy, this document will outline a set of definitions, threats and vulnerabilities in AMD, the Vision Statement of the 2050 AIM Strategy, its Strategic End State, its Strategic Objectives and the framework for strategic actions.

II. THREATS AND VULNERABILITIES.

15. AMD draws attention to a broad array of real and potential threats that could result in mass casualties and inflict catastrophic economic harm to African States.. In addition to loss of revenue, they could fuel violence and insecurity. Some of them, such as drug trafficking, could feed corruption, finance the purchase of illegal weapons, corrupt the youth, pervert democracy/rule of law, distort economies and destabilize communal life. As the actors threatening Africa's maritime domain continue to grow in number and capability, there must be a corresponding African endeavor to address these at the national, regional and continental levels.

16. Among others, the threats and vulnerabilities in the AMD include:

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i. Transnational Organized Crimes in the maritime domain (includes Money Laundering, Illegal Arms and Drug Traffic, Piracy and Armed Robbery at Sea, Illegal Oil bunkering / Crude Oil Theft along African coasts, Maritime Terrorism, Human Trafficking, Human Smuggling and Asylum Seekers Travelling by Sea);
ii. Illegal, Unreported and Unregulated Fishing - IUU Fishing - and overfishing, and Environmental Crimes (includes deliberate shipwrecking and oil spillage as well as dumping of toxic wastes);
iii. Natural Disasters, Marine Environmental Degradation and climate change;
iv. Strategic Communications Systems;
v. Vulnerable legal framework;
vi. Lack of and/or poorly maintained aids to navigation and modern hydrographic surveys, up-to-date nautical charts and maritime safety information in a number of AU Member States.

III. 2050 AFRICA'S INTEGRATED MARITIME STRATEGY.

17. The "2050 Africa's Integrated Maritime Strategy (2050 AIM Strategy)" consists of the overarching, concerted and coherent long-term multilayered plans of actions that will achieve the objectives of the AU to enhance maritime viability for a prosperous Africa.

IV. VISION STATEMENT.

18. The overarching vision of the 2050 AIM Strategy is to foster increased wealth creation from Africa's oceans and seas by developing a sustainable thriving blue economy in a secure and environmentally sustainable manner.

V. STRATEGIC END STATE.

19. Increased wealth creation from AMD that positively contributes to socio-economic development, as well as increased national, regional and continental stability, through collaborative, concerted, cooperative, coordinated, coherent and trust-building multilayered efforts to build blocks of maritime sector activities in concert with improving elements of maritime governance.

VI. GOALS.

20. The 2050 AIM Strategy aims to achieve the following:

i. A comprehensive understanding of existing and potential challenges, including allocation of resources to identified priorities over a pre-determined time-frame.

ii. A comprehensive, concerted, coherent and coordinated approach that improves maritime conditions with respect to environmental and socio-economic development as well as the capacity to generate wealth from sustainable governance of Africa's seas and oceans.

iii. A common template for the AU, the RECs/RMs, and relevant Organizations; and Member States, to guide maritime review, budgetary planning and effective allocation of resources, in order to enhance maritime viability for an integrated and prosperous Africa.

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iv. A business plan that specifies milestones, capacity building targets and implementation requirements, including technical and financial support from within Africa and also from development partners.

VII. STRATEGIC OBJECTIVES.

21. In keeping with the AU principles and the deep-rooted values enshrined in the Constitutive Act of the AU with applicable programs, the following objectives will guide the 2050 AIM Strategy's activities:

i. Establish a Combined Exclusive Maritime Zone of Africa (CEMZA)
ii. Engage civil society and all other stakeholders to improve awareness on maritime issues
iii. Enhance political will at community, national, regional and continental levels
iv. Enhance wealth creation, and regional and international trade performance through maritime-centric capacity and capability building
v. Ensure security and safety of maritime transportation systems
vi. Minimize environmental damage and expedite recovery from catastrophic events
vii. Prevent hostile and criminal acts at sea, and Coordinate/harmonize the prosecution of the offenders
viii. Protect populations, including AMD heritage, assets and critical infrastructure from maritime pollution and dumping of toxic and nuclear waste
ix. Improve Integrated Coastal Zone/Area Management in Africa
x. Promote the ratification, domestication and implementation of international legal instruments
xi. Ensure synergies and coherence between sectoral policies within and between the RECs/RMs
xii. Protect the right of access to sea and freedom of transit of goods for landly-connected States.

VIII. PRINCIPLES AND VALUES OF THE 2050 AIM STRATEGY.

22. In addition to "Think Africa Above All" as enshrined in Article 4 of the Constitutive Act of the AU, the principles and values informing the 2050 AIM Strategy are those contained in the aforementioned Article. Information Sharing, Communication, Collaboration, Cooperation, Capacity-building and Coordination (IC5) shall remain its guiding philosophies, with the overall objective being to achieve increased development and integration of the continent.

23. The start point, as depicted below at the base of the inverted pyramid, is hardly visible. However, the enduring IC5 within and between the RECs/RMs would broaden the base and embrace the entire continent. The prospect for Maritime Viability "consolidation" as depicted will constitute the End State. The "Urgent Vs Important" matrix will help in setting up a sound prioritization scheme of implementation for the first 8-year period covering 2010 to 2018.

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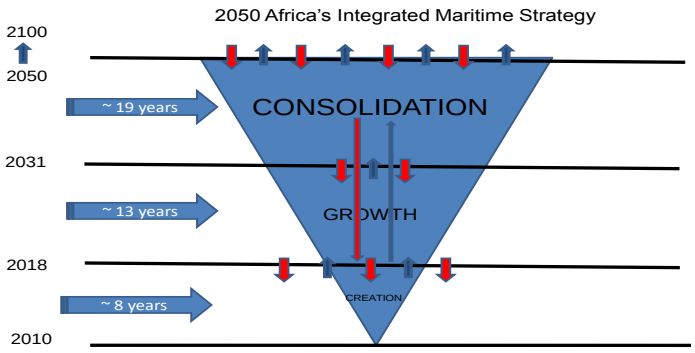

IX. STAKEHOLDERS.

24. Stakeholders of improved maritime conditions include AU Member States, local communities, specialized regional institutions and associations, the African maritime private sector, strategic development partners and the international community as a whole. Towards the implementation of the AIM Strategy, the envisaged expectations of these stakeholders include; (a) transparency and accountability, (b) efficient and prudent utilization of resources, (c) timely and accurate information reports, (d) advice, guidance and support for institutional functionality and sustainability, (e) coordination in the harmonization of the legal and regulatory regimes, (f) cooperation and coordination, and (g) effective and timely response to emerging challenges in Africa. This will require enhanced collaborative, concerted, cooperative, coordinated, coherent and trust-building multilayered approach among the AU, RECs/RMs, relevant African organizations, Member States, the private sector as well as international development partners, in order to promote the AU's objectives.

25. Africa's maritime sector and related areas of capacity building can be further described using the following activities:

i. Maritime governance;
ii. Maritime commerce[5];
iii. Maritime defense and security (military and civilian, public and private protective services);
iv. Maritime education and scientific research (hydrography, oceanography, fisheries, coastal and inland training, research and transfer of technology);
v. Maritime tourism (ashore and afloat);
vi. Fisheries and aquaculture industry;
vii. Shipbuilding and ship repair industries;
viii. Maritime transport and auxiliary services;
ix. Wealth creation;
x. Ports and harbours management;
xi. Maritime safety of navigation (navigational warnings, meteorological services and warnings, search and rescue services, hydrographic services, aids to navigation, ships' manning, etc.)
xii. Promotion of African vessel ownership;
xiii. Promotion and protection of African shippers' interests;
xiv. Promoting welfare of seafarers;
xv. Access to sea and freedom of transit of landly-connected States;

[5] Upward of 95% of trade from Africa.

ORIGINAL

xvi. Offshore exploration and exploitation;
xvii. Development of inland water ways;
xviii. Maritime infrastructure development.
xix. Promotion of African Classifications societies;
xx. Promotion of a panafrican fleet ;
xxi. Promotion of an African unified and harmonised Maritime Code.

X. CHALLENGES AND VIABILITY.

26. The challenge in developing the 2050 AIM Strategy is that it must pass four viability tests:

i. Suitability – The End State must be achievable and consistent with the Strategy's Plan of Action, that is, attainment and sustainment of increased wealth creation from AMD that positively contributes to environmental and socio-economic development, as well as increased national, regional and continental stability.

ii. Acceptability – The Strategy must have the support and ownership of Member States, RECs/RMs, and it must be cost-effective in implementation.

iii. Feasibility – The Plan of Action must clearly identify all resources, including funding requirements for execution within realistic time-frames.

iv. Compatibility – The Strategy must be compatible with extant African and internationally agreed maritime instruments and legal frameworks.

XI. EXISTING REGULATORY FRAMEWORKS AND ON-GOING INITIATIVES.

27. This 2050 AIM Strategy shall be interpreted and implemented in conjunction with all relevant AU, national and international regulatory frameworks and on-going maritime initiatives in Africa, which include, but not limited to:

i. The specialized regional institutions and associations, Indian Ocean Memorandum of Understanding (MoU), Mediterranean MoU and the West and Central Africa MoU on Port State Control (Abuja MoU), which are instruments signed in response to the global initiative for the eradication of substandard vessels, working conditions of seafarers and preservation of marine environment.

ii. The UN Convention on the contract of international goods transported wholly or partially by sea (2009 Rotterdam Rules), the UN Convention on transit trade of landlocked States (1965) and the Convention on the facilitation of International Maritime Transport (FAL Convention-1965).

iii. The Maritime Organization of West and Central Africa (MOWCA) MoU on Establishment of an Integrated Coast Guard Function Network.

iv. The Sea Power for Africa Symposium (SPAS), a periodical gathering of African Heads of Navies and Coast Guards.

ORIGINAL

v. African Regional Strategy for Disaster Risk Reduction (DRR) initiated by African Union and its then NEPAD Secretariat[6], in conjunction with the UN International Strategy for Disaster Reduction, the African Development Bank (AfDB) and UN Development Programme Bureau for Crises Prevention and Recovery (UNDP/BCPR), as well as the UN Environmental Programme (UNEP) and Almaty Action Programme.

vi. Abuja Declaration on Sustainable Fisheries and Aquaculture in Africa (2005).

vii. AU Ouagadougou Action Plan (2007) to Combat Trafficking in human beings, especially women and children and the 'AUC Initiative against Trafficking (AU.COMMIT) Campaign' (2009), launched by the Department of Social Affairs of the AUC in partnership with the UN/AU Social and Human Development Cluster (SHD).

viii. The Zone "D" Multinational Center of Coordination of Regional Centre for the Maritime Security of Central African States (CRESMAC).

ix. The African Maritime Transport Charter (AMTC), 2010, as well as the Durban resolution on maritime safety, maritime security and protection of the marine environment in Africa.

x.

xi. ECCAS Merchant marine Community Code.

xii. Other significant initiatives such as:

a. Agreements on delineation, delimitation and demarcation of maritime boundaries among Member States.
b. Development and Implementation of Integrated Maritime Strategies within and among RECs/RMs.
c. International counter–piracy operations and maritime capacity building programmes.

XII. FRAMEWORK FOR STRATEGIC ACTIONS.

28. In line with the identified objectives and end state of the AIM Strategy, this section articulates the bases for necessary activities and outcomes that are necessary for the implementation of the Strategy. Consequently, the activities and outcomes, including execution time frames and the responsible agencies are provided in the accompanying 2050 AIM Strategy Plan of Action annexed to this document.

a) Combined Exclusive Maritime Zone of Africa (CEMZA).

[6] NEPAD is a programme of the AU and since the formal integration into the structures and processes of the AU in January 2012, the NEPAD Secretariat has since been renamed to the NEPAD Planning and Coordinating Agency (NPCA).

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29. Africa is to establish as appropriate and when permissible, a Combined Exclusive Maritime Zone of Africa (CEMZA). This will require the establishment of a dedicated Strategic Special Task Force (S2TF) to prepare the technical file which will underpin the Solemn Declaration of the CEMZA. The technical file will include charts presenting the CEMZA limits. CEMZA is expected to grant Africa enormous cross-cutting geo-strategic, economic, political, social and security benefits, as it will engender collective efforts and reduce the risks of all transnational threats, environmental mismanagement, smuggling and arms trafficking.

30. The CEMZA, being a common African maritime space without barriers is a concept which aims at "Boosting intra-African Trade[7]", eliminating or simplifying administrative procedures in intra-AU maritime transport, the aim being to make it more attractive, more efficient and more competitive, and do more to protect the environment. The CEMZA will contribute to the integration of the internal market for intra-AU maritime transport and services. The AU shall further set out guiding principles for the development of a common information sharing environment for the CEMZA. This should allow for the convergence of existing and future monitoring and tracking systems used for maritime safety and security, protection of the marine environment, fisheries control, trade and economic interests, border control and other law enforcement and defence activities.

b) Inter-Agency/Transnational Cooperation and Coordination on Maritime Safety and Security.

> *"On its part, the AU is in the process of complementing its efforts by setting the tone to address Maritime Security and Safety, including Situational Awareness in the maritime domain of the African continent, by thoroughly addressing the issue in the new Commission's Strategy".* (H.E. Amb. Ramtane Lamamra, AUC's Commissioner for Peace and Security, 6046th UNSC Meeting, New York, 16 Dec. 08)

31. Steps toward promoting inter-agency and transnational cooperation and coordination on maritime safety and security shall include the development of an inter-agency approach, a Naval Component capacity within the framework of the African Standby Force (ASF), and the establishment of a representative continental working group of Chiefs of African Navies and/or Coast Guards (CHANS) to scrutinize issues of situational awareness and collaborate towards the enhancement of Africa's Maritime Domain Awareness (MDA), and to uphold cooperative efforts between Navies/Coast Guards of the AU Member States and international partners. The AU, in collaboration with maritime agencies across the continent, including those from coastal and non-coastal Member States, will designate appropriate representatives to the CHANS. The CHANS will strive to:

i. Foster development of requisite capacities to achieve effective MDA in Africa.
ii. Pool national and regional political will by enhancing understanding of the importance of MDA as a critical enabler in building Africa's maritime domain security and safety.
iii. Increase joint regional surveillance operations at sea, and the establishment of sea-going Navies and/or Coast Guard networks around Africa, with cross-border hot pursuit function.

[7] Theme of the 18th AU Assembly Summit, January 29 – 30, 2012, Addis Ababa, Ethiopia.

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iv. Achieve a "shared situational awareness capability" that will link all the relevant agencies and sustain interagency cooperation, by integrating relevant Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems and operational concepts.
v. Promote the establishment of Regional Centers of Excellence for training, operations and equipment development on maritime safety and security.
vi. Promote the establishment of Liaison Team mechanism among neighbouring Member States and within RECs/RMs bearing in mind the IMO Recommendations on Regional Agreement on Cooperation on Preventing and Suppressing Acts of Piracy and armed Robbery Against Ships (IMO MSC 1/ Circ 1333).
vii. Establish in collaboration with relevant and interested stakeholders, Continental and Regional agreements, arrangements, and capabilities including, but not limited to, mutualization of assets to address such common agendas as law enforcement, Search and Rescue, Humanitarian Crises, Disaster Relief, etc.
viii. Push for the requirement for Continental, Regional and National harmonization of Force Structure Element capability requirements.
ix. Enhance cooperation through existing regional organizations associated with fisheries, maritime commerce, and transport, maritime tourism and academia.
x. Rally round a cross-sector interagency approach to improve the concept of Integrated Coastal Area Management (ICAM) in Africa.

c) Regional Maritime Operational Centers.

32. In partnership with interested stakeholders, the AU is working towards the rapid establishment of standardized Regional Maritime Headquarters (MHQ) with Maritime Operational Coordination Centers (MOC) with mutualized response capabilities in all RECs/RMs. The goals of Regional MHQ and MOCs are twofold: i) to increase the effectiveness and the efficiency of the African Standby Force (ASF) as African Navies participate in integrated operations, a move to improve Africa's Maritime response capabilities; and ii) to improve situational awareness in the AMD, involving all organizations and agencies with a key role in maritime safety and security. It is in this spirit that during the 5th Ordinary Meeting of the Special Technical Committee on Defence, Safety and Security (STCDSS), held in Addis-Ababa, Ethiopia, on 26 October 2011, the African Ministers of Defence, Safety and Security adopted the proposal made by the Commission to establish a Maritime Information and Coordination Cell (MIC2).

33. For coordination, all the Regional MHQs and MOCs shall be inter-operable and inter-linked to each other and to the AU-based MHQs and MOCs to form a network of situational awareness information sharing. In order to benefit from economies of scale and the streamlining information flows, monitoring existing situation and reporting entities within Member States and the RECs/RMs should be aligned and staff members could be exchanged between the Regional MHQs and MOCs.

34. All AU Member States shall establish a 24-hour communications nodal point for coordination of national input and/or response. In accordance with Article 111 of UNCLOS, Member States' intent for operations to deter or disrupt acts of piracy and armed robbery against ships in the territorial sea and airspace of another Member State shall be subject to the approval and authority of that Member State, including in the case of hot pursuit. To increase the ability to deliver

ORIGINAL

successful outcomes, all AU Member States are encouraged to establish cross-border hot pursuit arrangements. Further, due cognizance shall be given to the IMO Recommendations on Regional Agreements on Cooperation on Preventing and Suppressing Acts of Piracy and armed Robbery Against Ships (IMO MSC 1/ Circ 1333).

d) Fisheries and Aquaculture.

35. Building on the NEPAD's 2005 Abuja Declaration on sustainable fisheries and aquaculture in Africa, the 2010 Conference of African Ministers of Fisheries and Aquaculture (CAMFA) as well as on the UN Conservation and Fish stocks management agreements, the AIM Strategy shall incorporate and implement a Common Fisheries Policy for the conservation, management and exploitation of fish stocks in accordance with the ecosystems and precautionary approach for the whole CEMZA, when established.

36. In order to further deter IUU fishing activities, sanctions "of sufficient gravity as to deprive the offenders of the benefits accruing from their illegal activities" shall be put in place as per the 2005 Rome Declaration on IUU Fishing, which might include seizure of assets and prosecution, with the toughest stand for compensation. All Member States are encouraged to report any IUU fishing activity to the AU for supplementary stringent dissuasive actions through all available channels deemed appropriate.

37. The effective implementation of the universal duty to cooperate in the conservation of marine living resources is required. This necessitates coordinated action by AU Member States, RECs/RMs and Regional Fisheries Management Organizations (RFMOs) to ensure that the provisions of Articles 62, 63, 64, 117 and 118 of the UNCLOS are promoted and essentially met.

38. AU Member States are urged to endeavour to deter IUU fishing activities. Recommended measures include: (i) Effective licensing and control of vessels allowed to fish by Flag States; (ii) Real-time positional reporting by licensed vessels via Vessel Monitoring Systems (VMS); (iii) Surveillance and interception of irresponsible fishing by on-water patrols; (iv) Implementation of technical regulations for the safety of non-convention fishing vessels; and (v) Promotion of effective Flag State implementation in a broader context through the enforcement of RFMO measures, such as 'white' or 'black lists' to identify 'bad actors'.

39. The RECs/RMs are requested to present proposals to develop a common strategy that will warrant 24/7 patrolling of the seas. This calls for effective communications and rapid response capabilities with OPVs, fast boats, Maritime Patrol Aircraft (MPA), Unmanned Aerial Vehicles (UAVs) and helicopters for surveillance and deterrence actions. In collaboration with relevant stakeholders, the AU shall make an assertive call for the declaration of Marine Reserve Areas and enforcement of the rules and regulations governing them, as a way to preserve Africa's marine biodiversity, protect marine endangered species threatened because of unsustainable overfishing in Africa and, by the same token, encourage ecotourism, confront a host of environmental problems, such as soil degradation and coastal inundation, climate change and encourage scientific research on biodiversity. The AU shall advocate a concerted role for the international community, African Maritime Bank, African Development Bank and the World Bank to facilitate the development of this vision in Member States.

40. African governments, the RECs/RMs and the AU shall facilitate collaboration among research entities, provide funding, expertise and dissemination of innovative practices. Adopting state-of-the-art technologies is very important for the competitiveness of the African maritime sector in the global market, through initiatives on research and development, including pooling of knowledge into an African marine data centre.

41. In partnership with relevant stakeholders to include the FAO and RFMOs, the AU shall promote research, fisheries and aquaculture industry growth and development as well as marine conservation. It shall also promote biodiversity and the preservation of the marine ecosystems, as well as the protection of endangered and threatened species and the habitats upon which they depend.

42. Fisheries and aquaculture from lakes, reservoirs, rivers, ponds, and wetlands contributed about 25% (34 million metric tons) of reported world fisheries production in 2003[8]. Inland fisheries or aquaculture can play a significant role in the economy of the RECs/RMs and AU Member States. Where small-scale inland fisheries or aquaculture has been supported and well managed, fish-related activities have played a critical role in generating wealth and sustaining economic growth. With relevant stakeholders, the AU shall encourage all Member States to further develop sustainable inland fisheries or aquaculture.

43. The AU shall work towards seeking the appropriate level of compensation for the five-decades of losses due to IUU and over fishing in AMD. A compensation fund shall be established and its proceeds invested in the development of sustainable fishing industries across Africa.

44. Any analysis aimed at informing policy makers must rely on robust and precise data in order to be effective. Currently, sector performance monitoring is very limited, if not non-existent. Ideally, there is a need for regular data updates and trend analysis that interprets information gathered. There are various repositories of very useful and relevant information in the continent.

45. The AU shall work towards the establishment of a nodal point where a database accommodating cross-sector maritime data can be warehoused. The objective here is to integrate existing, but fragmented initiatives in order to facilitate access to primary data for public authorities, maritime services, related industries and researchers.

e) Integrated Marine Tourism and Leisure Strategy for Africa.

46. Tourism in Africa is most promising, but it is often underappreciated. In recent years, the tremendous power and potential that travel and tourism holds for the continent has been unraveling. In terms of numbers, Africa receives more tourists than the Caribbean, Central America and South America combined. This development makes a strong case for increased investment in tourism. Tourism creates jobs and opportunities for entrepreneurship, reduces poverty, promotes stability, preserves heritage and culture and builds global connections. Despite this, more work needs to be done in making the case for the travel and tourism industry. Therefore, the AU shall work with the UN Word Tourism Organization on eco-sustainable marine tourism in Africa.

[8] FAO 2004.

ORIGINAL

47. Marine recreation can be defined as comprising all recreational facilities along and/or nearby coastal areas and cruise ship tourism. It includes all activities driven by the ocean environment and marine resources, including marine ecology and related activities such as surfing, fishing, sailing, scuba diving, among others.

48. The AU shall therefore address the need to commit to the development of a comprehensive maritime tourism and recreation strategy for the continent (with environmental impact assessments) which will look at the following issues:

i. Common concept and understanding of maritime tourism in the context of the continent.
ii. Review of market trends related to marine tourism and recreation in the context of the continent.
iii. Social and economic potential of marine tourism and recreation for the continent.
iv. Evaluation of marine tourism and recreation facilities in the continent and the opportunity for improvement.
v. SWOT analysis on marine tourism and recreation towards setting up appropriate vision, strategy, organizational plan and action plan for sustainable and viable maritime tourism in the continent.
vi. Human resource cultivation for marine recreation and capacity for business analysis to support marine tourism and recreation

f) Giant Africa Aquariums (GA2).

49. The past 24 years has witnessed the renaissance of marine aquariums globally. For instance, the Giant Africa Aquariums (GA2) is a concept aimed at building a pan-African portfolio of profitable walkthrough aquariums. The aquarium environment is modeled on local marine conditions and provides a unique combination of educational and entertainment facilities in addition to generating income and employment.

50. In partnership with international conservation organizations and interested stakeholders, the AU shall encourage all Member States to build Giant Aquarium with panoramic view of marine life, which will provide a vital additional value to the selected cities.

g) Integrated Maritime Human Resources Strategy for the Continent.

51. Currently, there are limited in-depth studies to operationally define the maritime sector human resources development value chain in Africa. As a result there are no specific models of the maritime sector human resources development footprint that would facilitate the building of a comprehensive human resources development strategic plan to direct the growth of human resources that will elevate the maritime sector as a recognized contributor to the continent's economy. There is therefore the need to have an integrated human resources strategy for the maritime sector to support the provision of skills taking into account gender balance in the entire maritime value chain which includes shipping and logistics, offshore activities, fishing, tourism and recreation, and safety and security.

52. The AU shall set up a research exercise that will link up with member states' human resources development agendas as well as explore economic growth and job creation opportunities more widely along the maritime value chain.

ORIGINAL

53. The AU shall tackle the need to protect the current employment generation levels and provide catalysts for growth and development across all sectors of the maritime industry, which include shipping, marine resources, marine tourism and leisure, marine manufacturing and construction, commercial support and business services and public interests. This will enable the maritime sector to act as a new employment creation driver of the continental economy.

54. The African Maritime Human Resources Development Strategy must look into the following issues:

i. Nature of Africa's maritime industry including human resource requirements.
ii. Identification of principal sources for competitive advantage.
iii. Nature of deliberate investment required in the education and training of the maritime workforce, including in maritime administration, marine safety etc.
iv. Strategies to expand workforce in the maritime sector.
v. Conduciveness of work conditions to attract new comers into the maritime sector.
vi. Competitiveness of Africa's skilled manpower in the maritime sector.
vii. Improved relationship between the maritime industry, universities, Further Education and Trainings (FETs) and colleges.
viii. Mechanism for the recognition of prior learning.
ix. Support programmes for research in maritime education.
x. Data gathering and statistical information for improved policy making in the maritime sector.

h) Disaster Risk Management.

55. In collaboration with relevant stakeholders such as the World Meteorological Organization (WMO), the UNESCO's Intergovernmental Oceanographic Commission (IOC) and the IMO, the AU shall encourage and support the implementation of continuous and integrated multi-sectoral and multi-disciplinary Maritime Disaster Management Strategy for Africa, with measures aimed at preventing or reducing risks of disasters; lessening severity or consequences of disasters; emergency preparedness, rapid and effective response to disasters; and post-disaster recovery and rehabilitation in the AMD. In this regard consideration shall be given to early warning sensors and centers and build on the concept of disaster relief and humanitarian aid from the sea.

56. In collaboration with relevant stakeholders, the AU shall also (a) make an assertive call to establish and constantly update co-operation and hence co-ordination between Member States so as to enhance regional co-operation, especially between or among those sharing common borders and Search And Rescue (SAR) areas; (b) conduct regular, inclusive, multi-agency maritime disaster management exercises, in national and regional sea areas; and (c) maintain compliance with relevant international conventions.

i) Handling and Shipment of Hazardous Materials and Dangerous Goods.

57. The handling and shipment of hazardous materials and dangerous goods is a serious matter that requires AU Member States compliance with regulatory requirements, especially the International Maritime Dangerous Goods (IMDG) Code. All workers handling hazardous materials or dangerous goods shall follow regulatory requirements, in line with the Convention on Hazardous and Noxious Substances, and the Basel Convention and the 1996 Bamako Convention on the Ban of

ORIGINAL

the Import to Africa and the Control of Trans-boundary Movement and Management of Hazardous Waste within Africa. The AU shall encourage Member States to ensure, through appropriate legislation in collaboration with relevant stakeholders, the safe handling and transport of hazardous goods and materials.

j) Maritime Boundaries/Delineation.

58. Through the AU Border Programme, in accordance with the UN Convention on the Law of the Sea (UNCLOS), the AU shall make an assertive call to peacefully solve existing maritime boundary issues between Member States including within bays, estuaries, and inland waters (lakes and rivers).

59. Member States shall be encouraged to claim their respective maritime limits, including their extended continental shelf where applicable. Member States are further urged to accept and fulfill all those responsibilities that emanate from the establishment of maritime zones as foreseen by UNCLOS and the IMO SOLAS Convention.

k) Maritime Governance.

i. Legal and Regulatory Regimes.

60. The AU shall encourage Member States to develop legal frameworks for coordinated State intervention at sea and inland water ways and subsequent actions. The AU shall further actively and continuously encourage high levels of commitment within RECs/RMs and other regional initiatives, including RFMOs, to harmonize national maritime laws and to enhance bi-lateral and regional strategic synergies, including signing and ratification and accession by Member States of the relevant international maritime instruments. The Commission shall urge RECs/RMs and Member States to take full advantage of the provisions contained in these various international instruments. Alongside initiatives aimed at addressing the root causes of piracy and other maritime crimes, AU Member States shall be encouraged to put in place the necessary legal frameworks for the prosecution of perpetrators engaged in these crimes.

ii. Illegal Oil Bunkering/Crude Oil Theft.

61. In addition to the broader issues of underdevelopment and insecurity in the Gulf of Guinea, only concerted, coordinated and sustained actions by all relevant stakeholders has the potential to address illegal oil bunkering and crude oil theft. Such actions will apply to both the demand and supply side. It will also require attention to the root causes of the problem. Building on the success of the “conflict diamonds” campaign, the AU and relevant stakeholders shall develop Regional Energy Security Strategies to address illegal oil bunkering/crude oil theft by focusing on the market for the illegally bunkered oil and stolen oil.

62. RECs/RMs and affected Member States shall endeavour to develop and expand coastal surveillance systems and information sharing mechanisms with relevant parties. Relatively cheap and unsophisticated surveillance equipment such as remote sensors and UAVs can be deployed to monitor vandalism of pipelines and track movement of suspicious cargo.

ORIGINAL

iii. Money Laundering, Illegal Arms and Drug Trafficking.

63. Greater and stronger development is needed across all RECs/RMs so as to provide legal framework of prevention aimed at combating money laundering, arms and drug trafficking, and related crimes. Information-sharing shall be promoted among affected countries in order to disrupt trafficking networks. In partnership with relevant stakeholders (UNODC, Interpol, etc.), the AU shall create a C4ISR-equipped Trans-Saharan Crime Monitoring Network to improve information, monitor suspicious activities, exchange evidence, facilitate legal cooperation, and strengthen national and regional efforts against these organized crimes. Such a Trans-Saharan crime monitoring network would ensure a first and practical response to a growing problem, such an early warning device, linked to the AU's Continental Early Warning System (CEWS), will help review situations that warrant careful investigation.

64. At the national level, Member States shall be encouraged to stiffen penalties associated with money laundering, illegal arms and drug trafficking. AU Member States shall strive to harmonize policies and laws in this area to curb these trans-boundary crimes, borrowing from the workings of the Council of Europe Group of States against Corruption [GRECO] and Money Laundering and Corruption [MONEYVAL] which carry out evaluations and peer reviews to ensure that Member States have effective systems to counter corruption, money laundering and terrorist financing. The AU already has a peer review mechanism in place, namely the African Peer Review Mechanism (APRM), whose mandate can be expanded.

iv. Environmental Crimes.

65. The AU shall develop mechanism to detect and prosecute cases of dumping of toxic waste in the AMD, with the toughest position for compensation. The AU together with relevant partners shall support the NEPAD Joint Implementation Mechanism of the Nairobi9 and Abidjan10 Conventions in the implementation of the marine and coastal environment component of the NEPAD. Full support shall also be given to the Environment Initiative of the NEPAD and the Sirte Declaration on Agriculture and Water on comprehensive environment protection and management, as well as other relevant conventions, such as CITES (Convention on International Trade in Endangered Species of Wild Fauna and Flora), and the Convention on Biological Diversity

v. Container Security and Control Programme.

66. In order to prevent arms, drug trafficking and other illicit activities, the AU shall work towards the establishment of effective container security and control programme in coastal States all around Africa.

vi. Flag State and Port State Control.

67. Building on initiatives such as the relevant MoUs on Port State Control, the AU shall work towards complementing RECs/RMs and Flag States towards eradicating the operation of sub-standard shipping practices and to enhance security and safety, protection of the marine environment from pollution and improvement of the working and living conditions of personnel on board ships.

[9] The Nairobi Convention is the Convention for the Protection, Management and Development of the Marine and Coastal Environment of the Eastern African Region.
[10] The Abidjan Convention is the Convention for Cooperation in the Protection and Development of the Marine and Coastal Environment in the West and Central African Region.

ORIGINAL

Furthermore, building on the 2009 FAO's Port State Measures Agreement (PSMA) to prevent, deter and eliminate IUU fishing, the AU shall work towards ensuring that Members States accede to these Agreements as well as solicit the support of partners in the implementation of Article 22 (Requirements of Developing States). Enhancing Flag State implementation and Port State Control will further build capacity to exercise maritime safety and security oversight over vessels.

vii. Hydrography, Oceanography and Meteorology

68. The AU shall make an assertive call to concerned Member States to become members of the International Hydrographic Organization (IHO), World Meteorology Organisation (WMO) and UNESCO Intergovernmental Oceanography Commission (IOC) so as to advance maritime safety, efficiency and the protection and sustainable use of the marine environment. This will help create a global environment in which AU coastal Member States provide adequate and timely hydrographic data, products and services and ensure their widest possible use.

viii. Aids to Navigation (AtoN).

69. The AUC shall make an assertive call for concerned Member States to the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) so as for coastal and relevant landly connected Member States to advance maritime safety of navigation, the protection and sustainable use of the marine environment by :

(i) Providing appropriate aids to navigation as the volume of traffic and the degree of risks requires,
(ii) Obtaining the greatest possible uniformity in aids to navigation, take into account the international recommendations and guidelines[11] when establishing such aids, and
(iii) Undertaking to arrange for information relating to aids to navigation to be made available to all concerned.
(iv) Establishing Vessel Tracking System (VTS) where traffic volume or risks justify it.
    a VTS to follow guidelines adopted by IMO
    b Ships to be encouraged by Administrations to use VTS

ix. Piracy and Armed Robbery at Sea.

70. Since 2008, the AU has advocated a comprehensive approach towards combating piracy and armed robbery at sea. The AU fully supports the work of the Contact Group on Piracy Off the Coast of Somalia (CGPCS), as well as all IMO initiatives to combat piracy and armed robbery against ships, including the Best Management Practices (BMPs) for vessel protection in High Risk Areas (HRA)[12] and the Djibouti Code of Conduct (DCC) concerning the repression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden. Therefore, the AU shall encourage Member States, consistent with their available resources and related priorities, their respective national laws and regulations, and applicable rules of international law, in cooperation with the IMO and any other relevant organisations, to mutualize their assets so as to cooperate to the fullest possible extent in the repression of piracy and armed robbery against ships. This would be with a view towards: encouraging (a) burden sharing, (b) tracking financial flows, (c) sharing and

[11] IALA Recommendations and Guidelines
[12] Available for download at www.au.int/maritime.

ORIGINAL

reporting relevant information; (d) interdicting ships and/or aircraft suspected of engaging in piracy or armed robbery against ships; (e) apprehension and prosecution of persons committing or attempting to commit piracy or armed robbery against ships, and (f) facilitating proper care, treatment, and repatriation for seafarers, fishermen, other shipboard personnel and passengers subject to piracy or armed robbery against ships, particularly those who have been subjected to violence.

71. The AU shall provide support and technical assistance to vulnerable African states, to enhance their capacity to ensure effective coastal and maritime patrols. In this regard, special attention shall be given to the development of effective Navies/Coast Guard(s).

x. Maritime Terrorism.

72. Within the past decade, there have been major developments in the regulation of international shipping, particularly through the introduction of the International Ship and Port Facility Security (ISPS) Code. Consequently, AU Member States that have not yet implemented the ISPS Code should move quickly to do so, and introduce other maritime MDA and security measures.

73. In line with the framework of the UN Strategy on counter-terrorism, the AU, the RECs/RMs, and Member States will strive to support the African Center for the Study and Research on Terrorism (ACSRT) in the operationalization of the Terrorism Early Warning system as well as all the ACSRT activities listed in its strategic plan.

74. The AU shall make an assertive call for preventive measures with efforts to address both real and perceived grievances and underlying social, economic, and political conditions which give rise to this content. Therefore, the AU, the RECs/RMs and Members States will give priority attention to addressing underlying conditions conducive to the spread of terrorism in the continent, as well as respect for human rights and the rule of law. These conditions include: poverty, prolonged unresolved conflicts, dehumanization of victims of terrorism, lack of rule of law and violations of human rights, ethnic, national and religious discrimination, political exclusion, Corporate Social Responsibility (CSR), socio-economic marginalization and lack of good governance.

xi. Human Trafficking, Human Smuggling and Asylum Seekers Travelling by Sea.

75. Trafficking in persons is a criminal offence addressed by many international instruments and programmes. Among those are the UN Convention against Transnational Organized Crime and its Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children (2000); the United Nations Global Initiative to Fight Human Trafficking (UN.GIFT) programme (2004) and in the context of Africa, the Ouagadougou Action Plan to Combat Trafficking in Human Beings, Especially Women and Children (2006). The UNODC has developed a United Nations Counter - Kidnap Manual on best practices for law enforcement authorities to combat kidnapping.

76. To deal with the scourge of human trafficking, a bigger part of the work will consist in awareness-raising, through media and training workshops, and capacity building in source and transit countries to deal with human trafficking. The AU shall work towards addressing the root causes of human trafficking, which include poverty, unbalanced distribution of wealth, unemployment, armed conflicts, poor law enforcement system, degraded environment, poor

ORIGINAL

governance, societies under stress, corruption, lack of education, lack of respect for universal human rights and discrimination, increased demand for sex trade and sex tourism.

77. The AU in collaboration with relevant stakeholders shall continue to assist Member States with the development and implementation of sound migration policies aimed at addressing trafficking in human beings, especially women and children.

xii. Strategic Communications Systems.

78. Mobile phones and the Internet have had beneficial impacts on supporting the livelihoods of rural people, particularly small scale business women and men in Africa, where mobile phones are the most widely-used form of communications technology. However, while their benefits are yet to be fully exploited for improving strategic communications in support of the maritime industry, the maritime industry has been exposed to a myriad of related risks such as cyber attacks and related crimes.

79. Cybercrime is of particular concern for the AU because of the cross-border nature of the issue., The AU, RECs/RMs, Member States, the private sector and civil society, shall work together to improve cybercrime.

80. In order to prevent, defend against and respond to cyber threats, the AU shall encourage cooperation between the RECs/RMs and Member States, with the cooperation of the UN International Telecommunication Union (ITU), the International Multilateral Partnership Against Cyber Threats (IMPACT) and the UN Office on Drugs and Crime (UNODC). This targeted cooperation will assist AU Member States in mitigating the risks posed by cybercrime and cybercrime through activities such as maritime database generation and maritime information exchange networks. The AU, RECs/RMs and Member States shall regularly carry out multi-agency cyber drill exercises which involve testing the response technologies.

xiii. Maritime Spatial Planning.

81. Maritime spatial planning is a comprehensive, adaptive, integrated, coherent, ecosystem-based, and transparent spatial planning process, based on sound science. By mapping activities and determining the maritime space settled for each activity, the process provides a characterization of the current uses and helps to establish potential areas for future uses of AMD. This will provide a policy process for the AU, the RECs/RMs and Member States to better determine how maritime zones are sustainably used and protected – now and for future African generations. Within the framework of the 2050 AIM Strategy, Maritime spatial planning will aim at balancing frequently competing sector-based interests, so that: a) marine space and resources are used efficiently and sustainably, b) decisions can be taken based on sound data and in-depth knowledge of the sea and inland water ways, and c) investors have greater legal certainty, encouraging Africa's blue economic development.

xiv. Environmental and Biodiversity Monitoring.

82. Africa depends on environmentally friendly maritime domain and self-sustaining biological systems that include many kinds of organisms. This requires the preservation of the variety of life, by a) ensuring the sustainable use, conservation and regeneration of the maritime resources, b)

ORIGINAL

promoting the economical, social and environmental importance of the sea and inland water ways, c) establishing a set of indicators to evaluate the sustainable performance of the activities and their monitoring. The AU, the RECs/RMs and Member States shall support such efforts which require inventory knowledge and a full understanding of natural and artificial changes in AMD's biodiversity. With an innovative monitoring and assessment approach based on joint set of marine biodiversity indicators as well as testing in practice the monitoring and assessment techniques, in partnership with relevant international stakeholders, the AU shall spearhead the development of concepts for assessment of conservation status of AMD's biodiversity, including species and habitats and impacts of various human activities.

XIII. ECONOMIC BENEFITS: WEALTH CREATION FROM AMD.

83. There cannot be sustainable socio-development without peace and security, and without development and empowerment no sustainable peace will occur. Therefore, to further boost maritime viability in Africa, building on the security-socio-development nexus, the AU shall establish a cross-sectoral Strategic Foresight Marine Task Force (SFMTF) to assess the broad spectrum of current marine activities, bearing in mind the future potential for wealth creation from sustainable development in the AMD and how to make Africa's maritime industry more competitive for international and regional trade and as a source of sustainable food supply and energy. This would require identifying sectors with the most growth potential (such as ports, aquaculture, renewable energy, submarine telecommunications, tourism and marine biotechnology) as well as the sustainability and security of Africa's energy supply not only from hydrocarbons but from renewable marine resources which could further support economic development and sustainable job creation.

XIV. IMPROVED MARITIME TRADE AND COMPETITIVENESS .

84. Africa's share in world trade stands at about 3% on average, while intra-African trade averages around 10 percent of Africa's total trade. Further, Africa's share of exports to the world has declined over the years - standing at an average of 2.5 %, a net decline from 10% in the 1950s. In addition, Africa attracts only 2-3% of global Foreign Direct Investment (FDI) and contributes another 1% to world GDP. It is imperative upon Africa to make transformational progress in its competitiveness and share of global and regional trade. To do so will necessitate addressing the various parameters that impinge on the continent's competitiveness, trade performance and economic development. In this regard enhancing access and exploitation capacity in the AMD provides substantial economic opportunities and potential with improvements, including supporting efforts to boost intra-African trade and the creation of Continental Free Trade Area (CFTA)[13]. In view of Africa's trade performance, the continent has to make its maritime transport industries (ship building, marine equipment and port industries) more competitive in the regional and global markets.

85. Although maritime ports play a vital role in developing world trade and commerce, most ports in Africa are small and very few are capable of handling some of the largest ships. Apart from limitations of geography and siltation, a number of the ports also suffer from capacity constraints

[13] The 6th Ordinary Session of the AU Ministers of Trade held in Kigali from 29 October – 2 November 2010 took a Decision to fast track the establishment of a Continental -African Free Trade Area (CFTA) which was subsequently endorsed AU Assembly of Heads of States and Government and which also called for the focus of its January 2012 Ordinary Session to be on the theme "Boosting Intra-African Trade".

ORIGINAL

and poor performance (in terms of port dwell time of vehicles). Given the size of many African ports and the poor state of road networks the volume of container traffic passing through marine ports is far less than their handling capacities. Currently, inland waterways in the continent are insufficiently utilized and in most cases poorly developed, which adds to difficulties in conducting business among Africa countries. To supplement the ports, rivers and lakes could serve as an inexpensive, energy-efficient and environmentally friendly form of transport and provide tremendous prospects for penetrating landly-connected countries. But exploitation of these inland waterways is one of the weakest links in the transport system. Further, improving the connectivity and access constraints within and between African countries to internal and external market destinations would greatly strengthen the competitiveness of countries, regions and the continent. This shall include a feasibility survey for the creation of a Pan-African owned Shipping Line.

86. In cooperation with relevant stakeholders such as the UNESCO's Intergovernmental Oceanographic Commission (IOC), a continental wide dynamic and multidisciplinary Oceans and Seas Research Institute of Africa (OSERIA) shall be established as soon as possible by the AU to undertake marine scientific and technical surveys and research activities in the whole AMD. The OSERIA will promote scientific research and understanding of the environment for protection, economic activity or conservation. This will also include stepping up search for undersea mineral reserves in the whole AMD.

87. The AU shall encourage Member States to develop an Industrial Benefits Policy (IBP), a market-driven policy that will ensure that Member States benefit from all marine related procurement. IBP will require that non-African companies that win marine sector related contracts with AU Member States undertake business activities in the said Member State at the same value of the contract they have been awarded, over a specified period of time (e.g., they must buy goods and/or services from the companies of the said Member States). The IBP obligations are to be contractual commitments and part of overall contracts.

88. In this regard, the AU shall develop an ICAM Plan that would map out strategies to provide for the best long term and sustained use of marine natural resources and for perpetual maintenance of the most beneficial natural environment. The ICAM plan will consider, coordinate and integrate the interests of all appropriate economic sectors in such a way as to establish a balance between the special conditions of marine resources conservation and economic development. The plan will harmonize the different sectors pursuing marine resources exploitation such as fisheries, tourism, municipal discharge, oil, gas and mineral exploration, scientific research and marine transport.

89. Sufficient knowledge about marine resources is a precondition for sound management of the resources. Local traditional knowledge can play an important role in the management of marine resources. In drawing up the ICAM plan, therefore, the AU will, to the best extent possible, make use of available local traditional knowledge.

90. Furthermore, there will also be a need to better understand the requirements of marine related SMEs in terms of better access to financing, improved regulatory frameworks and better linkages to regional value chains.

91. Concerning the facilitation of maritime trade, emphasis should be put on setting up of infrastructures and support equipments to shippers, to include: single windows, logistic platforms, dry docks, warehouses, satellite tracking of containers.

ORIGINAL

XV. CAPACITY AND CAPABILITY BUILDING.

92. The AU shall encourage sub-regional cooperation in the construction and equipping of standardized commercial vessels, patrol vessels and other specific naval vessels, machinery and electrical installations and life-saving appliances in Africa. Efforts shall be intensified with RECs/RMs and Member States, to significantly improve Africa's share of global ship ownership by gross tonnage from 0.9% to at least 7% by 2050.

93. In order to improve the picture of one or more aspects of a REC/RM or Member States' maritime sector and facilitate discussion among actors with maritime responsibilities, the AU shall spearhead a full-scale maritime sector assessment that will lead to the activation of relevant reform programmes. The envisaged Maritime Sector Reform (MSR) shall map and assess existing capabilities and gaps so as to enable improved cooperation, capacity-building and coordination between all stakeholders towards enhancing wealth creation in a safe and secure AMD across each of the six cross-cutting categories of activities in the maritime sector (Commerce, Transport, Extractive Industries, Defence and Security, Tourism, and Education, and Scientific Research). Specifically the four building blocks for capacity and capability building are:

i. MDA (MDA architecture design, compliance procedures, public participation, interoperable C4ISR architecture, information sharing, environmental protection);
ii. Maritime professionals (recruitment process, leadership doctrine, training, pay and benefits, public support, professional relationship);
iii. Maritime infrastructure (piers/quays and port facilities, dockyards/shipyards, command centers, aids to navigation and hydrography infrastructure and facilities, C4ISR infrastructure, maintenance facilities, training facilities);
iv. Maritime surveillance and response capabilities (legal authorities, patrol vessels and operational equipment, command and control, operational procedure, sub-regional and cross-country interoperability).

94. Further SWOT and Gap analysis shall be conducted to make an assessment of the current situation and identify tangible points for reaching intended capacity and capability building aims, to achieve the 2050 AIM Strategy objectives. This systematic approach shall lend itself to a return-on-investment understanding of cost of improvements versus cost of doing nothing.

XVI. OUTREACH INITIATIVES.

95. Safe, healthy and productive seas and oceans are central to Africans' well-being, economic security and sustainable socio-development. In order to further emphasize our individual and collective responsibility to look after the marine environment and carefully manage its resources, a pan-African "No more sea-blindness" campaign shall be launched by the AU and the RECs/RMs, with a yearly event, including use of global media platforms, to sensitize the general public on the importance of the sea. AU Member States shall undertake to incorporate into their education systems at all levels the significance of their maritime zones as part of their geographical territory. The AU shall organize a Maritime Security and Development Conference (MSD Conference) on an annual basis to bring together cross-sector experts from public and private sectors to exchange views on various cross-cutting marine related issues. Ministerial level participants will also be invited so as to bridge discussions with politics decision makers and uphold the indispensable political will. This

ORIGINAL

will allow the AU, the RECs/RMs, Member States and relevant stakeholders to highlight the many ways in which oceans, seas and inland water ways contribute to society.

96. In 2008, the UN General Assembly designated 8 June the "World Oceans Day"14, for promoting links between maritime communities and organizations, and increasing awareness for the importance of Africa's oceans and seas to economic development, environmental sustainability and quality of life throughout Africa's vast coastal area. The AU shall push for the effective observance of this Day within Member States, particularly, by ensuring coherent efforts among national institutions responsible for marine science, marine pollution, nautical training, conservation of fisheries, mammals and other living marine resources as well as their associated ecosystems, maritime administration, safety and security.

97. An African regatta, racing formally structured events with comprehensive rules describing the schedule and procedures of the event, including social and promotional activities which surround the racing events shall be organized on a yearly basis at Community, National and Regional levels to uphold awareness of the outreach initiative.

XVII. REPRESENTATION IN INTERNATIONAL INSTITUTIONS.

98. Putting Africa's maritime sector in the center stage during international discussions associated with African or global maritime agenda is crucial for long-lasting, meaningful development of AMD. Therefore, AU shall push for a right-sized representation of the African continent in the various organs of marine related international institutions, so as to ensure that the voices of Africa are properly heard in relevant international forums.

XVIII. RESOURCES STRATEGY.

99. At the AU level, the 2050 AIM Strategy Task Force was set up on 3 June 2011. As soon as possible, the AU shall establish a standalone Department of Maritime Affairs (DMA) to develop and coordinate all policies implementation on the AIM Strategy in AMD. The DMA will work on enhancing collaborative, concerted, cooperative, coordinated, coherent and trust-building efforts throughout the continent and with partners to augment global maritime safety and security standards. The DMA shall seek to assess and realize the economic multiple co-benefits potential of Africa's millions of hectares of marine area; promote the sustainable development of marine industry through strategic funding programmes and essential scientific services; and safeguard Africa's marine environment through research and environmental monitoring. The DMA shall strive to expand and link Africa's cooperative efforts beyond and across traditional regional maritime boundaries, and bridge Africa's initiatives to build a network of partnership that is as global in nature as are the world's common maritime threats and challenges.

100. In partnership with all relevant stakeholders, the DMA shall develop a comprehensive long-term generative strategy of human and material resources development aimed at creating the required means to sustain the 2050 AIM Strategy. This should be complementary to the Logistic Strategy approach prevalent within development interventions undertaken in Africa which does not allow enough scope for the continent to generate its own resources to address development challenges. At regional levels, DMA shall set up inter-agency committees with designated Focal

[14] Resolution 63/111, paragraph 171.

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Points to monitor progress and review the 2050 AIM Strategy implementation blocks in the RECs/RMs.

101. The AU shall establish the African Naval Architects and Marine Engineers Forum (ANAMEF) that will provide a forum for the advancement of marine engineering profession in Africa as applied to the marine field. The ANAMEF will be dedicated to advancing the art, science and practice of naval architecture, shipbuilding and marine geo-engineering. It is to realistically plan to design and build (in Africa) quality ships in order to top up its yards and marine equipment industries and generate a wide range of specialized skillful manpower. Member States within RECs/RMs shall be encouraged to join efforts towards standardizing shipbuilding activities with a view to achieving economy of scale.

102. The AUC shall establish the African Safety of Navigation Forum (ASNF) that will provide a platform for the advancement of the implementation, compliance with, and sustainability of Safety of Navigation as provided for in Chapter V of the International Convention on the Safety Of Life At Sea (SOLAS) 1974.

103. To sustain maritime viability in Africa, a 2050 AIM Strategy Capital Fund (2050 AIMSCAF) to provide research funds and equity venture capitals to new and expanding marine-sector projects throughout Africa shall be set up as soon as possible. The 2050 AIMSCAF investors will include Member States as well as private sector and other investment fund in and out of Africa. It will also co-invest with, arrange and/or lead a syndicate of investors as appropriate to a transaction.

104. The AU shall establish a 2050 AIM Strategy High Level College of Champions (2050 AIM Strategy HLC2) to champion the 2050 AIM Strategy. Composed of selected very high profiled African leaders, the 2050 AIM Strategy HLC2 is to leverage, through sustained lobbying throughout Africa and around the world, the necessary tangible and intangible sources of power, political will and buy-in, as well as marshal the required resources for the implementation of the 2050 AIM Strategy.

XIX. RESULT-BASED MONITORING AND EVALUATION.

105. The 2050 AIM Strategy is to be reviewed every three (3) years to ensure alignment of the strategic objectives with global geo-strategic contexts.

106. Each REC/RM and AU Member State should designate a focal point to facilitate coordinated, smooth, timely, and effective information and communications flow among the Member States and the Regional MHQs and MOCs consistent with the purpose and scope of this 2050 AIM Strategy.

107. The AU, the RECs/RMs, Member States and relevant stakeholders shall set up a Steering Committee to address monitoring, evaluations and reports for the 2050 AIM Strategy to track progress towards the End State, and to enable refocusing the key performance areas and the lines of actions.

108. The development of the African Monitoring Evaluation and Reporting Tool (AMERT) software by the AU will help monitor all kinds of indicators, both qualitative and quantitative.

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Progress in implementation will be closely coordinated to ensure high-level of accomplishment of programme activities and the attainment of the desired results.

XX. RISK STRATEGY.

109. In order to define how risks will be managed throughout the lifetime of the 2050 AIM Strategy, a Risk Strategy and supporting plan acknowledging actual and potential threats to its successful delivery and determining the activities required to minimize or eliminate them shall be developed and reviewed regularly.

110. The Risk Strategy will include: a) Analysis of risk, which involves the identification and definition of risks, plus the evaluation of potential impact and consequent action; b) Risk management, which covers the activities involved in the planning, monitoring and controlling of actions that will address the threats and problems identified, so as to improve the likelihood of the 2050 AIM Strategy achieving its stated objectives.

XXI. CONCLUSION.

> *"More than ever before in human history, we share a common destiny. We can master it only if we face it together".* (Kofi Annan, Former UN Secretary-General.)

111. Full scale top-down and bottom-up efforts synchronized, this 2050 AIM Strategy is not an end, but it is an avenue to get to the End, which is growth in Africa. It presents a vision for the achievement of maritime viability for the people and interests of the whole African continent. Moreover, it underscores the AU's commitment to strengthening our regional and international partnerships and advancing economic well-being around the globe. As a vision for the future, it certainly faces some serious challenges. Collectively, these challenges can and shall be overcome. There is no doubt that this occurrence will lead to the planet's geo-strategic return to the lost afro-centricity.

112. Thus, as Africa is now navigating its future, effective implementation of this 2050 AIM Strategy will require enhanced and committed cooperation from local communities, Member States, RECs/RMs, the AU and the broader international community. It will also require a concerted application of a collective endeavor to enhance maritime viability frameworks; deploy layered approach through information sharing based on military sea power, law enforcement authorities, and private sector partners' competencies; pursue scientific research and development. It will also improve Africa's response posture to deal with any incident which may occur. It will require the utmost political will of Member States.

*A Project Under GOD.

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