



COMMUNIQUE ISSUED AT THE END OF THE 6TH CONFERENCE OF THE ASSOCIATION OF AFRICAN MARITIME ADMINISTRATIONS (AAMA) (6TH AAMA) HELD AT PRIDE INN PARADISE, KENYA, 03-05 MAY, 2023

INTRODUCTION

The Association of African Maritime Administrations (AAMA) in collaboration with the International Maritime Organization (IMO), held its 6th Annual Conference at the Pride Inn Paradise Resort, Shanzu, Mombasa, Kenya. The conference took place from 3rd to 5th May 2023.

The theme of the 6th AAMA Conference was “**Maritime Administrations as pillars of Economic Development**”. The 6th AAMA Conference was hosted by the Kenya Maritime Authority in collaboration with the International Maritime Organization (IMO).

BACKGROUND OF THE ASSOCIATION

The Association is the coordinating body for Maritime Administrations in Africa, established pursuant to Article 5 of the African Maritime Transport Charter (AMTC) to improve, among others, the capacity and performance of Africa’s Maritime Administrations with emphasis on human resource development, technology and information sharing.

PARTICIPATING COUNTRIES

Representatives of the following member Administrations attended the Conference: Angola, Benin, Cabo Verde, Cameroon, Cote D’Ivoire, Comoros, Congo, Congo DRC, Djibouti, Egypt, Ethiopia, The Gambia, Ghana, Guinea- Bissau, Guinea, Kenya, Liberia, Libya, Madagascar, Malawi, Mauritania, Mauritius, Moroccan, Mozambique, Namibia, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierre Leone, Somalia, South Africa, South Sudan, Tanzania, Togo, Uganda, Zambia and Zimbabwe. In total, thirty-nine African countries participated in the 6th AAMA

Conference

Other Countries and Organizations that attended the conference were:

International Maritime Organization (IMO), The Intergovernmental Standing Committee of Shipping (ISCOS), the Abuja Memorandum of Understanding (ABUJA MOU), Maritime Business Chamber South Africa (MBC), WOMESA Kenya, and Memorandum of Understanding on Port State Control for West and Central Africa (MOWCA)

OPENING CEREMONY

The Opening Ceremony was conducted as follows:

- Welcome Address by Mr. John Omingo, Acting Director General, Kenya Maritime Authority and the Chairman, Association of African Maritime Administrations (AAMA).

Opening remarks

- Mr. Hamisi Mwaguya - Chairman, Kenya Maritime Authority
- Ms Zamachonco Chonco, represented the Head of AAMA Secretariat and Acting Director General, of The South Africa Maritime Safety Authority, Mr. Ndzimeni Ramugondo.

Remarks

- Mr. Xiaojie Zhang, Director, Technical Cooperation Division, International Maritime Organization (IMO)
- Mr. Shadrack Mwadime, C.B.S, Principal Secretary, State Department for Shipping and Maritime Affairs
- Hon. Salim Mvurya, E.G.H, Cabinet Secretary, Ministry of Mining, Blue Economy and Maritime Affairs
- Keynote address and official opening of the 6th AAMA Conference read by Hon. Salim Mvurya, E.G.H, Cabinet Secretary, Ministry of Mining Blue Economy and Maritime Affairs on behalf of His Excellency, Hon William Somoei Ruto, PhD., C.G.H, President of the Republic of Kenya.
- **WHEREAS:** The Theme of the 6th Annual Conference “**Maritime Administrations as pillars of Economic Development**” is aligned to Sustainable Development

Goal 14 (SDG14) of the 2030 Agenda for Sustainable Development, unanimously adopted by 193 Member States of the United Nations in 2015. The theme demonstrates AAMA's full commitment to protecting Africa's marine environment in support of the United Nations Sustainable Development Goals.

PRESENTATIONS DURING THE CONFERENCE

The Conference featured four sessions covering a period of three (3) days. There were twenty-five Speakers and Discussants drawn from the International Maritime Organization (IMO), Seychelles, Nigeria, Tanzania, Gambia, Somalia, Ethiopia, Egypt, Mauritius, Sierra Leone, Namibia, Cabo Verde, Cameroon, Comoros, Women in Maritime Sector in Eastern & Southern Africa (WOMESA), Mozambique, Ethiopia, UN Women, Kenya, Ghana, Senegal, Liberia and South Africa.

Insightful presentations and thought-provoking commentaries were made on the following topics:

1. Maritime Administration models and their impact on service delivery
2. AAMA member States experience in accessing IMO's Technical Assistance: Is it working? What can be improved, if any?
3. Outlook for women in the maritime sector in the next decade.
4. Mainstreaming in the Maritime Sector into national economic planning considerations.
5. Business session of AAMA

SESSION 1: MARITIME ADMINISTRATION MODELS AND THEIR IMPACT ON SERVICE DELIVERY

Five panellists participated in the session including; the Gambia, Seychelles, Nigeria, Tanzania and Somalia.

The session addressed the following thematic areas;

1. Contribution to sustainable blue economy

The panellists discussed contribution to sustainable blue economy based on the presentation by the delegate from Gambia. Subsequent discussions noted that most maritime Administrations are based on the Africa Integrated Maritime Strategy (AIMS)

2050. The discussions proposed collaborative consultative and integrated approach in developing national models and enhancement of safe navigation including tourist vessels.

2. Key achievements and challenges of cabotage

Nigeria presented their cabotage model which was developed in 2003. The cabotage regime has developed over the years through collaboration, policy and legislation. The Nigerian cabotage model is based on Built, Operated, Registered, and crewed by nationals. It was noted there are challenges such as capacity for construction of larger vessels, insufficient manning and seafarer certification. It was reported that Nigeria has a dedicated fund for vessel ownership which is pegged at 2% of every oil and gas contract. The fund currently stands at 800M Dollars disbursed by local banks at single digit interest rate.

The models elicited a lot of interest from the participants with proposals of many to take the lead from Nigeria to promote national and regional fleets. It was noted that purchase of vessels is capital intensive and therefore need to collaborate and cooperate to develop a strong African fleet.

3. Contribution of Maritime Administrations to the Blue Economy

Participants were informed that Seychelles Maritime Safety Authority has introduced mandatory safety requirements where all vessels above 10meters must be registered and vessels below 10meters are required to have an identification. The Authority has implemented measures to enhance Port State Control. Other highlights include establishment of the Regional Maritime Information Fusion centre (RMIFC) for cooperation and coordination to deal with maritime crimes and IUU. The centre coordinates and executes search and rescue as and when required.

4. Maritime Security Situation in Somalia in the light of previous piracy incidents

The presentation was developed highlighting the period before the civil war and post-civil war. It was noted the Somalia Maritime Administration has been established and the process of developing legislation to implement ratified international conventions in collaboration with IMO and European Union is ongoing. The current focus is implementation of ISPS Code (IMO and European Union) and capacity building.

Participants were informed that Republic of Somalia is soon to host AAMA Conference in the near future.

5. Initiatives implemented to promote inland water transport in Tanzania

Discussions followed the presentation by Tanzania which informed the delegates on their framework of promotion of inland water transport which is endowed with several inland water bodies. The participants were informed that Tanzania is a member of the Lake Victoria basin commission whose objectives include safety of operations in Lake Victoria and establishment of search and rescue centres on the lake shores. Tanzania promotes water vessel construction to boost inland water transport.

SESSION 2: AAMA MEMBER STATES EXPERIENCE IN ACCESSING IMO'S TECHNICAL ASSISTANCE IS IT WORKING? WHAT CAN BE IMPROVED? IF ANY

Six panellists participated in the session including; IMO, Ethiopia, Egypt, Mauritius, Namibia, and Sierra Leone.

Ethiopia reported satisfaction with IMO's response to its requests for technical assistance. Ethiopia emphasized the essence of AAMA member States understanding IMO's modus operandi to best utilize its services. Emphasis was made on the need to attend IMO's Technical Cooperation Committee meetings. Ethiopia requested more capacity building opportunities from IMO including on the IMO Member State Audit Scheme and emerging issues such as cyber security.

Egypt commended the efforts of IMO with regards to organizing sensitizations and capacity building forums. Requested for increases cooperation with AAMA through IMO regional offices.

Mauritius commended IMO for its support. Requested that IMO continues supporting AAMA states with regards to placement in IMO institutions, conducting of seminars, and training of personnel on technical matters. Further request was made to IMO to help reviewing of national legislation, and capacity building on salvage and search and rescue amongst other issues. Mauritius emphasized the need for AAMA member states to find ways of ensuring attendance of scheduled IMO meetings.

Namibia stated its appreciation for the support it has received so far from IMO and requested Imo to continue supporting it in its bid to revise and update its legislative

frameworks to meet IMO's provisions. The need for political buy in when changing legislative frameworks was highlighted.

Namibia advised AAMA states to ensure complete information is included in communications to IMO to receive more effective technical assistance and expedition of action.

Sierra Leone appreciated the support it has over the years received from IMO including the development of its national maritime strategy and national maritime laws. Requested IMO to continue mainstreaming gender inclusion into its support mechanisms.

SESSION 3: OUTLOOK FOR WOMEN IN THE MARITIME SECTOR IN THE NEXT DECADE

Madagascar commented on the important role women play in the family set up. Recommended that for effective the effective mainstreaming of women into the maritime sector, it is important to embark on extensive campaigns aimed at educating women and creating awareness on the opportunities available to them in the maritime sector.

WOMESA highlighted the various Challenges facing women in the maritime sector. The challenges are, amongst others:

- Lack of awareness and negative stereotyping, cultural biases.
- Slow development of strategies to effectively place women on board vessels for work or for training.
- Lack of privacy and facilities onboard to accommodate women on board vessels, inadequate technology, and structures onboard vessels to ensure that cases of abuse and gender-based violence cases are promptly reported.
- Inadequate automation of processes hence the requirement to perform strenuous activities manually.
- Lack of mentorship, negative marking and labelling of victims and whistle blowers.

WOMESA observed that solving these problems would go a long way in ensuring that women are adequately mainstreamed in the maritime sector. A recommendation was

made that governments should give incentives to institutions that have effectively mainstreamed gender.

Comoros stated that, for a prosperous, it is essential to reconcile work life and private life. Since women culturally have more domestic responsibilities, it is important that considerations be put in place when policies are developed to accommodate women and the important roles they play in society outside the workplace. Everyone should feel respected and accepted in the workplace.

Comoros emphasized the need for the formulation and review of gender focussed. However, for positive change, these policies need to be implemented. Implementation of such policies would ensure that women are adequately supported in the workplace. such policies would lead to the establishment of reporting centres in facilities such as ports policies.

Cape Verde stated that it has Legislation in place to have gender representation in all Boards of Directors as a way of ensuring gender mainstreaming measures are implemented in all sectors of the economy. Emphasis was made on the importance of both genders, especially women in all spheres of life. For sustainable growth it is important for the inclusion of women into the maritime sector. Cape Verde urged member states to reduce overreliance on government support and instead partner with non-governmental entities such as NGOs on matters gender mainstreaming.

Mozambique requested AAMA states to continually review and check the effectiveness of gender focussed legislations. Such legislations should encourage everyone to take the opportunities in all sectors without biases.

Cameroon stated that it has a dedicated ministry for women and that policies have been put pegging the accepted ratios of gender balance in leadership positions. For example, in the 9 ports it has 4 of them had women as their leaders. Legislations and policies such as these would lead to more women taking up opportunities in various sectors of the economy. Such policies should be adopted by national, regional and international bodies such as the IMO to ensure that proper sanctions are levied on offenders. Cameroon noted that gender-based violence and abuse remains difficult to prosecute on land and hence more robust structures need to be in place to properly enforce gender-based policies and legislations.

The panellist all agreed that to solve crewing biases and to ensure that Africa benefitted optimally from the maritime sector, it is of utmost importance for member states to promote ship ownership.

SESSION 4: MAINSTRAMING THE MARITIME SECTOR INTO NATIONAL ECONOMIC PLANNING CONSIDERATIONS

Five panellists participated in the session including; Kenya, Ghana, Senegal, Liberia, and South Africa.

Kenya presented lessons learnt in mainstreaming the blue economy into the Kenyan development plan including the following:

- Seeking political good will in the process of mainstreaming the blue economy into national plans, citing the case of the blue economy conference held in Nairobi, Kenya.
- Active follow up on resolutions emanating from conferences and initiating actions through technical teams who make follow-ups to achieve action timelines. It is also important to set up monitoring and evaluation frameworks.
- It is also imperative to establish proper coordination frameworks ensuring various agencies pull in the same direction
- Regulatory frameworks should be put in place with audits done to check on compliance. Administrations should take lead roles to ensure facilitation of investments into the maritime space.

Ghana shared their experience for mainstreaming the blue economy in the Ghanaian development plan including the following:

- Awareness creation in institutions of learning
- Creating local content for Ghanaian learning institutions
- Passing the Cabotage Act of 2022 to ensure Ghanaians reap optimally from the maritime industry and
- Inclusion of the private sector through a legal framework - public private partnership Act in a bid to boost private investments into the sector

Senegal discussed modalities to enhance cooperation and coordination of all stakeholders to buy into inclusion of the maritime sector into national planning

- Importance of sensitizing stakeholders on the importance of sustainable use of the blue economy
- Multi-agency approach bringing in all maritime stakeholders to work together bringing all sector together to work towards optimal use of the blue economy
- Continued reaffirming the importance of structural developments, human capital enhancement and securing of the blue economy

Liberia made a presentation on enhancing the profile of the various maritime sectors in the economy through the following actions:

- Ratification of international maritime instruments
- Enhanced flag state control and ensuring safety of flag vessels
- Globalization of maritime operations with recruitment of over 400 inspectors available in all ports all over the world
- Registration of ships under 20 years of age
- Member of various international maritime organizations
- Operationalization of open registry and ensuring optimal participation in the global economy
- Emphasis on the need to remain in the IMO whitelisted
- Promotion of intra -African trade using the private public partnership model

South Africa discussed the strategic plans and goals of the maritime sector which aims at:

- Understanding of what the country considers important, maritime is considered a priority area of interest
- Ensure clarity of the importance of the ocean resources to the nation
- Focus and balance on both the ocean and inland waters
- Strategic planning pegged at 5 years is done in various consultative forums by involving various stakeholders
- On a quarterly basis agencies are audited for their progress regarding strategies
- Six-month reviews are made to ensure alignment to national objectives

At the end of the presentations, discussions and commentaries, AAMA member States resolved to:

1. Recognize the close cooperation between the International Maritime Organization and the African maritime administrations as well as the spirit of solidarity between maritime administrations as they seek to address current and emerging challenges facing the maritime sector.
2. Deliberately draw synergies to develop inter-Africa trade through co-operation and coordination.
3. Enhance collaborative, consultative and integrated approach in management of sustainable blue economy and preservation of marine environment.
4. Develop structures to implement African Cabotage regime to enable sharing of resources and capacity building as modelled by Nigeria Maritime Administration (CVFF).
5. Draft substantive legislation to implement various Maritime Conventions in terms of flag State, Coastal State and Port State control.
6. Establish and provide support for established Regional Maritime Information centres. Members noted the established Regional Maritime Centres play a key role in enhancing cooperation and coordination and dealing with maritime crimes such as Illegal Unlawful and Unregulated fishing as well as execution of search and rescue operations.
7. Collaborate and cooperate in developing regional administrative and legislative frameworks to enhance safety in inland waterways and promote sharing resources.
8. Promote African continental free trade area through increasing the African ships fleet. African countries should take deliberate efforts to learn best practices from ship owning countries to develop a regional fleet.
9. Develop national maritime strategies and policies in line with the AIMS 2050.
10. Enhance attendance to IMO meetings especially the Technical Cooperation Committee Meetings and take part in the decision-making process which will enable members to draw attention to emerging issues in the African context.
11. Create awareness and sensitize stakeholders on opportunities available to women in maritime.
12. Develop strategies and policies to promote placement of women onboard vessels.

13. Digitize and introduce structures to ensure prompt communication on gender-based violence and support women in career development without compromising on family support.
14. Develop or review national legislation to encourage women to join the various sectors of the economy including the maritime sector.
15. Propose restructuring of government agencies to include specialised ministries to deal with maritime issues.
16. Mainstream the maritime sector into national development plans and strategies.
17. Revive Ship Registers Forum and training by the Lloyds Register
18. Take advantage of the IMO technical assistance to IMO Member States.
19. To develop interest and understanding of IMO's modus operandi to best utilize its services including the available technical assistance.
20. Welcome the offer of the Republic of Somalia to host AAMA Conference in the future.
21. Accept the offer extended by His Excellency, the President of the Republic of Kenya to host AAMA Headquarters in Kenya.

SESSION 5: BUSINESS SESSION: AAMA 6TH GENERAL ASSEMBLY

The AAMA Business Session and 6th General Assembly was held on Wednesday 4th May 2023 at Pride Inn Paradise Hotel, Mombasa, Kenya. The General Assembly was hosted by Kenya Maritime Authority and chaired by Mr. John Omingo, Ag. Director General, Kenya Maritime Authority and facilitated by the AAMA Secretariat.

Resolutions of the 6th AAMA General Assembly

1. General Assembly noted the low numbers of deposited instruments into AAMA. The secretariat is tasked to write to the transport Ministers of each member state to encourage the deposition of AAMA instruments. The Gambia and Tanzania committed to deposit the instruments.
2. Member states to identify their focal persons and share with the secretariat those contact details.
3. Resourcing of AAMA Headquarters - The General Assembly noted the offer by Kenya to host the headquarters. Following deliberations, Kenya was nominated to host the AAMA headquarters.

4. AAMA Bank Account – It was resolved that the AAMA bank Account together with the Head Office will be opened in Kenya with signatories being the Chair, the vice Chair and the Head of AAMA Secretariat.
5. Three-year action plan will be reviewed in view of the resolutions made during the 5th and 6th Session of AAMA as well as the addition of issues related to Gender based violence. A working group to review the three-year action plan will be chaired by Ghana with members comprised of Kenya, Seychelles, South Africa, Liberia and Gambia, Sierra Leone, Corte D’ivoire.
6. Africa performance during the IMO Council elections for the 2022-2023 Biennium. Following deliberations, the following was resolved, AAMA to vote as a block, secure reciprocal support, nominate appropriate and knowledgeable representatives, ratify amended IMO Convention and pay IMO dues to be eligible to vote.
7. Ghana Maritime Authority led consolidated strategy document on improving performance of African countries in the IMO council elections. The meeting resolved to adopt the strategy document. Ghana and the secretariat committed to assist those member States who need clarity on the implementation of the strategy.
8. Member States resolved to continue participating in maritime celebrations.
9. Collaboration and partnership between Maritime Business Chamber (MBC) and AAMA. The meeting resolved to sign MoU between MBC and AAMA.
10. Election of AAMA Deputy Chair. Ghana was nominated and elected as deputy Chair of the AAMA.
11. Tanzania offered to host the 7th AAMA General Assembly in person, they also offered to host virtually the 7th Annual Executive Committee. Djibouti offers to host should Tanzania not be in a position to host 7th AAMA General Assembly.

Madagascar moved to adopt and Namibia and Ivory Coast seconded the resolutions.

Countries who attended the 6th AAMA Conference:

1.	ANGOLA
2.	BENIN
3.	CABO VERDE

4.	CAMEROON
5.	CONGO
6.	COMOROS
7.	CONGO/DRC
8.	DJIBOUTI
9.	EGYPT
10.	ETHIOPIA
11.	GAMBIA
12.	GHANA
13.	GUINEA BISSAU
14.	GUINEA
15.	IVORY COAST
16.	KENYA
17.	LIBERIA
18.	LIBYA
19.	MADAGASCAR
20.	MALAWI
21.	MAURITANIENNE
22.	MAURITIUS
23.	MOROCCO
24.	MOZAMBIQUE
25.	NAMIBIA
26.	NIGERIA
27.	SENEGAL
28.	SAO TOME

29.	SEYCHELLES
30.	SIERRA LEONE
31.	SOMALIA
32.	SOUTH AFRICA
33.	SOUTH SUDAN
34.	TANZANIA
35.	SUDAN
36.	UGANDA
37.	TOGO
38.	ZAMBIA
39.	ZIMBABWE