



TEU (2016)

• Less than 2 million

## MARITIME ORGANIZATION FOR EASTERN, SOUTHERN AND NORTHERN AFRICA

• 2 million to 4 million

• 4 million to 6 million

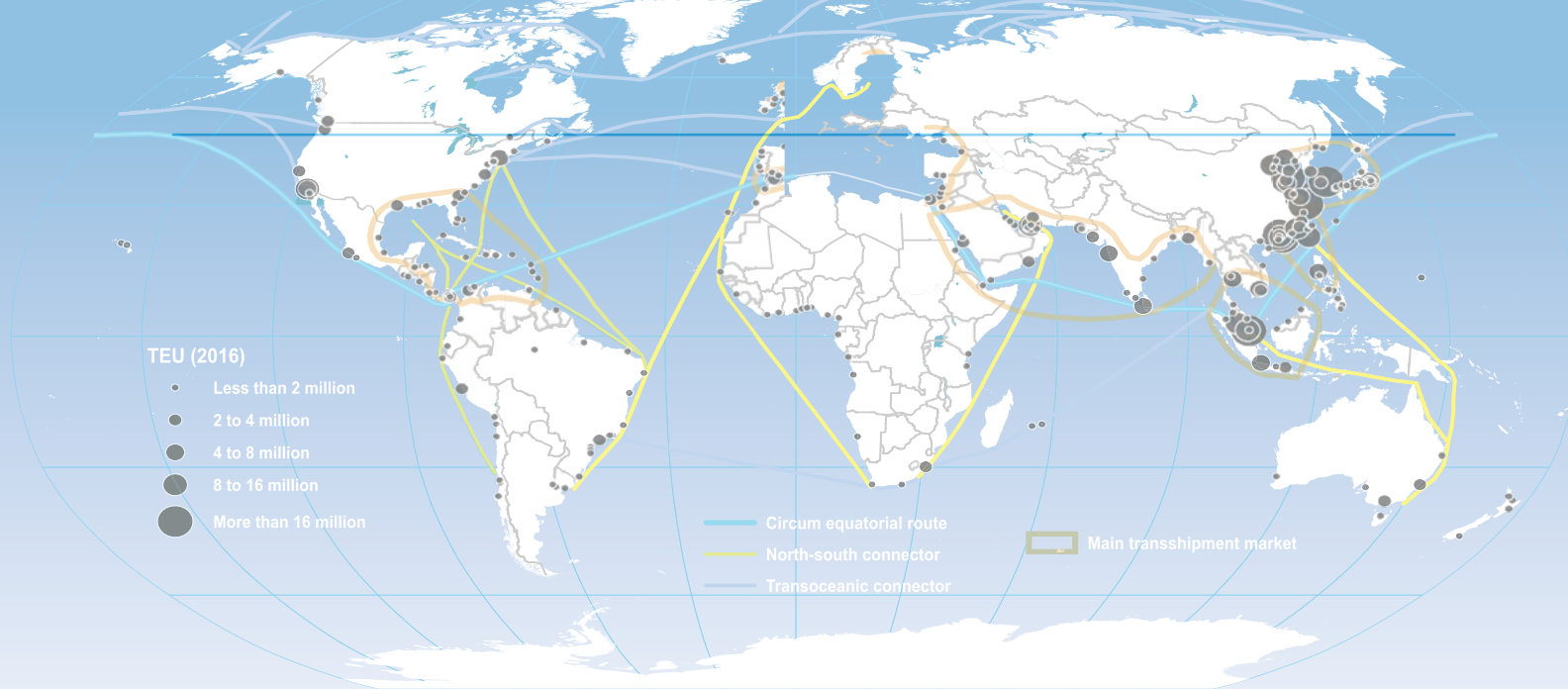
• More than 6 million

# MARITIME TRANSPORT POLICY

For the Eastern, Southern,  
Northern Africa and Western  
Indian Ocean Island States







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## For the Eastern, Southern, Northern Africa and Western Indian Ocean Island States

**Published by:**

Maritime Organization for Eastern, Southern and Northern Africa (MOESNA)

Publication Date: **June 2024**

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# Acknowledgement

The compilation of the Regional Maritime Transport Policy for Eastern, Southern, and Northern Africa was undertaken by a proficient team of experts from the African Economic and Social Development Consultants (AESDC), operating under the overarching guidance and leadership of the Intergovernmental Standing Committee on Shipping (ISCOS) Secretariat. Spearheaded by Mr Antony Murithi, the AESDC team also comprised Mr David Adolwa, Mr Clement Kamendu, and Ms Sharon Njeri. The policy preparation was steered by ISCOS leadership represented by Mr Daniel Kiange, Mr Aderick Kagenzi, Ms Mwanaulu Issa, Mr Kassim Mpaata, Mr Jonah Mumbya, and Mr Harold Kalimina.

Additionally, this report benefitted significantly from substantial contributions provided by officials from both public and private sectors across a diverse spectrum of countries, including Burundi, Comoros, Democratic Republic of the Congo (DRC), Djibouti, Egypt, Eritrea, Ethiopia, Eswatini, Kenya, Madagascar, Malawi, Mauritius, Mozambique, Rwanda, Seychelles, Somalia, South Sudan, Tanzania, Uganda, Zambia, and Zimbabwe. Further contributions were made by regional maritime organizations, Transit Transport Corridors Authorities/Agencies, various Academic Institutions, Inter-University Council of East Africa, development partners, which included the African Development Bank.

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# Abbreviations

<b>Abbreviation:</b>	<b>Meaning</b>
AfCFTA:	African Continental Free Trade Agreement
AIMS:	African Integrated Maritime Strategy
AIS:	Automatic Identification Systems
BOSIET:	Basic Offshore Safety Induction and Emergency Training
CIF:Cost,	Insurance and Freight
COMESA:	Common Market for Eastern and Southern Africa
EAC	East African Community
ECCAS	Economic Community of Central African States
EDI	Electronic Data Interchange
EEZs	Exclusive Economic Zones
EIA	Environmental Impact Assessments
ESNA	Eastern, Southern, and Northern Africa
FOB	Free on Board
GDP	Gross Domestic Product
GPS	Global Positioning System
HUET	Helicopter Underwater Escape Training
IGAD	Intergovernmental Authority on Development
IMO	International Maritime Organization
ISCOS	Intergovernmental Standing Committee on Shipping
ISPS	International Ship and Port Facility Security
IUU	Illegal, Unreported, and Unregulated
MARPOL	International Convention for the Prevention of Pollution from Ships
MLC	Maritime Labour Convention
MOESNA	Maritime Organization for Eastern, Southern, and Northern Africa
MRCC	Maritime Rescue Coordination Centre
PPPs	Public-Private Partnerships
REC	Regional Economic Community
RMTP	Regional Maritime Transport Policy
SADC	Southern African Development Community
SAR	Search and Rescue
SDGs	Sustainable Development Goals
SMEs S	small and Medium-sized Enterprises
SOLAS	International Convention for the Safety of Life at Sea
STCW	International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers
TVET	Technical and Vocational Education and Training
UNCLOS	United Nations Convention on the Law of the Sea
UNCTAD	United Nations Conference on Trade and Development.

# Definitions

Technical Term	Definition
<b>Arab Maghreb Union:</b>	The Arab Maghreb Union is a regional organization aiming for economic and future political union among Arab countries of the Maghreb in North Africa, specifically Algeria, Libya, Mauritania, Morocco and Tunisia.
<b>Automatic Identification Systems (AIS):</b>	A tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations and satellites.
<b>Basic Offshore Safety Induction and Emergency Training (BOSIET):</b>	A comprehensive safety training course that prepares offshore oil and gas personnel to handle emergency situations.
<b>Ballast Water Management:</b>	Procedures and systems designed to control or manage ballast water and sediments to reduce the transfer of harmful aquatic organisms and pathogens.
<b>Blue bond:</b>	A blue bond is a type of debt security issued by governments, development banks, or other entities to finance marine and ocean-based projects that have positive environmental, economic and climate benefits.
<b>Blue Economy:</b>	An economic framework that leverages the sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of ocean ecosystems.
<b>Cabotage:</b>	The practice of transporting goods or passengers between two places in the same country by a transport vehicle registered in another country. This term often applies to shipping along coastal routes, port to port.
<b>Exclusive Economic Zone (EEZ):</b>	A sea zone prescribed by the United Nations Convention on the Law of the Sea over which a state has special rights regarding the exploration and use of marine resources, including energy production from water and wind.
<b>Helicopter Underwater Escape Training (HUET):</b>	Training provided to personnel traveling by helicopter over water, which prepares them to escape from a helicopter that has ditched in the sea.
<b>Land-linked:</b>	Describes countries that do not have direct access to the ocean or sea, relying on transit through neighbouring countries for maritime trade and access to global markets.
<b>Long-Term:</b>	Period of 5 years and above.
<b>Maritime Domain Awareness (MDA):</b>	The effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment.
<b>Member States:</b>	Refers to countries that are formal members of MOESNA (Maritime Organization for Eastern, Southern, and Northern Africa).
<b>Regional States:</b>	Refers to countries that lie in the geographical region of ESNA: Botswana, Burundi, Comoros, Democratic Republic of Congo, Djibouti, Egypt, Eritrea, Ethiopia, Eswatini, Lesotho, Kenya, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, South Africa, South Sudan, Sudan, Tanzania, Uganda, Zambia, Zimbabwe.
<b>Medium-Term:</b>	Period from 3-5 years.
<b>Stakeholder:</b>	Any individual, group, or organization that has an interest in or is affected by the maritime policies, operations, and decisions within the region covered by MOESNA.
<b>Short-Term:</b>	Period of up to 3 years.



# 1

## Executive Summary

### 1.1 Overview

The Regional Maritime Transport Policy (RMTP) for the Eastern Southern and Northern Africa (ESNA) region and Western Indian Ocean states is a comprehensive strategy designed to significantly enhance maritime transport efficiency, safety, security, and environmental sustainability, promote private sector participation and gender in the maritime sector. It aims to facilitate economic growth by leveraging the blue economy, addressing infrastructure gaps, and promoting regional integration through improved maritime operations.

### 1.2 Vision and Objectives

The vision of the RMTP is to establish ESNA as a global leader in maritime excellence, promoting seamless, efficient, and environmentally responsible maritime operations. Key objectives include developing a unified maritime policy, fostering regional collaboration, reimagining trade facilitation, propelling technological advancements, nurturing a future-proof maritime workforce, championing ocean guardianship, enhancing regional connectivity, and establishing ESNA as a globally competitive maritime leader.

### 1.3 Challenges and Opportunities

The RMTP recognizes several regional challenges such as infrastructure disparities, maritime security threats, regulatory inconsistencies, and a skilled workforce shortage. Conversely, it identifies opportunities like expanding shipping and logistics capacities, promoting sustainable practices, and leveraging strategic geographic locations for growth.

### 1.4 Policy Statements

The RMTP encompasses detailed policy statements on compliance with international conventions, regional collaboration, cabotage and ship ownership, maritime safety and security, environmental protection, and infrastructure development. These policies are intended to guide the regional states towards a cohesive and collaborative approach in handling maritime affairs.

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## 1.5 Policy Interventions

A wide range of policy interventions have been prepared taking account of the different stages of maritime development, priorities on environment, safety, security, efficiency, global competitiveness, job creation, private sector involvement, and the limitations in finance, human capital, and staggered period of implementation.

## 1.6 Conclusion and Future Outlook

The RMTP sets a dynamic course for the future growth of the maritime sector in the ESNA region. It emphasizes the importance of adaptive management to address emerging challenges and seize new opportunities. Through this policy, ESNA aims to reiterate its commitment to maritime excellence and sustainable development, ensuring a resilient future for its maritime sector.

# 2

## Preamble

### **2.1 Geographical Diversity and Inclusivity:**

Acknowledging the distinct geographical diversity within regional states, the policy prioritizes equitable maritime access and active participation. Rooted in principles articulated in the Convention relating to Transit Trade of Land-linked States and the 2003 Almaty Declaration and Programme of Action, it ensures the involvement of coastal nations, land-linked territories, and island states in both regional and global trade dynamics. This approach aligns with Africa's broader goals, fostering inclusivity and supporting the implementation of AfCFTA.

### **2.2 Efficiency, Environmental Sustainability and Blue Economy:**

Built upon the principles of the Revised African Maritime Transport Charter (2010), the African Integrated Maritime Strategy (AIMS) for 2050 and international instruments such as MARPOL regulations, the policy reflects a collective commitment to advancing maritime efficiency, safety, and environmental stewardship. Regional states will strive to reduce the carbon footprint associated with shipping activities and safeguard marine ecosystems. This enhances the Blue Economy's role, focusing on sustainable maritime development for economic growth and ecosystem health.

### **2.3 Safety and Security:**

Affirming their commitment to enhancing maritime safety and security, regional states emphasize reinforced surveillance and compliance with IMO conventions, the Djibouti Code of Conduct (2009), and the Jeddah Amendment (2017). This commitment aims to secure crucial economic lifelines, counter emerging maritime crimes such as piracy, illicit drugs, armed robbery at sea and address maritime terrorism and transnational threats. Regional states commit to enhancing search and rescue operations to ensure swift and efficient responses in maritime emergencies.

### **2.4 Harmonization of Standards:**

The policy mandates the harmonization of national maritime, port and inland waterway policies with regional and international maritime conventions. Focusing on vessel safety, pollution prevention and crew standards, this alignment is essential for creating a sustainable and competitive maritime environment within the diverse regional states.

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## 2.5 Sustainable Infrastructure Investment:

Recognizing the need for robust maritime infrastructure, the policy guides regional states towards strategic investments in port modernization, cargo handling capacities and intermodal transport linkages. Advocating for a balanced public-private investment model, it aims to achieve infrastructural goals that unlock the region's maritime potential.

## 2.6 Human Capital Development:

Human capital development is emphasized as a key aspect of the policy. Regional states are encouraged to invest in maritime education and professional development to build a skilled, diverse and proficient workforce capable of supporting the growth and sustainability of the maritime sector in ESNA.

## 2.7 Cabotage and Ships Ownership and Registration:

Recognizing the maritime sector's importance for ESNA's economic well-being, this policy prioritizes Cabotage and Ship Ownership/Registration. Cabotage, promoting domestic vessels for regional shipping, aims to boost trade and connectivity. The policy also emphasizes a transparent system for ship ownership and registration, ensuring compliance with safety standards and encouraging domestic ownership. By focusing on both areas, this framework strives to create a thriving maritime sector that drives regional economic growth.

## 2.8 Private Sector Participation

Recognizing the indispensable role of the private sector, the RMTP emphasizes the imperative of its expanded involvement across all facets of implementation. Encouraging deeper engagement from private entities, the policy seeks to harness their expertise, innovation, and resources to enhance the efficiency and sustainability of maritime endeavours within the region. By fostering robust partnerships with industry stakeholders, the RMTP endeavours to unlock new opportunities for investment, technology transfer, and capacity building, thereby facilitating the realization of shared objectives and fostering economic growth and development across ESNA.

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# 3

## Vision, Mission, and Objectives

The RMTTP sets out to revolutionize the maritime sector across ESNA. Our ambition is to navigate through current challenges with innovative strategies, fostering environmental sustainability, economic growth, and collaborative efforts. We envision a future where our maritime industry leads with efficiency, responsibility and global competitiveness.

By aligning our vision, mission and objectives towards sustainable maritime excellence, we aim to unlock the vast potential of our region, enhancing its economic stature, establishing a vibrant maritime landscape that propels the region towards prosperous and sustainable maritime growth, contributing positively to the global maritime community.



### Vision:

A region at the forefront of global maritime transport excellence.



### Mission:

To ignite a collaborative, innovative, competitive, efficient, environmentally responsible and seamlessly integrated maritime transport system.



### Objectives:

- I) Unified Maritime Powerhouse: Forge a harmonized regional maritime policy, uniting diverse stakeholders under a singular vision of sustainable maritime excellence.
- II) Collaboration Unbound: Cultivate a dynamic hub of cross-border partnerships, fuelling collaborative innovation and shared prosperity across public, private and academic sectors.
- III) Trade Reimagined: Establish a frictionless trade facilitation environment, leveraging green maritime solutions to unlock exponential economic growth and empower communities.
- IV) Innovation at the Helm: Spearhead maritime advancements through bold policy incentives, fostering cutting-edge technologies, data-driven strategies, and the adoption of global best practices.
- V) Future-Proof Workforce: Nurture a globally competitive maritime workforce equipped with cutting-edge skills and expertise, empowering future generations to lead the sector's sustainable transformation.
- VI) Ocean Guardianship: Champion responsible maritime practices across the region, fostering a healthy blue economy through pollution reduction, ecosystem conservation, and unwavering commitment to international environmental standards.
- VII) Regional Connectivity Renaissance: Implement inclusive and strategically coordinated cabotage policies, igniting a renaissance in coastal and inland waterways shipping and forging a seamlessly connected region.
- VIII) Global Maritime Champions: Propel the region to the forefront of global maritime competitiveness, forging strategic partnerships, leading international collaborations, and setting new benchmarks for excellence.
- IX) Data-Driven Decisions, Sustainable Future: Cultivate a data-driven culture, harnessing insights and empowering evidence-based policymaking for long-term maritime sustainability and informed regional development.
- X) United Voice, Global Impact: Advocate for ESNA's maritime interests on the world stage, securing favourable policies, agreements and regulations that propel the region's ambitious vision forward.

# 4

## Introduction

The RMTP establishes a comprehensive, cohesive, and sustainable framework for maritime activities within ESNA, aiming to overcome the sector's complexities and challenges while capitalizing on its economic and environmental potential. Marking a pivotal shift in governance, the RMTP transitions from ISCOS to the expanded MOESNA, which includes Northern Africa and the Western Indian Ocean Island states, to promote standardized operations and enhance economic growth through regional collaboration. Originating in 1967, MOESNA builds on a foundation of collaboration, information sharing, and port development.

This robust and adaptable policy, grounded in analysis and stakeholder engagement, aims to address the complexities of the maritime environment and offer pragmatic solutions for the region.



## 4.1 Geographical Coverage:

This policy spans a wide array of countries in ESNA along with Western Indian Ocean Island States. It encompasses the Botswana, Burundi, Comoros, Democratic Republic of Congo, Djibouti, Egypt, Eritrea, Eswatini, Ethiopia, Kenya, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, South Africa, South Sudan, Sudan, Tanzania, Uganda, Zambia, and Zimbabwe. This diverse geographical coverage includes coastal nations, land-linked countries, island states, and extends to major maritime hubs, encompassing intricate networks of inland waterways, lake ports, and riverine systems.

## 4.2 Evolution and Growth:

- I. ISCOS to MOESNA: The Intergovernmental Standing Committee on Shipping (ISCOS) is officially rebranding to become the Maritime Organization for Eastern, Southern, and Northern Africa (MOESNA). This change not only reflects an enhanced mandate but also acknowledges the expanded geographical focus of the organization, incorporating Northern Africa into its operational scope.
- II. Membership Expansion: MOESNA's inclusion of additional regional states symbolizes a commitment to broader regional collaboration for maritime development.

## 4.3 Relevance to Regional Development:

- I. Economic Growth and Trade Expansion: Improved maritime transport efficiency drives economic growth, increases trade volume, and enhances access to global markets.
- II. Job Creation and Industry Development: The maritime sector creates jobs in ports, shipping, and related industries, while infrastructure development and human capital enhancement further spur job creation.
- III. Regional Market Integration: Effective maritime transport systems facilitate the movement of goods, services, and people across borders, promoting regional interconnectedness.
- IV. Socio-Economic Inclusion: Prioritizing inclusivity ensures equitable sharing of benefits, addressing specific needs of different areas, and promoting gender and youth participation.
- V. Sustainable Development: Sustainable maritime practices protect marine ecosystems and ensure the long-term viability of the sector.
- VI. Resilience and Adaptability: Modernization and innovation enhance the sector's resilience to external shocks and climate change.

## 4.4 Integration with Existing Strategies:

The RMTP aligns with existing regional strategies to avoid duplication and maximize synergies, including but not limited to:

- I. African Union's Agenda 2063: Supports infrastructure development, intra-African trade, and sustainable environmental practices.
- II. National Maritime Transport Policies: Ensures harmonization and a cohesive approach between national and regional strategies.
- III. Djibouti Code of Conduct: Underscores commitment to safety and security through adherence to its provisions.
- IV. Regional Economic Community (REC) Initiatives: Complements frameworks for regional economic integration focusing on maritime and inland waterways.
- V. African Maritime Transport Charter: Reinforces principles and objectives for efficient and competitive maritime services.

- 
- VI. Sustainable Development Goals (SDGs): Contributes to SDGs 9, 11, 12,13 and 14.
  - VII. International Maritime Organization (IMO) Standards: Ensures compliance with IMO standards for safety, security and environmental protection.
  - VIII. Collaboration with Development Partners: Leverages international expertise, funding, and best practices for regional advancement.

#### 4.5 Alignment with International Maritime Laws:

The RMTP adheres to international maritime laws such as:

- I. IMO Conventions: Conventions that ensure maritime safety and security, marine environmental protection, maritime education and training, maritime communication, maritime trade facilitation, maritime trade development and facilitation.
- II. UNCLOS: Incorporates principles for territorial waters, exclusive economic zones, and rights of coastal and flag states.
- III. Maritime Labour Convention (MLC): Safeguards rights and protection for seafarers.
- IV. International Cargo Handling and Customs Procedures: Promotes efficient and secure cargo operations.
- V. Global Maritime Dialogues and Initiatives: Fosters innovation and collaboration on emerging trends.

#### 4.6 The Role of Maritime Transport in Advancing the Blue Economy

The vast coastlines of ESNA position the region as a key player in the Blue Economy. Maritime transport serves as the lifeblood of this economic framework, playing a critical role in unlocking its full potential.

While challenges such as unsustainable fishing and environmental degradation pose significant threats, maritime transport offers a powerful solution through the following strategies:

- I. Facilitating Trade: Over 85% of global trade is transported by sea, making maritime transport the backbone of international commerce. For the ESNA region, efficient maritime transport connects producers to international markets, fostering economic growth and development.
- II. Unlocking Ocean Resources: Sustainable fishing practices, when coupled with efficient maritime transport, can ensure responsible harvesting and delivery of seafood resources to global markets.
- III. Fuelling Tourism: A thriving maritime transport sector supports the movement of tourists, a crucial driver of economic growth in coastal regions. Efficient transportation allows tourists to easily access pristine destinations, boosting the Blue Economy.
- IV. Creating Jobs: The maritime transport industry generates a significant number of jobs, from seafarers and logistics personnel to port workers and related service providers. Investing in this sector creates employment opportunities throughout the ESNA region.

To unlock the full potential of the Blue Economy in ESNA the maritime transport sector must be optimized. Modern infrastructure, green technologies, and a skilled workforce are crucial. Improved efficiency and reduced environmental impact will enhance trade connectivity, support sustainable resource management, and boost tourism, ultimately propelling the ESNA region towards a thriving Blue Economy.

The ESNA region, stretching along the Indian Ocean and Red Sea and including Western Indian Ocean Island States, is strategically located on maritime corridors. This section explores the unique characteristics that shape the region's maritime landscape, highlighting its potential for economic growth, sustainable development, and enhancing regional cohesion.





# 5

## Situation Analysis of the ESNA Region's Maritime Transport Policy

### 5.1 Strengths:

#### 5.1.1 Strategic Location

The region's strategic importance is underscored by its expansive coastline and pivotal position along key global maritime routes. This unique geographical setting not only offers a vantage point for international trade but also positions the region as a critical gateway for cargo movement between continents, particularly through the Indian Ocean and Red Sea. The availability of extensive maritime resources and large Exclusive Economic Zones (EEZs) further bolsters its potential to emerge as a leading hub for maritime activities and global commerce.

- I. **Global Trade Gateways:** The region's strategic proximity to essential maritime corridors enables a significant flow of international cargo, underscoring its vital role in the global trading system. This facilitates the seamless transfer of goods and bolsters economic connections worldwide.
- II. **Regional Maritime Hubs:** The development and success of major ports reflect the region's commitment to efficient port management and infrastructure growth. These ports are not just pointing of cargo transfer but catalysts for economic development, enhancing the region's influence in the maritime domain.
- III. **Coastline and Resources:** The expansive coastline offers access to maritime resources and opportunities for port expansion, crucial for boosting intra-regional trade and providing logistical solutions to land-linked countries. This strategic advantage is complemented by emerging shipping companies and shipbuilding capabilities, indicating the region's capacity to meet regional and future international maritime demands. Furthermore, the natural beauty and scenic coastlines enhance its maritime tourism potential, diversifying economic activities and promoting the region as an attractive destination for maritime leisure and recreation.

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### 5.1.2 Economic Powerhouse

The region stands out as an economic powerhouse with a collective GDP surpassing a trillion dollars, driven by a mix of well-established and rapidly emerging economies. This economic diversity creates a robust foundation for significant advancements in maritime infrastructure and trade facilitation. The substantial revenue generated from the maritime sector underscores the indispensable role of modern, efficient maritime infrastructure in amplifying economic activity and expanding regional trade.

- I. **Economic Diversity:** The region's economic landscape is characterized by a blend of strong, infrastructure-rich economies and vibrant, high-potential emerging markets. This diversity fosters a conducive environment for comprehensive maritime development and innovation.
- II. **Effective Regional Cooperation:** The region's initiatives for trade facilitation and regulatory harmonization highlight its strength in creating a more integrated maritime environment. Such cooperation not only streamlines maritime operations but also enhances the region's collective efficacy and competitiveness on the international stage.
- III. **Strategic Investments and Modernization:** Extensive port modernization initiatives, including the adoption of cutting-edge technologies like digitalization and automation, are transforming the region. These investments not only improve trade efficiency and competitiveness but also elevate the region's status in the global maritime map, setting new benchmarks in operational transparency and cost management.

## 5.2 Weaknesses:

### 5.2.1 Infrastructure Gaps

**Infrastructure Disparities:** Significant gaps exist between advanced maritime facilities and areas with outdated infrastructure, causing regional trade bottlenecks. This disparity especially affects landlocked countries that depend on efficient port access.

### 5.2.2 Maritime Security Concerns:

The region grapples with security issues of emerging maritime crimes such as piracy, illicit drugs, armed robbery at sea, and illegal fishing. Additionally, the limited capacity of coast guards and agencies having coast guard functions in many countries undermine the enforcement of maritime laws and the protection of maritime resources.

### 5.2.3 Environmental Sustainability Issues:

Unsustainable fishing and pollution from maritime activities threaten marine ecosystems and the region's long-term economic health. Poor waste management infrastructure further contributes to marine pollution.

### 5.2.4 Regulatory Inconsistencies and Policy Hurdles:

A complex landscape of differing maritime regulations and bureaucratic red tape increases operational costs and complicates trade facilitation. These inconsistencies pose significant challenges to streamlining maritime trade across the region.

### 5.2.5 Skilled Workforce Shortage:

There is a critical lack of skilled maritime professionals, hindered by outdated training programs and a lack of alignment with current industry demands. This gap affects various sectors, including navigation, logistics, and port management.

### 5.2.6 Heavy Reliance on Major Ports:

An overdependence on a limited number of ports leads to congestion, increased trade costs, and supply chain disruptions, limiting the region's overall trade efficiency and economic growth.

### 5.2.7 Limited Financing:

Access to financing for infrastructure improvements, technology upgrades, and fleet modernization remains a significant barrier for many countries within the region. This limitation restricts their ability to invest in necessary advancements and competitiveness.

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### 5.2.8 Lack of Sufficient Member State Collaboration:

The maritime sector faces challenges due to insufficient collaboration among Member States. While bilateral agreements are common, they often fall short of effectiveness, hindering a unified approach to tackling regional maritime issues and leveraging collective strengths for improved security, environmental sustainability, and economic growth.

### 5.2.9 Insufficient Data Sharing:

Inadequate data sharing across nations and maritime agencies complicates the effective monitoring and counteraction of security threats such as piracy, illegal fishing, and smuggling. Moreover, the lack of a cohesive data sharing infrastructure limits operational transparency, reduces the efficiency of maritime logistics, and impedes the seamless coordination of port operations and cargo management.

### 5.2.10 Institutional Overlap and Ambiguity:

The presence of numerous agencies and institutions, each purporting to fulfil similar roles without clear demarcation introduces a level of ambiguity within the industry. This complicates regulatory compliance, hinders effective communication, and stifles the meaningful progress of the maritime economy.

## 5.3 Opportunities:

The ESNA region, with its strategic maritime positioning and rich natural resources, is ripe with opportunities to advance its maritime sector. This section outlines key areas where the region can leverage its capabilities to foster economic growth, promote sustainable development, and strengthen regional cooperation.

### 5.3.1 Large and Youthful Labour Force:

The ESNA region presents a significant opportunity to harness its large and youthful labour force to advance skills development through the establishment of regional training academies. This initiative capitalizes on the demographic advantage of a vibrant young population, providing them with specialized maritime training. This strategic development not only meets the sector's demand for skilled maritime professionals but also aligns with the broader goal of sustainable economic growth and stability in coastal and island nations.

### 5.3.2 Diverse Marine Life and Rich Historical Maritime Sites:

The region's diverse marine life and rich historical maritime sites, which offer opportunities for an expanded activities on maritime transport to serve marine tourism and blue economy. Countries with coastal access can develop ecotourism, promoting conservation and cultural heritage.

### 5.3.3 Strategic Geographic Positions:

Many countries in the ESNA region are strategically located along significant international shipping routes. Leveraging these positions can enhance maritime activities and international trade, contributing to regional prominence in global maritime logistics.

### 5.3.4 Inland Waterways:

The ESNA region, characterized by its diverse geographical layout, holds untapped potential for economic integration through the development of inland waterways. By improving and expanding inland waterway systems, the region could reduce transportation costs, decrease environmental impact, and provide a sustainable alternative to road and rail transport.

### 5.3.5 Abundant Solar and Wind Resources for Promoting Maritime Operations:

Harnessing the abundant solar and wind resources in the region, countries can implement green technologies such as solar-powered navigational aids and wind-powered propulsion systems for ships. This shift aligns with international environmental goals, while the renewable energy adoption within the maritime sector positions the region as a pioneer in ecofriendly maritime practices.

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## 5.4 Threats:

### 5.4.1 Security Threats:

- I. Piracy and Armed Robbery: The region continues to be threatened by piracy and armed robbery at sea, jeopardizing the safety of maritime routes and disrupting trade.
- II. Maritime Terrorism: There's a growing concern over the potential for maritime terrorism, which poses a significant risk to port security and the safety of maritime channels.
- III. Illegal Fishing: Unregulated and illegal fishing practices threaten the sustainability of fish stocks and marine biodiversity, undermining the economic foundation of coastal communities.
- IV. Maritime Boundary Disputes: Increasing disputes over maritime boundaries and territorial waters escalate tensions and complicate navigation and resource exploitation, posing threats to regional stability and maritime security.
- V. Geopolitical Instability: Geopolitical instability, exacerbated by the existence of states without recognized governments, poses significant challenges to maritime security and policy implementation across the ESNA region. This instability complicates maritime law enforcement, contributes to increased piracy, maritime terrorism, and illegal fishing activities, and complicates the resolution of maritime boundary disputes.

### 5.4.2 Operational Challenges:

Dependence on External Entities: The maritime sector's over-reliance on multinational service providers for critical services and operations presents a threat. This dependency can limit local capacity building, reduce control over maritime logistics, and increase vulnerability to external market fluctuations and policy changes.

### 5.4.3 Environmental Concerns:

- I. Climate Change: The impacts of climate change, including rising sea levels and more frequent extreme weather events, threaten maritime infrastructure and operations.
- II. Marine Pollution and Invasive Species: Pollution from shipping and maritime activities not only contributes to the degradation of marine environments and affects both biodiversity and local economies but also facilitates the spread of invasive species. Maritime transport acts as a vector for invasive species, such as the water hyacinth in Lake Victoria, exacerbating ecological imbalances and impacting biodiversity.
- III. Overexploitation of Resources: The unsustainable use of marine resources, beyond fisheries, threatens the long-term viability of these assets.

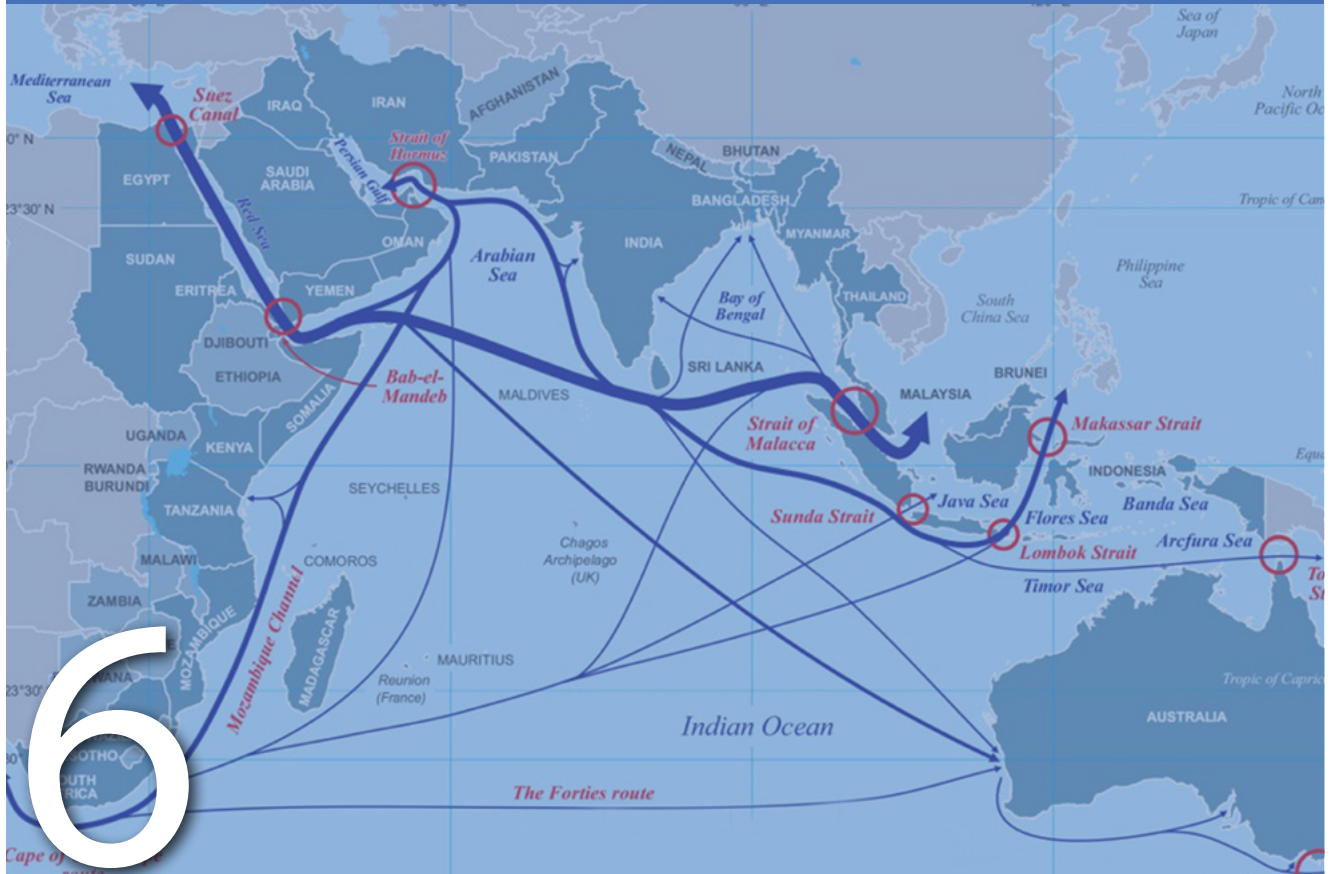
### 5.4.4 Economic Vulnerabilities:

- I. Economic Fluctuations: Vulnerability to global economic downturns impacts the stability and growth of the maritime sector.
- II. Pandemics and Public Health Crises:

Health crises, such as pandemics, pose operational and economic challenges, disrupting supply chains and maritime trade.

## 5.5 Conclusion

The ESNA region is moving towards a vibrant future for its maritime sector, filled with promise but also significant challenges. With a strategic vision, steadfast dedication, and collective efforts, ESNA is advancing towards achieving its maritime goals. Directly confronting obstacles like piracy, political instability, and infrastructure gaps, the region leverages its strengths in tourism, finance, and the emerging blue economy for sustainable and fair growth. Innovation, investment in human capital, and environmental stewardship are driving ESNA towards a leading position in the global maritime field.



## Policy Statements

The policy statements seek to propel ESNA to the forefront of global maritime leadership by establishing a comprehensive, cohesive and sustainable framework for maritime transport activities within the region. The policies aim to overcome maritime transport complexities and challenges, increase the region's competitiveness while capitalizing on its economic potential through effective collaboration and integration.

These policy statements provide the framework for developing a comprehensive implementation plan. The plan will outline specific actions, timelines, resource allocation strategies, and monitoring and evaluation mechanisms, considering the varying developmental stages of member states, to ensure effective execution and to achieve a sustainable, prosperous maritime sector in the ESNA region.

By working together under these policy statements, the ESNA region will create a thriving and sustainable maritime sector, one that drives economic growth, globally competitive, fosters environmental responsibility, and empowers its people for a brighter future.

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## 6.1 Policy on Regional Collaboration

This policy outlines a unified strategy to enhance collaboration among regional states in the ESNA maritime space. It stresses transparent communication, coordinated decision-making, and harmonization of policies to address regional challenges effectively. Emphasis is placed on engaging stakeholders, particularly land-linked and island states, to improve transport efficiency, environmental resilience, maritime safety, and capacity building. The aim is to develop policies and infrastructure that promote maritime connectivity, economic growth, and inclusive participation in regional maritime development for all ESNA states.

### 6.1.1 Challenges in Enhancing Regional Collaboration

#### 1. Challenges in Regional Maritime Collaboration:

- I. **Policy Incoherence:** Variations in national policies, fragmented frameworks, and competing visions among states create significant barriers to collaboration and consistent implementation of regional approaches.
- II. **Ineffective Information Sharing:** Cultural, linguistic, and technological limitations hinder seamless information exchange, despite advancements, obstructing inclusive communication.
- III. **Resource Disparity:** Unequal distribution of financial and human resources, coupled with limited innovative financing, creates obstacles in resource sharing and equitable collaboration.
- IV. **Weak Implementation:** Inconsistent commitment levels, lack of accountability mechanisms, and insufficient monitoring hinder the consistent realization of collaborative goals.
- V. **Coordination Bottlenecks:** Cumbersome bureaucratic procedures and inadequate coordination mechanisms impede joint decision-making and effective communication.

#### 2. Challenges with Multiple Regional Organizations:

- I. **Duplication and Inefficiency:** Competition for funding and expertise among organizations leads to wasted resources and diluted impact.
- II. **Conflicting Agendas:** Inconsistent policies and priorities across organizations create confusion and hinder progress for stakeholders.
- III. **Stakeholder Fatigue:** Overlapping demands from multiple agencies can lead to reduced participation and effectiveness.
- IV. **Unexploited Synergies:** Difficulty in leveraging combined strengths and expertise of each organization hinders maximizing impact.
- V. **Policy Harmonization:** Resistance and divergent priorities among organizations create hurdles in establishing consistent regional regulations.
- VI. **Joint Resource Mobilization:** Varying financial capacities and conflicting interests among organizations pose obstacles to pooling resources and leverage collective bargaining power.
- VII. **Stakeholder Engagement:** Creating a unified platform for stakeholder input faces resistance and coordination issues, hindering effective engagement.
- VIII. **Transition and Implementation Diversities:** The variance in legal frameworks, domestication of conventions, and operational methodologies across member states poses a significant challenge to uniform policy implementation. Some countries' maritime administrations are embedded within other ministries, lacking autonomy, which may delay the harmonization of regional maritime practices.

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### 3. Challenges for Land-Linked and Island States:

- I. **Transport and Connectivity Challenges:** Land-locked states face significant hurdles in streamlining transit procedures due to inadequate infrastructure and the lack of reliable shipping services. Similarly, island states struggle with enhancing connectivity, which is critical for their integration into regional and global trade networks.

### 4. Environmental Resilience Challenges:

- I. The adverse impacts of climate change on logistics and the complexities inherent in regional trade agreements pose substantial challenges to building environmental resilience.
- II. Maritime Safety and Security Challenges:
- III. The development and implementation of shared information platforms, the conduct of joint patrols, and the establishment of harmonized regional protocols are in need of further development.
- IV. Capacity Building Challenges: There is a pressing need for targeted training programs and the development of regional centres of excellence to empower states with maritime expertise.

#### 6.1.2 Policy Statement on Enhancing Regional Collaboration

In recognizing the challenges of collaboration, regional states commit to fostering unity in policy harmonization, enhancing information exchange, ensuring equitable resource allocation, and promoting consistent implementation. Acknowledging diverse legal frameworks and operational levels, we will adopt a flexible, staggered implementation approach tailored to each country's readiness. Together, we strive for effective, collective solutions to address challenges and drive shared prosperity in the region.

##### 6.1.2.1 Short-Term Interventions:

1. Conduct collaborative data collection through workshops to pinpoint challenges of landlocked and island states, guiding targeted interventions.
2. Create a phased implementation roadmap tailored to the varying legal and operational stages of member states, including:
  - An initial assessment phase to evaluate country readiness and specific needs.
  - A clear timeline for phased adoption with milestones, especially for states with less autonomous maritime structures.
  - Support mechanisms to help countries align with regional standards.
3. Conduct policy reviews to identify necessary modifications, establish clear guidelines for simplified customs and streamlined port access, and negotiate harmonized regulations and fees for transit corridors.
4. Perform feasibility studies for cost-effective multimodal transport infrastructures like roads, railways, and waterways. Prioritize upgrading key port facilities and exploring dry ports in strategic locations to support the cargo needs of these states.
5. Implement training programs focusing on streamlined procedures, digitalization, and maritime trade best practices. Enhance knowledge sharing and collaboration through platforms and exchange programs.
6. Start aligning National Maritime Policies with regional goals by updating existing policies and creating new ones where needed.
7. Develop a single funding platform to minimize competition and streamline resource allocation.
8. Initiate collaborative efforts to align immediate policies and standards across organizations.
9. Launch a user-friendly, centralized platform for efficient participation.
10. Form short-term agreements for sharing resources and expertise.
11. Collaborate with AU and other Regional Economic Communities in the implementation of this regional maritime transport policy.

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### 6.1.2.2 Medium-Term Interventions:

1. Develop a regional maritime strategy with tailored objectives for landlocked and island states, harmonizing transit fees, visa procedures, and security protocols, and establish dedicated funds for infrastructure projects.
2. Launch support programs for countries at earlier stages of readiness, offering technical assistance, capacity building, and resources to aid their gradual policy implementation.
3. Initiate construction of multimodal transport hubs and port modernization, with a focus on sustainable technologies such as renewable energy and clean fuels.
4. Implement advanced training covering technical skills, regulatory updates, and digitalization in the maritime sector.
5. Promote research on coastal management, climate adaptation, and sustainable blue economy strategies, and maintain long-term partnerships for ongoing support.
6. Set up Key Performance Indicators (KPIs) to monitor progress, conduct regular evaluations, and make data-driven adjustments. Implement transparency and accountability measures to ensure effective problem resolution.
7. Develop a comprehensive framework for long-term policy harmonization.
8. Implement strategies for enhanced joint resource mobilization.
9. Work towards establishing unified regional regulations.
10. Promotion of a regional unified and harmonised maritime code.
11. Institute mechanisms for continuous identification and utilization of complementary strengths within each organization.
12. Collaborate with AU and other Regional Economic Communities in the implementation of this regional maritime transport policy.

### 6.1.2.3 Long-Term Interventions:

1. Implement fully digitalized and harmonized customs procedures, a regional maritime single window platform, and a collaborative security network.
2. Set up a continuous evaluation system to monitor and adjust the staggered implementation strategy, ensuring all member states effectively adopt and operationalize policies.
3. Focus investments on green infrastructure, including renewable energy-powered ports and electric terminals, while enhancing intermodal transportation systems and exploring new technologies.
4. Establish a regional maritime innovation hub and invest in blue economy initiatives to promote ocean literacy and environmental protection.
5. Create diversified financing mechanisms and a dedicated regional fund to support infrastructure and capacity building, with a focus on sustainable development for landlocked and island states.
6. Conduct regular impact assessments and maintain an independent review mechanism to adapt strategies as needed, ensuring inclusive dialogue with landlocked and island states.
7. Establish a permanent funding mechanism.



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8. Institutionalize mechanisms for enduring policy alignment.
  9. Promotion of a regional unified and harmonised maritime code.
  10. Develop a comprehensive approach for integrated resource management.
  11. Implement a holistic framework for synergy exploitation.
  12. Collaborate with AU and other Regional Economic Communities in the implementation of this regional maritime transport policy.

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## 6.2 Policy on Compliance with International Conventions

This policy outlines our commitment and approach to aligning with international conventions, a critical step for ensuring maritime safety, security, and environmental protection across the ESNA region.

### 6.2.1 Challenges in Compliance with International Conventions

- I. Compliance Challenge: Manoeuvring through this complex landscape necessitates the ratification of conventions such as SOLAS, MLC, and STCW.
- II. Pollution Concerns: Addressing pollution requires compliance with international instruments and conventions such as MARPOL and the Ballast Water Management Convention.
- III. Complexities: Negotiating demands for substantial infrastructure, regional collaboration, and bureaucratic cooperation.
- IV. Capacity Gaps: Bridging and promoting safety necessitate overcoming resource constraints and adopting innovative solutions.
- V. Fostering Collaboration: Achieving goals involves fostering collaboration, strategic investments, and innovative solutions

### 6.2.2 Policy Statement on Compliance with International Conventions

Recognizing the critical role of safe and sustainable maritime transport, ESNA nations unite in a collective pledge. Ratification and effective implementation of conventions will guide safe and responsible maritime practices. We commit to investing in our maritime workforce, upgrading port infrastructure, and embracing cutting-edge technologies. Through collaboration and knowledge sharing, we will navigate compliance challenges collectively, ensuring a thriving and sustainable maritime future for the ESNA region.

#### 6.2.2.1 Short-Term Interventions:

1. Initiate a comprehensive campaign to promptly ratify conventions such as SOLAS, STCW, MLC, MARPOL and the Ballast Water Management Convention.
2. Conduct a thorough assessment of current compliance levels and identify immediate areas for improvement.
3. Establish a forum for regional collaboration, bringing together stakeholders to address shared challenges and facilitate joint solutions.

#### 6.2.2.2 Medium-Term Interventions:

1. Allocate resources for substantial infrastructure development to enhance pollution prevention and maritime safety and security measures, and support the development and exploitation of the blue economy.
2. Implement targeted capacity building programs to bridge skill gaps in adhering to conventions.
3. Create a fund to support the development and adoption of innovative solutions for compliance and safety.

#### 6.2.2.3 Long-Term Interventions:

1. Establish a streamlined mechanism to enhance bureaucratic cooperation and ensure effective adherence to conventions.
2. Develop a long-term strategy to maintain compliance with maritime conventions, adapting to evolving challenges.
3. Incorporate global best practices in maritime safety, security, and pollution prevention into regional policies.

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## 6.3 Policy on Promotion of Cabotage and Ship Ownership and Operation

This policy aims to promote the development of local and regional shipping industries. By supporting the transportation of goods between domestic ports by locally or regionally owned and operated vessels, it fosters investment in domestic shipping companies, creates jobs, and stimulates economic growth within a region. It encourages the creation of a strong regional maritime sector capable of competing effectively and contributing to a thriving local and regional economy.

### 6.3.1 Challenges with Cabotage and investment in Ship Ownership

#### 1. Capacity Building and Training:

- Limited collaboration with private training institutions restricts access to qualified instructors and practical maritime experience for the cabotage workforce.
- Difficulty conducting skills gap analyses with Private sector operators hinders developing targeted training programs. This limits the skilled workforce needed for cabotage growth.

#### 2. Financial and Regulatory Framework:

- Lack of loan guarantees makes it difficult for private operators to secure capital.
- Challenges in implementing effective tax breaks and innovative funding models (maritime development funds, blue bonds) hinder financial sustainability of Private sector operators
- Bureaucratic hurdles in licensing processes discourage potential private investors, especially those interested in the cabotage market.

#### 3. Market and Competition Dynamics:

- Predatory pricing practices by established shipping lines stifle competition and limit growth opportunities for regional private companies, especially those entering the cabotage market.
- Lack of transparency in pricing due to lack of standardized cost models disadvantages regional private companies in the cabotage market.

#### 4. Cabotage-Specific Challenges:

- Limited Cabotage Expertise: Lack of experience within the private sector regarding regulations, operational demands, and logistical complexities of Private sector operators hinders its success.
- Uncertain Cabotage Regulations: Inconsistent or unclear regulations create uncertainty for private investors, discouraging participation in the cabotage market.
- Cabotage Route Viability: Difficulty in conducting feasibility studies and identifying economically viable cabotage routes can limit private sector investment and hinder the overall effectiveness of the cabotage policy.
- Difficulty in conducting skills gap analyses in conjunction with private shipping companies, particularly those involved in cabotage, hinders the development of targeted training programs that directly address industry needs. This can limit the availability of a skilled workforce to support the growth of cabotage.

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## 6.3.2 Policy Statement on Cabotage, Ship Ownership and Operation

We will harmonize Cabotage regulations, ensuring seamless movement of goods across our waters. Investment in infrastructure, training, and maritime services will build domestic capacity for shipbuilding, repair, and support. Strengthened regulatory oversight will guarantee safe and secure operations. We will actively promote investment in cutting-edge technology and innovation to drive competitiveness and sustainability. Finally, fostering regional collaboration and knowledge sharing will leverage best practices and expertise, propelling our collective maritime development.

### 6.3.2.1 Short-Term interventions:

#### 1. Financial and Regulatory Framework:

- Establish government-backed loan guarantee schemes specifically for private shipping companies entering the cabotage market.
- Implement online application systems for cabotage licenses, reducing bureaucratic hurdles and processing times.
- Develop and implement standardized cost models for cabotage operations to promote transparency and fair pricing.

#### 2. Market and Competition Dynamics:

- Empower regulatory bodies to monitor pricing for cabotage routes and develop mechanisms to address predatory pricing practices.
- Establish online platforms for sharing information on cargo volumes, port infrastructure, and vessel availability to improve market efficiency.

#### 3. Cabotage-Specific Challenges:

- Develop workshops and training programs tailored to the unique regulations, operational needs, and logistics of cabotage for private sector stakeholders.
- Provide funding and support for conducting feasibility studies to identify commercially viable cabotage routes within the ESNA region.

#### 4. Promotion of Shipping lines

- Conduct feasibility studies to establish national/regional shipping lines.
- Provide funding and support for the establishment of national/regional shipping lines to enhance maritime transport in the region and the blue economy.
- Support and Encourage Private Sector Participation in the establishment of shipping lines.
- Promote shipbuilding and repair services in the region to support shipping lines.
- Provide Training of seafarer and other auxiliary services such as transport and logistics, shipbuilding, ship brokerage and management, insurance and financing.
- Advocate for collaboration with AU and other Regional Economic Communities.

### 6.3.2.2 Medium-Term Interventions:

#### 1. Capacity Building and Training:

- Create regional academies to offer extensive training in all maritime disciplines, supporting both shipboard and shore-based roles essential for the cabotage sector and support to the blue economy.
- Develop regional cadetship programs to attract and train young talent for diverse careers within the maritime industry, emphasizing the integral role of cabotage.

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## 2. Financial and Regulatory Framework:

- Set up regional funds to financially support infrastructure development, vessel acquisition, and operational costs for companies.
- Explore the possibility of issuing regional blue bonds to attract green investment in sustainable cabotage operations.

## 3. Market and Competition Dynamics:

- Implement incentive programs to encourage the use of fuel-efficient and environmentally friendly vessels in the cabotage fleet.

## 4. Promotion of Shipping lines

- Provide funding and support for the establishment of national/regional shipping lines.
- Support and Encourage Private Sector Participation in the establishment of shipping lines.
- Promote shipbuilding and repair services in the region to support shipping lines and blue economy activities.
- Provide Training of seafarer and other auxiliary services such as transport and logistics, shipbuilding, ship brokerage and management, insurance and financing.
- Advocate for collaboration with AU and other Regional Economic Communities.
- Establish regional classification societies and support the creation and growth of national and ship registries.

### 6.3.2.3 Long-Term Interventions:

#### 1. Technological Innovation:

- Invest in port infrastructure, promote digitalization, and establish research centres for innovative maritime technologies to enhance efficiency and data exchange within ESNA's cabotage sector.

#### 2. Environmental Sustainability:

- Implement stricter environmental regulations for cabotage operations aligned with international standards.
- Invest in shore-side infrastructure for waste reception facilities and cleaner fuel options to promote sustainable cabotage practices.

#### 3. Regional Collaboration:

- Establish regional knowledge-sharing platforms for sharing best practices, technical expertise, and lessons learned within the cabotage sector.
- Develop and implement joint marketing strategies to promote the ESNA region as a competitive and reliable cabotage market for international trade.

#### 4. Promotion of Shipping lines

- Provide funding and support for the establishment of national/regional shipping lines.
- Support and Encourage Private Sector Participation in the establishment of shipping lines.
- Promote shipbuilding and repair services in the region to support shipping lines.
- Provide Training of seafarer and other auxiliary services such as transport and logistics, shipbuilding, ship brokerage and management, insurance and financing.
- Advocate for collaboration with AU and other Regional Economic Communities.
- Establish regional classification societies and support the creation and growth of national and ship registries.

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## 6.4 Policy on Maritime Safety and Security

This policy reinforces our commitment to enhancing maritime safety and security within the ESNA region. By addressing emerging maritime security threats such as illicit drugs, piracy, armed robbery at sea and enhancing surveillance, harmonizing legal frameworks, enhancing search and rescue, and improving resource allocation, we aim to foster a secure and safe maritime environment through regional collaboration and sustainable practices.

### 6.4.1 Challenges in Maritime Safety and Security

1. **Maritime Security and Criminal Activities:** Emerging maritime security threats particularly piracy in the red sea, west Indian ocean and inland waterways threaten maritime security. Porous borders and ineffective surveillance exacerbate these threats.
2. **Surveillance and Patrol Limitations:** Limited resources hinder comprehensive surveillance of coastal and inland waterways. Gaps in radar coverage, satellite monitoring, and technology adoption impede real-time threat detection. Coordinating effective patrols across diverse water bodies is a challenge.
3. **Legal Frameworks and Enforcement:** Varied legal structures across regions and inland water bodies create inconsistencies and hinder enforcement. Gaps exist in addressing emerging threats, and harmonized frameworks are needed for crossborder cooperation. Inadequate enforcement mechanisms undermine the effectiveness of regulations.
4. **Terrorism, Cybersecurity, and Interagency Cooperation:** Rising terrorism concerns and vulnerabilities to cyber threats in maritime transport systems necessitate robust counterterrorism measures and improved cybersecurity protocols. Inadequate interagency and regional cooperation in inland waterways hinders collective responses.
5. **Resource Constraints and Environmental Impact:** Limited financial resources restrict security measures in lakes, rivers, and territorial waters. Climate change impacts inland waterways, requiring adaptive safety strategies. IUU fishing, human trafficking, and other environmental crimes pose safety risks. Disaster preparedness, response, and combating environmental crimes require additional resources.
6. **Limited SAR Equipment:** The scarcity of specialized SAR vessels and boats in navigable lakes, rivers, and the Western Indian Ocean undermines efficient rescue operations, often necessitating the use of unsuitable vessels.
7. **Search and Rescue (SAR) Personnel Shortage:** An insufficient number of trained SAR personnel adversely affects rescue operation effectiveness, leading to delays and strained resources.
8. **Gaps in National Maritime SAR Legislation:** The lack of comprehensive national SAR legislation and plans limits compliance with IMO conventions, hindering effective SAR operations.
9. **SAR Drills and Exercises:** The irregular conduct of SAR drills, as directed by the IMO, due to budget constraints, affects readiness for maritime accidents.
10. **Counter Oil Spill Preparedness:** The absence of counter oil spill contingency plans risks environmental pollution during SAR operations, contrary to IMO regulations.
11. **Coordination Challenges:** Inadequate coordination between maritime and aviation sectors during accidents impedes efficient emergency responses.
12. **Inadequate Risk Management and Insurance:** Offshore activities expose the sector to significant risks including environmental spills and accidents, underscoring the urgent need for comprehensive risk management and effective insurance coverage.

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## 6.4.2 Policy Statement on Maritime Safety and Security

The ESNA region is committed to advancing maritime safety and security, emphasizing collaboration in information sharing, joint training, and considering a regional security agency.

We will bolster surveillance, harmonize legal frameworks, and standardize safety and search and rescue protocols. Prioritizing counterterrorism, enhancing cybersecurity, and allocating resources for robust emergency response, our collective efforts aim to ensure a secure and prosperous maritime future for the ESNA region.

### 6.4.2.1 Short-Term Interventions:

1. Establish a regional maritime security information-sharing platform.
2. Conduct joint training exercises to improve interagency collaboration.
3. Upgrade radar coverage and satellite monitoring in high-risk zones.
4. Implement advanced technologies for real-time maritime domain awareness.
5. Initiate discussions to harmonize legal structures.
6. Develop standardized protocols for crossborder cooperation and enforcement.
7. Increase surveillance and information-sharing initiatives targeting illicit activities exacerbated by the pandemic.
8. Form a task force to oversee maritime safety and security during pandemics, with a focus on vulnerable coastal regions, shared waterways and Exclusive Economic Zones for blue economy exploitation.
9. and shared waterways.
10. Enforce stringent international safety practices for offshore exploration to improve maritime safety.
11. Implement and require comprehensive safety management systems for offshore operations, including risk assessments and emergency planning.
12. Mandate adequate insurance coverage for all offshore operators to address potential liabilities and environmental risks.

### 6.4.2.2 Medium-Term Interventions:

1. Explore establishing a regional maritime security agency.
2. Develop a standardized approach for patrolling vast territories.
3. Collaborate on drafting and adopting a regional maritime safety and security framework.
4. Strengthen enforcement mechanisms through mutual legal cooperation agreements.
5. Invest in capacity building programs for accident prevention and emergency response.
6. Establish a regional training centre for maritime safety and security.
7. Develop and enhance infrastructure for search and rescue operations.
8. Establish formal agreements among coastal countries for coordinated operations against illicit activities, ensuring unified responses.
9. Create training programs and workshops for maritime security personnel focused on strategies to address security challenges specific to the pandemic era.

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### 6.4.2.3 Long-Term Interventions:

1. Establish an integrated network for maritime safety and security with advanced technologies.
2. Foster long-term collaboration on research and development for innovative solutions.
3. Strengthen partnerships with international organizations for collective security.
4. Engage in long-term agreements for joint surveillance and emergency response.
5. Institutionalize continuous training programs and educational initiatives.
6. Develop long-term strategies for safety awareness and accident prevention.
7. Promote the adoption of sustainable technologies for environmental protection.
8. Launch long-term public awareness campaigns on safety, security, and maritime cooperation.
9. Develop a comprehensive maritime security framework that integrates pandemic lessons to boost preparedness for future health crises.
10. Upgrade technology and infrastructure to strengthen regional capabilities in monitoring and countering illicit activities, ensuring robust maritime security against evolving threats.



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## 6.5 Policy on Environmental Protection

**This policy underscores our collective determination to advance environmental protection within the maritime sector of ESNA, with a renewed focus on ensuring the protection of human life and sustainable resource exploitation, including those in our lakes. We commit to addressing environmental challenges through rigorous regulation enforcement, technological innovation, global collaboration and practices that ensure the well-being of our communities.**

### 6.5.1 Challenges in Implementation of Environmental Protection

#### 1. Environmental Compliance and Pollution Control:

- Harmonizing Environmental Standards.
- Disparities in national regulations complicate the alignment of environmental protection standards.
- Combating invasive species: The lack of effective regional measures and insufficient collaboration challenge the control of invasive species.
- Green shipping practices: Regional inconsistency in embracing green shipping initiatives poses a significant challenge.
- Inadequate resources to ensure compliance.

#### 2. Regulatory Frameworks and Enforcement:

- Legislative gaps: Current laws may be inadequate for addressing new or emerging environmental issues.
- Ensuring Effective enforcement: Achieving uniform enforcement of environmental regulations across regional states is challenging.
- Strengthening Legal frameworks: The need to bolster legal frameworks to ensure environmental compliance remains a significant hurdle.

#### 3. Technological Integration and Innovation:

- Investment limitations: A lack of funding for adopting advanced environmental technologies is a challenge.
- Slow adoption: Resistance and logistical challenges inhibit the widespread implementation of new environmental technologies.
- Keeping Pace with Technological Advancements: The rapid pace of technological progress necessitates ongoing adaptation, posing a continuous challenge.

#### 4. Capacity Building and Knowledge Sharing:

- Whistle-blower programs: Establishing and maintaining whistle-blower initiatives to promote environmental protection is challenging.
- Training for enforcement personnel: There's a significant need to enhance the skills and capabilities of personnel dedicated to environmental enforcement.
- Transparency and accountability: Ensuring practices are conducted in an open and responsible manner is an ongoing challenge.

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## 5. Global Collaboration and Sustainable Development:

- Active participation: Fully engaging in international maritime environmental initiatives is a challenge for some regional states.
- Effective Contribution to Global Initiatives: The challenge of sharing expertise and resources widely is hampered by obstacles in resource availability and the facilitation of knowledge exchange.
- Knowledge sharing beyond regional borders: Extending collaborative efforts beyond regional confines to tackle global environmental challenges is essential but difficult.

## 6. Sustainable Development and Conservation Challenges:

- Balancing Resource Exploitation with Conservation: Navigating the delicate balance between the sustainable exploitation of mineral resources in lakes and environmental conservation poses a unique challenge.

## 7. Carbon Measurement and Reduction Tools:

- The absence of robust mechanisms to accurately measure and manage carbon emissions across the maritime sector is a challenge across the ESNA region

### 6.5.2 Policy Statement on Environmental Protection

ESNA Regional states are dedicated to preserving our marine environment for a sustainable maritime future, committing to robust environmental protection that also prioritizes the safety of human life during resource exploitation activities. Our approach focuses on taking decisive actions to address challenges, such as assessing environmental threats and adopting adaptive strategies to bolster ecosystem resilience. We place a strong emphasis on the sustainable utilization of lake resources, and the development of advanced tools to measure and reduce carbon emissions ensuring that environmental conservation is at the forefront of our efforts.

#### 6.5.2.1 Short-Term Interventions:

##### 1. Regional Cooperation and Information Sharing:

- Create networks and platforms for collaboration among maritime stakeholders.
- Establish protocols for sharing data on environmental risks.
- Coordinate joint monitoring and surveillance efforts.

##### 2. Investment in Sustainable Infrastructure:

- Allocate funds for alternative fuel bunkering and shore power systems.
- Conduct feasibility studies for renewable energy sources.
- Upgrade waste treatment facilities at ports.

##### 3. Adoption of Green Port Programs:

- Implement initiatives to reduce greenhouse gas emissions.
- Promote renewable energy sources and energy-efficient practices.
- Invest in monitoring technologies for environmental indicators.
- Mandate environmental impact assessments (EIAs) for offshore exploration, coupled with strict compliance and monitoring to protect marine ecosystems and ensure sustainable practices for sustainable blue economy exploitation.

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#### **4. Safeguarding Human Life in Resource Exploitation:**

- Develop guidelines for the safe and sustainable exploitation of resources in lakes and exclusive economic zones, ensuring activities do not endanger human life or compromise environmental integrity.
- Initiate impact assessments to understand the environmental and social implications of resource exploitation in aquatic ecosystems.

#### **5. Development of Carbon Measurement Tools:**

- Initiate projects to develop and deploy carbon tracking systems across maritime operations to ensure comprehensive monitoring and reporting of emissions.

#### **6.5.2.2 Medium-Term Interventions:**

##### **1. Regional Cooperation and Information Sharing:**

- Foster partnerships between countries to address environmental challenges.
- Engage with international initiatives for expertise and resources.
- Develop guidelines for sustainable port management.

##### **2. Investment in Sustainable Infrastructure:**

- Promote responsible waste handling practices and recycling efforts.
- Develop guidelines for sustainable port management and support to blue economy.
- Invest in pilot projects for renewable energy sources.

##### **3. Adoption of Green Port Programs:**

- Establish regional centres for research on marine environmental protection.
- Develop strategies for transitioning to low-carbon propulsion systems.
- Ensure effective environmental surveillance through regular monitoring.

##### **4. Framework for Sustainable Lake Resource Management:**

- Create a comprehensive framework for managing the exploitation of resources in lakes, focusing on sustainable practices that protect human life and promote environmental conservation.
- Foster multi-stakeholder dialogues to align exploitation activities with the principles of the blue economy, emphasizing conservation and community well-being.

##### **5. Carbon Reduction Strategies:**

- Establish regional targets for carbon reduction within the maritime sector and support initiatives for green shipping practices, including the use of alternative fuels and energy-efficient technologies.

#### **6.5.2.3 Long-Term Interventions:**

##### **1. Regional Cooperation and Information Sharing:**

- Develop comprehensive environmental management frameworks.
- Implement stringent monitoring and reporting mechanisms.
- Collaborate internationally to share best practices.
- Develop partnerships among academia, maritime administrations, and the private sector to produce comprehensive maritime environmental data, enhancing environmental protection practices and support to blue economy.

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## 2. Investment in Sustainable Infrastructure:

- Implement sustainable port management frameworks.
- Engage stakeholders for transparency and accountability.
- Showcase achievements to position ports as leaders in sustainability.

## 3. Adoption of Green Port Programs:

- Set ambitious targets for reducing greenhouse gas emissions.
- Develop sustainable procurement and land use planning.
- Invest in green infrastructure and technologies for long-term sustainability.

## 4. Institutionalizing Best Practices for Lakes and Exclusive Economic Zones Resource Exploitation:

- Establish and uphold best practices and standards for sustainable lake resource exploitation, ensuring it supports regional economic well-being and safeguards human and environmental health.
- Collaborate with international bodies to align with global standards.

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## 6.6 Policy on Infrastructure

The development of robust maritime infrastructure is essential for the growth and competitiveness of the ESNA region. This policy chapter outlines our strategic approach to advancing our maritime infrastructure, aiming to enhance regional connectivity and support economic expansion. It sets the stage for the detailed discussion on the policies and interventions designed to modernize our infrastructure in alignment with global standards and the overarching goals of our regional maritime agenda. Development of a robust maritime infrastructure will enhance the exploitation of the blue economy.

### 6.6.1 Challenges in Infrastructure:

#### 1. Funding Constraints:

- Limited availability of financial resources for infrastructure projects. Substantial investment gaps hinder the ability to undertake major infrastructure projects.
- Difficulty in securing consistent funding from government budgets or external sources, exacerbated by global economic fluctuations.
- Competition for funding with other priority sectors or projects.
- Challenges in attracting private investment due to perceived risks or low returns.
- Inadequate revenue generation capacity within ports to fund infrastructure modernization.
- Inadequate incentive structures and support mechanisms for investors.
- Limited transparency and predictability in investment-related regulatory processes.

#### 2. Regulatory Hurdles:

- Lengthy and complex regulatory approval processes that delay the commencement and completion of infrastructure projects.
- Uncertainty regarding regulatory requirements and compliance standards, creating an unpredictable investment and operational environment.
- Lack of coordination between regulatory agencies responsible for different aspects of infrastructure development.
- Inconsistent enforcement of regulations and permitting requirements across regions.
- Regulatory barriers limiting innovation and adoption of new construction techniques or materials.

#### 3. Aging Infrastructure:

- Deterioration of existing infrastructure such as ports, roads, and lake transport facilities due to age, wear, and lack of maintenance.
- Obsolescence of critical equipment and facilities necessitates costly upgrades or replacements to meet safety and operational standards.
- Challenges in maintaining operational efficiency and safety standards with aging infrastructure.
- Limited availability of funding for rehabilitation or modernization of aging assets.
- Risks of unexpected failures or disruptions due to deteriorating infrastructure conditions.

#### 4. Environmental Impact:

- Potential environmental degradation resulting from outdated infrastructure and new development projects.

- Stringent regulatory requirements for environmental impact assessments and the implementation of mitigation measures.
- Public concerns and opposition to infrastructure expansion projects due to environmental considerations.
- Need to balance economic development objectives with environmental sustainability goals.
- Challenges associated with implementing environmentally friendly infrastructure designs and sustainable technologies, often due to higher upfront costs.

## 6.6.2 Policy Statement on Infrastructure

ESNA commits to modernizing its maritime infrastructure and equipment to meet global standards. We will streamline regulatory processes for swift upgrades and address aging infrastructure to ensure safety and efficiency. Emphasizing sustainable development, we aim to integrate advanced technologies to overcome existing challenges in technological integration. This commitment underscores our dedication to advancing our maritime infrastructure in alignment with international best practices, ensuring operational excellence and environmental sustainability.

### 6.6.2.1 Short-Term Interventions:

1. Assess current port handling equipment for maintenance needs and prioritize urgent repairs or replacements.
2. Procure modern handling machinery like cranes and forklifts to enhance operational efficiency and safety.
3. Ensure transparent procurement processes to acquire environmentally friendly equipment, promoting sustainability.
4. Monitor the performance of newly acquired machinery to identify any operational issues and make necessary adjustments.
5. Streamlining Border Procedures:
  - Implement pilot programs for simplified customs clearance at key border crossings.
  - Conduct workshops and training sessions for border officials on harmonized regulations.
  - Standardize electronic documentation for faster processing.
6. Enhance Investor Outreach and Communication:
  - Launch an awareness campaign to highlight investment opportunities in maritime infrastructure and blue economy, showcasing success stories and potential returns to attract private and international investors.
  - Establish regular investment forums to engage with potential investors, present upcoming projects, and discuss regulatory improvements and incentives.

### 6.6.2.2 Medium-Term Interventions:

1. Develop long-term plans for equipment renewal, outlining schedules for upgrades and replacements.
2. Establish funding mechanisms to facilitate continuous modernization efforts and ensure equipment sustainability.
3. Encourage the decommissioning of outdated machinery through incentives and regulatory measures to improve efficiency.
4. Logistics Hub Development:
5. Conduct feasibility studies for strategic locations along the corridor.

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6. Conduct feasibility studies to establish maritime transport support to the blue economy.
  7. Identify potential public-private partnerships for hub development.
  8. Develop initial infrastructure for cargo consolidation and distribution centres.
  9. Public-Private Partnerships:
    - Establish a task force to develop a framework for collaboration.
    - Identify priority infrastructure projects for private sector investment.
    - Launch pilot projects with private companies to demonstrate viability.
  10. Regulatory Reform Initiative:
    - Undertake a comprehensive review and simplification of existing regulations that impact infrastructure investment to reduce bureaucratic delays and increase transparency.
    - Develop a standardized protocol for faster processing and approval of infrastructure projects, aiming to cut down the time from proposal to initiation.

#### 6.6.2.3 Long-Term Interventions:

1. Implement strategies to promote the gradual replacement of older, less efficient machinery with modern, eco-friendly alternatives.
2. Create sustainable funding mechanisms to support the ongoing renewal of port handling equipment.
3. Enforce regulations and incentives to incentivize the retirement of obsolete machinery, ensuring continual improvements in efficiency and environmental impact.
4. Investment in Multimodal Infrastructure:
  - Conduct comprehensive feasibility studies for rail networks and inland waterway development.
  - Secure financing through grants, public-private partnerships, and international loans.
  - Initiate construction projects for key infrastructure upgrades in phases.
5. Set up a dedicated infrastructure fund that pools resources from public budgets, private investors, and international finance institutions, specifically aimed at financing large-scale infrastructure projects and providing loans or grants to support private sector investments in the infrastructure domain.
6. Negotiate long-term partnership agreements with key stakeholders, including international development banks and private consortiums, to secure investment for critical infrastructure projects.
7. Integrate the maritime sector development with exploitation in the blue economy.

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## 6.7 Policy on Technology and Digitization

**This policy focuses on accelerating the digital transformation of ESNA's maritime transport sector. By addressing resource limitations, skill gaps, and sustainable financing, we aim to unlock economic growth and position our region as a globally competitive maritime hub.**

### 6.7.1 Challenges in Maritime Transport Technology and Digitization:

#### 1. Resource Limitations:

- Limited national budgets for digital infrastructure investment in areas like Single Window Systems and Port Community Systems (PCS).
- Difficulty accessing international funding programs focused on technology adoption for efficient port operations.
- Lack of diversified funding models for ongoing maintenance and upgrades of essential digital infrastructure.

#### 2. Technical Expertise Gap:

- Shortage of skilled professionals in areas like data analytics, cybersecurity, and implementing modern maritime digital solutions (e.g., Automated Identification Systems (AIS), Vessel Traffic Management Systems (VTMS)).
- Limited training programs to develop a futureproof workforce capable of operating and maintaining new technologies.
- Difficulty integrating new technologies like blockchain for trade document management with existing legacy systems within ports and logistics companies.

#### 3. Financial Constraints for Advanced Technologies:

- High upfront costs of implementing advanced technologies like Artificial Intelligence (AI) for optimized route planning and automated container handling systems.
- Challenges in securing long-term financial commitments from public and private sectors to support continuous technological innovation in the maritime industry.

#### 4. Regulatory and Policy Hurdles:

- Divergent national regulations hindering seamless data exchange and digital integration across borders, creating challenges for Single Window implementation.
- Lack of regional cooperation and harmonized policies that impede the development of a unified maritime digital ecosystem for efficient cargo movement.
- Inefficient bureaucratic processes that create delays in technology adoption, hindering the implementation of e-documentation for streamlined clearance procedures within ports.

#### 5. Standardization and Interoperability:

- Inconsistent data formats and communication protocols across the region, posing challenges for information exchange between Port Community Systems and other digital platforms.
- Lack of standardized digital infrastructure to facilitate seamless cargo movement throughout the region, hindering efficient logistics operations.



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## **6. Existence of manual data and lack of integrated information systems:**

- Large part of data collected on performance is not available electronically or digitized but held manually. This leads to inadequate and incorrect data collected.
- Lack of sharing of information. No deliberate policies or collaborations in sharing information across ports and other maritime centres, logistics and players.
- Existence of standalone systems, which are not integrated. This limits the extraction and sharing of data across operations, planning, management, and connectivity with external systems.
- Lack of a regional reference point for data sharing
- Monitoring and evaluation is limited by data and information, which is not readily available and incorrect.

## **7. Transparent Public-Private Partnerships (PPPs):**

- The necessity for transparent procurement processes for maritime technology solutions remains unmet.
- Government agencies lack the capacity to manage PPPs effectively, particularly those aimed at digital infrastructure in maritime contexts.
- There's a pressing need to ensure equitable risk distribution among public and private entities in PPP maritime technology projects.

### **6.7.2 Policy Statement on Technology and Digitization**

The ESNA region is committed to digitally transforming its maritime sector, investing in digital infrastructure and workforce training to boost economic growth and establish global leadership. This effort includes bridging the skills gap, securing funding for advanced technologies, streamlining regulations, and standardizing data for smoother trade operations. By prioritizing innovation and cybersecurity, ESNA aims to achieve efficient, secure, and sustainable maritime trade.

#### **6.7.2.1 Short-Term Interventions:**

1. Launch training programs to build a skilled workforce in data analytics, cybersecurity, and implementing modern maritime technologies (AIS, VTMS).
2. Explore international funding opportunities and establish public-private partnerships (PPPs) for crucial digital infrastructure projects like Maritime Single Window Systems.
3. Implement pilot projects using standardized data formats for seamless information exchange within Port Community Systems (PCS) and blue economy.
4. Establish collaborations, agreements, regional reference point for data sharing and integrated systems.
5. Identify manual and electronic data in the ports and other maritime centres with a view to digitize the manual data and ease sharing and use.
6. Provide adequate information systems for planning, management, operation, data collection and sharing enabled through integrated systems.
7. Initiate regional dialogues to identify areas for harmonizing maritime regulations that facilitate data exchange and e-documentation adoption.
8. Launch initiatives to enhance maritime digital technologies and sustainable offshore exploration, focusing on innovative energy and environmental partnerships.

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### 6.7.2.2 Medium-Term Interventions:

1. Invest in upgrading existing port infrastructure and implementing essential PCS across the region.
2. Implement training programs and awareness campaigns to promote a culture of cybersecurity within maritime operations.
3. Implement and integrate electronic data collection systems, and establish connectivity for data sharing with external portals or reference points.
4. Develop a comprehensive framework for integrating advanced technologies such as AI, blockchain, and IoT into existing maritime operations.
5. Set up interdepartmental committees to oversee the integration process, ensuring that technical, operational, and security aspects are aligned.
6. Establish a regulatory sandbox that allows for temporary, supervised regulatory flexibilities to test new digital solutions in a controlled environment.
7. Establish clear guidelines and transparency standards for public-private partnerships, focusing on equitable risk sharing and open procurement processes.

### 6.7.2.3 Long-term Interventions:

1. Develop diversified funding models for ongoing maintenance and upgrades of digital infrastructure, ensuring long-term sustainability.
2. Integrate advanced technologies (e.g., blockchain) for trade document management and automate container handling systems.
3. Establish a regional reference point or portal integrated to the maritime and trade community systems in ESNA for data sharing, research, and trade facilitation.
4. Implement a continuous review mechanism that regularly assesses and updates maritime digital regulations to align with global standards and technological advancements.
5. Promote regional and international collaboration in regulatory practices to ensure a harmonized approach that facilitates seamless cross-border digital operations.
6. Offer incentives for R&D in maritime digital technologies, including tax breaks, grants, and cofinancing options for projects that aim to develop new solutions for the maritime industry.
7. Support university-industry partnerships to foster innovation and provide practical training opportunities, ensuring that the workforce is prepared for future technological shifts.
8. Establish a Continuous Review Board to regularly evaluate and update the PPP guidelines and standards, ensuring they remain adaptive to new technological, financial, and regulatory developments.

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## 6.8 Policy on Development and Utilization of Inland Waterways

This policy outlines a comprehensive approach to revitalizing and harnessing the potential of inland waterways in the ESNA region. Addressing challenges like infrastructure deficiencies, safety concerns, environmental considerations, socio-economic constraints, and climate change impacts, the policy commits to enhancing the development and utilization of these waterways.

### 6.8.1 Challenges in the development and utilization of inland waterways

#### 1. Infrastructure Deficiencies:

- Lack of dredging and maintenance leads to shallow waters, hindering navigation for larger vessels.
- Inadequate port facilities and logistical infrastructure limit cargo handling capacity.
- Poorly maintained locks and dams disrupt transportation flows.

#### 2. Safety and Security Concerns:

- Piracy and riverine crime can threaten vessels and cargo.
- Weak enforcement of regulations on overloading and safety standards can lead to accidents.
- Political instability in some regions can create uncertainty and discourage investment.

#### 3. Environmental Considerations:

- Siltation due to deforestation and soil erosion reduces water depth and navigability.
- Pollution from industrial waste, agricultural runoff, and untreated sewage poses risks to human health and ecosystems.
- Disruption of natural river flows by dams can impact fish migration and biodiversity.

#### 4. Socio-economic Constraints:

- Lack of investment in developing water transport markets and integrating them with other transport modes.
- Limited awareness and capacity for using and maintaining inland waterways safely and efficiently.
- Competition from established road and air transport networks, particularly for high-value goods.

#### 5. Climate Change Impacts:

- Fluctuations in water levels due to droughts or floods can disrupt navigation and reduce usability of waterways.
- Increased frequency and intensity of extreme weather events can damage infrastructure and disrupt operations.

### 6.8.2 Policy Statement on the development and utilization of inland waterways

ESNA commit to a coordinated effort to revitalize inland waterways. We will prioritize dredging, infrastructure upgrades, and safety measures to unlock economic potential while safeguarding the environment. Through collaboration, capacity building, and sustainable practices, ESNA will harness the power of its waterways for a prosperous future.

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### 6.8.2.1 Short-Term Interventions:

#### 1. Safety and Security:

- Increase patrols and enforcement.
- Enhance surveillance systems.
- Strengthen collaboration with law enforcement.
- Implement training programs.
- Establish emergency response protocols.

#### 2. Infrastructure Assessment:

- Conduct comprehensive surveys.
- Assess structural integrity.
- Evaluate existing logistics infrastructure.
- Analyse climate change impact.
- Develop risk management strategies.

#### 3. Environmental Sustainability:

- Implement emission reduction measures.
- Develop pollution prevention plans.
- Implement recycling and waste management programs.
- Conduct environmental impact assessments.
- Invest in green infrastructure.

#### 4. Capacity Building and Training:

- Provide safety and emergency response training.
- Enhance technical skills.
- Conduct workshops on port management.
- Foster leadership development.
- Facilitate knowledge sharing.

#### 5. Stakeholder Engagement and Collaboration:

- Foster partnerships with local communities and NGOs.
- Establish dialogue forums.
- Promote transparency and accountability.
- Collaborate with universities and research institutions.
- Engage with international organizations.

#### 6. Market Development Initiatives:

- Develop targeted marketing strategies to promote the advantages of inland waterway transport to potential shippers, focusing on cost, efficiency, and environmental benefits.
- Facilitate industry roundtables to explore the integration of inland waterways with road and rail transport, identifying synergies and collaborative opportunities.

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### 6.8.2.2 Medium-Term Interventions:

#### 1. Navigation Improvement:

- Implement dredging programs.
- Prioritize dredging projects.
- Explore sustainable dredging techniques.
- Manage sediment disposal responsibly.
- Ensure compliance with environmental regulations.

#### 2. Infrastructure Enhancement:

- Upgrade port facilities.
- Install advanced navigation systems.
- Enhance communication technology.
- Refurbish locks and dams.
- Implement maintenance schedules.

#### 3. Environmental Sustainability:

- Conduct environmental impact assessments.
- Collaborate on ecological preservation.
- Implement green infrastructure initiatives.
- Adopt sustainable construction practices.
- Monitor water quality and marine biodiversity.

#### 4. Safety and Security:

- Enhance cybersecurity measures.
- Increase patrols and law enforcement.
- Improve communication and coordination.
- Conduct safety inspections.
- Provide training on safety procedures.

#### 5. Economic Impact Assessment:

- Conduct comprehensive economic impact assessments.
- Analyse effects on local economies and employment.
- Prioritize projects based on economic benefits.
- Explore innovative financing mechanisms.
- Engage stakeholders for input and alignment.

#### 6. Integrated Transport Development Programs:

- Launch pilot projects for integrated transport solutions that combine water, road, rail, and air transport, enhancing logistical efficiency and reducing transit times.
- Implement standardized operational protocols across different modes of transport to ensure seamless cargo transfers and improved service reliability.

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### 6.8.2.3 Long-Term Interventions:

#### 1. Integrated Transport Networks:

- Develop strategies for transport integration.
- Invest in multimodal terminals and logistics hubs.
- Promote public-private partnerships.
- Establish cooperative management agreements.
- Advocate for international cooperation.

#### 2. Environmental Sustainability:

- Implement watershed management programs.
- Strengthen pollution control measures.
- Conduct comprehensive environmental impact assessments.
- Promote sustainable practices.
- Collaborate on monitoring and research.

#### 3. Capacity Building:

- Conduct education and awareness campaigns.
- Establish partnerships with maritime and logistics companies to provide hands-on training, internships, and sea-time opportunities for students and professionals focused on inland waterway operations.
- Create a certification program for inland waterway operations, recognized both nationally and internationally, to raise the profile and credibility of professionals in the field.

## 6.9 Policy on Human Resources and Capacity Building

This policy represents our commitment to advancing human resources, capacity building, and professional standards within the ESNA maritime sector. Recognizing the pivotal role of a proficient workforce, it aims to elevate maritime education, professional development, and certification standards. By integrating efforts across crew training, certification, and maritime allied courses, this policy fosters regional and international partnerships, driving toward a globally competitive and sustainable maritime sector.

### 6.9.1 Challenges in Human Resources and Capacity Building

#### 1. Maritime Education Infrastructure:

- Limited enrolment capacity and outdated facilities across academies.
- The absence of established regional hubs for maritime education.

#### 2. Skills Gap and Professional Development:

- A lack of comprehensive, industry-wide online training platforms and a culture promoting lifelong learning.
- Challenges in aligning training infrastructure and curricula with current industry standards, including the integration of STCW compliance.

#### 3. Gender Equality and Inclusivity:

- Insufficient targeted scholarships, recruitment programs, and partnerships aimed at promoting gender equality.
- Ongoing issues with gender disparity in professional representation and leadership.

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#### **4. Leadership and Management Development:**

- The absence of tailored programs and regional leadership academies for maritime professionals.
- Limited initiatives for the empowerment of emerging leaders.

#### **5. Collaborations and Knowledge Exchange:**

- Difficulties in obtaining technical assistance and engaging in meaningful collaboration with leading maritime entities.
- A notable gap in joint research projects, training programs, and the establishment of knowledge exchange networks.

#### **6. Certification and Compliance:**

- Uniformity challenges in certification processes and the mutual recognition of maritime credentials.
- Difficulty ensuring widespread compliance with STCW standards across the sector.

#### **7. Employment and Practical Experience:**

- Restricted global recognition of local maritime certifications and difficulties in achieving international accreditation.
- A shortfall in internships and practical training opportunities necessary for gaining sea time experience.

#### **8. Maritime Allied Courses and Transport & Logistics Training:**

- Inconsistent training standards and misaligned certification processes with industry demands.
- Expansion challenges of infrastructure and digital platforms to support e-learning and simulation-based training comprehensively.

### **6.9.2 Policy Statement on Human Resources and Capacity Building**

In advancing the maritime sector, ESNA commits to a robust policy on Human Resources and Capacity Building. Recognizing the crucial role of skilled professionals, we aim to enhance maritime education, certification standards, and international employability. This policy is dedicated to promoting continuous training, adopting advanced technologies, and ensuring a diverse and inclusive workforce. It emphasizes our resolve to develop a proficient maritime community, underscored by quality education, professional excellence, and global competitiveness, fostering sustainable development across the region.

#### **6.9.2.1 Short-Term Interventions:**

1. Conduct STCW compliance reviews, enhance training with advanced simulation technologies, and implement pilot e-learning platforms.
2. Develop and enhance training for skills gaps in logistics, management, administration, finance, security, and information technology for maritime sector and opportunities in blue economy.
3. Modernize infrastructure and curricula at maritime training institutions, develop targeted skill programs for Cabotage, and standardize competency-based certification processes.
4. Increase training capacity with needs assessments and skills gap analysis, tailor training programs, and establish networks for best practice exchange both regionally and internationally.
5. Pursue Memorandum of Understanding with shipping lines to provide seafarers with sea-time opportunities.
6. Facilitate internship placements on regional ships, streamline maritime institution approval processes, and align certification processes with international standards.
7. Conduct feasibility studies for the establishment of regional maritime training and education institutions.

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8. Support the existing maritime training and education institutions through encouraging collaboration, joint research programs and increased funding.
  9. Encourage research and development in the maritime industry and blue economy.
  10. Encourage private sector participation in maritime training and education, research and development activities.
  11. Implement targeted scholarships, recruitment programs, and partnerships aimed at promoting gender equality and inclusivity in the maritime sector.

#### 6.9.2.2 Medium-Term Interventions:

1. Conduct STCW compliance reviews, utilize advanced simulation technologies for training, and launch pilot e-learning platforms.
2. Modernize infrastructure and curricula at training institutions, develop specialized skill programs for Cabotage, and standardize certification for competency assessments.
3. Increase training capacity with needs assessments and tailored programs, and establish networks for best practice exchange and knowledge sharing regionally and internationally.
4. Facilitate internship placements on regional ships, streamline maritime institution approvals, and update certification processes to meet international standards.
5. Increase engagement with shipping lines to provide seafarers with sea-time opportunities.
6. Support the existing maritime training and education institutions through encouraging collaboration, joint research programs and increased funding.
7. Encourage research and development in the maritime industry and blue economy.
8. Encourage private sector participation in maritime training and education, research and development activities, including awareness on blue economy.
9. Integrate gender equality modules into existing curricula at maritime academies and training institutions.
10. Launch structured mentorship initiatives that connect industry leaders with underrepresented groups to facilitate career guidance and advancement.

#### 6.9.2.3 Long-Term Interventions:

1. Establish the region as a globally recognized training hub with a sustainable framework for quality maritime education and regularly updated curricula.
2. Encourage continuous professional development, mentorship, and scholarship programs to support career growth in the maritime sector.
3. Enhance sustainable international partnerships, develop a regional competency framework for consistent training standards, and explore funding models for the longevity of maritime education initiatives.
4. Develop frameworks for sustainable provision of sea-time opportunities.
5. Support the existing maritime training and education institutions through encouraging collaboration, joint research programs and increased funding.
6. Encourage research and development in the maritime industry and blue economy.
7. Encourage private sector participation in maritime training and education, research and development activities.
8. Embed gender equality and inclusivity policies into all levels of organizational practice, ensuring long-term commitment and accountability.
9. Foster international collaborations that promote best practices in gender equality and inclusivity across the maritime sector.



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## 6.10 Policy on Financial Mobilization or Regional Programs

This policy addresses shared maritime goals through improved financial resource mobilization and trade practices in the region. It enhances funding mechanisms and legal frameworks while promoting public-private partnerships for efficient resource allocation. Additionally, it aims to reform regional trade practices by educating businesses and empowering local insurers, ensuring a more secure, transparent, and prosperous trading environment for the ESNA region.

### 6.10.1 Challenges in Financial Mobilization or Regional Programs

This policy addresses challenges hindering both financial resource mobilization and regional trade practices in the ESNA region:

- I) **Financing Mechanisms:** Difficulties arise from diverse financial regulations and legal disparities across member states, impeding the creation of standardized and efficient funding mechanisms for regional programs.
- II) **Financial Needs Assessment:** The lack of reliable tools for financial evaluation and limited data gathering capabilities make it difficult to accurately assess and budget for the dynamic needs of regional programs.
- III) **Public-Private Partnerships:** Resistance from the private sector and the complexities of developing effective partnership frameworks pose substantial barriers to establishing productive Public-Private Partnerships (PPPs) with fair contribution models and appropriate risk allocation.
- IV) **Financial Transparency:** Inadequate mechanisms for transparent financial reporting and auditing challenge trust and accountability in financial management. Trade Practices and Insurance:
- V) **Capital Flight:** Insurance premiums paid to foreign companies drain foreign currency from the region, impacting regional economic stability.
- VI) **Limited Local Participation:** Regional insurance companies miss out on business opportunities due to importers favouring foreign providers, hindering the growth of a robust local insurance industry.
- VII) **Unforeseen Expenses and Claim Difficulties:** Incoterms selection practices may lead to insufficient insurance coverage, leaving importers financially exposed in case of cargo loss or damage. Furthermore, pursuing claims with foreign insurers is complicated by language barriers, differing legal systems, and high litigation costs.
- VIII) **Risk Management in Offshore Operations:** The absence of comprehensive risk management strategies and adequate insurance frameworks for offshore maritime activities poses significant financial and operational risks. These include the potential for environmental disasters, accidents, and spills, which not only endanger maritime ecosystems but also impose substantial financial liabilities on regional economies.

### 6.10.2 Policy Statement on Financial Mobilization for Regional Programs

The ESNA region pledges a transformative maritime policy. We commit to streamlined financial mechanisms, fostering private sector engagement in regional programs, empowering stakeholders, and in marine cargo insurance. By promoting informed trade practices and collaboration, this policy fosters a resilient maritime sector driving shared prosperity.

#### 6.10.2.1 Short-Term Interventions:

1. Launch specialized training sessions to enhance stakeholders' understanding of financial instruments, aimed at improving their ability to articulate financial needs accurately.
2. Collaborate to create and test standardized tools for assessing financial needs efficiently, ensuring these tools meet regional requirements.
3. Organize campaigns and forums to enhance dialogue and encourage private sector involvement in regional programs via Public-Private Partnerships (PPPs).

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4. Establish a task force responsible for creating clear guidelines and conducting workshops to ensure the transparency and accessibility of grant funding.
  5. Set up a central platform for initial financial reporting to enhance accountability, complemented by a strategic communication plan to promote its adoption and usage.
  6. Establish transparent processes for licensing and permits crucial for offshore exploration. This will involve setting criteria focused on technical and financial standards, as well as safety and environmental compliance.
  7. Establish mandatory risk management and insurance for offshore operators, focusing on safety systems, environmental protection, financial liability management, and sustainable exploitation of the blue economy.
  8. Develop and implement streamlined procedures for filing and resolving claims with both local and foreign insurers.
  9. Launch promotional campaigns and provide incentives for regional businesses to engage with local insurance providers.

#### 6.10.2.2 Medium-Term Interventions:

1. Form a task force to address legal disparities and recommend legislative changes, aimed at creating harmonized funding mechanisms across the region.
2. Construct adaptable forecasting models with integrated feedback loops to continuously improve resource allocation efficiency.
3. Execute feasibility studies and pilot projects to identify and test effective incentive models for enhancing Public-Private Partnerships.
4. Create a dedicated committee to ensure that regional programs and grant criteria are aligned strategically, with regular evaluations to maintain ongoing effectiveness.
5. Implement advanced training programs and assessments to strengthen the auditing capabilities of regional states, ensuring robust financial management.
6. Advocate for legal harmonization to enhance insurance coverage, encouraging local insurer participation and ensuring comprehensive risk coverage.
7. Partner with insurance industry experts to review and enhance the adequacy of insurance policies, ensuring they comprehensively cover all maritime activities and address specific gaps like Incoterms and unexpected financial exposures.
8. Form a consortium of local insurance companies to pool resources, lower insurance costs, and provide competitive rates, aimed at retaining capital within the region.
9. Develop a program to facilitate access to international grants and funding programs, specifically tailored to support digital and infrastructural maritime projects.

#### 6.10.2.3 Long-Term Interventions:

1. Create forums and a repository to foster continuous knowledge exchange on financial mechanisms within the region, enhancing regional financial expertise.
2. Set up a secure platform for transparent financial information exchange across the region to facilitate better financial decision-making and coordination.
3. Establish permanent committees tasked with the ongoing review of collaboration frameworks, recommending improvements to maintain and enhance their effectiveness.
4. Introduce a continuous evaluation system and form an independent review body to oversee and ensure the transparency and effectiveness of grant allocations.
5. Develop and implement a comprehensive communication strategy and establish regular communication protocols to maintain transparent and ongoing dialogue among regional states.
6. Develop a dedicated office focused on managing and sustaining international funding relationships and joint ventures, aimed at securing ongoing investments, enhancing infrastructure scalability, and aligning with global sustainability goals.

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## 6.11 Policy on Private Sector Participation

This policy underscores our commitment to bolster private sector participation in its implementation. We aim to eliminate policy and regulatory barriers, upgrade critical infrastructure, enhance security measures, and cultivate a favourable investment climate. Through a combination of policy harmonization, security enhancements, investment incentives, and capacity building, we seek to foster a competitive and efficient maritime future that aligns with the strategic interests of private stakeholders.

### 6.11.1 Challenges in Private Sector Participation.

#### 1. Policy and Regulatory Uncertainty:

- Inconsistent or unclear policies across ESNA Regional states can deter investment.
- Lack of harmonized regulations on safety, environment, and competition can discourage regional participation.
- Unpredictable changes in policy or bureaucratic hurdles can increase risk for private investors.

#### 2. Limited Infrastructure and Logistics:

- Inadequate port facilities, lack of proper storage, and underdeveloped logistical networks can limit profitability for private companies.
- High costs associated with dredging and maintaining waterways can be unattractive for private investment.
- Poor infrastructure connectivity between inland waterways and other transport modes can hinder efficient operations.

#### 3. Security Concerns:

- Piracy, theft, and other security threats in some regions can raise insurance costs and discourage private sector involvement.
- Political instability or conflict zones can create uncertainty and pose risks to investments.

#### 4. Financing and Investment Climate:

- Limited access to long-term financing and high-interest rates can make investments in waterways unattractive.
- Lack of transparent and competitive bidding processes can discourage private participation.
- Inadequate risk-sharing mechanisms between public and private sectors can limit private sector engagement.

#### 5. Competition from Established Players:

- The strong presence of state-owned enterprises and entrenched business interests creates significant barriers for new and existing private companies. These entities often benefit from preferential policies, greater access to funding, and established market dominance, which can stifle competition and limit entry opportunities for private firms seeking to invest and operate in the maritime sector.

#### 6. Limited Integration with Alternative Transport Modes:

- Limited Integration of maritime, road, and rail and air transport into an efficient, cost-effective and reliable multi-modal system.

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### 6.11.2 Policy Statement on Private Sector Participation

ESNA commits to a maritime strategy that empowers the private sector through clear, consistent regulations designed to streamline investments. We will focus on upgrading ports, logistics, and waterway maintenance to unlock private capital and create an integrated transport network that supports maritime, road, and rail interfaces. Enhanced regional security will foster a more stable investment climate. We aim to promote fair competition and explore innovative financing solutions to attract investment, ensuring a competitive and efficient maritime future that complements other transport modes, thereby enhancing the overall economic landscape of ESNA.

#### 6.11.2.1 Short-Term Interventions:

1. Establish a working group to identify and address inconsistencies in maritime policies that disincentivize private sector participation across ESNA Regional states.
2. Organize regional and international Donor or development partner forums to showcase opportunities for private investment .
3. Create guidelines to enhance integration across maritime, road, rail, and air transport, identifying collaborative opportunities that leverage the strengths of each mode to boost overall transport efficiency.
4. Launch public-private partnerships to develop crucial maritime and offshore exploration infrastructure, such as ports and logistics hubs, which also support the blue economy.
5. Implement a comprehensive security program that enhances surveillance, increases patrols, and improves security at key maritime points to address maritime security threats and crimes effectively and supports the blue economy.

#### 6.11.2.2 Medium-Term Interventions:

1. Launch pilot projects with private sector partners to test innovative financing models and infrastructure upgrades.
2. Develop and enforce regulations to ensure a level playing field for all market participants, particularly targeting the dominance of state-owned enterprises and established players.
3. Provide training programs for government officials on public-private partnerships (PPPs) for maritime development and blue economy.
4. Implement online permitting systems to expedite approvals for private sector projects.
5. Invest in the creation of intermodal terminals and logistic hubs to ensure seamless connectivity between maritime and other transport modes, streamlining cargo transfer and operations.

#### 6.11.2.3 Long-Term Interventions:

1. Establish a dedicated regional fund to co-finance infrastructure projects with private investors.
2. Create a regional hub to foster research and development in sustainable maritime technologies.
3. Develop a framework to monitor progress on private sector participation and adjust strategies as needed, including participation in blue economy.
4. Regularly evaluate and adjust regulatory frameworks to enhance the integration of maritime and other transport modes, fostering a cohesive system that boosts private sector engagement and investment.
5. Focus on a comprehensive plan that includes building and linking intermodal terminals that integrate maritime, road, rail, and air transport.

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## 6.12 Policy on Stakeholder Engagement

This policy outlines our commitment to improving stakeholder engagement within the maritime sector of ESNA. Addressing challenges like the lack of established communication channels and harmonization gaps, we aim for inclusive policymaking that integrates insights from all industry sectors. Through collaboration, financial engagement, and public-private partnerships, we strive for policies that are well rounded, ensuring sustainability and representing the diverse interests within our maritime community.

### 6.12.1 Challenges in Stakeholder Engagement

1. **Lack of established communication channels:** The absence of dedicated platforms for ongoing dialogue with various stakeholders (industry, government agencies, academic institutions, etc.) hinders effective engagement and knowledge sharing.
2. **Harmonization and coordination gaps:** Inconsistencies between national and regional maritime policies, as well as lack of robust regulatory cooperation, create uncertainties and complexities for stakeholders.
3. **Limited capacity and resources:** Inadequate resources and expertise within government agencies and institutions may hinder effective analysis, research, and implementation of stakeholder-driven policies.
4. **Lack of long-term commitment:** Shortterm engagement initiatives like workshops and forums might not fully capture long-term interests and concerns of diverse stakeholders.
5. **Transparency and accountability issues:** Insufficient transparency in policymaking processes and limited mechanisms for holding authorities accountable can erode trust and hinder stakeholder participation.

**6.12.2 Policy Statement on Stakeholder Engagement** Regional states commit to inclusive policymaking, integrating industry insights, harmonizing policies, fostering global collaboration, supporting academia, engaging stakeholders, and ensuring continuous worker representation. Financial engagement and public-private partnerships secure long-term sustainability. This collective commitment aims at well-rounded and representative maritime policies.

#### 6.12.2.1 Short term interventions:

1. Organize sessions to collect stakeholder input on challenges within the maritime sector and blue economy.
2. Set up platforms for ongoing dialogue and initiate training to enhance stakeholder collaboration and skills development and information on maritime activities on blue economy.
3. Execute comprehensive evaluations and financial planning for essential infrastructure projects.
4. Launch forums focusing on job creation, skill development, and socioeconomic growth through offshore exploration.

#### 6.12.2.2 Medium-term Interventions:

1. Create ongoing platforms for continuous stakeholder engagement and policy discussion.
2. Review existing laws and form agreements to ensure policy alignment across regions.
3. Set up partnerships for advanced research and continuous learning programs to enhance industry capabilities and awareness of maritime opportunities in blue economy.

#### 6.12.2.3 Long-term Interventions:

1. Develop systems to enhance policy-making through increased data accessibility and stakeholder integration, and awareness on blue economy.
2. Formulate and strengthen regulatory frameworks to enhance cooperation and resolve disputes.
3. Launch strategic initiatives to prepare for future workforce needs, promote environmental sustainability, and secure financial stability for long-term growth.

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## 6.13 Policy on Gender and Youth

The ESNA region's policy on gender and youth in maritime transport is a strategic commitment to eliminate existing barriers and create a more inclusive environment. It aims to empower women and the youth by fostering their access to training, scholarships, internship, Employment and financing opportunities. This will equip them with the necessary skills and experience to compete for rewarding careers at sea, ultimately driving a more diverse and prosperous maritime sector for ESNA.

### 6.13.1 Challenges in Achieving Inclusivity of Gender and Youth

1. **Stereotypes and Discrimination:** Persistent stereotypes and potential discrimination in the traditionally male-dominated maritime industry restrict women's access to training, career progression, and leadership roles.
2. **Work Culture and Safety Concerns:** The long working hours at sea, physically demanding nature of some jobs, and potential safety concerns in male-dominated environments can deter women from pursuing maritime careers.
3. **Lack of Role Models and Mentorship:** The limited number of women in leadership positions within the industry creates a lack of role models and mentors, making it difficult for young women to envision themselves in successful maritime careers.
4. **Limited Training Opportunities:** Barriers such as region-specific limitations in access to quality maritime education and training programs restrict entry for young individuals lacking the necessary qualifications.
5. **Financial Constraints:** The significant costs associated with maritime training and certification present a considerable challenge, particularly for those from disadvantaged backgrounds, compounded by a lack of financial aid and scholarship opportunities.
6. **Limited Access to Practical Maritime Experience:** A scarcity of internship opportunities and entry-level positions significantly impedes young individuals' ability to obtain crucial maritime experience. This bottleneck is compounded by limited sea time opportunities, essential for honing the practical skills needed for career advancement in the maritime sector.
7. **Work-Life Balance:** The demanding schedules and long periods at sea can present challenges for both women and youth in maintaining a healthy work-life balance.
8. **Lack of Awareness and Accessibility:** A general lack of awareness about the diverse career paths within the maritime sector limits interest among young people, which are essential for career advancement.
9. **Sexual harassment:** Global concern of sexual harassment especially for women coupled with long hours at sea greatly affects their psychological standing and hence productivity.
10. **Cultural and Societal Barriers:** The deeply ingrained societal beliefs and traditions that position women in subordinate roles significantly restrict their access to the maritime and other professional sectors.

### 6.13.2 Policy Statement on Gender and Youth

The ESNA region is committed to inclusivity in maritime transport, aiming to dismantle gender barriers through targeted recruitment, anti-bias training, and equal opportunity access. Efforts to shift traditional norms will increase women's participation. Additionally, by investing in the youth through enhanced training programs, scholarships, and internships, we aim to develop a skilled workforce. This approach will not only diversify and future-proof our maritime sector but also transform our cultural heritage to champion gender equality and inclusivity, ultimately driving prosperity across ESNA.

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#### 6.13.2.1 Short-Term Interventions:

1. Use media to broadcast maritime events, highlight women's achievements, post job opportunities in maritime sector and blue economy, and promote gender diversity through surveys and educational resources.
2. Partner with industry stakeholders to provide unbiased training for recruitment teams and leadership to foster an inclusive workplace culture.
3. Launch a pilot mentorship program connecting aspiring female maritime professionals with experienced mentors for career guidance and networking.
4. Collaborate with educational institutions to increase scholarship availability for underrepresented groups in maritime education and blue economy.
5. Implement financial aid options, such as loans and targeted scholarships, for youth and women in maritime training.
6. Partner with shipping companies to offer internships specifically for women and youth, providing essential industry experience.
7. Incorporate brief, intensive training cruises in maritime education to provide early sea time experience essential for certification.
8. Utilize state-of-the-art simulators in training programs to enhance realistic learning experiences, complementing or replacing traditional sea time.
9. Support shipping companies in adopting recruitment practices that accommodate candidates with limited sea time experience.
10. Initiate Ocean waste recycling projects to create jobs and entrepreneurial opportunities in the maritime sector, especially for women and youth.
11. Engage community leaders and influencers in dialogue to challenge and change societal norms that restrict women's participation in the maritime sector.
12. Conduct workshops to enhance cultural sensitivity among maritime professionals, promoting respect for diversity and the advancement of women in the industry.
13. Improve educational access for girls and women by partnering with institutions to offer genderinclusive curricula and addressing educational barriers.

#### 6.13.2.2 Medium-Term Interventions

1. Forge partnerships with educational institutions and maritime companies to ensure gender equality in internship and job placement programs.
2. Create targeted training programs and workshops to enhance skills in maritime law, environmental policies, and operations for women and youth.
3. Seek collaborations and funding from maritime organizations, government bodies, and private sectors to support scholarships and training focused on inclusivity.
4. Develop targeted financial support initiatives for women and youth to alleviate economic barriers in shipping and maritime.
5. Establish a regional network to streamline internship placements within maritime companies for young people.

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6. Track and evaluate the effectiveness of interventions through ongoing data collection and analysis in maritime sector and blue economy.
  7. Set clear guidelines to combat workplace harassment and discrimination in the maritime sector.
  8. Launch a mentorship program that pairs direct guidance with buddy support systems to empower women and youth.
  9. Investigate government incentives for shipping companies that enhance sea time opportunities for women and youth.
  10. Introduce pilot programs offering shorter initial sea periods for women and youth, with gradual increases as experience builds.
  11. Ensure regional and national policies align with IMO regulations on bullying, harassment, and sexual misconduct in maritime transport.
  12. Amplify efforts to support laws that ensure equal access to maritime education, training, and employment for women.
  13. Create programs for economic empowerment of women and youth in the maritime sector, including access to capital, business training, and market opportunities.

#### 6.13.2.3 Long-Term Interventions

1. Launch programs specifically for women and youth, including mentorship, training, and policy engagement opportunities, to prepare them for leadership roles in maritime.
2. Support the creation of maritime study centres that focus on inclusivity, offering scholarships and research opportunities for underrepresented groups.
3. Collaborate with regional education authorities to develop vocational training pathways that lead to careers in maritime sector and blue economy.
4. Work with companies to implement work-life balance measures, such as flexible working arrangements and comprehensive parental leave policies.
5. Advocate for the standardization of sea time requirements at regional or international levels, considering alternatives like simulator training or skill demonstrations.
6. Explore methods to acknowledge non-traditional experiences, such as volunteer work or internships, as partial fulfilment of sea time requirements.
7. Engage continuously in policy advocacy to promote more sea time opportunities and enhanced inclusivity in the maritime sector for women and youth.
8. Encourage the inclusion of gender studies in maritime education curricula to foster gender equality awareness among future maritime professionals.
9. Develop and implement frameworks to monitor and assess gender equality initiatives within the maritime sector and blue economy, ensuring accountability and fostering ongoing improvement.
10. Implement community-based initiatives that actively challenge and reshape traditional societal views about gender roles in the maritime industry.

Building upon the robust foundation established by the RMTP for ESNA, the regional states of the MOESNA reaffirm their unwavering commitment to its overarching goals and strategies. This renewed dedication underscores a shared vision for the development and growth of the maritime and inland waterway sectors across the ESNA region, emphasizing adaptive management and forward-thinking planning.



# 7

## Conclusion and Future Outlook

### 7.1 Reiterating Commitment to Maritime Excellence

The MOESNA Regional states firmly reiterate their commitment to propelling the maritime sector towards excellence. This encompasses a comprehensive approach to enhancing maritime transport, infrastructure, safety, and environmental sustainability. We remain dedicated to fostering human capital development and ensuring gender inclusivity within maritime professions across the region.

### 7.2 Adaptive Management for A Resilient Maritime Future

Recognizing the dynamic nature of the global maritime industry, the MOESNA Regional states pledge to embrace an adaptive management approach. This collaborative approach involves:

- I) Continuous evaluation: We will continuously assess the effectiveness of implemented strategies, ensuring they remain aligned with the region's evolving needs and challenges.
- II) Responsiveness to change: We will remain adaptable, readily embracing new technologies and addressing emerging challenges to ensure the resilience and responsiveness of our maritime and inland waterway sectors.
- III) Informed adjustments: We will make data-driven adjustments to policies and practices, guaranteeing our strategies remain relevant and effective in the face of changing circumstances.

### 7.3 Charting a Course for Future Growth

The MOESNA Regional states hold a forward-looking perspective on the prospects for development and growth in maritime transport. We are committed to:

- I) Fostering innovation: We will actively promote innovation within the maritime sector, encouraging the adoption of new technologies and solutions that enhance efficiency, safety, and sustainability.
- II) Embracing new horizons: We will explore opportunities for expansion and enhancement across the maritime and inland waterway sectors, positioning our region as a leading player in the global maritime landscape.
- III) Sustainable development: We will prioritize sustainable practices and responsible resource management, ensuring long-term growth that benefits both the maritime sector and the blue economy. This will include the sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of ocean ecosystem.

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## 7.4 Conclusion:

The collective commitment of the MOESNA Regional states to the goals and strategies outlined in the RMTP reflects a united vision for a vibrant and prosperous maritime sector in ESNA. By reiterating our commitment to maritime development, adopting adaptive management practices, and focusing on future prospects for growth, we demonstrate our unwavering dedication to advancing the maritime industry, facilitate harness blue economy resources sustainably, enhancing regional connectivity, and contributing to the sustainable economic development of the entire ESNA region.





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