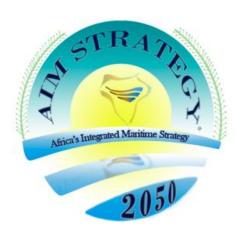# 2 0 5 0
AFRICA'S
INTEGRATED
MARITIME STRATEGY
(2050 AIM STRATEGY®)*

"Together, let's navigate the future… now! Keep an eye on www.au.int/maritime, and swim with us on Twitter and Facebook in Arabic, English, French, Portuguese and… Kiswahili. Fair winds!"
(End of year email sent on 16 Dec. 2011, by H.E. Mr. Erastus Mwencha, Deputy Chairperson of the AUC to all Staff in Addis and around the world, all Member States and Partners.)

AU, Version 1.0, 2012.

SKD

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By His Excellency the Deputy Chairperson of the AU Commission.

ii.   FOREWORD.

By Her Excellency the Chairperson of the AU Commission.

iii.   DEDICATION.

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

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EXECUTIVE SUMMARY.

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

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

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

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

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

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

I.   INTRODUCTION.

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

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

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