

Coastal Cities

of the Western Indian Ocean Region and the

Blue Economy

STATUS REPORT



Published by WIOMSA

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ACRONYMS

AI – Artificial Intelligence	RCP – A Representative Concentration Pathway (a greenhouse gas concentration trajectory)
BE – Blue Economy	SA – South Africa
BMU – Beach Management Unit	SDG – Sustainable Development Goal
CBOs – Community-based organizations	SEZ – Special Economic Zones
COP – Conference of the Parties	SIDS – Small Island Developing States
CSO – Civil Society Organization	SMMEs – Small, Medium and Micro Enterprise
DRR – Disaster Risk Reduction	SWOT – Strengths, Weaknesses, Opportunities, and Threats
EEZ – Exclusive Economic Zones	TAFIRI – Tanzania Fisheries Research Institute
EIA – Environmental Impact Assessment	TVET – Technical & Vocational Education & Training
ESIA – Environmental Social Impact Assessment	TEU – Twenty-foot Equivalent Unit
FDI – Foreign Direct Investment	UNECA – United Nations Economic Commission for Africa
FTZ – Free-trade zone	UNEP – UN Environment Programme
GDP – Gross Domestic Product	UNICEF – United Nations Children’s Emergency Fund
GIS – Geographic Information Systems	WIO – Western Indian Ocean
GMP – Gross Marine Product	WIOMSA – Western Indian Ocean Marine Science Association
ICT – Information and communications technology	WWF – The World Wildlife Fund
ICZM – Integrated Coastal Zone Management	
IFRC – International Federation of Red Cross and Red Crescent	
IFZ – Industrial Free Zone	
JICA – Japan International Cooperation Agency	
JKP – Jumuiya ya Kaunti za Pwani (economic bloc of Kenyan coastal counties)	
KCTA – Kenya Coast Tourist Association	
LMMAs – Locally Managed Marine Area	
MPA – Marine Protected Area	
MSP – Marine Spatial Planning	
NGOs – Non-Governmental Organisation	
OECD – The Organisation for Economic Co-operation and Development	

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FOREWORD

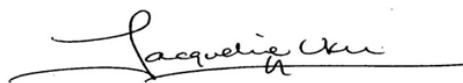
Although cities only represent 2 percent of the world's geographical area, the activities within their regional boundaries use over 75 percent of the planet's material resources, according to a study released by the International Resource Panel in 2018. This among other reason is why the UN in 2015 approved a stand-alone Goal, SDG 11, Sustainable Cities and Communities, which recognizes urbanization and city growth as a transformative force for development. This is the first-ever international agreement on urban-specific development and acknowledges that sustainable urban development is a fundamental precondition for sustainable development in general.

Coastal cities are the location for high levels of economic activity mainly because of their association with ports, waterfront development and well-endowed coastal and marine environment. In the Western Indian Ocean (WIO) region, some of the coastal cities are capitals of respective countries (e.g. Victoria, Seychelles; Port Louis, Mauritius and Maputo, Mozambique) while some are important hubs of trade, industry and commerce, such as Mombasa, Dar es Salaam, Beira and Durban. For the most part, some of these cities are experiencing comparatively rapid population and economic growth, which is known to have negative impacts on the natural environment through resource extraction and use, as natural resources come under increasing pressure. Climate change and the anticipated increase of extreme events exacerbates the problem, , with the UN-Habitat's State of African Cities Report suggesting that sea-level rise threatens the very survival of some of these cities. Cities with large proportions of economically and socially vulnerable inhabitants, such as Port Louis, Maputo, Dar es Salaam, Victoria, and Mombasa, are particularly susceptible.

The Blue Economy is an emerging policy area that is subject to ongoing political discussions at the global and regional levels. In 2018, Kenya hosted the first high-level international Sustainable Blue Economy Conference. The Blue Economy seeks to promote economic growth, responsible production and consumption, social inclusion, preservation and improvement of livelihoods while at the same time ensuring environmental sustainability of ocean and

coastal systems, as well as other waterfront areas, through the circular economy. UN-Habitat published a report on "The Blue Economy and Cities", highlighting the need to recognize the role of urbanization and urban planning in shaping the Blue Economy. This underscores the urgency of including urban policymakers in the global discussions around the Blue Economy concept.

Since 2018, with the funding from the Government of Sweden, WIOMSA has been implementing a five-year project, Cities and Coasts project, whose goal is to build and strengthen human and institutional capacity in coastal and marine planning for sustainable coastal cities in the WIO region. Through this project, WIOMSA, in collaboration with UN Habitat commissioned a series of studies to explore the current relationship between coastal cities of the WIO region and the blue economy, examining challenges and opportunities and offering recommendations moving forwards.



Dr Jacqueline Uku, President of WIOMSA

PREFACE

The linkages between environment, society and economy in coastal cities are important in the countries of the WIO region, and there is a need to understand better their interdependencies and the associated constraints to sustainable development. If managed properly, cities can offer better socio-economic conditions and quality of life to residents and the wider context in which they are situated effectively facilitating sustainable cities and the communities. The integrated adaptive management and sustainable development of coastal cities and their marine environment are therefore essential.

At the Ninth Conference of Parties to the Nairobi Convention (COP 9) August in 2018 in Mombasa, countries of the region acknowledged for the first time the importance of collaborating with UN-Habitat to address the environmental challenges and opportunities posed by rapid urbanization, particularly in coastal cities in the WIO region, as articulated in the SDG 11 ("make cities and human settlements inclusive, safe, resilient and sustainable" (Sustainable Cities and Communities)) and the New Urban Agenda (NUA) on sustainable cities and communities. Further, COP 9 urged Contracting Parties to consider undertaking climate change vulnerability assessments of their urban coastal areas, including urban spatial planning processes, and integrating marine natural capital (Decision CP.9/9). The Nairobi Convention Secretariat was requested to collaborate with UN-Habitat and other partners to develop a regional action plan and roadmap to assist the Contracting Parties in integrating the NUA into coastal cities in the WIO region for the protection of the marine and coastal environment (Decision CP.9/13). Furthermore, countries agreed to advance Blue Economy approaches in SDG 14 as a pathway for sustained incomes and economic benefits from natural blue capital including fisheries, tourism, oil and gas development, offshore renewable energy, and other maritime activities.

As part of the implementation of these decisions and to provide a greater understanding of the local challenges and opportunities faced by coastal cities in the WIO region and to support the future development of an environmentally sustainable and socially inclusive roadmap for the Blue Economy, WIOMSA and

UN-Habitat commissioned Arup to prepare a portfolio of six reports:

- Four blue city economy case studies;
- A 'Status Report' which outlines more broadly the current situation concerning the blue economy in coastal cities across the region; and
- A 'Roadmap for the Development of the Blue Economy in Coastal Cities', which provides recommendations for cities in current and future blue economy planning, activities and investment.

These reports offer knowledge resources for city and national government stakeholders, WIOMSA, UN-Habitat, private sector and civil society. Each case study provides specific blue economy recommendations for that city, focusing on strategic and operational opportunities for the city and its blue economy stakeholders, informed by primary and secondary research. Key points and recommendations from each case study have also been extracted and integrated into the main body of the Status Report, which has, in turn, informed the Roadmap. The Roadmap provides strategic and operational blue economy recommendations across case study cities, which stakeholders are encouraged to also read and consider with respect to their city or region.



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EXECUTIVE SUMMARY

Coastal cities are gateways of trade and transport for countries in the WIO region and sites of key blue economy activity and infrastructure including ports, airports, hotels and fish markets, as well as providing the workforce that supports key blue economy sectors. These sectors do not necessarily exist in harmony and competing demands must be managed. Coastal cities are also sites of significant urban population growth, much of which is unplanned and vulnerable to climate induced hazards including sea-level-rise and coastal flooding. Urban growth challenges do not only concern major coastal cities, one must also consider the cumulative rapid growth of smaller secondary cities much of which is unplanned and lacking corresponding infrastructural development. **All these challenges play out at the city level, and this must be recognised in blue economy policy and operational action.**

The influence of municipal authorities with respect to the blue economy differs considerably across WIO countries, linked to decentralisation and fiscal autonomy. Mainland cities with a more advanced devolution process (e.g. Durban, Mombasa and Dar es Salaam) have significant responsibility and fiscal autonomy. Mozambican cities also have devolved responsibilities but have lower fiscal and administrative capacity. On Comoros and Madagascar, local authorities offer stable government but are undermined by low fiscal capacity, while on Seychelles and Mauritius, city authorities typically have much lower responsibility than their mainland counterparts and a limited role in blue economy planning and implementation. **Nationally driven blue economy**

Managed Marine Areas (LMMAs), providing planning across several scales of government. MPAs are critical for the protection and sustainable use of ocean waters, while at the local scale LMMAs can fill MPA gaps and engage local communities in the process of marine conservation. **Designated protection of coastal waters ultimately ensures future sustainability of ocean resources and future sources of food and livelihoods for urban residents, while mitigating some of the wider environmental damage of urbanisation processes.**

This report profiles the specific social, economic and environmental challenges and opportunities of the blue economy in coastal cities across certain key sectors:

Ports are crucial not just to national GDP but also the socio-economic performance of their host cities as illustrated by the Port of Durban which employs 53,000 people directly and an estimated 50,000 indirectly. However, as demonstrated by the Port of Mombasa, in WIO cities ports are typically nationally owned and operated assets. Local authorities have little involvement in port operations and are therefore vulnerable to decisions made at national level which may conflict with city aspirations. Nationally, there is a need to ensure that ports are supported by sufficient economic infrastructure such as road and rail, while at local level authorities may wish to work towards having greater input in city port operations and also ensure that the city economy is sufficiently diverse so local government is not overly reliant on an asset beyond their control. Ports also pose significant challenges to local waters through shipping processes including fuel

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