

Report



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- ✚ International Cooperation & Communication Agency - **ACCI**
- ✚ National Observatory of Seafarers- **ONGM**
- ✚ Association for the Protection of Fisheries Resources - **APRH**

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**Report on the work of the First Edition of the
International Forum of Seafarers**

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1.0 Acknowledgment

The inaugural International Forum of Seafarers was hailed by all who attended as a great success as a major step forwards for the Blue Economy in Africa. Much gratitude to the Regional Council of Dakhla - Oued Eddahab for hosting this forum.

With thanks to the organisers, sponsors, moderators, participants and delegates for their passion, enthusiasm, engagement and wisdom.

The two-day event brought together 27 countries with a common purpose and focus of establishing and then delivering a vision for Africa's Blue Economy.

This document provides an overview of the forum and attempts to convey the nature of the event in support of reminding the delegates of their time in Dakhla and providing them with a document they can use to spread the messages and enthusiasm that the event generated with a view to creating a specific framework for the establishment of the African Annual Summit on the Blue Economy.

Dakhla welcomed the delegates as brothers and sisters/sons and daughters of Africa. Demonstrating the generous hospitality that the region is famous for. The atmosphere throughout the event was one of warmth, human kindness, passion and determination. Delegates adopted the phrase the ***Spirit of Dakhla*** and pledged to maintain this as they champion the recommendations, detailed below, in pursuit of implementing Blue Economies for the prosperity of the people of Africa and the precious marine environments upon which they depend.

With OECD predictions suggesting the Blue Economies of the world will be valued at USD 3Trillion by 2030 it is essential that Africa seizes the moment and forges a path to realise its ocean wealth.

May the Spirit of Dakhla live on



2.0 Executive Summary

The International Forum of Seafarers was held in Dakhla, Morocco on November 23 and 24 2019. The event was convened by ACCI and partners with the objective of bringing together nations and their perspectives on the Blue Economy. This event, envisaged as being the first of many, will provide a focal point for the nations of Africa as they explore and capitalize upon the opportunities presented by their ocean wealth. With a cumulative exclusive economic zone exceeding 13.5 million square kilometers, there is no way for Africa to avoid the call of the sea and its role in creating sustainable prosperity for Africa's 1.2 billion people. Furthermore, the forum highlighted the role African nations can take in advancing thinking,

science, technology, infrastructure, training and innovation across all sectors of the Blue Economy.

Methods used to collect input for this report include the collation of observations, comments, questions and responses to those questions during the forum. A survey of delegates views was also used. Finally, one-to-one conversations during the event provided a greater depth of understanding on many topics. The culmination of the findings generated by these methods was distilled into a set of recommendations.

These are listed below and a full summary is at [Appendix A](#). The recommendations are designed to inspire action whilst representing the collective view of the delegation. They provide a focal point for activity and set a baseline for a collective approach to achieving Blue Economies in Africa.

2.1 Recommendations

1. The need to create a regional organization to defend the Blue Economy in Africa.

- a. With a mandate in politics and support of the government (s).
- b. With the necessary resources to develop a common roadmap for marine space planification :

By creating an **“African Summit of the Blue Economy”**.

2. There is also a need for ongoing coordination between all parties involved in the maritime sector in Africa.

Setting up a committee to monitor this Forum and the successful engagement of this 1st International Forum of Seafarers.

3. Increase meetings between managers/different stakeholders in the sector.

- a. Capture and share Best Practices to support learning.
- b. These meetings should not be limited to Africa but should also include an international engagement so that good practices can be observed and replicated.

4. Involve the African Union in the mission of development of the Blue Economy of the African continent.

- a. And also benefit from the support of financial institutions, such as the AfDB and the World Bank.

5. Encouragement of research and scientific studies in the field of the Blue Economy in Africa on the basis of close cooperation with other countries of the world.

- a. This should also include an economic study, as the relationship between economies and the natural world is an emerging discipline. Africa could become a leader in this regard.
- b. The study of human and social factors such as tourism should be included, as well as environmental considerations.

6. Encourage foreign investment in African countries and improve the operating system of international conventions.

7. The need to involve all parties involved in the maritime sector in regulating the protection of the environment and the preservation of marine resources.

8. Unify the efforts of African countries to defend maritime economic interests.

- a. Understanding threats to maritime economic interests:
- b. Creation of African Maritime Clusters
- c. Creation of Maritime Chambers of Chartering
- d. Work for the creation of National Maritime Fleets and synergies intra-African maritime transport and involvement of national fleets in the transportation of raw materials and natural resources.

9. Increase African cooperation with NGOs specialized in the maritime field.

3.0 Introduction

Africa accounts for more than 20% of the world's land area, 30% of the world's reserves and 95% of its international trade is by sea. The combined exclusive economic zones of African nations exceed 13 Million square kilometers.

At the crossroads of international shipping routes, Africa occupies an essential geostrategic position. Its maritime space has always played a prominent role throughout history and in

today's globalized world in which it is dedicated to ensuring an important role in the integration, sustainable economic growth and social stability of African countries. This integration is reflected in the principles of the Blue Economy, which were represented in the themes of this Forum and which advocate the approach of a marine economy based on sustainable use and rational management of aquatic ecosystems and the resources associated with them.

This is a vision that Morocco shares, well before its return to the African Union on January 30, 2017, Morocco has continued to multiply constructive initiatives towards African States, for an integrated vision of sustainable development, cohabitation, economic complementarity and know-how sharing in several areas, mainly finance, agriculture, fisheries, infrastructure and port management.

Thoughtful planning for the growth of the Blue Economy is a great lever for Morocco and African states for a commitment to sustainable development.

In this context, the cooperation implemented by His Majesty King Mohammed VI for inclusive development in Africa has seen numerous projects launched in the fields of fisheries, aquaculture and protected area management in several African countries.

The recommendations of the 22nd African Union Summit on an Integrated Maritime Strategy for Africa to 2050 (2050 AIM Strategy) confirm this truth and are the best illustration of it.

For its first edition, the International Forum of Seafarers with the title “The outlooks on the Blue Economy in Africa” focused on economic activities / issues that are:

- Maritime Trade in Africa
- Development and Management of Ports
- Fishing in African Waters
- Maritime Tourism – A Rising Economy
- The Role of Africa in the international maritime field.

3.1 A warm welcome Dakhla

President of The Regional Council of Dakhla-Oued Eddahab Mr. El Khattat Yanja opened the forum and underlined the importance of the Dakhla-Oued Eddahab region as a hub of Blue

Economy endeavours. Already the city engages in marine and maritime endeavours through its port, marine tourism, investment, fisheries and aquaculture. Which was followed by a number of representatives from different structures namely the President the National Observatory for Seafarers, the President of the Association for the Protection of Fisheries Resources and finally the Director of ACCI (Agence de Communication et de Coopération Internationale).

The opening session was followed by some words from guests of honour, to know:

- Mr. Kobina Annan, Former ambassador of Republic of Ghana in Morocco
- Mrs. Hadja Saran Daraba Kaba, former Minister of the Republic of Guinea and former Secretary General of Mano River Union (Freetown)
- Mme Aminata Touré, Mayor of Kaloum (Conakry)
- Mr. Azzedine Kacem, Founding President of the Tunisian Maritime Cluster



Figure 1 - Team of the Forum of Dakhla – Congress Palace

3.2 Honour of African Women Leaders in the maritime sector, with the participation of the National Union of Moroccan Women (UNFM).

Its powerful role in the history of maritime space, gives the African woman a place of choice in the work of this first edition of the International Forum of Seafarers, which is held in Morocco and in the city of DAKHLA.

The celebration of African Women Leaders in the maritime sector, with the participation of the National Union of Moroccan Women, provided a lively and engaging occasion that recognized the substantial role female leaders have made to the delivery of Blue Economy ideals that reinforce commitments to social cohesion, inclusion, equality and the role we all have to play in the responsible use of natural capital and the environment. A tribute was paid to the African Women Leaders listed on **Appendix C**.

It is important for all delegates to remember that whilst the very serious business of establishing prosperous and sustainable Blue Economies was the reason for the event the collective enthusiasm of the delegation, now considering itself as a team, was galvanized through beautifully organized social events.

The people of Dakhla shared their welcome and culture through excellent cuisine and passionate music and dance.



Figure 2 – Tribute to African Women

3.3 Attendees

The event was attended by representatives of the following 27 nations:

- Benin
- Cameroon
- Democratic Republic of Congo (Kinshasa)
- Egypt
- France
- Gabon
- Gambia
- Ghana
- Greece
- Guinea
- Guinea-Bissau
- Holland
- Ivory Coast
- Italy
- Mali
- Mauritania
- Morocco
- Nigeria
- Portugal
- Republic of Congo (Brazzaville)
- Senegal
- Sierra Leone
- Spain
- Tunisia
- Togo
- United Kingdom
- U.S.A.

A full list of attendees is in **Appendix B**.

3.4 Structure of the Forum

This inaugural forum engaged the delegation in a broad spectrum of Blue Economy themes. To achieve such breadth in the two days allowed the event was structured across 5 panels. Each panel assembled a group of experts in their respective fields, providing them with the opportunity to present their thoughts and then to address questions and observations from the wider delegation.

An overview of the forum structure, panels, themes and speakers can be found in **Appendix E**.

4 Panel Discussions (Objective Remarks)

The observations and remarks below have been grouped under panels and themes and drawn from the participant's speeches and the delegate's interventions and questions.

4.1 PANEL 1 Maritime Trade in Africa

“There has never been a time when a great nation hasn't been great at sea.”

The observation that intra-African trade is low combined with the lack of African nation's own shipping fleets and the lack of skilled workers was flipped to demonstrate the opportunity and potential of developing training, upskilling workers and establishing national fleets to realize the potential of Intra-African trade and shipping.

A general feeling emerging from the discussions was that there is a decline in merchant shipping in Africa – African countries' own fleets. Flags of convenience issued to foreign vessels are restricting options for Africa's own fleets of merchant ships.

African countries are considered as countries of loading of raw materials, causing a significant demand and by there, a high concentration of ships which creates logistical problems and often commercial difficulties due to the lack of port reception infrastructures to receive ships. Such large demand is creating a problem. Loading countries. Everyone goes through Africa to load.

An idea emerging from discussion was to create a freight chamber for the loading of goods across Africa countries. European and Asian countries have supported the development of African port infrastructure. However, the opportunity is to create a chamber for oil, minerals, produce and load ships on a time charter basis. Involve the participation of African countries in the transport of their raw materials through the use of vessels flying African flags. Africa can become competitive as a maritime trade power.

It was also noted that development of infrastructure and port hinterlands was required with a specific mention that port cities are congested and therefore investment is required if growth is to be achieved.

In response to the question State one thing that Africa should do to strengthen as a conveyer of sea trade the following list was generated by the delegates and panel. They chimed with the desire to create a freight chamber also.

- Creation of national fleets
- Creation of a shipping ledger
- Trade agreements between African countries (this will trigger regular trade around the coast)
- Improve access to the sea for landlocked country through better rail and road infrastructure.

There is a lot of commentary about trade agreements and a strong demand for trade between African nations. The anecdotal evidence is that the transportation is done by vessels operating under flags of convenience. The goods are low value and so Africa needs to develop its own low-cost transportation solutions to retain the value that is currently lost through employing vessels with owners in other countries. This seems like a big issue, many of the delegates are discussing it.

Though infrastructure development was at the core of the first panel discussions also included a healthy consideration for environmental impacts such as land development, air and water quality, ballast water treatment and invasive species. Human factors were also entwined with the discussion and the need for training to meet the needs of newly created jobs in maritime transport and ports was compelling. These points resonated with the second panel discussions

also and it was obvious that ports and shipping strategies and policies need to progress ‘hand in glove’.

Some ideas put forward by the speakers concerning Africa's actions to strengthen its role in regional, continental and international maritime transport.

- Africa is at crossroads of the global marine transport and cannot afford to be an onlooker in the global maritime economy, and hence regional/continental collaboration becomes unavoidable;
- Africa needs sustained political will on the part of its leaders (through the African Union) that moves maritime transportation talks from the realm of rhetoric to concrete commitments that place less emphasis on national sovereignty and territorial irredentism in favour of a more global outlook that advances inclusive and balanced marine ecosystem within the context of the Integrated Maritime Strategy for Africa on the Horizon 2050 (AIM Strategy) adopted by the African Union (AU) at its 22nd Summit;
- The overall aim of the envisioned integrated regional approach to maritime transport issue should be how to protect African countries’ interests;
- Need to develop a strategic (long term) plan for regional cooperation in maritime transport that redefine the objectives with clear roadmap, with clearly identified areas of cooperation and set timelines for tackling progress, backed by appropriate legal and institutional frameworks, and commitment of political will and economic resources, on a sustainable basis. This include information sharing on national intelligence, exchange of information, reconnaissance and security efforts;
- With the prospect of institutionalizing an “African Maritime Economy Summit” as an annual event in Dakhla, this Forum should include in its agenda a programme of sustained monitoring of progress towards a pan-African coordinated approach for robust maritime economy across the continent;
- In this sense, one must appreciate the initiatives of Morocco in and outside of the AU for its “inclusive development” approach to a just and balanced marine economic

system across the continent. The kingdom must be prepared, however, to carry along other leading regional actors, including Nigeria, Egypt and South Africa.

4.2 PANEL 2 Port Development and Management

A strong theme of the second panel was the huge potential to consolidate ownership of ports and transport shipping from a variety of overseas stakeholders to African ownership.

Growth in port traffic was described as being close to the rate Europe is seeing. Since 2014 the World Trade Organisation shows growth in port activity that demonstrates Africa is an unavoidable path for maritime traffic.

Taking Senegal as a case in point along its 700 km coastline; Senegal has two ports that are strategically placed on a major route. These ports see 15 million tonnes of unload 5 million tonnes of upload each year. Mali depends upon transit links via Senegal, same as Burkina-Faso, Niger and Tchad which depend from African countries having coastlines. This is just one example of the interdependency between the coastal nations of Africa and the land- locked nations that they surround. Hinterland and overland infrastructure across Africa will facilitate stronger trading routes and spread the growth generated by Blue Economies further inland.

The concept of a 'golden triangle of trade, ports and merchant fleets' was shared with the forum. This underlined the point that all three need to be developed for Blue Economy success.

The Development and Innovation in the great African Ports:

It is nothing short of an irony that despite the fact that our endowment of sea is double the portion of land gifted to us by Mother Nature; and yet man has overwhelmingly depended on land more than sea for his sustenance and prosperity.

As environmental and climate challenges catch up with humankind, the need to better harness the blue economy is urgent.

From sea transport to energy generation and the elusive Economic benefits of manganese nodules, the potential for Africa's prosperity from the blue economy is humongous.

But the drive to fully harness this potential in a sustainable and environmentally friendly manner cannot be optimized unless Africa's ports are better developed, managed and leveraged in this global village dominated by the knowledge economy.

Innovation is the way forward for Africa to optimally tap the potential of her ports. This calls for investment in maritime studies and also the creation of a conducive environment for African expertise in port development and management to be retained.

The panel therefore strongly recommended that African countries:

- Make it a priority to retain ownership of their port infrastructure and facilities in accordance with the commanding heights theory of economics. African governments must resist the urge for foreign entities to take over their ports;
- Port Development should be undertaken with development finance; and/or public-private partnerships that ensures that government ownership of the ports is maintained rather than giving away such critical assets to third parties in return for licence fees;
- It is important that a brain trust in the form of a think tank on the development of African ports be established and managed by organisations like the hosts of this forum in a multi-stakeholder international manner. This would spur thought and support innovation that is beneficial and relevant to the African context.

4.3 PANEL 3 – Fishing in African Waters

We must upgrade fishing vessels to improve safety and security of artisanal fishers.

We must provide childcare to keep children safe while their families work in Blue Economy industries.

We must work with local fish processing facilities, including smoke houses, to ensure they are safe environments for the workers but also to preserve the local environment. The particular example from Guinea where workers were consuming mangrove to fuel smoke houses highlights the role of education in sustainable disciplines. Such practices can be substituted with the planting and growing of other wood types, creating new industries whilst maintaining a supply of wood for smoking methods. NB a similar programme in the Philippines created an opportunity for women to plant new mangroves, this supports fish breeding grounds and grows coastal protection.

There is a role for women in the Blue Economy. Women are working hard in disciplines such as artisanal fishing, feeding their families. We must support these women with a strategy of development. We must make activities such as fish smoking equipment that supports healthy working environments. Kaloum a Municipality of Conakry is working closely with World Health Organisation.

We must vaccinate workers against dangerous diseases and infections. There is lack of basic equipment for the processing of fish. Even the provision of ice is a current challenge.

The role of youth must not be ignored. We must share the vision for a responsible use of natural resources with the young people of Africa so that future generations can nurture the natural world whilst continuing to develop prosperous societies.

Illegal fishing is damaging in a similar way to tax evasion. It needs to be stopped.

Creation of national fishing companies and brands underpinned with regulations that mean fish need to be offloaded in ports and not via transshipment at sea. Underlining the importance of fisheries as a key revenue stream for Blue Economies.

Undertake a review of fishing regulations, this should be a multilateral agreement that advances and modernizes regulations. We must set robust regulations with regard to the

processes of fishing. Many methods are damaging to the environment (bottom trawling for example) and some are damaging whilst reducing the value of the fish that are caught (Pursein for example, causes stress in the animal that reduces the quality of the meat).

Importance of direct and indirect employment was a strong theme in fishing and in other panels. Indeed, the Blue Economy was recognized as a powerful enabler to Africa's land locked countries.

Indeed, Ethiopia, though landlocked, maintains a Navy such is the importance attached to the seas and oceans in relation to national security and economic prosperity.
<https://worldview.stratfor.com/article/landlocked-ethiopia-charts-course-navy>

4.4 PANEL 4 Maritime Tourism – A growing economy

“Natural capital is inherited and must be nurtured and passed on to future generations”.

Tangier launched a smart port, thinking about ecology and enabling tourism. The port welcomes cruise ships. A part of the port also caters for fisheries. Within the hinterland of the port developments include shops and houses.

Tourism impacts the environment. Some countries have felt this and, having stimulated growth in tourism have then had to reduce demand to review policies and update approaches regarding creating sustainable tourism. Learning in the Arctic may be strangely transposable. The remote locations, large areas and infrastructure maturity is comparable in some regards. Learning from others internationally would help African nations to leapfrog several issues that have limited long term and sustainable tourism potential elsewhere.

Links between job creation and new ports, specifically maritime roles, was highlighted. This underlines the need to understand the nautical services that a port requires and how training and monitoring of port roles can be delivered to ensure safe and productive operation. There is a recognition that the training needs must be met so that people can be recognized for their skills. We need to close the gap between unemployment and jobs that people aren't skilled to

do. There is a demand for skills as we create new jobs but our people need training to fill those roles.

Tourism is 11% of the World economy.

Well managed and safe waters with beautiful and interesting surroundings will attract leisure tourism and small vessel owners. If waters are not considered to be safe and secure the potential of tourism of this kind will be curtailed.

Senegalese delegation raised the important point about the development of tourism whilst maintaining a healthy aquaculture and fishery industries. They must all be sustained and work with each other. This point underlines the inevitable potential for conflicting uses of marine space and therefore adds weight to the argument of monitoring, surveillance and marine spatial planning.

It was acknowledged that an ocean space must be governed with cognisance of a host of stakeholder needs. This understanding underlined the need for Ocean Policies to be developed at national level to ensure government commitment and resource to deliver and enable solutions that meet all stakeholders needs and demands on natural resources fairly.

4.5 PANEL 5 Africa what role in the international maritime sector?

“A strong Africa at peace with itself and the World.”

There was a consistently strong acknowledgment of the scourge of maritime crime and its restrictive impact on Blue Growth. Africa must take steps to support safe and secure maritime activities in its waters. To attract investors, visitors, trade and industry there needs to be a high level of confidence that operations are safe.

Port state measures were seen as a method of promoting good fisheries management and as part of the solution of realizing the export potential of Africa’s fishing industry.

Piracy is a grave problem. The Gulf of Guinea is a particular area where maritime crime is a focus of concern. It impacts on many sectors and restricts the potential of all the nations in the region.

It was acknowledged that the southern hemisphere is 'lagging behind' due to a lack of a full strategy. The forum creates the opportunity to develop cooperation through frame works that allow natural capital exploitation. Furthermore, it is required for us to understand the activity at sea. We need to improve the cooperation internally and externally.

Asian nations fish in African waters and so maritime domain awareness is a priority so Africa can support safe and secure waters whilst maintaining the fish stocks within their EEZs for both domestic consumption and export. It was noted that many foreign vessels conduct transshipments, extracting fish from African EEZs and then landing them on transport ships destined for their domestic markets.

Such practices reduce Africa's fish stocks, prevent Africa from extracting value from their own assets and are exacerbated by corrupt licensing and vessels operating under flags of convenience.

Marine pollution is a concern and therefore requires better regulations, monitoring, governance and legislation anchored in well considered ocean policy. Italy's representative provided an overview of their approach to monitoring and responding to marine pollution. In addition, the role of increasingly affordable earth observation systems is becoming apparent as relevant to Africa.

This first forum will lead to a summit that will take into account political issues that can allows us to establish an African union and political vision for commitment to a common multilateral vision to enable the Blue Economy for Africa.

Africa must advance technologically to enable a Blue Economy to be established and sustained. Rich in natural resource and human talent Africa can homegrown technical advances.

In Morocco, a maritime code of 1919, centenary this year. The maritime code could be upgraded. Now is a time to review and upgrade and include a consideration on modernizing the maritime sector.

In addition to the recommendations made at this first Seafarers' Forum, a number of suggestions and proposals were also proposed. Below is an overview of these proposals / suggestions:

- Establish an observatory of seafarers for Africa. Sharing information and data regarding marine spatial planning. Knowing what is going on where, and the volumes of activity will help to promote safe, good maritime practice.
- Establish a fund that funnels money into home grown innovation and local entrepreneurs. Take those funds not from nations but from individuals, use crowd funding to protect natural resources and create a brand of value. Direct funds into blue growth.
- Establish African owned shipping lines. Justify the investment by describing the growth it creates. Form joint ventures and give preference for internal Africa trade.
- Government policies need to be in place to permit and enable many of the recommendations. Could Africa, country by country, develop ocean policies to align to aspirations and recommendations from this forum.
- Brain trust for development of African ports. Broader think tanks to progress Blue Economy thinking across Africa.
- African nations need to build capacity and capability. They must move from dependency to independence. Interventions must not remain forever; they must focus on imparting skills and experience.
- This forum should lead to a summit to gain government backing for Blue Economy agendas and the creation of Blue Economy policies that enable those economies.

- This forum could lead to the establishment of a Blue Economy bank to fund infrastructure and legislative development that creates sustainable blue growth.

5 Conclusions

“Africa is a maritime power that is ignoring its power”.

Africa has a substantial Blue Economy Potential. The exclusive economic zones (EEZ) of African nations exceed 13.5 million square kilometers. Many nations have an EEZ that far exceeds the area of that nation’s land area. Within those waters are some of the richest fisheries in the World. Beneath those waters lay oil, gas and mineral reserves in vast quantities, many yet to be fully measured let alone explored.

Some of the World’s oldest ports are in Africa. It is a dynamic continent, with a long tradition of connecting with the rest of the World by ocean transport. Through the waters around Africa billions of \$s of freight is moved every year and this forum has highlighted the strong desire to move increasing volumes of freight on African vessels.

Africa has some of the world’s most beautiful environments, offering sustainable tourism opportunities and the economic growth that enables.

Some of Africa’s nations have EEZ’s that extend for hundreds of miles into pristine ocean wildernesses where seagrass, coral and mangrove habitats enable biodiversity. Protecting these environments protects the breeding grounds of many of the highest value pelagic fish species such as Tuna, doing so maintains healthy fish stocks.

The growing prosperity in Africa and the growing middle classes are creating demand for products and services whilst providing opportunity for entrepreneurs and innovators. At the same time climate pressures and concern for ocean health is drawing those creatives to the marine and maritime space. Well-placed investment funds could be a powerful catalyst for economic growth, social cohesion, stability and environmental protection.

Well-monitored ocean spaces, governed by nations and by regions have proven to reduce criminal activity and in doing so allowed commercial activity and investment to develop with greater confidence.

By harnessing Africa’s ocean wealth the continent will improve the prosperity of a population of over 1.2 Billion people. That prosperity offers improved social stability and sustainable economies.

Africa has a role to play in supply of raw materials and value added products, as a champion for safety and security, as an employer, as an investment location and perhaps most importantly as a protector of vulnerable and valuable environments upon which long term sustainable economies must depend.

The recommendations from this forum must be applicable, realistic and achievable. Therefore, a committee will be set to work on the outcomes of the forum and will translate the recommendations into concrete proposals.

5.1 Message of fidelity and loyalty to His Majesty King Mohammed VI

His Majesty King Mohammed VI.

A message of Fidelity and Loyalism to His Majesty King Mohammed VI was read at the end of the session.

6 Baseline Survey Findings

Delegates were invited to complete a survey to share their perspectives on their own nation’s Blue Economy activities. These findings reveal powerful insights that guide our thinking with regard to recommendations, priorities and next steps.

The results highlighted that the disciplines and sectors of Blue Economy activity are many and varied although some are common across nearly all nations, others are still under-developed.

Perhaps surprisingly the main areas of activity concern protection of coastal areas and infrastructural development. Fishing and fish processing was the next most common sector to be mentioned. This alone, brings to the front an important message about the role of Africa in maintaining healthy coastal communities, connected with the rest of Africa and the world and of a continent that depends upon fish as a major source of income and food. Other responses covering transport and tourism highlight the great potential for other sectors to mature and with that maturation to offer prosperity to African people.

The survey further highlighted the respondents view's on the maturity of their own nation and Africa's ability to capitalize upon the Blue Economy Opportunities and provided the opportunity for respondents to provide their own views for recommendations.

The full set of responses is in **Appendix F**.

Appendix A

Recommendations arising from the Forum International des Gens de Mer

First Edition of the International Forum of Seafarers

DAKHLA: November 23 and 24, 2019

Recommendations

The International Forum of Seafarers, on the evening of November 24, 2019, finished its first edition on "The Prospects of the Blue Economy in Africa".

Speakers from 27 countries in Africa and Europe during their speeches highlighted several realities, of which the maritime sector has become a veritable field of economic exploitation.

According to their points of view, the Blue Economy is strictly an area of cooperation between several stakeholders: the public sector, the private sector, NGOs, civil society and local communities.

Also, it represents a site of international cooperation whose interests of different parties are common. More and more, the blue economy puts the position of each country in relief.

It ensures real development in Africa, based on peace and cooperation.

The speakers highlighted the following recommendations:

- 1. The need to create a regional organization to defend the Blue Economy in Africa.**
 - a. With mandate in government policy and support (s)
 - b. With the resources to develop a roadmap understanding activity at sea that supports marine spatial planning through the Creation of an African International Summit of the Blue Economy
- 2. There is also a need for continuous coordination among all parties involved in the maritime sector in Africa.**
 - a. Establishment of a committee to ensure the follow-up of this forum and the successful engagement of this 1st International Forum of Seafarers
- 3. Multiply meetings between managers / stakeholders in the sector**
 - a. Capture and share Good practices to support learning.
 - b. These meetings should not be limited to Africa but should also include an international commitment so that good practices can be observed and replicated.
- 4. Involve the African Union in the mission of development of the Blue Economy on the continent.**
 - a. And also benefit from the support of institutions, such as the AfDB and the World Bank.
- 5. Encouragement of research and scientific studies in the field of the Blue Economy in Africa on the basis of close cooperation with other countries of the world.**
 - a. This should also include an economic study, as the relationship between economies and the natural world is an emerging discipline. Africa could become a leader in this regard.
 - b. The study of human and social factors such as tourism should be included, as well as environmental considerations.
- 6. Encourage foreign investment in African countries and improve the operating system of international conventions.**
- 7. The need to involve all parties involved in the maritime sector in regulating the protection of the environment and the preservation of marine resources.**
- 8. Unify the efforts of African countries to defend maritime economic interests.**

a. Understanding threats to maritime economic interests:

- Creation of African Maritime Clusters
- Creation of Maritime Chambers of Chartering

b. Work for the creation of National Maritime Fleets and synergies intra-African maritime transport and involvement of national fleets in the transportation of raw materials and natural resources.

9. Increase African cooperation with NGOs specialized in the maritime field.

Appendix B

List of Attendees

Country	First & Last Name	Function
Benin	Amour Zinsou	Doctor in Private Law and Criminal Sciences, Maritime Law.
	Robert Dossou	Professor and Former President of the Constitutional Court.
Burkina-Faso	Madina Boly	President of the Women's Platform from Burkina-Faso.
Cameroon	Stéphane Monney Mouandjo	General Director of CAFRAD – African Center for Training and Administrative Research for Development.
	Paul Elvic Batchom	Deputy Director at the Ministry of External Relations.
Ivory Coast	Gbei Dominique Flora	Commander – Undersecretary to the Minister of Transport, in charge of Maritime Affairs.
	Moussa Bamba	Consultant.
	Djélika Yeo	Peace Ambassador for UN Women.
Egypt	Yasser El Mosalamy	Captain – Founder/Administrator of the American Maritime Academy.
	Ayman Mohamed	Senior Economic Consultant and Lecturer Expert Maritime, International Trade and Logistics.

Spain	Alvar Ezquerro Gonzalo	QVadrigas Law Firm.
	Alejandra Beceira Torrès	ISLAW Law Firm.
	Luis Souto Maqueda	ISLAW Law Firm.
U.S.A	Rachida Laaguidi	ACCI Director – Communication and International Cooperation Agency.
France	Olivier Jambu-Merlin	Vice-President of the Paris Maritime Arbitration Chamber.
Gabon	Paul Mivinga	Provincial Delegate for the Maritime Affairs of the Estuary.
	Joseph Adjembimande	Former Director of Cabinet of the Minister of Tourism.
	Edmond Joël Ntoutoume	Senior Group Consultant William F. Clark & Co. (USA)
Gambia	Safie Lowe Ceesay	Ambassador of Gambia to Morocco.
	Momodou Lamin Manga	Honorary Consul of the Russian Federation in Gambia.

	Momodou Sabally	Former Minister of Presidential Affairs and Founding President of The Sabally Leadership Academy.
Ghana	Kobina Annan	Former Ambassador of Ghana to Morocco.
Greece	Spiros Paschalis	CEO of Attica Group.
Guinea	Saran Daraba Kaba	Former Minister of Social Affairs and Promotion of Women and Children – Former Secretary General of the Mano River Union – Founding President of the REFMAP Network.
	Fatoumata Cissé Kaba	Managing Director of the Société Navale de Guinée (SNG).
	Aminata Touré	Mayor of Kaloum (Conakry).
Guinea Bissau	Alberto Rui Pinto Pereira	President of the National Association of Shipowners and Charterers of Industrial Fishing Vessels.

Netherlands	Nouria Ouibrahim	Master in Marine Biology – CEO of LinkedInAfrica.
Italy	Enrico Paglia	Engineer in charge of the Research Department of the Bancosta Group.
	Norma Bellini	Director of Dlc Shipping.
Mali	Diarra Raky Talla	Former Minister of Labor, Function Public and State Reform.
Morocco	Abdelhadi Mezzari	CEO of ACCI.
	Mustapha Bakhalek	CEO of Group InCoRe.
	Tarik Moudni	CEO of Group STM.
	Fatima Gourma	President of the Logipole Souss Massa-Drâa Cluster.
	Driss Benabad	Technical Director SGPTV - Association of Marinas of Morocco.

	Chems Doha El Alaoui Ismaili	President UNFM Rabat-Salé - National Union of Women of Morocco.
	Naïma Hamoumi	Coordinator of the Moroccan Network of Sciences and Engineering of the Sea.
	Miloud Loukili	Professor – Former Director of the Merchant Navy.
	Raja Aghzadi	Cancer Surgeon Professor.
	Nisrine louzzi	Head of the Planning and Financing Division - Ports and Maritime Domain Directorate (DPDM).
	Abderrahim Laqabi	President of ONGM.
	Aït Bakadir	Vice-President of ONGM.
	Abdelaali Assamghouni	Commercial Director Africa Morocco Links.
	Khalid Moutarajji	Secretary General ISEM - Higher Institute of Maritime Studies.

Mauritania	Ahmed Khoubah	Deputy Secretary General of the National Federation of Maritime Fisheries.
	El Khalil Diddy	General Manager Teissir Shipping S.A.
	Babana Horma Haroune	Consultant.
Nigéria	Mojeed Alabi	Professor of International Maritime Law.
Portugal	Carlos Maio	Founder of Group QSR.
	Jean-Jacques Djoli	Senator.

Democratic Republic of Congo - Kinshasa	Caroline Mawandji	President of WIMA Africa – RDC.
	Musole Luntadila Mathilde	Commercial Company of Transport and Ports (SCTP) - Administrative Inspector and Human Resources.
	Boma Kabengele Yvette	Commercial Company of Transport and Ports (SCTP) - Deputy Commercial Director.
	Ngondo Dimamba Hélène	Transport and Ports Commercial Company (SCTP) - Financial Inspector.
Republic of Congo – Brazzaville	Ossété Gilles	Advisor to the Deputy Prime Minister in charge of State Reform.
United Kingdom	Jonathan Turner	Co-Founder of NLA International.
Senegal	Mactar Fall	CEO of COSAMA S.A.
	Sapé Fall	President of Thiofa Business.
	Aida Aissatou Diagne	Vice-President of the Federation of Francophone Architects of Africa.
	Aminata Gassamé Baldé	Founding President of IDEEI Senegal - Initiative for the Development of Expertise and Innovation.
	Léna Sène	President and CEO of DCA - Developing Capital for Africa.
	Mamadou Mba	Consultant.
	Ngoné Ndoye	Former Minister and President of FEMIPPEC.

Sierra - Leone	Lorenzo Hampton	Economist Financial Analyst - Office of the President.
Togo	Gnongbo Tack	Member of Parliament and Lecturer.
Tunisia	Ezzeddine Kacem	Commander and Founding President of the Tunisian Maritime Cluster.
	Besma Kacem	ASCO Group Administrator.

	Mehdi Ben Haj	Vice-President of the Tunisian Maritime Cluster.
	Radhia Talbi	Vice-President of AWIMA - Arab Women in Maritime Association (OMI) - Director STAM Agence Port-La-Goulette-Tunisie.

Appendix C

Special Evening in Honor of African Women Leaders in the Maritime Area

Its powerful role throughout history and in the maritime space, gives African women a special place in the work of this first edition of the International Forum of Seafarers, held in Morocco and in the city of DAKHLA.

The first evening, that of November 23, 2019, was dedicated in honor of these Women and those African Leaders in the maritime sector.

It will be an opportunity to celebrate IMO World Maritime Day which has the theme this year 2019: **“ Empowerment of Women in the Maritime Community ”**



List of Invited Women Leaders

First & Last Name	Title	Country
Excellence Chems Doha Alaoui Ismaïli	President of the Regional Association of UNFM Salé (National Union of Women of Morocco).	Morocco
Mrs. Nadia Laraki	Director General of National Agency of Ports (ANP).	Morocco
Excellence Dr. Hadja Saran Daraba Kaba	Former Minister of Social Affairs, Women's Promotion and Childhood - Former Secretary General of the Mano River Union (Guinea + Ivory Coast + Liberia and Sierra Leone) - Founder of REFMAP (Women's Network of the Mano River Union for Peace).	Guinea
Professor Raja Aghzadi	Surgeon - Honorary Consul of Gambia in Morocco - President of the Heart of Women Association.	Morocco
Mrs. Fatima Gourma	International Transport - President of the Logipole Souss Massa-Drâa Cluster.	Morocco
Mrs. Fatoumata Cissé	Managing Director Société Navale Guinéenne SNG.	Guinea
Mrs. Hadja Aminata Touré	Mayor of Kaloum.	Guinea
Mrs. Aminata Gassama Baldé	Founding President of IDEEI - Initiative for the Development of Expertise and Expansion by Innovation.	Senegal
Excellence Diarra Raky Talla	Former Minister of Public Service and State Reform Responsible for Relations with Institutions in Mali Specialist in Transport Law.	Mali
Mrs. Djélika Yeo	President of the Platform of Dynamic Women Entrepreneurs.	Ivory Coast
Mrs. Madina Boly	President of the Platform of Women of Burkina Faso.	Burkina Faso
Mrs. Nouria Ouibrahim	CEO LinkedInAfrica - Ex. Regional Director North Africa NABC Holland - Development of International Projects - Master in Marine Biology.	Algeria Netherlands
Mrs. Léna Sène	President and CEO of DCA - Developing Capital for Africa.	Senegal
Mrs. Besma Kacem	Co-Manager Maritime Group ASCO - Albatros Shipping Company.	Tunisia

Mrs. Sapé Fall	Autonomous Port of Dakar Communication Public Relations and International Cooperation	Senegal
Mrs. Aida Aissatou Diagne	Vice-President of the Federation of Francophone Architects of Africa.	Senegal
Mrs. Naima Hamoumi	Professor Dr. Head of the ODYSSEE Research Group	Morocco
Mrs. Radhia Talbi	Branch Manager of La Goulette Commercial Port Vice-President Arab WIMA (OMI)	Tunisia
Excellence Saffie Lowe	Gambian Ambassador to Morocco	Gambia
Mrs. Caroline Mawandja	President WIMA Africa (African Union) Democratic Republic of Congo - Kinshasa	DRC
Excellence Ngoyé Ndoye	Former Minister of Senegalese Abroad Senator and Founding President of FEMIPEC	Senegal
Mrs. Nisrine louzzi	Head of the Planning and Financing Division - Ports and Maritime Domain Directorate (DPDPM)	Morocco

Appendix D

Program of the First Day

Time	Subjects	Participating Party
10.00	Reception	
10.30	Tea Ceremony and Photo Exhibition Tour	
11.00	Welcome Words	Regional Council of Dakhla-Oued Eddahab ONGM - ACCI
11.10	Words from the Official Guests	
13.00	<ul style="list-style-type: none"> Lunch in Honor of the Participants 	
Panel 1 15.00- 16.00	<ul style="list-style-type: none"> Maritime Trade in Africa Africa's Options for strengthening its Role in Regional and International Maritime Trade. African Cooperation in Maritime Transport 	<ul style="list-style-type: none"> Morocco- Senegal- Ivory Coast -Tunisia - Guinea-Nigeria- Liberia- Ghana
Panel 2 16.00- 17.00	<ul style="list-style-type: none"> Port Development and Management The development of the port sector in Africa: Investments and Cooperation. Globalization and the Moroccan Port Infrastructure Strategy. 	<ul style="list-style-type: none"> Egypt- Benin- Gambia-Morocco Morocco

Program of the Second Day

Time		Participating Parties
Panel 3 09.30 - 11.00	<ul style="list-style-type: none"> ▪ Fishing in African Waters ▪ Fishing - Lever of Socio-Economic Growth and Sustainable Development ▪ Impacts of International Agreements on Local Development in Africa. 	<ul style="list-style-type: none"> ▪ ▪ Morocco - Mauritania- ▪ Guinea-Bissau- Gambia ▪ Morocco – Spain - Cameroon– Sierra Leone–Congo (Brazzaville) - Mauritania
Panel 4 11.00 - 12.30	<ul style="list-style-type: none"> ▪ Maritime Tourism – A Rising Economy ▪ Tourist Infrastructures on the African Coasts. ▪ Blue Tourism: Passion – Nautical Leisure - Future Jobs and Training. 	<ul style="list-style-type: none"> ▪ ▪ Morocco–Tunisia– Togo–Gabon ▪ Morocco–Spain– Tunisia-Egypt
13.00	<ul style="list-style-type: none"> ▪ Lunch in Honor of the Participants 	<ul style="list-style-type: none"> ▪
Panel 5 15.00 - 17.00	<ul style="list-style-type: none"> ▪ Africa, What Role in the International Maritime Sector? ▪ Risks that threaten the Maritime Space of the African Continent ▪ Environmental protection, training, preservation of wealth, security and the fight against piracy. 	<ul style="list-style-type: none"> ▪ ▪ OMI-Congo Kinshasa– France–Italy – Morocco ▪ OMI-Greece– United Kingdom– Equatorial Guinea ▪ United States– ▪ Portugal–Egypt– France
17.00 - 18.00	<ul style="list-style-type: none"> ▪ Recommendations of the International Forum of Seafarers. ▪ Message of fidelity and loyalty to His Majesty King Mohammed VI. ▪ Closure of the Forum 	<ul style="list-style-type: none"> ▪

Appendix E

Panel 1	Theme	Speaker	Intervention
Maritime Trade in Africa	1 Africa's options for strengthening its role in maritime trade as a region and internationally	Commander Ezzeddine Kacem Founding President of the Tunisian Maritime Cluster. Tunisia	Difficulties and paradoxes of cooperation between African Countries in the domaine of the merchant navy
		Mr Fall Mactar Managing Director COSAMA	Senegal's position on maritime traffic between African Countries
		Mrs Gbei Doinique Flora Secretary of State to the Minister of Transport, Cote d'Ivoire. Ivory Coast	Diagnosing the current state of shipping in Africa
		Prof. Miloud Loukili Former Director of the Merchant Navy of Morocco. Morocco	Developing a continental/regional observatory for French speaking Altantic Area of Africa.
	2 African Maritime Transport Cooperation	Ms Fatoumata Cisse Director General Navigation Company Guinea. Guinea	Proposals and initiatives to improve maritime traffic in African countries
	Moderator Commander Ezzeddine Kacem Tunisia	2 Excellence Kobina Annan Former Amadassador of Ghana to Morocco. Ghana	The importance of investment in the merchant marine sector
		3 Professor Mojeed Alabi Doctor of International Maritime Law. Nigeria	Protecting the interests of African countries in the international shipping sector
Panel 2	Theme	Speaker	Intervention
Port Development and Management	1 The Development of the Port Sector in Africa: Investments and Cooperation	1 Dr Ayman Mohamed Khalil El Nahrawy Doctor and Co-Founder of the Arab Institute for Leadership and the Arab Academy of Sciences. Egypt	The importance of the port economy in the economic development of countries and the continent.
		2 Mr Momodou Lamin Manga	Development and Innovation in Africa's major ports

	Moderator Excellence Diara Raky Talla Mali	Honorary Consul of the Russian Federation in the Gambia	
		3 Ms Nisrine louzzi Head of planning and finance (Ports and Maritime Domain Directorate Morocco) Morocco	Is it possible to have a common strategy between African countries in the operation of ports with foreign multinational companies?
		5 Professor Amour Zinsou Doctor of Private Law, Criminal Sciences and Maritime Law. Benin	The rights and interest of African countries in the operation of their ports

Panel 3	Theme	Speaker	Intervention
Fishing in African Water	1 Fishing – Socio- Economic Growth and Sustainable Development Leverage Moderator: Professor Miloud Loukili Morocco	1 Dr Ahmed Khoubah Deputy Secretary General/National Maritime Fisheries Federation. Mauritania	Mauritania’s experience in the exploitation of the Maritime Coasts (Fishing Sector)
		2 Mr Momodou Lamin Manga Honorary Consul of the Russian Federation in the Gambia.	Economic sectors developed through fishing in The Gambia
		3 Mr Rui Albero Pinto Pereira President of the Association of Ship owners and Charterers of industrial fisheries. Guinea-Bissau	Barriers to the ideal exploitation of fishing in African countries
	2 Impacts of International Agreements on Local Development in Africa	1 Luis Souto Maqueda Founder Law Firm ISLAW Maritime Law and Transport Spain.	How to exploit an international fisheries agreement for local social development?

	Moderator Gonzalo Alvar - Spain	2 Ossete Gilles Doctor in Law Advisor to the Vice 1 st Minister of State Reform Republic of Congo Brazzaville.	How can African countries positions with regard to international operators of African waters be unified
		3 Paul Elvic Bathom Deputy Director Ministry of External Relations. Cameroon	Proposals to improve the situation of African countries in fisheries agreements with foreign countries

Panel 4	Theme	Speaker	Intervention
Maritime Tourism – A Growing Economy	1 Tourist Infrastructure on the African Coast. Moderator: Professor Momodou Sabally Macro Economist – former Minister of Presidential Affairs/Founder and President of the Sabally Leadership Academy. Gambia	1 Mr Benabad Driss Technical Director of the Port of Tangier City and Association of Leisure Ports of Morocco. Morocco	Morocco’s vision and efforts to develop the maritime tourism sector
		2 Mehdi Ben Haj Vice President of the Tunisian Maritime Cluster and Change of Integrated Coastal Area Management - Tunisia	The current state of tourism infrastructure in African countries
		3 Paul Mivinga Provincial Delegate for Maritime Affairs of the Estuary. Gabon	Investment prospects in the maritime tourism sector.
	2 Passion, Water Leisure, Future trades and training Moderator: Joseph Adjembimande - Gabon	1 Mr Tarik Moudni Polytechnician, Chairman of the STM Group. Morocco	
		2 Mrs Alejandra Torres Beceiro Senior Partner Law Firm ISLAW- Maritime Law, Water Transport and Leisure Spain	Spain’s efforts to develop blue tourism
		3 Commander Ezzeddine Kacem Founding President of the Tunsian Maritime Cluster. Tunisia	Tunisian experience in training and employment in the maritime tourism

		4 Captain Yasser El Mosalamy, Founder and Director of the American Academy of Yachting. Egypt	African Cooperation in the field of blue tourism
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Panel 5	Theme	Speaker	Intervention
What is Africa's role in the international maritime sector?	1 The risks that threaten the Maritime Area of the African Continent Moderator Professor Amour Zinsou Benin Doctor of Private Law, Criminal Sciences and Maritime Law Benin	1 Enrico Paglia Head Bancosta Department of Research. Italy	Italian experience in detecting pollution in seawater tourism sector
		2 Professor Naima Hamoumi Coordinator of the Moroccan Network of Marine Science and Engineering. Morocco	Damage caused by random exploitation and marine resource control systems
		3 Olivier Jambu-Merlin Vice President of the Paris Maritime Arbitration Chamber France	How to control and determine blackspots on African coasts, technology tools and legal measures
	2 Environmental protection, wealth preservation training security and the fight against piracy. Moderator: Edmond Joel Ntoutoume - Gabon	1 Dr. Ayman Mohamed Khalil El Nahrawy – International Conference Speaker. Egypt	Training in Future maritime trades
		2 Carlos Maio Founder of the QSR Group. Portugal	How can the maritime sector be made an area of peace and cooperation between countries
		3 Jonathan Turner Co-founder and director of NLA International Ltd. United-Kingdom	The importance of African maritime space in peace and international cooperation.
		4 Spiros Paschalis CEO Attica Group, Greece	How to organize cooperation between Africa and the international partners in the protection of the sea coasts

Appendix F Survey Results

Forum International des Gens de Mer

SurveyMonkey

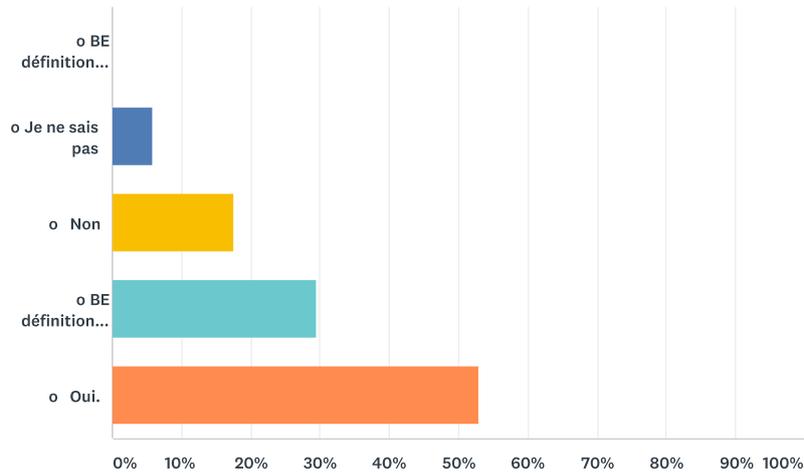
Q1 Section A: Votre profil Données de base

Answered: 13 Skipped: 4

ANSWER CHOICES	RESPONSE
Votre nom et prenom:	100.00%
Votre fonction:	100.00%
Votre adresse email:	100.00%
Votre numero de telephone:	76.92%
Votre organisation:	84.62%
Votre département:	76.92%
Le secteur dans lequel vous travaillez (liste déroulante - gouvernement, secteur privé; ONG; universités):	92.31%
Pays de résidence:	100.00%

Q2 Section B: A propos de l'économie bleue dans votre pays • Votre gouvernement a-t-il défini la structure de votre économie bleue?

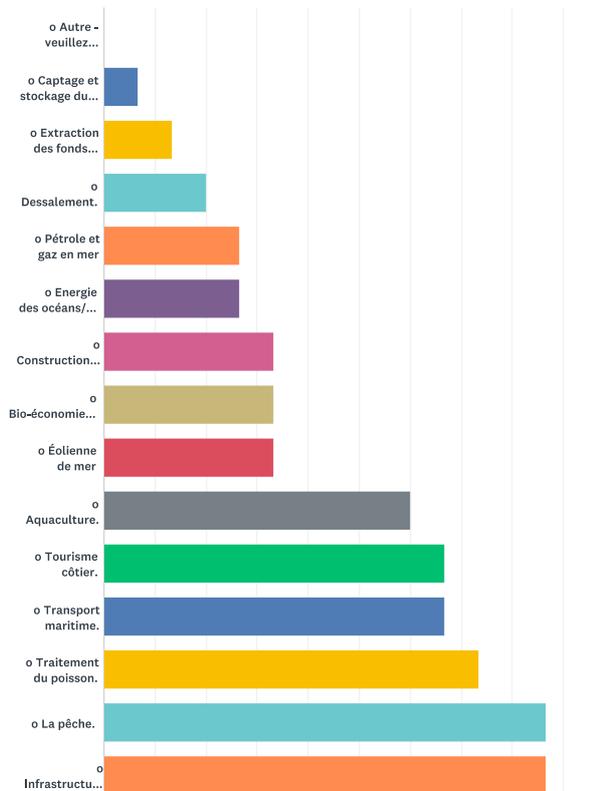
Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES
o BE définition structurelle non prévue actuellement	0.00%
o Je ne sais pas	5.88%
o Non	17.65%
o BE définition structurelle en cours.	29.41%
o Oui.	52.94%
Total Respondents: 17	

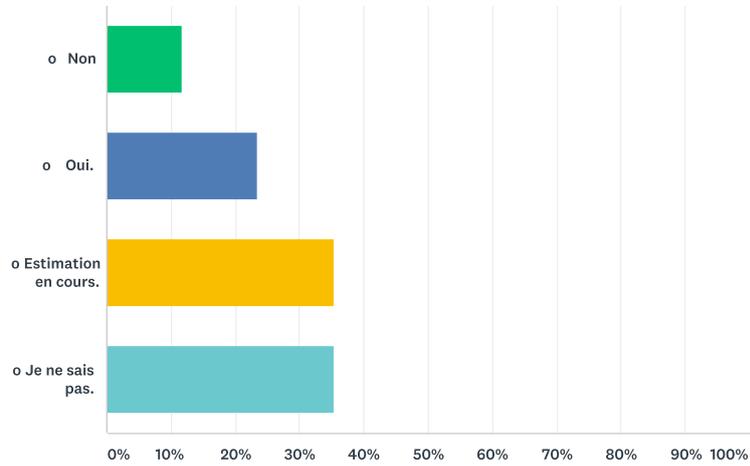
Q3 • Si oui, quels secteurs est-il censé contenir?

Answered: 15 Skipped: 2



Q4 Votre pays a-t-il estimé la valeur actuelle totale de son économie bleue?

Answered: 17 Skipped: 0



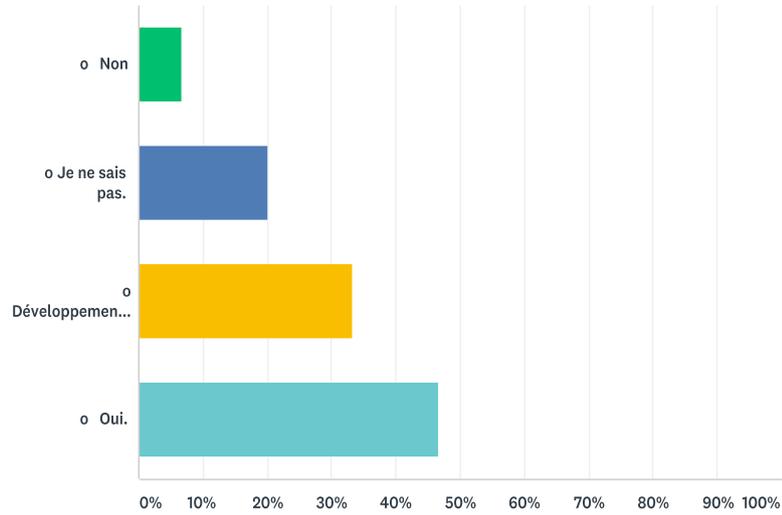
ANSWER CHOICES	RESPONSES
o Non	11.76% 2
o Oui.	23.53% 4
o Estimation en cours.	35.29% 6
o Je ne sais pas.	35.29% 6
Total Respondents: 17	

Q5 Si oui, quelle est cette valeur actuelle (veuillez identifier la devise)?

The responses to this question were varied. An estimate was that the value was around 4% of GDP.

Q6 Votre pays a-t-il fixé des objectifs de croissance pour l'économie bleue?

Answered: 15 Skipped: 2



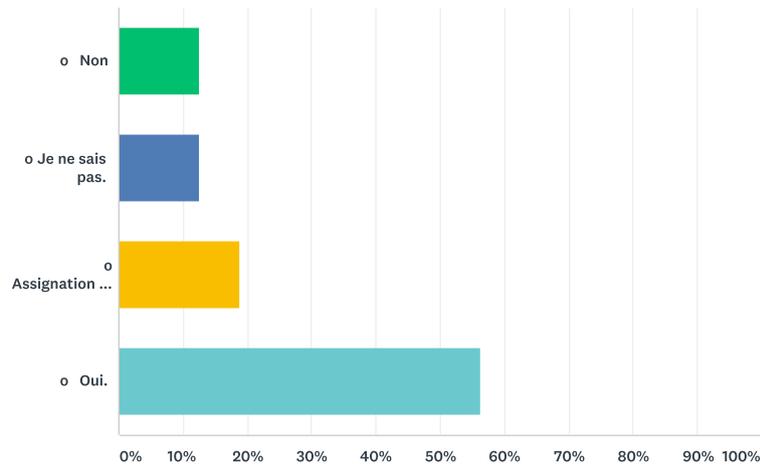
ANSWER CHOICES	RESPONSES	
o Non	6.67%	1
o Je ne sais pas.	20.00%	3
o Développement des objectifs en cours.	33.33%	5
o Oui.	46.67%	7
Total Respondents: 15		

Q7 Si oui, quelle est cette valeur ciblée (veuillez identifier la devise)?

The responses to this question were varied. An estimate was that the value was around 5% of GDP.

Q8 Existe-t-il un organisme gouvernemental principal désigné dans votre pays pour les questions d'économie bleue?

Answered: 16 Skipped: 1



ANSWER CHOICES	RESPONSES
o Non	12.50% 2
o Je ne sais pas.	12.50% 2
o Assignation en cours.	18.75% 3
o Oui.	56.25% 9
TOTAL	16

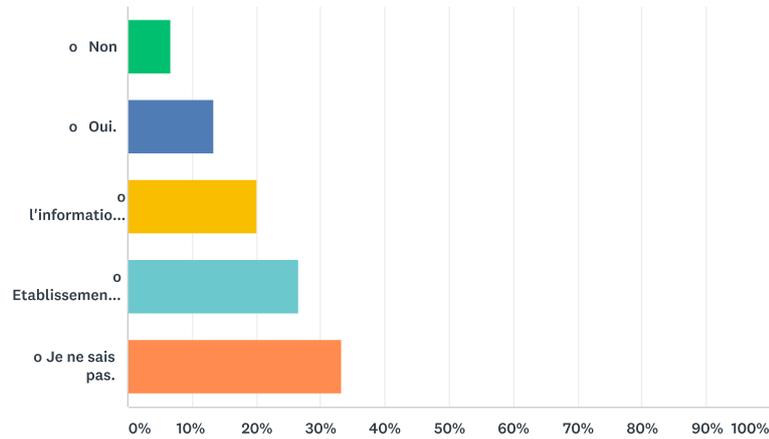
Q9 Si oui, qui est-ce?

There were 10 responses to this question. The mentioned organisations were...

- Ministère de la Mer - Direction Générale de la Politique de la Mer
- Ministère de la pêche et de l'économie maritime
- Ministère des transport & pêche
- Secrétariat Général de la Mer
- MPEM
- Chef du gouvernement
- En cours
- Le Cluster National Maritime Tunisien et le Secretariat general de la mer en cours
- Le conseil economique et social
- Ministere du transport

Q10 Des dispositions financières spécifiques ont-elles été prises pour soutenir le développement des activités de l'économie bleue dans votre pays?

Answered: 15 Skipped: 2



ANSWER CHOICES	RESPONSES	
o Non	6.67%	1
o Oui.	13.33%	2
o l'information n'est pas publique	20.00%	3
o Etablissement du BE budget en cours.	26.67%	4
o Je ne sais pas.	33.33%	5
TOTAL		15

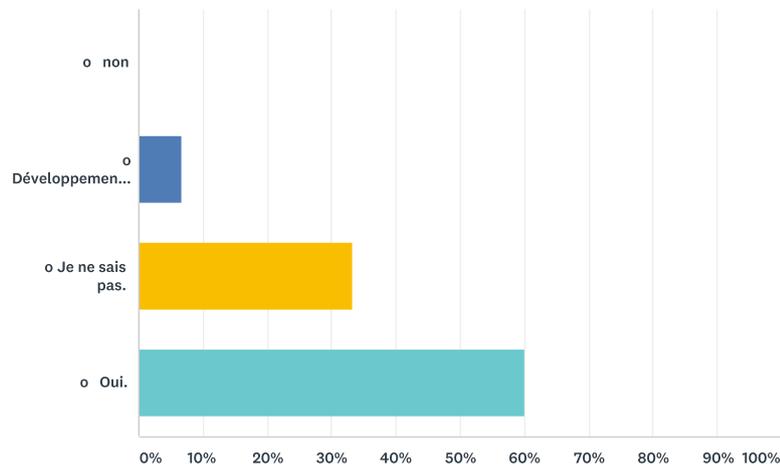
Q11 Si oui, comment s'appelle-t-elle?

There were four responses to this question, listed below.

- Fundo Azul
- Je ne sais pas
- Le Secretariat general de la mer
- BE

Q12 Relations internationales de l'économie bleue Votre gouvernement a-t-il signé des protocoles d'accord ou mis en place des accords bilatéraux officiels avec d'autres pays concernant spécifiquement l'économie bleue?

Answered: 15 Skipped: 2



ANSWER CHOICES	RESPONSES
o non	0.00% 0
o Développement des arrangements bilatéraux BE en cours.	6.67% 1
o Je ne sais pas.	33.33% 5
o Oui.	60.00% 9
TOTAL	15

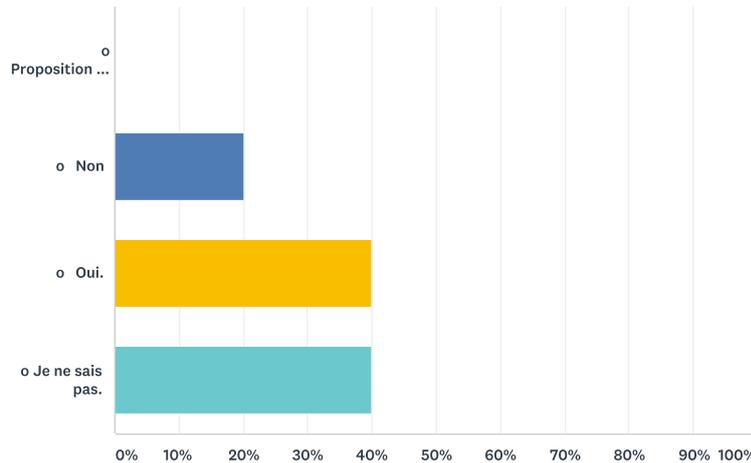
Q13 Relations internationales de l'économie bleue: Si oui, avec qui et pour quoi?

There were eight responses to this question, as listed below.

- Exemple la Norvege
- UE (European Union)
- Coree du Sud construction portuaire – France Peche – Japon construction portuaire peche
- L'Union Africaine
- Le Cluster maritime francais; le secrétariat général de la mer France; WEST-MED de la Commission Européenne, Pôle mer méditerranée et WORLD OCEAN COUNCIL.
- Registre International Gabonais des Navires , avec un Groupe privé des Emirates Arabes Unis
- UE (European Union)
- Les pays voisins

Q14 Financement de l'économie bleue- Votre gouvernement a-t-il eu accès à des fonds internationaux destinés spécifiquement à soutenir les activités de l'économie bleue?

Answered: 15 Skipped: 2



ANSWER CHOICES	RESPONSES	
<input type="radio"/> Proposition (s) de financement international BE en cours.	0.00%	0
<input type="radio"/> Non	20.00%	3
<input type="radio"/> Oui.	40.00%	6
<input type="radio"/> Je ne sais pas.	40.00%	6
TOTAL		15

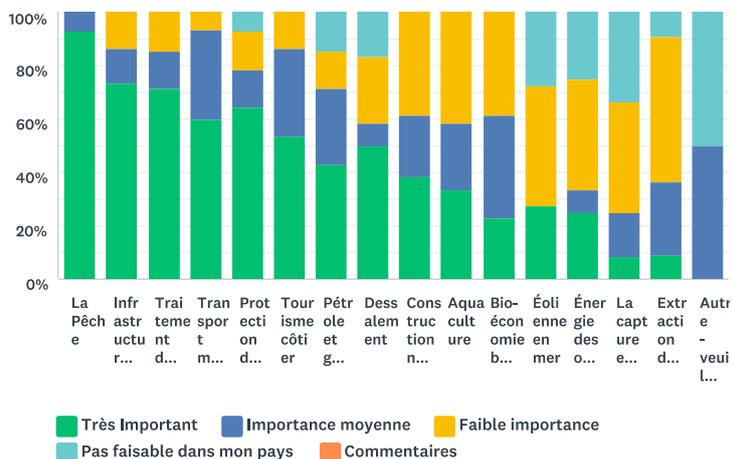
Q15 Financement de l'économie bleue- Si oui, combien, de qui, pour quoi?

There were six responses to this question, as listed below.

- Des Fonds Europeens – FEAMP
- UE (European Union)
- De L’Union Africaine
- La commission europeenne et la Banque Europeene
- UE (European Union)
- UE (European Union)

Q16 Section C: Du présent au futur État actuel- Comment évalueriez-vous l'importance actuelle de vos secteurs de l'économie bleue dans l'économie globale de votre pays?

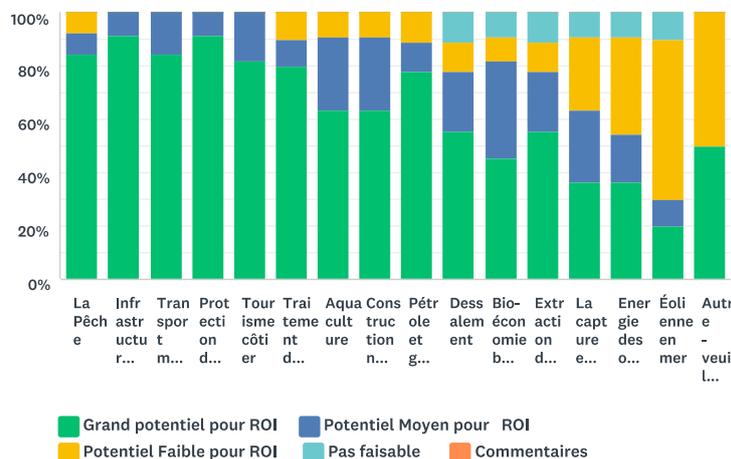
Answered: 16 Skipped: 1



	TRÈS IMPORTANT	IMPORTANCE MOYENNE	FAIBLE IMPORTANCE	PAS FAISABLE DANS MON PAYS	COMMENTAIRES	TOTAL	WEIGHTED AVERAGE
La Pêche	92.86% 13	7.14% 1	0.00% 0	0.00% 0	0.00% 0	14	1.07
Infrastructure et services portuaires	73.33% 11	13.33% 2	13.33% 2	0.00% 0	0.00% 0	15	1.40
Traitement du poisson	71.43% 10	14.29% 2	14.29% 2	0.00% 0	0.00% 0	14	1.43
Transport maritime	60.00% 9	33.33% 5	6.67% 1	0.00% 0	0.00% 0	15	1.47
Protection du littoral et de l'environnement	64.29% 9	14.29% 2	14.29% 2	7.14% 1	0.00% 0	14	1.64
Tourisme côtier	53.33% 8	33.33% 5	13.33% 2	0.00% 0	0.00% 0	15	1.60
Pétrole et gaz en mer/ Energie fossile offshore	42.86% 6	28.57% 4	14.29% 2	14.29% 2	0.00% 0	14	2.00
Dessalement	50.00% 6	8.33% 1	25.00% 3	16.67% 2	0.00% 0	12	2.08
Construction navale et réparation	38.46% 5	23.08% 3	38.46% 5	0.00% 0	0.00% 0	13	2.00
Aquaculture	33.33% 4	25.00% 3	41.67% 5	0.00% 0	0.00% 0	12	2.08

Q17 Potentiel inexploité- Selon vous, lequel des secteurs de l'économie bleue suivants mérite le plus d'investissements supplémentaires dans votre pays?

Answered: 17 Skipped: 0



	GRAND POTENTIEL POUR ROI	POTENTIEL MOYEN POUR ROI	POTENTIEL FAIBLE POUR ROI	PAS FAISABLE	COMMENTAIRES	TOTAL	WEIGHTED AVERAGE
La Pêche	84.62% 11	7.69% 1	7.69% 1	0.00% 0	0.00% 0	13	1.23
Infrastructure et services portuaires	91.67% 11	8.33% 1	0.00% 0	0.00% 0	0.00% 0	12	1.08
Transport maritime	84.62% 11	15.38% 2	0.00% 0	0.00% 0	0.00% 0	13	1.15
Protection du littoral et de l'environnement	91.67% 11	8.33% 1	0.00% 0	0.00% 0	0.00% 0	12	1.08
Tourisme côtier	81.82% 9	18.18% 2	0.00% 0	0.00% 0	0.00% 0	11	1.18
Traitement du poisson	80.00% 8	10.00% 1	10.00% 1	0.00% 0	0.00% 0	10	1.30
Aquaculture	63.64% 7	27.27% 3	9.09% 1	0.00% 0	0.00% 0	11	1.45
Construction navale et réparation	63.64% 7	27.27% 3	9.09% 1	0.00% 0	0.00% 0	11	1.45
Pétrole et gaz en mer/ Energie fossile offshore	77.78% 7	11.11% 1	11.11% 1	0.00% 0	0.00% 0	9	1.33
Dessalement	55.56% 5	22.22% 2	11.11% 1	11.11% 1	0.00% 0	9	1.78

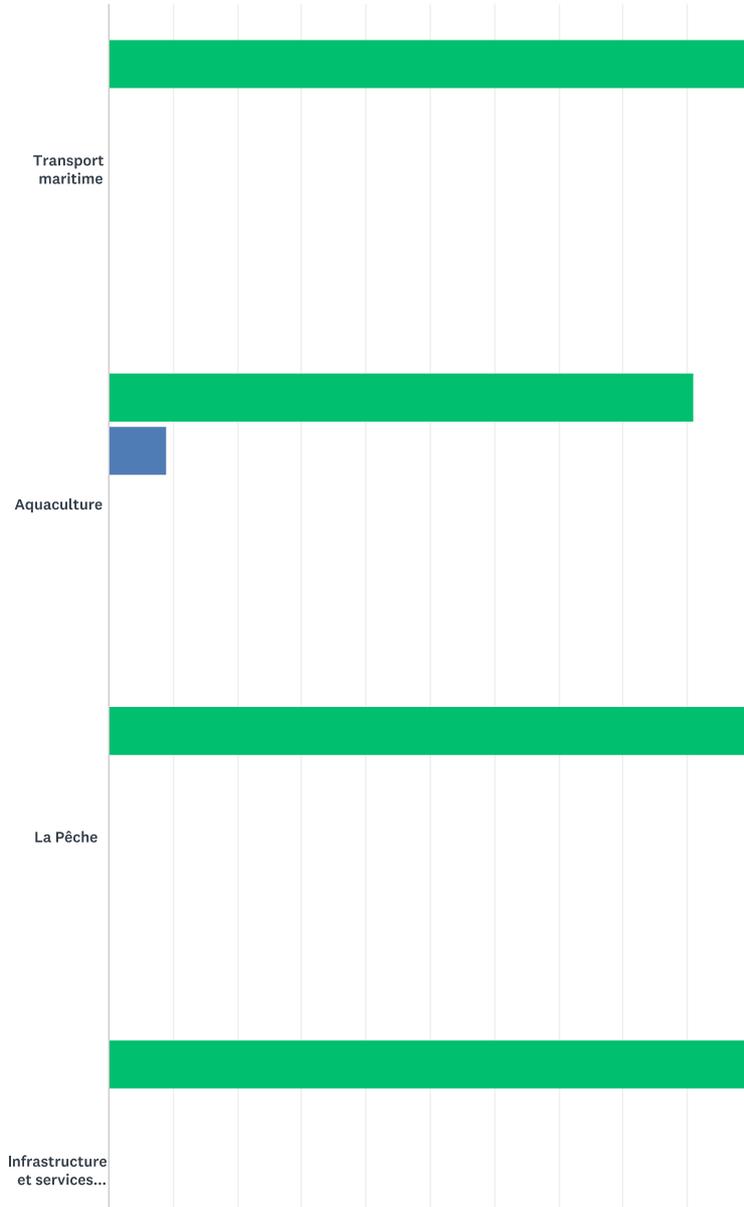
Forum International des Gens de Mer

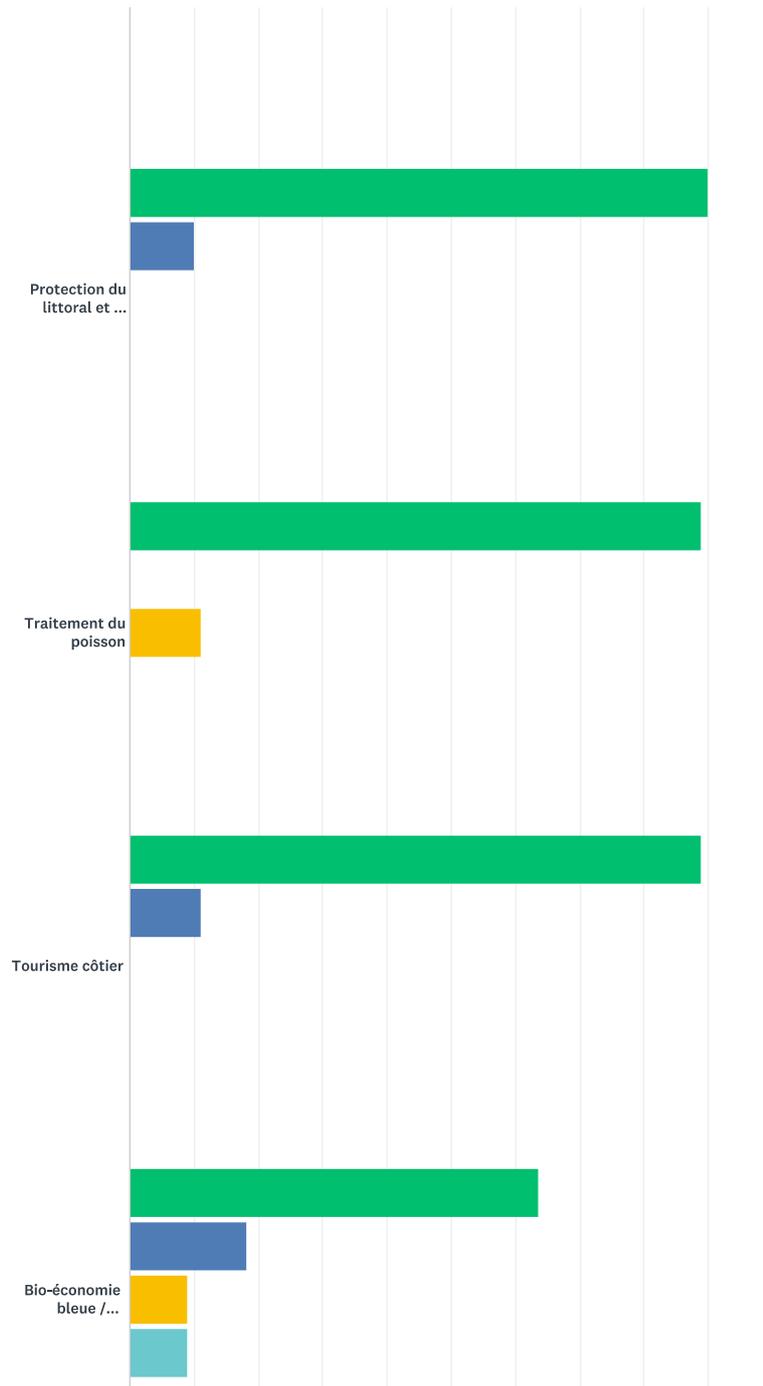
SurveyMonkey

Bio-économie bleue / biotechnologie	45.45% 5	36.36% 4	9.09% 1	9.09% 1	0.00% 0	11	1.82
Extraction des fonds marins et des agrégats	55.56% 5	22.22% 2	11.11% 1	11.11% 1	0.00% 0	9	1.78
La capture et le stockage du carbone	36.36% 4	27.27% 3	27.27% 3	9.09% 1	0.00% 0	11	2.09
Energie des océans / Energie marine	36.36% 4	18.18% 2	36.36% 4	9.09% 1	0.00% 0	11	2.18
Éolienne en mer	20.00% 2	10.00% 1	60.00% 6	10.00% 1	0.00% 0	10	2.60
Autre - veuillez définir	50.00% 1	0.00% 0	50.00% 1	0.00% 0	0.00% 0	2	2.00

Q18 Sustainability · Comment évalueriez-vous l'importance d'une mise en œuvre durable de la politique RSE dans les secteurs suivants?

Answered: 13 Skipped: 4



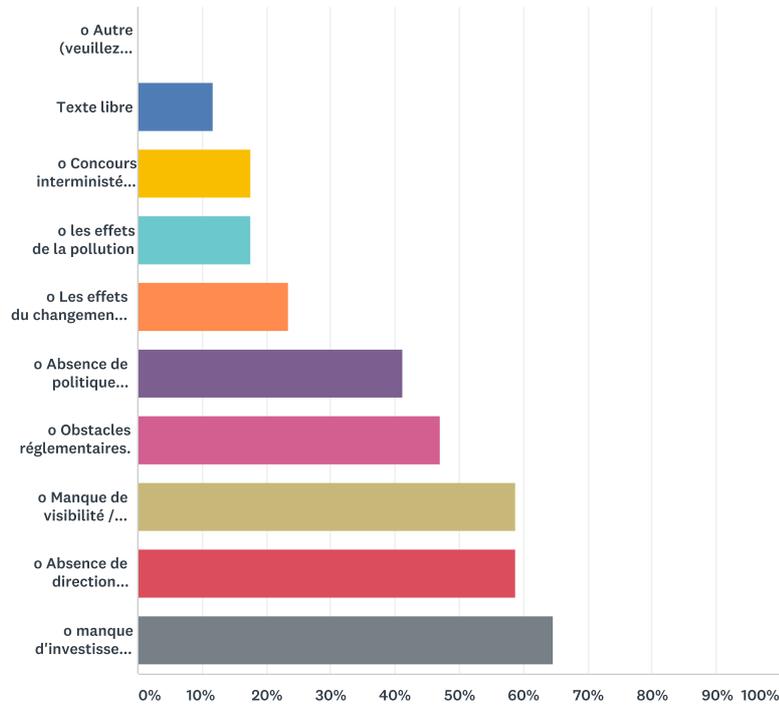


■ Grand potentiel pour ROI
 ■ Potentiel Moyen pour ROI
 ■ Potentiel Faible pour ROI
 ■ Pas faisable
 ■ Commentaires

	GRAND POTENTIEL POUR ROI	POTENTIEL MOYEN POUR ROI	POTENTIEL FAIBLE POUR ROI	PAS FAISABLE	COMMENTAIRES	TOTAL	WEIGHTED AVERAGE
Transport maritime	100.00% 11	0.00% 0	0.00% 0	0.00% 0	0.00% 0	11	1.00
Aquaculture	90.91% 10	9.09% 1	0.00% 0	0.00% 0	0.00% 0	11	1.09
La Pêche	100.00% 10	0.00% 0	0.00% 0	0.00% 0	0.00% 0	10	1.00
Infrastructure et services portuaires	100.00% 9	0.00% 0	0.00% 0	0.00% 0	0.00% 0	9	1.00
Protection du littoral et de l'environnement	90.00% 9	10.00% 1	0.00% 0	0.00% 0	0.00% 0	10	1.10
Traitement du poisson	88.89% 8	0.00% 0	11.11% 1	0.00% 0	0.00% 0	9	1.22
Tourisme côtier	88.89% 8	11.11% 1	0.00% 0	0.00% 0	0.00% 0	9	1.11
Bio-économie bleue / biotechnologie	63.64% 7	18.18% 2	9.09% 1	9.09% 1	0.00% 0	11	1.64
Construction navale et réparation	66.67% 6	11.11% 1	22.22% 2	0.00% 0	0.00% 0	9	1.56
Énergie des océans / Énergie marine	54.55% 6	18.18% 2	9.09% 1	18.18% 2	0.00% 0	11	1.91
Pétrole et gaz en mer/ Énergie fossile offshore	62.50% 5	25.00% 2	12.50% 1	0.00% 0	0.00% 0	8	1.50
Extraction des fonds marins et des agrégats	50.00% 5	30.00% 3	10.00% 1	10.00% 1	0.00% 0	10	1.80
Éolienne en mer	50.00% 5	10.00% 1	20.00% 2	20.00% 2	0.00% 0	10	2.10
Dessalement	44.44% 4	33.33% 3	11.11% 1	11.11% 1	0.00% 0	9	1.89
La capture et le stockage du carbone	40.00% 4	20.00% 2	30.00% 3	10.00% 1	0.00% 0	10	2.10
Autre - veuillez définir	100.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2	1.00

Q19 Barrières Selon vous, quel est le plus grand obstacle au développement de l'économie bleue dans votre pays? Veuillez classer les éléments suivants:

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES
o Autre (veuillez définir).	0.00% 0
Texte libre	11.76% 2
o Concours interministériel.	17.65% 3
o les effets de la pollution	17.65% 3
o Les effets du changement climatique.	23.53% 4
o Absence de politique océanique.	41.18% 7
o Obstacles réglementaires.	47.06% 8
o Manque de visibilité / visibilité par rapport à d'autres priorités.	58.82% 10
o Absence de direction stratégique coordonnée.	58.82% 10
o manque d'investissement.	64.71% 11

The Questionnaire in English – for reference only.

Blue Economy Forum

Online Questionnaire

Intro text: In order to understand better the baseline, interests, challenges and opportunities of attendees of the upcoming **International Forum of Seafarers**, we are asking participants to answer a few questions in advance. If we receive enough responses, we look forward to sharing the headline findings at the event. The short questionnaire should only take about 10 minutes to complete.

Please note that your individual responses will not be published. We are only interested in collating and sharing (at the Forum) the aggregated data to help participants understand the shared challenges and opportunities that everyone is facing.

Thank you.

Section A: About you

1. Basic details

- Your name:
- Your job title:
- Your email address:
- Your organisation:
- Your department:
- The sector you work in (drop down list – government; private sector; NGO; academia):
- Country of residence:

Section B: About the Blue Economy in your country

2. Blue Economy Structure

- Has your government defined what the structure of your Blue Economy involves?
 - *Yes.*
 - *No.*
 - *BE structural definition in progress.*
 - *BE structural definition not currently planned.*
 - *Don't know.*
- If yes, what sectors is it said to contain?
 - *Aquaculture.*
 - *Fisheries.*
 - *Fish processing.*
 - *Port infrastructure and services.*
 - *Shipbuilding and repair.*
 - *Coastal tourism.*
 - *Maritime transport.*
 - *Offshore oil and gas.*
 - *Coastal and environmental protection.*
 - *Desalination.*
 - *Blue bioeconomy / biotechnology.*

- *Carbon Capture and Storage.*
- *Seabed mining and aggregates.*
- *Offshore wind.*
- *Ocean energy.*
- *Other – please define.*

3. Blue Economy Value

- Has your country estimated the total current value of its Blue Economy?
 - *Yes.*
 - *No.*
 - *Estimation in progress.*
 - *Don't know.*
- If yes, what is that current value (please identify currency)?:
 - *[Free text].*

4. Blue growth

- Has your country set Blue Economy growth targets?
 - *Yes.*
 - *No.*
 - *Development of targets in progress.*
 - *Don't know.*
- If yes, what is that target value (please identify currency)?
 - *[Free text].*

5. Blue Economy Leadership

- Is there a named lead government agency in your country for Blue Economy matters?
 - *Yes.*
 - *No.*
 - *Assignment in progress.*
 - *Don't know.*
- If yes, what is that department?
 - *[Free text]*

6. Blue Economy Top-Tier Sponsorship

- Is there a named Blue Economy sponsor within the office of your country's President / Prime Minister?
 - *Yes.*
 - *No.*
 - *Assignment in progress.*
 - *Don't know.*
- If yes, who is that?
 - *[Free text].*

7. Blue Economy budget

- Has specific financial provision been made to support the development of Blue Economy activities in your country?
 - *Yes.*
 - *No.*
 - *BE budget setting in progress.*
 - *Would rather not say.*
 - *Don't know.*
- If yes, how much is that (please identify currency)?
 - *[Free text].*

8. Blue Economy Strategy

- Has your government published a Blue Economy strategy?
 - *Yes.*
 - *No.*
 - *Development of BE strategy in progress.*
 - *Don't know.*
- If yes, what is it called?
 - *[Free text]*

9. Blue Economy international relations

- Has your government signed any MoUs or set up formal bi-lateral arrangements with other countries relating specifically to the Blue Economy?
 - *Yes.*
 - *No.*
 - *Development of BE bi-lateral arrangements in progress.*
 - *Don't know.*
- If yes, who with and regarding what?
 - *[Free text]*

10. Blue Economy funding

- Has your government successfully accessed any international funding specifically to support Blue Economy activities?
 - *Yes.*
 - *No.*
 - *International BE funding proposal(s) in progress.*
 - *Don't know.*
- If yes, how much, from whom, for what?
 - *[Free text].*

Section C: From present to future

11. Current state

- How would you rate the *current* importance of your Blue Economy sectors to your country's overall economy?

Sector	High importance	Average importance	Low importance	Not feasible in my country	Comments
Aquaculture					
Fisheries					
Fish processing					
Port infrastructure and services					
Shipbuilding and repair					
Coastal tourism					
Maritime transport					
Offshore oil and gas					
Coastal and environmental protection					
Desalination					
Blue bioeconomy / biotechnology					
Carbon Capture and Storage					
Seabed mining and aggregates					
Offshore wind					
Ocean energy					
Other – please define					

12. Untapped potential

- Which of the following Blue Economy sectors do you think most warrant extra investment in your country?

Sector	High potential for ROI	Average potential for ROI	Low potential for ROI	Not feasible in my country	Comments
Aquaculture					
Fisheries					

Fish processing					
Port infrastructure and services					
Shipbuilding and repair					
Coastal tourism					
Maritime transport					
Offshore oil and gas					
Coastal and environmental protection					
Desalination					
Blue bioeconomy / biotechnology					
Carbon Capture and Storage					
Seabed mining and aggregates					
Offshore wind					
Ocean energy					
Other – please define					

13. Barriers

- What do you consider to be the greatest barrier to the development of the Blue Economy in your country? Please rank the following:
 - *Lack of visibility / prominence against other priorities.*
 - *Lack of co-ordinated strategic direction.*
 - *Lack of ocean policy.*
 - *Inter-departmental competition.*
 - *Lack of investment.*
 - *Regulatory barriers.*
 - *The effects of climate change.*
 - *The effects of pollution.*
 - *Other (please define).*

14. Key enablers

- What in your opinion would most increase the chances of the Blue Economy thriving in Africa in the next five years?
 - *[Free text].*

15. Close

- Do you have anything else to add?
 - *[Free text].*

Appendix G

Photo Gallery





































