Revisiting AIMS 2050:
A 2013 perspective

Captain (SAN) Johan Potgieter (rtd)

"Africa is beyond bemoaning the past for its problems. The task of undoing the past is ours, with the support of those willing to join us in a continental renewal. We have a new generation of leaders who know that we must take responsibility for our own destiny, that we will uplift ourselves only by our own efforts with those who wish us well".

Nelson Mandela

African Union

For that which is common to the greatest number has the least care bestowed upon it. Everyone thinks chiefly of his own, hardly at all of the common interest; and only when he himself is concerned as an individual

Aristotle: 384 – 322BC

- OAU – AU From Unity to Union

- From non-interference to non-indifference

- From self preservation to collective responsibilities

"…our concern for national sovereignty and national interest need not prevent us from planning seriously for regional growth and development. Indeed they dictate that we move in that direction, because our fortunes are so interdependent. None of us can achieve sustainable growth and development, or peace and stability in isolation."

President Nelson Mandela
Opening remarks to the 1995 SADC summit

Aim

Revisit the African Integrated Maritime Security (AIMS) Strategy and to comment on progress and the way forward

Overview

- Background

- AIMS strategy

- Action Plan

- Progress

- What remains to be done?

- Conclusion

Background

- The Organisation for African Unity (OAU), as early as July 1994, adopted the African Maritime Transport Charter

- Maritime transport was recognised to be essential for the economic development of the continent, Africa needs to collaborate to find solutions

- The African Union (AU) subsequently adopted the updated and expanded Charter, which included provisions for the security and protection of the marine environment, in June 2010.

Background (2)

- July 2008 commissioned the Brenthurst Foundation, with African Centre for Strategic Studies, to develop a paper addressing the issues related to Africa's maritime security
- Main findings
  - Importance of Maritime trade to Africa
  - Maritime security key component of collective security
  - Africa to must take control of domain
  - Importance of partnerships
  - Comprehensive legal framework
  - Intra-African maritime partnership is essential
- Paper was not a ready-made strategy, but played a crucial part in defining the maritime domain and setting the foundation for the AIMS strategy we are discussing today

Background (3)

- July 2009 Sirte, Libya meeting - AU's Executive Council calls for the establishment of an African "Agency for the Protection of Territorial and Economic Waters of African Countries"

- Main points and principles guiding such a proposed agency have contributed to important guidelines in considering the responsible management of the African Maritime Domain (AMD)

- To protect Africa's territorial and economic waters

- Coordinate efforts to preserve water and fisheries resources and regulate exploitation;

Background (4)

- Establishment of an early warning system to warn members of violations;

- Implementation of policies for the joint administration of African maritime resources;

- Set standards for the maritime protection personnel and relevant research; and

- Assistance where technical and field support might be required for violations of the Africa territorial economic waters

Sea Power for Africa
Defence Issues

- Charting Africa's maritime zones; and Maritime Security of Africa
- Piracy and Maritime Crime off the coast of Africa
- Patrol & Control Africa's vast maritime hydrocarbon and protean resources
- Controlling Africa's maritime choke points
- Enhancing African Maritime Regional Maritime Co-operation: Areas of Scientific and Technology Support
- Maritime, Inland Waters and Riverine disaster management

Sea Power for Africa
Resolutions

- Continental and Regional Co-operation
  - The need for structured continental and regional co-operation to address matters of maritime security and governance
  - The need to maximise potential areas of Continental and Regional co-operation
  - The requirement to establish Continental and Regional agreements, arrangements, and capabilities
  - The inclusion of all landlocked countries in deliberations
  - The need to capacitate and support the Maritime Office of the African Union

SPA Resolutions (2)

- International Co-operation
  - The need for maritime interaction with overseas partners to enhance interoperability, information sharing and international stability.
  - To assist international efforts to eradicate the illegal use of the seas around Africa.
- Capability and Force Design
  - The requirement for Continental, Regional and National harmonisation of Force Structure Element capability requirements, designs, technologies and logistic/administration support.
  - The requirement to operationalise the concept of collaborative multi-national exercises/training and utilisation.

RESOLUTIONS (cont)

- Policy and Governance
  - The need for the generation of the comprehensive maritime security policy for Africa.
  - Recognition of the importance of collective Continental and Regional ownership and support of all issues pertaining to maritime governance.
  - Requirement to harmonisation of laws, policies and institutions to facilitate co-operation and collaboration to ensure Continental and Regional maritime security.
  - The need to explore the legal framework as a method of providing mechanisms of co-operation.
  - To harmonise the legal frameworks of African states to enhance Continental and Regional co-operation and implementing the SPA resolutions.

Some facts

- Over 66% of the world's populations live within 160km of the sea.
- Over 150 of the 190 members of the UN are coastal states and 38 of the 54 countries in Africa are either coastal or island states. Thirty eight of these share 26,000 nm coastline
- Most human maritime activity (fishing, exploration, shipping, tourism, etc) is conducted within the 200nm zone. This means that a substantial proportion of the world's economic, and by implication political, activities are being conducted in a narrow strip of land and sea, on average, no wider than 500km.

Some facts (2)

- Africa 2nd biggest 'island'
- >90% Africa's trade and 70% global energy supplies go by sea
- 200 million dependent on fish as protein resource
- 10 million dependent for income
- Lost 100$bn last five decades in illegal fishing
- Environmental Crimes like dumping of toxic waste (Somalia, Ivory coast, North Nigeria) killed and/or caused illness to hundreds of thousands
- Cost of Piracy $bn8-12
- Cost of **replacing resource**

Illegal fishing

- 80% of fishes stocks around the world are overexploited, some species are endangered or disappearing
- West Africa – No more fish left within the next 18 years
- Little respect of regulations (quotas and protected zones)
- Global trade in IUU-caught fish and fish products is estimated to be worth between US$ 4-14 billion per year. Possibly US$ 1.0 billion of this trade is from sub-Saharan Africa alone.
- Not sustainable

• Use of fishing techniques that are banned in the Northern oceans (Bottom trolling)
• Lack of control and adequate surveillance from the African states.
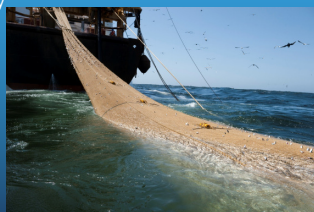
Illegal fishing (2)

Threats to marine biodiversity
• Depleting the bottoms of the oceans that poses serious threats to marine biodiversity

Economic impacts:
• Lost of Income

Social impacts:
• Migrations & vulnerability
• Triggers of conflicts

Vulnerability issues
• Food security issues: 200 millions people in Africa use fish as their source of proteins

Africa by 2025 - AUC

"A united and integrated Africa; an Africa imbued with the ideals of justice and peace; an inter-dependent and robust Africa determined to map for itself an ambitious strategy; an Africa underpinned by political, economic, social and cultural integration which would restore to Pan-Africanism its full meaning; an Africa able to make the best of its human and material resources, and keen to ensure the progress and prosperity of its citizens by taking advantage of the opportunities offered by a globalized world; an Africa capable of promoting its values in a world rich in its disparities."

AUC Strategic Plan 2004 – 2007

Seven Missions to AUC

(They are related and embrace the ideals of peace, stability and all aspects of security, in particular human security)

- establish an effective and responsible AU;
- build consensus around a shared Vision and Agenda in the Continent;
- promote the emergence of societies based on the principles of the rule of law, good governance and human security;
- promote regional economic cooperation as a foundation for irreversible integration in the Continent;
- develop integration infrastructure;
- address the structural causes of poverty and underdevelopment;
- enhance the dynamism of African culture and creativity.

Seven Missions to AUC (2)

- The maritime dimension embraces virtually every major issue that Africa is confronted with, namely:
  - diverse illegal activities like toxic waste dumping and discharge of oil, dealing in illicit crude oil, arms and drug trafficking, piracy and armed robbery at sea;
  - energy; climate change; environmental protection and conservation; and
  - research, innovation and development, competitiveness and job creation; international trade; transport, communication and logistics.
- It refers to the whole of Africa, including its inland waters and adjoining oceans and seas, from North to South, from East to West without distinction as to race, color and religion.

The African Maritime Domain
(AMD)

- AU Maritime Conference – April 2010 - defining the African Maritime Domain

- Africa's maritime domain refers to all areas and resources of, on, under relating to, or bordering on an African sea, ocean, or other African lakes, inter-coastal and inland navigational waterways. It includes maritime related activities, infrastructure, people, cargo, vessels and other conveyances. It also includes the air above these areas and to the oceans' electromagnetic spectrum

African Maritime Domain
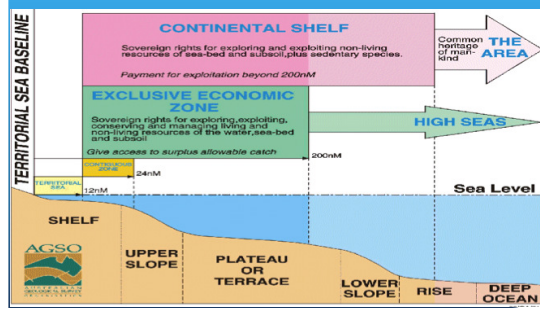

African Maritime Domain

Africa Maritime Domain (Inland)

- Rivers
  - Nile
  - Congo
  - Zambezi
  - Kunene
  - Limpopo
  - Niger
  - Senegal

Inland AMD

- **Lakes**
  - Victoria
  - Malawi
  - Kivu
  - Edward
  - Tankanyika
  - Turkana
  - Nasser
  - Chad
  - Bambili
  - Bankin
  - Edip
  - Volta
- **Dams**
  - Aswan
  - Kariba
  - Katse
  - Inga (DRC)
  - Akosombo (Ghana)
  - Cohora Bassa
  - Asejire (Nigeria)
  - Kiri (Nigeria)
  - Bujagali (Uganda)
  - Kidatu (Tanzania)

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Inland threats

- Pollution, IUU, safety – same as for oceans
- **Piracy** Lake Victoria - 1990
  - Tanzania US$200 million per year Nile Perch
  - Rivalry between fishing groups as reason
  - Warlords have declared certain islands independent providing bases of operation
  - Negative impact on trade – Sh300 million pm
  - tourism, transport
- Police inefficient
  - Lax to patrol lake
  - Who's responsibility is it? Kenya, Uganda, Tanzania…
  - Lack of funding and equipment

Elements of a Maritime Security Strategy

- Create Political Awareness,
- Integration and Will
- Create Regulatory Framework
  - Maritime Zones: UNCLOS
  - "Hot Pursuit"
  - Jurisdiction
- Maritime Domain Awareness
- Hydrography
- Search and Rescue
- Humanitarian Aid
- Disaster Control

28

Elements of a Maritime Security Strategy (2)

- Regional Co-operation Centres
- Enforcement Assets
- Exchange of Information, Training, Personnel, etc
- Maintain Momentum: Education vs Sea Blindness
- Demonstrated Will to Act

29

AIMS

- "the development of AMD requires innovative **solutions a**nd careful m**anagement s**ystems to ensure its long-term sustainability, as well as the i**mplementation o**f national and international regulations and instruments to address current c**hallenges a**midst new, shifting global dynamics (e.g. shifting geographic trade patterns, emerging economic powers, environmental dynamics, etc.)"

AIMS (2)

"The 2050 Africa's Integrated Maritime Strategy (2050 AIM Strategy) consists of the overarching, concerted and coherent long-term multilayered plans of actions that will achieve the objectives of the AU to enhance maritime viability for a **prosperous A**frica"

Threats and vulnerabilities to Africa's maritime domain

- Natural Disasters and Environmental Degradation.
- 'Rinsing' of tanks - oil spillage
- Illegal Oil Bunkering/Crude Oil Theft: according to a special report from the United States Institute of Peace, the loss to the Nigerian economy from illegal oil bunkering between 2003 and 2008 totals approximately US$ 100 billion.
- The cleanup of oil spills that have destroyed 2,000 hectares of marine life in Nigeria's Ogoniland region will require USD 1bn and 30 years to finish.

Threats and vulnerabilities to Africa's maritime domain

- Money Laundering, Illegal Arms and Drug Traffic
- Human Trafficking
- Maritime Terrorism
- Piracy and Armed Robbery, both on the Eastern and Western coasts
- Poor legal and regulatory maritime regimes
- Strategic Communications and Cyberattacks

Requirement

- "innovative solutions and careful management systems to ensure its long-term sustainability, as well as the implementation of national and international regulations and instruments to address current challenges and new, shifting global dynamics (e.g. shifting geographic trade patterns, emerging economic powers, environmental dynamics, etc.)."

AIMS Strategy par 13

Vision Statement

The overarching vision of the 2050 AIM Strategy is to foster increased wealth creation from Africa's oceans and seas by developing a sustainable thriving blue economy in a secure and environmentally sustainable manner.

("A safe, secure and prosperous maritime domain for all the peoples of Africa")

Strategic End State

Increased wealth creation from Africa's oceans, seas and inland waterways that positively contribute to environmental and socio-economic development, as well as increased national, regional and continental stability, through collaborative, concerted, cooperative, coordinated, coherent and trust-building multilayered efforts to build blocks of maritime sector activities in concert with improving elements of maritime governance.

Goals

The 2050 AIM Strategy aims to achieve the following:

- A comprehensive understanding of existing and potential challenges
- A comprehensive, concerted, coherent and coordinated approach that improves maritime conditions with respect to environmental and socio-economic development as well as the capacity to generate wealth from sustainable governance of Africa's seas and oceans.
- A common template for the AU, the RECs/RMs, and relevant Organizations; and Member States, to guide maritime review, budgetary planning and effective allocation of resources, in order to enhance maritime viability for an integrated and prosperous Africa.

Goals (2)

- A business plan that specifies milestones, capacity building targets and implementation requirements, including technical and financial support from within Africa and also from development partners.

Principles and Values of AIMS 2050

- In addition to "Think Africa Above All", and to the overall Responsibility to Protect (R2P), as enshrined in article 4 of the Constitutive Act of the AU, the principles and values informing the 2050 AIM-Strategy are those contained in the aforementioned Article.

- Information sharing

- Communication, Collaboration, Cooperation, Capacity-building and Coordination (5Cs) shall remain its guiding philosophies.
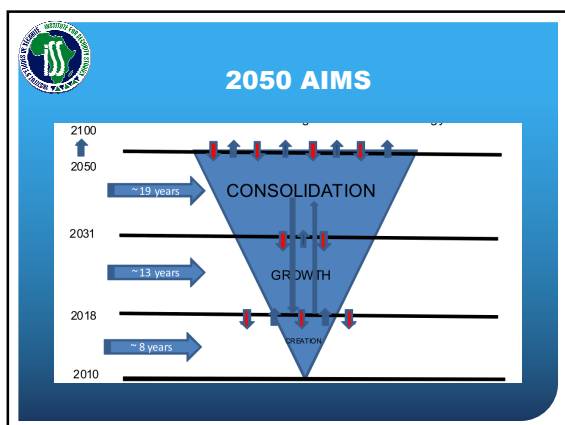
2050 AIMS

- 2100
- 2050
- ~ 19 years
- CONSOLIDATION
- 2031
- ~ 13 years
- GROWTH
- 2018
- ~ 8 years
- CREATION
- 2010

Stakeholders' Expectations

- Transparency and accountability
- Efficient and prudent utilization of resources
- Timely and accurate information reports
- Advice, guidance and support for institutional functionality and sustainability
- Coordination in the harmonization of the legal and regulatory regimes
- Cooperation and coordination, and
- Effective and timely response to challenges in Africa

Will require collaborative, concerted, cooperative, coordinated, coherent and trust-building multilayered approach between AUC, RECs, member states

Categories of Activities:

- Maritime governance;
- Maritime commerce (movement of goods and services);
- Maritime defense and security (military and civilian, public and private protective services);
- Maritime education and scientific research (hydrography, oceanography, fisheries, coastal and inland training, research and transfer of technology);
- Maritime extractive industries (renewable and non-renewable resources);
- Maritime tourism (ashore and afloat);

Categories of Activities (2)

- Fisheries and aquaculture industry;
- Shipbuilding and ship repair industries;
- Maritime transport;
- Maritime transport auxiliaries;
- Wealth creation;
- Ports and harbours management
- Maritime safety of navigation
- Promotion of African vessels ownership
- amongst other (25)

Challenges and Viability

- The challenge in developing the 2050 AIM Strategy is that it must pass four viability tests:
- Suitability – The End State must be achievable and consistent with the Strategy's Plan of Action,
- Acceptability – The Strategy must have the support and ownership of Member States, RECs/RMs, and it must be **cost-effective** in implementation.
- Feasibility – The Plan of Action must clearly identify all resources, including funding requirements for execution within realistic time-frames.
- Compatibility – The Strategy must be compatible with extant African and internationally agreed maritime instruments and legal frameworks?

Strategic Actions Framework

- Determine a Combined Exclusive Maritime Zone of Africa (CEMZA),
- Engage civil society and all other stakeholders to improve public awareness,
- Enhance Political Will at community, national, regional and continental levels,
- Enhance wealth creation, and regional and international trade performance through maritime-centric capacity and capability building,
- Ensure security and safety of maritime transportation systems,
- Establish an AU Maritime Governance Agency (AUMGA),

Strategic Actions (2)

- Minimize environmental damage and expedite recovery from catastrophic events,
- Prevent hostile and criminal acts at sea, and Coordinate/harmonize the prosecution of the offenders,
- Protect populations, African maritime domain heritage assets and critical infrastructure,
- Improve Integrated Coastal Zone Management in Africa,
- Promote the ratification, domestication and implementation of international legal instruments,
- Ensure synergies and coherence between sectoral policies within and between the RECs/RMs.

Maritime governance

- Legal framework
- Address illegal oil bunkering and crude oil theft
- Money laundering, Illegal, arms and drug trafficking
- Environmental crimes
- Container security and control program
- Flag state and Port state control
- Hydrography, Oceanography and meteorology
- Aid to Navigation
- Piracy and Armed robbery at sea

Maritime governance (2)

- Maritime terrorism
- Human Trafficking, Human smuggling and Asylum seekers traveling by Sea
- Strategic Communication Systems
- Maritime spatial planning
- Environmental and Biodiversity monitoring

Framework

- Economic Benefits: Wealth creation from AMD
- Improved Maritime Trade and Competitiveness
- Capacity and Capacity Building
- Outreach Initiatives
- Representation on International Institutions
- Resource strategy

Existing Regulatory Frameworks

- AIMS does not replace any other initiative but must be interpreted and implemented in conjunction with it

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Result-based Monitoring and Evaluation

- AIMS to be reviewed every three years
- RECs/RMs/Member states to have focal point
- RECs/RMs/Member states/stakeholders to establish a steering committee
- Develop an evaluation and monitoring tool

AIMS Plan of Action

Short term (2013 – 2018)						
Program	Objectives	Action	Lead	Support partners	Measures of Output	Time frame

Objective: Achieve synergy by member states
Output: Regional/National maritime strategy
Time Frame: 2018

Progress

- ECOWAS Integrated Maritime Strategy (EIMS)
- SADC Maritime Security Strategy
- ECCAS
- East Africa?

EIMS Strategic Objective

1 : Strengthen Maritime Governance

- *Action 1.1 - Develop and promote efficient and responsible maritime resource management*
- *Action 1.2 – Define maritime domain*
- *Action 1.3 – Establish and strengthen governance mechanisms*
- *Action 1.4 – Strengthen regulations and the rule of law*
- *Action 1.5 – Strengthen international cooperation*

EIMS Strategic Objectives

2 : A Safe And Secure Maritime Domain

- *Action 2.1 – Strengthen surveillance and information networks*
- *Action 2.2 – Protect and defend the EMD*
- *Action 2.3 – Prevent and combat piracy and armed robbery at sea*
- *Action 2.4 – Promote and protect the safety of maritime navigation and passage*
- *Action 2.5 – Eliminate maritime transnational organised crime*

EIMS Strategic Objectives

3 : Maritime Environmental Management
4 : Optimise the ECOWAS Maritime Economy
5 : Promote Maritime Awareness and Research

EIMS Plan

EIMS Vision: "A prosperous, safe and peaceful EMD for all its peoples that will allow environmentally sustainable development and wealth creation based on efficient management and good governance."

Strategic Objective 1: Strengthen maritime governance

Action 1.1: Develop and promote efficient and responsible maritime resource management

Priority actions required:
i. Implement comprehensive plans for the protection, further development and responsible management of all resources in the ECOWAS maritime domain:

Activity	Key performance indicators	Year 1				Year 2				Year 3			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
• The Head of every member states announce the adoption of the Strategic Plan and encourage citizens to support it.	A comprehensive awareness campaign implemented with measurements to ensure the right messages are received	X		X (M)									
• Every state department determine which of their activities affect the vision's environment	Clear understanding of and identified activities that should/could contribute to achievement of the objectives and vision		X										
• Every state department determine whether **all** their activities contribute to the vision and related objectives	Identified activities that are superfluous or not applicable, and in agreement with stakeholders		X										
• Every state department eliminates those activities that do not contribute to the vision (stop doing the wrong things)	Clear understanding with identified objectives and might required reorganization of department, etc			X			X (R)			X (M)			
• Every state department determines what activities/tasks should be performed to achieve the objective. (start doing the right things)	Understanding what needs to be done and are organised accordingly		X				X (M)				X (M)		
• Every state department determines to what extent they are to work with other departments and entities in order to achieve their own objectives and develop modalities to enable collaboration	Relevant clusters are formed		X			X (C)							X
• Evaluate and monitor	Reports on what went right and what went wrong + corrective action			X				X				X	

SADC Approach

- Maritime security is a regional responsibility
- Responsible for safe passage
- Collaborative response required
- SADC support to UN and AIMS strategies
- Legal mechanisms – in line with international and continental initiatives
- Assist vulnerable countries (Seychelles, Tanzania, Mozambique)
- Capacity building

ECCAS

- Inclusive approach
- Tactical level
- Collaboration with ECOWAS
- Code of Conduct

- Dec 2012 AIMS 2050 was adopted by African Minister responsible for Maritime-related Affairs
- At the June 2013 TICAD Mr Koji Sekimizu, SG of the IMO said about the AIMS "*I ask all African countries to please see the way forward. New frontiers and opportunities are wide open to you; that is maritime development, the blue economy and blue growth.*"
- "*This is a signal that Africa is more than ever committed to taking the lead and determining her own destiny by gaining control over the geostrategic and geopolitical challenges faced by the African Maritime Domain, especially in terms of safety, security, maritime resources and various other abundant resources provided by Africa's inland waters, seas and ocean.*"

Africa's Piracy - 2013

- Worldwide Incidents: 120 reported incidents including four hijackings.

- Somali related incidents: Seven reported incidents including one hijacking.

- Current crew / vessels held by Somali pirates: hostages - 68 / vessels – 4

- Gulf of Guinea/Nigeria related incidents: 22 reported incidents including one hijacking.
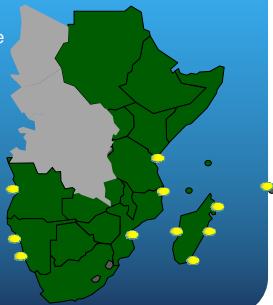
International Maritime Bureau (IMB), 15 June 2013

Prognosis East & Southern Africa

- Piracy will remain threat until effective counter measures are implemented

- Move elsewhere – Glorioso islands, uninhabited stretches of Mozambique /Madagascar coast

- Can be adopted by similar disenfranchised communities on the southern African coastline?

Developments in Southern Africa – Case study - Oil & gas

- Mozambique gas reserves - World's most important new source of LNG
  - Revenue of tens of billions $ important for regional economy
  - Reserves 130 – 280 trillion cu ft – 2nd to Nigeria only
  - 2026 - Mozambique estimates $5.2bn a year + 70 000 jobs
- Tanzania 3rd biggest reserve in Sub-Saharan Africa
- Kenya - optimistic
- Angola - 13 billion barrels in oil reserves
- Namibia - 11 billion barrels in oil reserves

Developments in Southern Africa (2) Marine protection

- Benguela Current Convention (BCC) – RSA, Namibia, Angola - conservation, protection, rehabilitation, enhancement and sustainable use of the Benguela Current Large Marine Ecosystem

- BCLME (PE – Cabinda) – considered the richest ecosystems on earth, worth US$ 54,3 billion per year - Oil/gas production, marine diamond mining, coastal tourism, commercial fishing and shipping

- <u>Threat</u> – Piracy, terrorism, crime, smuggling, IUU

- <u>Problem</u> – Namibia IPVs, but no air patrol, Angola nothing, SA too little

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What remains to be done?

Create Awareness

- **Know the Maritime domain**

- **Elaborate on extent**
  - Transport requirements (92% of global trade & 70% global crude)
  - Route for trade, smuggling, trafficking, leisure, etc
  - Food resource
  - Economic value (income & loss)
  - Cost of **replacing resource**

Focus areas

- Gender issues – "taking into account gender balance in the entire maritime value chain" (AIMS par 51)
- R&D - (ie Africa - 0,3% of GDP spend on R&D. 7 x less than spend by industrialised countries)
- Management Structures –
- Department of Maritime Affairs
- African Naval Architects and Marine Engineers Forum
- African Safety and Navigation Forum
- High Level College of Champions
- Improve global ship ownership

Awareness *continue*

- **Indicate main areas for action**
  - Political will
  - Regulatory framework
  - Management framework (Cluster approach)
  - Alignment of exiting initiatives – interaction

- **Project approach**
  - Comprehensive marketing plan

Awareness (2)

Marketing plan - Target audience
- AU PSC
- AU Summit (July 2010)
- PAP
- RECs/RMs
- Civil Society organisations
- International Community
- Partners

International Initiatives
UN resolutions

- UNSC Resolution 1816 (2008) 1838(2008), 1846 (2008), 1851 (2008), 1897 (2009), 1918 (2010), 1950 (2010), 1976 (2011), 2015 (2011), 2020 (2011)

- UNSC Resolution 1816 (2008) - 1st resolution allow naval forces to enter Somalia territorial water to pursue pirates
- Many followed addressing various issues
  - Criminalise piracy prosecute and imprison
  - Establish anti-piracy court,

- S/RES/2093 (2013), S/RES/2102

Regulatory Framework

Audit existing legislation – signed, ratified, domesticated
- International
- Continental
- Regional
- National

Identify conflicting legislation
- International
- Continental
- Regional
- National

Regulatory Framework (2)

Identify requirements for 'new legislation'/MoUs/etc
- International
- Continental
- Regional
- National

Identify areas for integration/collaboration
- Collaboration with international organisations (IMO, IHO, etc)
- Regional organisations (Gulf of Guinea Commission, MOWCA, ECCAS, ECOWAS)

Capacity Building

- **Understand the Ends** (What does the objective looks like when achieved successfully)

- **Formulate the Ways** (How? – awareness, education, training, sharing of information, areas for collaboration, regional management centres

- **Formulate the Means** – "Enforcement assets"
  - What do we need? –
    - ships, aircraft, surveillance capabilities
    - Ports, maintenance capabilities,
    - Research and training facilities
    - Connecting infrastructure (road, rail, air)

Capacity Building (2)

- **How to acquire?**
  - Collaboration (International, regional, national, etc)
  - Establish/develop capabilities – ship building/maintenance
- **Continuous improvement**

Based on sound economic principles!!

Action

- Group related activities

- Define process for achievement
  - Driving force – Coordinating body/bodies
  - Project approach
    - Marketing plan
    - Regulatory framework
    - Management model
    - Search and Rescue
    - Disaster control
    - Humanitarian aid
    - Rationalization of facilities (shipyards, training facilities, JOC, etc)

Action (2)

- **Define action by different role players**
  - AUC
  - REC/RM
  - Regional bodies
  - Civil society organisations
  - International organisations
  - Partners (International, continental, national)
  - Monitoring and feedback

- Africa to take ownership!

Conclusion

- Important step

- It is possible – awareness created

- Urgent action!!
  - Awareness
  - STOP stop doing the wrong things – exploitation!
  - START doing the right things right Action on priorities

Final word

"Human progress is neither automatic nor inevitable. We are faced now with the fact that tomorrow is today. We are confronted with the fierce urgency of now. In this unfolding conundrum of life and history there is such a thing as being too late…We may cry out desperately for time to pause in her passage, but time is deaf to every plea and rushes on. Over the bleached bones and jumbled residues of numerous civilizations are written the pathetic words: Too late."

Martin Luther King Jr. 'Where do we go from here: chaos or community'

"More than ever before in human history, we share a common destiny. We can master it only if we face it together" *Kofi Annan*

Thanks

?

- Buzan identified five threats to security, manifesting in the spheres of **Economic, Political, Environmental, Military and Societal.** National Security now includes all these dimensions, but a balance needs to be found between the demands of security for the individual, the community, the region and the globe. These demands have a distinct maritime dimension, linked to the protection of natural resources, trade and territorial integrity.

Mills, G. 1995. "Insecurity and the Developing World: The Maritime Dimension.' In Maritime Policy for Developing Nations. Johannesburg. SAIIA, p50.