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**EXECUTIVE COUNCIL  
Eleventh Ordinary Session  
25 – 29 June 2007  
Accra, GHANA**

**EX.CL/349 (XI)**

**REPORT OF THE COMMISSION ON THE FIRST AFRICAN  
UNION CONFERENCE OF MINISTERS RESPONSIBLE FOR  
MARITIME TRANSPORT**

**REPORT OF THE COMMISSION ON THE FIRST AFRICAN UNION CONFERENCE  
OF MINISTERS RESPONSIBLE FOR MARITIME TRANSPORT**

**I. INTRODUCTION**

1. The First African Union Conference of Ministers responsible for Maritime Transport organised in collaboration with the Government of the Federal Republic of Nigeria was held in Abuja from 19 to 23 February 2007 under the theme “***the Role of Maritime Transport in the Development of Africa***”. The Conference included a preparatory session of experts from Member States held from 19 to 21 February 2007.

2. As the first conference on maritime transport under the African Union, its objectives were comprehensive and focused on developing an overall sub-sector strategy entailing such aspects as:

- Exchange of views on the challenges to and the perspectives of, maritime transport in Africa;
- Adoption of strategic guidelines for the formulation of a continental maritime transport policy;
- Preparation of a continental programme for implementation of all the measures required to ensure greater maritime safety and security;
- Getting African States to ratify all the treaties and conventions pertinent to protection of the marine environment;
- Formulation of appropriate continent-wide measures for implementation of policies and strategies as well as maritime transport development programmes and projects in Africa;
- Identifying capacity building and funding measures for the sub-sector; and
- Definition of a continental institutional framework for coordination of maritime transport development.

**I. PROCEEDINGS OF THE CONFERENCE**

3. Thirty eight (38) African Union Member States were represented at the conference including: Algeria, Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo, Democratic Republic of Congo (DRC), Côte d'Ivoire, Djibouti, Egypt, Eritrea, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Kenya, Liberia, Libya, Mali, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, Somalia, South Africa, Sudan, Tanzania, Togo, Tunisia, Zambia and Zimbabwe.

4. Six (6) Regional Economic Communities (RECs) also participated at the conference: the Economic Community of Central African States (ECCAS), the Economic Community of West African States (ECOWAS), the Common Market of East and Southern Africa (COMESA), the Southern Africa Development Community (SADC), the Economic Community of Sahelo-Saharan States (CEN-SAD) and the West African Economic and Monetary Union (UEMOA).

5. As well, the following regional, continental and international organizations were represented: the Pan-African Port Cooperation (PAPC), African Development Bank (ADB), Maritime Organization of West and Central Africa (MOWCA), Port Management Association of West and Central Africa (PMAWCA), West and Central African Memorandum of Understanding (Abuja MoU), the International Maritime Organization (IMO), International Seabed Authority (ISBA), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and International Hydrographic Organization (IHO).

6. The Meeting was conducted by the Bureau of the African Union Conference of Ministers responsible for Transport whose membership is constituted as follows:

Chairman	:	Congo (Central Africa)
1 <sup>st</sup> Vice Chairman	:	Algeria (North Africa)
2 <sup>nd</sup> Vice Chairman	:	Djibouti (East Africa)
3 <sup>rd</sup> Vice Chairman	:	South Africa (Southern Africa)
Rapporteur	:	Burkina Faso (West Africa)

7. The Ministers considered the various issues and challenges currently facing the African maritime transport industry and made a number of recommendations and commitments as follows in the outline hereunder and proceeding sections.

- Overview and challenges of the maritime transport sector in Africa
- Ports Development and Management
- Shipyards: Ships Repair, Ship Breaking And Ship Recycling
- Marine Environment Protection
- Maritime Safety and Security
- Maritime Transport and Poverty Reduction
- Institutional Issues
- Draft Ministerial Declaration
- Draft Plan of Action

#### **STATE OF THE MARITIME TRANSPORT SECTOR IN AFRICA AND THE ROLE OF THE AFRICAN UNION**

8. The Ministers took note of the presentation highlighting the poor state of maritime transport in Africa indicating specifically Africa's:

- Insignificant share of global maritime traffic;
- Declining shipping capacity and aged fleet;
- Deteriorating and inadequate infrastructure and facilities in relation to navigation, safety, security and cargo handling activities;
- Weak compliance with international maritime conventions;
- Lack of capacity for enforcing regulations on safety, security and protection of the environment; and
- Consequent inefficient operations and high freight costs.

9. The African Union was considered as having a broad leadership role in the development of the continental maritime industry with particular regard to harmonisation, coordination and oversight of the implementation of transport policies, strategies and regulations conducive to accelerated implementation of transport programmes in Africa.

10. In that context, the Ministers decided to request the African Union Commission to :

- Finalise the Coordination Mechanism for Infrastructure Development with the involvement and collaboration of all the stakeholders;
- Ensure that Member States, RECs, specialised institutions and other key stakeholders are duly involved in its activities in the transport sector in Africa.

11. Regarding the poor state of aids to navigation (AtoN), the Ministers decided to request National Maritime Administrations to ensure compliance with international regulatory requirements of the AtoN by:

- Incorporating and implementing in their national laws, regulations on provision, operation and maintenance of Aids to Navigation, including Vessel Traffic Services.
- Disseminating information on systems relating to Aids to Navigation.
- Developing adequate, effective and reliable Aids to Navigation, including Vessel Traffic Services, where, in their opinion, the volume of traffic or the degree of risk justifies such services.
- Putting necessary emphasis on providing and maintaining adequate and efficient AtoN.

12. The Ministers noted that there was very little port development in Africa as a result of which major international shipping lines tended to operate smaller and less economical vessels to Africa, thus, raising the cost of the international trade of the continent. They, hence, made the following decisions:

- Urged Member States to give priority to port efficiency by compliance with minimum operating and performance standards applicable to port authorities;
- Invited Member States to explore innovative financing alternatives including private sector under private-public-partnerships (PPP) to fund rehabilitation of port infrastructure and support to the establishment and strengthening of shipping capacity.

13. The Ministers considered a survey report indicating inadequate level of communication of nautical information and the obsolescence of the existing charts on the part of African States, a situation which made navigation on African waters rather unsafe and decided as follows:

- Coastal Member States should be urged to take the necessary measures to comply with Chapter 5 of the SOLAS 1974 Convention;

- Member States should constitute National Hydrographic Committees that will have authority and responsibility over matters of nautical nature;
- States to be requested to participate in the activities of the Regional Hydrographic Commission relating to safety of navigation.

#### **STRENGTHENING THE PERFORMANCE OF AFRICAN PORTS**

14. The Ministers considered global and regional reviews of the state and performance of African ports which highlighted the following main features:

- African ports were lacking in capacity particularly for handling the growing container traffic;
- The ports are served by inadequate inland transport systems with minimal inter linkages which reduce the efficiency of throughput;
- African ports were not organised in an efficient system in accordance with their volume of business and the markets they are most suited to serve i.e. national, regional and international markets; and
- Most adjacent country ports had a weak commercial relationship between them by way of either competition or complementarity as they were largely serving different logistical systems due to colonial legacy.

15. In that regard they took decisions aimed at addressing the key concerns in the development of a strong African port network:

- The African Union should lead the development of a comprehensive common maritime transport policy for Africa including offshore maritime activities;
- RECs and Member States should take all the necessary measures to promote inter-African trade in order to encourage maritime capacity for intra-African shipping operations;
- A study to determine the feasibility of developing an African port system entailing the establishment of regional hubs should be conducted with possible funding from port authorities;
- The private sector should be involved through Privatisation and Private Partnership programmes (PPP), in the development and management of ports in order to be able to keep up with investment needs.
- An integrated African port development strategy for promotion of investment and corridor planning and development should be elaborated;
- A staff training strategy based on the current technical and technological changes, including long-term anticipated changes in the maritime transport industry should be developed.

#### **SHIPYARDS: SHIPS REPAIR, SHIP BREAKING AND SHIP RECYCLING**

16. The Ministers noted that opportunities existed for Africa to establish itself as a ship repair and ship building hub. In that regard, the conference was informed that other regions were looking for investment openings in Africa due to a number of comparative advantages including geographical location, increase in maritime traffic in Africa,

availability of cheap labour and the existence of a ship repair industry in a number of African countries. It was specifically mentioned that ship yards in China and Holland had indicated their wish to invest in Africa in the area of ship repair.

17. The Ministers urged countries Africa to consistently put in place programmes for the promotion of joint including regional ship repair and ship building industry.

#### **MARINE ENVIRONMENT PROTECTION**

18. In view of the increasing risk of accidents and marine pollution along the coastline and port facilities, the need for a continental policy for integrated management of maritime and port security as well as marine environment protection was underscored. Also, African countries were urged to ratify and implement IMO conventions on the protection of the marine environment.

#### **MARITIME SECURITY AND SAFETY**

19. It was generally noted that financial and institutional resource constraints as well as lack of political will limited the ability of African States in providing satisfactory levels of maritime safety and security. The Ministers decided that, as matter of priority, cooperative arrangements including joint programmes should be promoted among the Member States as well as with specialized UN agencies, regional institutions and development partners, in order to build up the synergies needed to attain and sustain the requisite level of maritime safety and security.

#### **MARITIME TRANSPORT AND POVERTY REDUCTION**

20. The Ministers noted the contribution of maritime transport to poverty alleviation with particular regard to facilitation of economic growth and providing access to socio-economic opportunities including global trade, fishing industry, distribution of aid, capacity building (training and technical support), combating HIV/AIDS and other infectious diseases, ensuring safety and security, protecting marine environment and facilitating access to seaports for non-coastal States.

21. In that connection, the Ministers observed that most African countries have elaborated comprehensive poverty reduction strategies encompassing socio-economic, political and cultural aspects and decided to request the African Union Commission, Member States and specialised institutions should follow up and facilitate implementation of the 2005 transport targets and indicators related to the realisation of MDGs:

#### **THE AFRICAN MARITIME TRANSPORT CHARTER**

22. The Ministers noted that the African Maritime Transport Charter which is a key policy document for the development of Africa's maritime industry has not yet entered into force more than ten (10) years since its adoption due to non-receipt of the required number of ratifications. With the passage of time, the Charter has, thus, become

removed from the current realities of maritime transport. They, therefore, requested the African Union Commission to facilitate the updating of the Charter and resubmit it for adoption and ratification.

### **AFRICA'S INSTITUTIONAL CHALLENGES**

23. The need for institutional coordination at national regional and continental levels was highlighted as a crucial aspect in facilitating the monitoring of the internal implementation of international maritime regulations. To this end, the Ministers called for improvement of institutional mechanisms in the continent as well as with international partners in the field of maritime transport. The African Union Commission was requested to explore the possibility of establishing a continental maritime organisation.

### **DECLARATION AND PLAN OF ACTION ON MARITIME TRANSPORT IN AFRICA**

24. At the end of their proceedings, the Ministers finalised and adopted a Declaration and Plan of Action outlining their commitments and activities to be pursued in the implementation of their decisions on the various issues identified in the development of the maritime transport sector in Africa. The Declaration and Action Plan forms **Annex 1** and **Annex 2** respectively to this report.

## **II. RECOMMENDATIONS**

25. In order to ensure the realisation of the aspirations of the Ministers responsible for maritime transport for the development of this mode of transport which is essential to the growth of the international trade of Africa as expressed in their various decisions and Declaration on Maritime Transport in Africa, the Executive Council is invited to:

- 1) Take note of the report of the First African Union Conference of Ministers responsible for Maritime Transport.
- 2) Commend the Ministers responsible for maritime transport for the comprehensive strategy and commitment to meeting the challenges facing maritime transport in Africa.
- 3) Endorse the Declaration and Plan of Action on Maritime Transport in Africa.
- 4) Request the Commission, in collaboration with the RECs, specialised institutions, Member States and other stakeholders to take all the necessary measures to ensure the implementation of the Action Plan for the development of the maritime transport sector in the continent.

- 5) Appeal to the International Maritime Organisation (IMO), the United Nations Economic Commission for Africa (UNECA); the African Development Bank (ADB), the European Union and other development partners to support the implementation of Plan of Action of the African Union on maritime transport; and
- 6) Request the Chairperson of the Commission to submit a progress report on the implementation of this decision to the next session of the Executive Council.



**EX.CL/349 (XI)**  
**Annex I**

## **REPORT OF THE MEETING OF MINISTERS**

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**FIRST AFRICAN UNION  
CONFERENCE OF MINISTERS  
RESPONSIBLE FOR  
MARITIME TRANSPORT  
22 – 23 FEBRUARY 2007  
ABUJA, NIGERIA**

**AU/MIN/MT/Rpt (I)**

## **REPORT OF THE MEETING OF MINISTERS**

## I. INTRODUCTION

1. Pursuant to its Action Programme known as “**Linking up Africa**”, part of the 2004 -2007 Strategic Plan of the African Union, and in the bid to ensure continent-wide harmonization of the transport sector policy in Africa, the African Union Commission embarked upon a number of priority activities expected to lead to a definition of sector strategic orientations and the elaboration of an integrated continental transport infrastructure master plan based on regional master plans.

2. It is in the above context that the First African Union Conference of Ministers responsible for Maritime Transport was held in Abuja, Nigeria, from 22 to 23 February 2007, under the high patronage of His Excellency Olusegun Obasanjo, President of the Federal Republic of Nigeria, Commander-in-Chief of the Armed Forces of Nigeria.

3. The theme of the Conference was “**the Role of Maritime Transport in the Development of Africa**”.

4. The objectives of the African Union Conference of Maritime Transport Ministers which offered the opportunity to discuss all the topical issues relating to the African Maritime Transport were, among other things, to:

- exchange views on the challenges to and the perspectives of, maritime transport;
- adopt strategic guidelines for the formulation of a continental maritime transport policy;
- prepare a continental programme for implementation of all the measures required to ensure greater maritime safety and security;
- urge African States to ratify all the treaties and conventions pertinent to protection of the marine environment;
- define appropriate continent-wide measures for implementation of policies and strategies as well as maritime transport development programmes and projects in Africa;
- identify capacity building and funding measures for the sub-sector; and
- define an institutional framework for coordination of maritime transport development.

## II. ATTENDANCE:

5. In attendance were the following thirty eight (38) African Union Member States: Algeria, Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo, Democratic Republic of Congo (DRC), Côte d'Ivoire, Djibouti, Egypt, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Kenya, Liberia, Libya, Mali, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, Somalia, South Africa, Sudan, Tanzania, Togo, Tunisia, Zambia and Zimbabwe.

6. The following Regional Economic Communities (RECs) as well participated in the conference: the Economic Community of Central African States (ECCAS), the

Economic Community of West African States (ECOWAS), the Common Market of Eastern and Southern Africa (COMESA), the Southern Africa Development Community (SADC), the Economic Community of Sahelo-Saharan States (CEN-SAD) and the West African Economic and Monetary Union (UEMOA).

7. Also present at the conference were the following regional, continental and international organizations: African Union, Pan-African Port Cooperation (PAPC), African Development Bank (ADB), Maritime Organization of West and Central Africa (MOWCA), Port Management Association of West and Central Africa (PMAWCA), Port Management Association of Eastern and Southern Africa (PMAESA), West and Central African Memorandum of Understanding (Abuja MoU), the International Maritime Organization (IMO), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), the International Seabed Authority (ISBA) and International Hydrographic Organization (IHO).

8. The list of participants is annexed to this report.

### **III. OPENING CEREMONY:**

9. The Opening Ceremony which took place under the high patronage of His Excellency Olusegun Obasanjo, President of the Federal Republic of Nigeria, Commander-in –Chief of the Armed Forces of Nigeria, who was represented by the Secretary to the Nigerian Government, was marked by statements by the Nigerian Federal Minister of Transportation, the Secretary General of the International Maritime Organization, the Chairperson of the Maritime Organization of West and Central Africa, the Chairperson of the Pan-African Association for Port Cooperation, the Deputy Secretary General of the International Sea-bed Authority, the African Union Commissioner for Infrastructure and Energy, the Chairman of the African Union Conference of African Transport Ministers and the Secretary to the Government of Federal Republic of Nigeria who is personal representative of the President of the Federal Republic of Nigeria.

#### **• Welcome address by the Nigerian Federal Minister of Transportation**

10. The Nigerian Minister of Transportation, the Honourable Chief Cornelius ADEBAYO, first of all, welcomed the delegations of African Union Member States participating in this important Conference in Abuja, adding that the meeting would come up with a common African vision on maritime transport, an expression of the continent's common will to work together.

11. He emphasised that the Conference was the first of its kind in the sub-sector and that the erstwhile lethargy in the sector was nurtured by indifference and, indeed, by irresponsibility. He further stated that the time had come “to take the bull by the horn”; meaning in simple terms, to take our continent's destiny in our own hands through the activation of the maritime sector. The speaker commended the African Union Commission for its laudable initiative in this regard.

12. He then gave an overview of the on-going reforms in the transport sector in Nigeria, adding that the private sector had been given a pride of place in an integrated transport vision.

13. The Minister, in this connection, called on his colleagues to undertake in-depth consideration of the African maritime transport sector and come up with appropriate measures to reactivate it in the best interest of Africa. This, according to the speaker is the challenge one has to face in order to liberate African people.

- **Address by the Secretary-General of the International Maritime Organization**

14. The Secretary General of the International Maritime Organization (IMO), Admiral Efthimios E. MITROPOULOS commended the Nigerian Government and the African Union Commission for the wisdom in organizing this First Conference of African Ministers of Maritime Transport whose primary goal is to appraise the state of the sector on the continent.

15. He then dwelt on the importance of the maritime sector in the global economy in view of its activities in relation to navigation, ports and associated services, infrastructure and logistics. He spoke in particular of the quality of vessels which could be realized through scrupulous management of registrations geared to saving human lives and other marine environment riches. He also referred to the various conventions governing the condition of vessels and pollution control.

16. The IMO Secretary General further focused on the ever-growing cooperation with African States and proposed that States should accede to international conventions in greater numbers through expeditious ratifications. In conclusion, he informed the meeting that a voluntary audit mechanism had been put in place and that the IMO provides assistance to States which so request through this mechanism.

- **Address by the Chairperson of the Maritime Organization of West and Central Africa**

17. The Chairperson of the Maritime Organization of West and Central Africa (MOWCA) the Angolan Minister of Transport, Dr. André Luis BRANDAO, first conveyed the fraternal greetings of the President of the Republic of Angola, Eng. Eduardo Do SANTOS to his brother Olusegun OBASANJO for whom, he added, the people of Angola had the greatest admiration on account of his Pan-Africanism.

18. He indicated that the present Conference had been long expected and that it offered Member States the opportunity to exchange views and harmonize the policies and strategies to address the sector challenges confronting Africa, particularly navigation, search and rescue at sea, pollution control, piracy, etc.

19. Pointing to the role of maritime transport in the integrated transport chain, the Chairperson applauded African Union's holistic vision in the execution of its programme of activities.

20. Dr. BRANDAO also presented an overview of the organization of which he is leader, adding that it was established in 1975 and composed of 45 Member States, four (4) of which are landlocked countries. He further stated that MOWCA was engaged in initiatives aimed at stabilizing freight rates, and had, in this regard, entered into very close relations with Europe-West Africa Trade Association (EWATA).

21. In conclusion, the MOWCA Chairperson assured the meeting that he was ready to share experience which, he said, was available in abundance in the continent, with other regions of Africa.

- **Address by the Chairperson of the Pan-African Association for Port Cooperation**

22. The Chairperson of the Pan-African Association for Port Cooperation, Mr. Abdallah MWARUWA, informed the meeting that his organization was of recent creation but covers all the geographic regions of the continent. Its objective is to facilitate experience sharing and cooperation among ports.

23. The objective is also to improve port productivity through training and workshops. Aware of the role of ports in the maritime industry, the Pan-African Association for Port Cooperation has devoted efforts towards poverty alleviation in the continent. Issues relating to management of association were currently a source of concern.

- **Presentation by the International Seabed Authority**

24. The Deputy Secretary General of the International Sea-bed Authority, Mr. Nii Allotey ODUNTON, used slides to showcase his organization which, he explained, was established in 1994 and comprises 153 States. The International Sea-bed Authority is made up of a Board, a Secretariat, a Legal Committee and Finance Committee. Its mission is to manage sea-bed resources which are the heritage of mankind.

25. Thanks to a contracting system, the International Seabed Authority Fund had several investigations carried out which provided relatively important information on the three (3) main mineral resources known to exist: polymetallic nodules, polymetallic sulphides and cobalt-rich ferromanganese crusts.

26. Before concluding his presentation, the Assistant Secretary General of the International Seabed Authority invited African countries to participate actively in the activities of his Organization.

▪ **Address by the AU Commissioner for Infrastructure and Energy**

27. The Commissioner for Infrastructure and Energy of the African Union, Dr. Bernard Zoba, first thanked the President of the Federal Republic of Nigeria for kindly hosting this First African Union Conference of Ministers responsible for Maritime Transport and went on to thank the African States present, the Specialized African Organizations and development partners, notably the International Maritime Organization.

28. The Commissioner then recalled the importance of maritime transport in the attainment of the Millennium Development Goals (MDGs) and reviewed the situation of African maritime transport, particularly infrastructure and equipment problems, safety and security, port facilitation, pollution and equipment of ships, and the sector's policy instrument: the Charter and its management method.

29. The African Union Commission was convinced that only an integrated approach to transport would enable Africa to derive optimum benefits from its efforts at developing the Continent's economy, its physical integration and effective participation in globalisation.

▪ **Address by the Chairman of the Conference of African Ministers responsible for Transport**

30. The Chairman of the Conference of African Ministers responsible for Transport (CAMT), André Okombi Salissa, Minister of Transport and Civil Aviation of Congo, thanked the Government and People of Nigeria for their warm and fraternal welcome and their hospitality. He then conveyed the fraternal greetings of the President of the Republic of Congo, Denis Sassou Nguesso to the President of the Federal Republic of Nigeria, H.E. Olusegun Obasanjo.

31. The Chairman of the CAMT underscored the need for Africa to give operational content to the development of continental infrastructure to facilitate economic and commercial exchange between African countries and with other continents. In this regard, he commended the African Union Commission for its unfailing commitment to the implementation of its Strategic Plan 2004-2207 through its holistic and integrated approach to integrated development of the transport sector.

32. The Chairman of the CAMT noted the urgent need to address transport issues, considering the challenges of globalisation for which Africa, like Asia and Latin America, approach with firm determination. Consequently, removing obstacles to the improvement of maritime transport can be achieved through this political will, without which we will be submerged by the capitals and become strangers in Africa, the land of our ancestors.

▪ **Address by the Secretary to the Nigerian Government, Representative of the President of the Federal Republic of Nigeria**

33. The Secretary to the Government, Chief Ekaete, Representative of the President of the Federal Republic of Nigeria, Olusegun Obasanjo, first welcomed the personalities present. He said that he was touched by the kind remarks made about the Head of State of Nigeria to whom he would render a faithful account.

34. The Secretary to the Government of the Federal Republic of Nigeria indicated that this Conference of African Ministers of Maritime Transport was finally lending credibility to this mode of transport. Indeed, he noted that the issues of acquisition of ships, flag management, control of ports, security and safety, and pollution, as well as issues relating to the ratification of international conventions constitute major concerns in the sector.

35. After recalling that transport was a priority for economic recovery, Mr. Ekaete highlighted the need to focus our efforts to ensure the effective mobilization of resources, through a policy and appropriate strategies for Africa's economic development.

36. The opening ceremony was followed by group photograph.

#### **IV. PROCEDURAL MATTERS**

37. After consultations and according to the practice in the African Union, the following Bureau was elected:

Chairman	:	Congo (Central Africa)
1 <sup>st</sup> Vice Chairman	:	Algeria (North Africa)
2 <sup>nd</sup> Vice Chairman	:	Djibouti (East Africa)
3 <sup>rd</sup> Vice Chairman	:	South Africa (Southern Africa)
Rapporteur	:	Burkina Faso (West Africa)

38. The draft Agenda and Work Programme adopted as follows:

**1) OPENING CEREMONY**

**2) PROCEDURAL MATTERS**

- a) Election of the Bureau
- b) Adoption of the Agenda and Work Programme

**3) WORKING SESSIONS**

- 1. Consideration of the Report of the Meeting of Experts
- 2. Consideration and adoption of the Plan of Action



3. Consideration and adoption the Declaration on Maritime Transport in Africa
4. Any Other Business
5. Consideration and adoption of the Report

#### **4) CLOSING OF THE MEETING**

### **V. ORGANIZATION OF WORK**

39. The Meeting adopted the following working hours:

- Morning: 09:00hrs - 13:00 hrs
- Afternoon: 14:00hrs - 19:00 hrs

### **VI. PROCEEDINGS**

#### **I. CONSIDERATION OF THE REPORT OF EXPERTS**

40. The Ministers considered the report of the Experts Meeting. They noted the state of the African maritime transport industry and the various issues raised in that regard as highlighted in the report of the experts meeting.

41. Following the observations on the various topics discussed, the Ministerial conference took note of the report of the experts meeting and, in that connection, adopted a number of recommendations as follows in the proceeding sections.

- **State of the Maritime Transport Sector in Africa and the Role of the African Union**

42. The Ministers took note of the report on the presentation made by African Union Commission to the experts that highlighted the poor state of maritime transport in Africa specifying, in particular, that the sub-sector was, to a large extent, externally oriented serving the traditional markets of the North with minimal intra-African links. The bulk of the outgoing traffic still constitutes primary commodities (agricultural and mineral resources) indicating continuing Africa's dependence on selling of raw materials to developed countries. The report indicated that the sub-sector was basically characterised by the following features:

- Insignificant share of global maritime traffic: 3%;
- Declining shipping capacity: < 1% of world fleet;
- Ageing fleet: Africa average: 19.5 yrs  
World average: 14 yrs  
Vessels Over 15 yrs: 83%
- Deteriorating and inadequate infrastructure and facilities in relation to navigation, safety, security and cargo handling activities;
- Weak compliance with international maritime conventions;

- Lack of capacity for enforcing regulations on safety, security and protection of the marine environment.

43. The situation has resulted in inefficient operations with high freight costs which, consequently, had a negative effect on the competitiveness of Africa's products at world markets.

44. The presentation had also outlined the role of the African Union in the development of the continental maritime industry in line with its Vision of an integrated, stable and prosperous Africa. The mandate of the African Union was summed up as follows:

- Harmonisation of transport policies, strategies and regulations conducive to accelerated implementation of transport programmes in Africa;
- Definition of continental priorities in the development of transport infrastructure and services including elaboration of continental master plans;
- Facilitating resource mobilisation for transport programmes;
- Monitoring and evaluation of sector performance as well as implementation of transport programmes; and
- Institutionalisation of a continental mechanism for coordinating the development and management of transport infrastructure and services.

45. The roles of other actors including the Member States, RECs, Specialised Institutions and development partners as well as a coordination mechanism being developed under the umbrella of the African Union had also been presented.

### **Recommendations**

46. The Ministers considered the Experts deliberations on the topic and adopted the following recommendations:

- 1) The African Union Commission is requested to finalise the Coordination Mechanism for Infrastructure Development with the involvement and collaboration of all the stakeholders;
- 2) The African Union Commission should ensure that Member States, RECs, specialised institutions and other key stakeholders are duly involved in its activities in the transport sector in Africa;
- 3) Member States and other stakeholders should endeavour to fully implement decisions of the policy organs of the African Union regarding transport.

#### **▪ Status of Lighthouses and other Marine Aids to Navigation in Africa**

47. The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) presented to the Experts the results of a survey that had been undertaken by IALA to ascertain the operational status of marine ***aids to navigation (AtoN)*** that the various African maritime Administrations were responsible for. The results of the survey indicated that a very low response had been received from the 29

nations that had been contacted. Based on the results, only 35% of the AtoN of the 17 Administrations which responded to the survey met the IALA recommended percentage availability levels.

48. An overview of the international regulatory environment of AtoN and the resultant obligations of Coastal States were provided. As well, the consequences of the lack of and/or poorly maintained AtoN and the benefits of being an IALA Member were highlighted.

### **Recommendations**

49. After considering the deliberations and outcome of the Experts session on the item, the Ministers adopted recommendations requiring National Maritime Administrations to ensure compliance with international regulatory requirements of the AtoN by:

- 1) Incorporating and implementing in their national laws, regulations on provision, operation and maintenance of Aids to Navigation, including Vessel Traffic Services.
- 2) Disseminating information on systems relating to Aids to Navigation.
- 3) Developing adequate, effective and reliable Aids to Navigation, including Vessel Traffic Services, where, in their opinion, the volume of traffic or the degree of risk justifies such services.
- 4) Putting necessary emphasis on providing and maintaining adequate and efficient AtoN.

#### **▪ The Changing Sub-Saharan African Maritime and Ports Environment**

50. A paper presented by the Development Bank of Southern Africa indicated rapid changes that global and sub-Saharan Africa's maritime trade has been undergoing in recent years. The main features of the changing environment were outlined as:

- 1) Increasing predominance of larger vessels on the key global routes;
- 2) Africa's maritime infrastructure including ports have remained unchanged significantly for years;
- 3) Few States opted to privatise port operations mostly by employing the "landlord" port model which separates infrastructure from operations, retaining infrastructure in public hands;
- 4) Strong inclination of Development Financial Institutions (DFIs) on poverty reduction and economic growth programmes gave priority to financing of the development of port infrastructure over procurement of vessels;
- 5) Processing of a ship financing deal was considered more complicated and high risk, thus making the ownership and operation of credible shipping line business in Africa a difficult option.

51. As a result of stagnant port development, it was observed that major international shipping lines tended to operate smaller and less economical vessels to Africa, thus,

raising the cost of the international trade of the continent. It was, however, mentioned that there existed scope to explore alternative funding options, particularly in regional niche markets where smaller African operators may hold some competitive advantage.

### **Recommendations**

52. In line with the views of the experts that the inadequacy of port infrastructure and obsolete vessels were factors that reduce the competitiveness of African maritime transport, and consequently, the access of African products on international markets, the Ministers adopted the following recommendations.

- 1) Member States are urged to focus more on the efficiency of ports by compliance with minimum operating and performance standards applicable to port authorities;
- 2) Member States should explore innovative financing means including private sector under private-public-partnerships (PPP) to fund rehabilitation of port infrastructure and support to the establishment and strengthening of shipping capacity.

#### **▪ Status of Hydrography in Africa**

53. A presentation on the status of hydrography in Africa made by the International Hydrographic Organization (IHO) to the Experts had reported on the status of implementation of commitments made by Coastal States under the terms of Chapter 5 of the SOLAS 1974 Convention. The provisions of the said Convention concern the collection, compilation and dissemination of information on the state of the sea and obstacles to navigation. An IHO survey indicated inadequate level of communication of nautical information and the obsolescence of the existing charts on the part of African States, a situation which made navigation on African waters rather unsafe.

### **Recommendations**

54. The Conference took due note of the fact that the state of navigation charts for most States was rather unsatisfactory and, in that regard, adopted the following recommendations:

- 1) Coastal Member States should be urged to take the necessary measures to comply with Chapter 5 of the SOLAS 1974 Convention;
- 2) Member States should constitute National Hydrographic Committees that will have authority and responsibility over matters of nautical nature;
- 3) States to be requested to participate in the activities of the Regional Hydrographic Commission relating to safety of navigation.

#### **▪ Strengthening the Performance of African Ports**

55. The review of African ports as provided by the International Association of Ports and Harbours (IAPH) was considered by the Ministers. It was observed that, besides

introducing the IAPH, the review had focused on the primary role of seaports as business centres. In that context, the following main features of African ports were outlined:

- African ports were lacking in capacity particularly for handling the growing container traffic;
- The ports are served by inadequate inland transport systems with minimal inter linkages which reduce the efficiency of throughput;
- African ports were not organised in an efficient system in accordance with their volume of business and the markets they are most suited to serve i.e. national, regional and international markets; and
- Most adjacent country ports had a weak commercial relationship between them by way of either competition or complementarity as they were largely serving different logistical systems due to colonial legacy.

▪ **Overview of Eastern and Southern Africa Ports Development**

56. The presentation of the IAPH was complemented by a subsequent account of the overview of the Port Management Association for Eastern and Southern Africa (PMAESA) of ports development in Eastern and Southern Africa. Global challenges and specific issues facing Eastern and Southern African ports development and operations were highlighted. As well, focus was placed on the performance of some selected ports in that region. In general, there was no significant difference with the situation and experience that had been described in the IAPH paper.

57. The Ministers noted that the Experts had observed that there had been a radical change in port activity with the increase in freight volume and technological innovations introduced in the maritime industry. Also, the need for qualified manpower particularly for managing the increasingly complex computerised operational systems had been underscored. This is in addition to the need for experts who would elaborate policy and long-term ports development strategies and master plans.

58. The Ministers decided to adopt the following recommendations aimed at addressing the key concerns in the development of a strong African port network:

- 1) The African Union should lead the development of a comprehensive common maritime transport policy for Africa including offshore maritime activities;
- 2) RECs and Member States should take all the necessary measures to promote inter-African trade in order to encourage maritime capacity for intra-African shipping operations;
- 3) A study to determine the feasibility of developing an African port system entailing the establishment of regional hubs should be conducted with possible funding from port authorities;

- 4) The private sector should be involved through Privatisation and Private Public Partnership programmes (PPP) in the development and management of ports in order to be able to keep up with investment needs.
- 5) An integrated African port development strategy for promotion of investment and corridor planning and development should be elaborated;
- 6) A staff training strategy based on the current technical and technological changes, including long-term anticipated changes in the maritime transport industry should be developed.

▪ **Shipyards: Ships Repair, Ship Breaking and Ship Recycling**

59. The ship repair and ship building industry is quite lucrative, but requires considerable investment and is labour intensive. Africa lost its share of this market due to the fact that it could not keep abreast of the changes that took place in this industry. The following factors, *inter alia*, impeded the Continent's competitiveness:

- reduction of African fleet ;
- collapse of the African ship building industry;
- poor level of development and acquisition of technology;
- obsolescence of infrastructure and equipment;
- inadequacy of investment;
- lack of government support to the industry.

60. Many factors emerged, however, creating opportunities for Africa to establish itself as a ship repair and ship building hub. In fact, neighbouring regions that are more competitive and are now faced with a problem of surplus demand are likely to want to collaborate with Africa. For instance, repair yards in China and Holland wish to invest in Africa in the area of ship repair and competition.

61. In order to regain its place in this competitive environment, Africa can count on a number of comparative advantages, notably:

- the existence of a ship repair industry;
- increase in maritime traffic in Africa;
- availability of cheap labour;
- geographical advantages;
- increasing level of global economic integration.

### **Recommendation**

62. In view of the significant benefits that Africa stands to gain from a robust ship repair and ship building industry, the Ministers recommended that Africa should;

- revitalise its ship repair and ship building industry, through implementation of a consistent strategy at continental level;
- consistently strengthen its programmes for the promotion of ship repair and ship building industry; and

- ensure the establishment of regional cooperation initiatives.

- **Marine Environment Protection**

63. Maritime transport exposes the coastline and port facilities to the risk of accidents and pollution which calls for a policy for integrated management of maritime and port security as well as marine environment protection. The level of exposure to these risks varies according to countries but damage incurred calls for similar forms of organization everywhere and the use of the same legal instruments.

64. The Algerian experience in the area of marine environment protection was mentioned to encourage taking on board the environmental dimension in the maritime sector and the implementation of policies for cooperation in fighting against the risk of marine pollution. Another benefit from sharing this experience was to urge African countries to ratify IMO conventions on the protection of the marine environment.

- **Maritime Safety and Security: Where we are and what the future holds for Africa**

65. A brief appraisal of the status of maritime safety and security in Africa highlighted factors to be taken into consideration in such evaluation, namely:

- the availability of reliable hydrographic data (most African waters are not charted and the charts are rarely updated);
- navigation aids (lack of such equipment is a source of danger);
- effective management of navigational channels (removal of wrecks and dredging of channels are beyond the capabilities of most African ports);
- fighting marine pollution (the phenomenon of pollution is aggravated by the many offshore platforms in African waters);
- the security of ships and crew (it depends largely on the control system practised by the State and the port authority; control is extremely poor in Africa, due to inadequate competencies);
- search and rescue at sea (most African States have neither the appropriate structures and staff, nor the necessary equipment for providing a prompt response to cases of maritime disasters).

66. In most cases, the difficulties facing African States in providing maritime safety and security resulted from the inadequacy of financial and institutional resources compounded by lack of political will.

### **Recommendation**

67. Having taken stock of the problems facing Africa in security and safety matters, the Conference of Ministers recommended that as a matter of priority, the continent's internal resources should be mobilized and, through cooperation with specialized UN agencies, regional institutions and Africa's other development partners, the synergies

needed to attain and sustain the requisite level of maritime safety and security should be built.

▪ **Maritime Poverty**

68. The conference considered the issue of maritime poverty as outlined in the report of experts and the initial view was that the title should be made clearer by indicating that maritime poverty actually meant lack or inadequate port and shipping capacity to contribute to poverty alleviation efforts in Africa. It was observed that the presentation had made a general assessment of the contribution of maritime transport to the achievement of the Millennium Development Goals (MDGs) as adopted by the United Nations General Assembly in 2000 and, also, the transport targets and indicators essential for the attainment of the MDGs defined by the Conference of African Ministers of Transport held under the auspices of the African Union in April 2005.

69. The presentation had indicated that the maritime transport sub-sector was seen to have a great potential in contributing to the realisation of the following five (5) MDGs:

**MDG 1** – The eradication of extreme poverty and hunger;

**MDG 3** – Promote gender equality and empower women;

**MDG 6** – Combat STIs/HIV/AIDS, malaria and other diseases;

**MDG 7** – Ensure environmental sustainability;

**MDG 8** – Developing a global partnership for development.

70. In that context, the contribution of maritime transport to poverty alleviation was linked to facilitation of economic growth and providing access to socio-economic opportunities including global trade, fishing industry, distribution of aid, capacity building (training and technical support), combating HIV/AIDS and other infectious diseases, ensuring safety and security, protecting marine environment and facilitating access to seaports for non-coastal States.

**Recommendation**

71. In discussing the topic, the Ministers endorsed the view of Experts that most African countries have elaborated comprehensive poverty reduction strategies encompassing socio-economic, political and cultural aspects. They, thus, recommended that:

- 1) Member States should be urged and encouraged to accelerate implementation of their poverty reduction strategy programmes (PRSPs);
- 2) The African Union Commission should endeavour to coordinate the development and implementation of national poverty reduction strategies at continental level;
- 3) The African Union Commission, Member States and specialised institutions should follow up and facilitate implementation of the 2005 transport targets and indicators related to the realisation of MDGs.



- **The African Maritime Transport Charter**

72. The African Maritime Transport Charter is considered to be the bedrock on which Africa's maritime sector should be developed.

73. Its main objective is to define and implement harmonized shipping policies capable of promoting harmonious and sustained development of the African fleet and to foster close cooperation between States of the same region or sub-region, and between the regions or sub-regions. Other objectives pertain to the harmonization of African positions on international conventions and the establishment of regional and/or sub-regional shipping lines.

74. Most of the objectives have not been achieved for a number of reasons, including the fact that the Charter itself has not entered into force because it has not received the required number of ratifications. With the passage of time, the Charter has become removed from the realities of maritime transport.

### **Recommendation**

75. The Ministers:

- requested the African Union Commission to update the African Maritime Transport Charter;
- urged Member States of the African Union to expedite ratification of the Charter.

- **Africa's Institutional Challenges**

76. One of the common concerns of all African Member States of the IMO lies in the dysfunction of the national institutional mechanisms responsible for facilitating the monitoring of the internal implementation of international maritime regulations. In Africa, the application of international standards frequently came up against institutional obstacles at various levels.

77. The obstacle could be the lack of political will to take action, or simply lack of real awareness of the need to take action. It could be at the level of collaboration between policy makers and administrative authorities with technical competencies. It could also be institutional inadequacies originating from social partners, particularly when the personnel concerned lack qualifications, initiative and motivation.

### **Recommendation**

78. After analysing the present status of institutional mechanisms in the African maritime sector, the Conference of Ministers recommended that the status of national mechanisms be improved and consultations initiated between national institutions and African permanent representations to the IMO.

**B. CONSIDERATION AND ADOPTION OF THE DRAFT PLAN OF ACTION**

79. The Draft Plan of Action was considered by the Ministers. Pertinent observations were made, particularly on the presentation of the document, determining deadlines and indicating the lead structures. Concerning the budget for the Plan of Action, the Ministers felt it should be allocated within the framework of implementation of each activity.

80. In the implementation of this Plan of Action, the Ministers recalled the role of coordination, harmonization and advocacy devolving on the African Union. Member States and Regional Economic Communities remain the players charged with the implementation of the main activities of this Plan.

81. The Ministers also restated their concerns over the promotion of a real maritime transport industry, focusing on:

- i. institutional and legal measures;
- ii. capacity building;
- iii. enhancing the security and safety of navigation and maritime Transport;
- iv. protection of the marine environment;
- v. enhancement of port performance and facilitation of port transit;
- vi. financing maritime transport activities;
- vii. promotion of maritime transport infrastructure and equipment (ship building and repair, and port equipment);
- viii. strengthening inter-African and international cooperation.

82. The Ministers recommended that for the final version of the Plan of Action, the above-mentioned observations should be taken into consideration.

83. The Draft Plan of Action was amended and adopted.

**C. CONSIDERATION AND ADOPTION OF THE DRAFT DECLARATION ON MARITIME TRANSPORT IN AFRICA**

84. The Ministers discussed at length the Draft Declaration on Maritime Transport in Africa as submitted by the experts and noted that it comprehensively covered the aspirations of Africa with regard to the development of the maritime transport sub-sector in the continent that merited their commitment. They henceforth adopted it with few amendments.

**D. ANY OTHER BUSINESS**

85. No substantive issue was raised and discussed under this item.

**E. CONSIDERATION AND ADOPTION OF THE REPORT OF THE MEETING OF MINISTERS**

86. In conclusion of their conference, the Ministers considered and adopted the report of their meeting with some amendments.

**VII. CLOSING SESSION**

87. Prior to the closure of the conference, the Ministers adopted a Final Communiqué summarising the major outcomes of their deliberations and their aspirations for the future of the maritime transport industry in Africa.

88. They also presented a Vote of Thanks to His Excellency Olusegun OBASANJO, President of the Federal Republic of Nigeria, the Government and People of Nigeria for their warm and fraternal welcome as well as the excellent arrangements which enabled all Delegations attending the Ministerial Conference to have a pleasant and fruitful stay in Abuja.

89. Finally, the Chairman of the Conference thanked the Ministers for their spirit of responsibility, frankness and cordiality that enabled the conference objectives to be fully achieved. He also extended gratitude to all actors who, in one way or another, contributed to the organisation of the successful conference. He ended by declaring the First African Union Conference of Ministers responsible for Maritime Transport closed.

**EX.CL/349 (XI)**  
**Annex II**

**ABUJA DECLARATION ON MARITIME TRANSPORT  
IN AFRICA**

**AFRICAN UNION**  
**الاتحاد الأفريقي**



**UNION AFRICAINE**  
**UNIÃO AFRICANA**

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**FIRST AFRICAN UNION  
CONFERENCE OF MINISTERS  
RESPONSIBLE FOR MARITIME TRANSPORT  
19 – 23 FEBRUARY 2007  
ABUJA, NIGERIA**

**AU/MIN/MT/Decl.1 (I)**

**ABUJA DECLARATION ON MARITIME TRANSPORT  
IN AFRICA**

**ABUJA DECLARATION ON MARITIME TRANSPORT IN AFRICA ADOPTED BY THE  
FIRST CONFERENCE OF AFRICAN MINISTERS RESPONSIBLE FOR MARITIME  
TRANSPORT**

**We**, the African Ministers responsible for Maritime Transport, meeting in Abuja, Nigeria, from 22 to 23 February 2007, at the First African Union Ministerial Conference to examine the conditions for building efficient and effective maritime transport in the service of Africa's development;

**Considering** the Treaty establishing the African Economic Community adopted in Abuja, Nigeria, on 3 June 1991;

**Considering also** the Constitutive Act of the African Union adopted in Lomé, Togo, on 11 July, 2000, particularly Articles 13, 14 and 15 thereof which entrusted to the African Union the coordination function in the transport, communication and tourism sectors;

**Bearing in mind** the Decision of the Assembly of Heads of State and Government held in Lusaka, Zambia, in July 2001, establishing the New Partnership for Africa's Development (NEPAD) as a framework for Africa's development;

**Bearing in mind** further the Decision of the Assembly of Heads of State and Government of the African Union held in Maputo in 2003 on maritime safety;

**Bearing in mind also** the Decision of Heads of State and Government of the African Union meeting in Sirte, Libya, in July 2005, to include in the Millennium Development Goals (MDGs), the transport targets and indicators adopted in April 2005 in Addis Ababa by African Ministers responsible for Transport and Infrastructure, as part of poverty eradication;

**Recalling** the International Maritime Organization (IMO) resolution A.958(23) concerning the provision of hydrographic services adopted on 5 December 2005;

**Bearing in mind further** the need for Africa to fully and effectively implement the 2003 Almaty (Kazakhstan) Plan of Action on transit transport cooperation;

**Considering** the stakes and challenges of globalisation to Africa's economic development;

**Considering further** Africa's low participation in the maritime traffic generated by its external trade;

**Recognizing** the importance and the role of efficient transport infrastructure and services in the political, economic and social integration of Africa;

**Recognizing further** the need for the African Union to put in place a transport sector policy capable of ensuring harmonious functioning of all the modes of transport;

**Considering** the role of UN agencies and other international and regional organizations in maritime transport;

**Aware** of the role of maritime transport in the facilitation and development of trade between Africa and other parts of the world and the need to implement an effective maritime transport policy with a view to promoting intra-African trade and for trade between African States and other continents;

**Commending** the various initiatives of development partners, notably:

- the Infrastructure Consortium for Africa initiated by the United Kingdom and involving G8 Member States, the African Union, NEPAD, the Regional Economic Communities, the African Development Bank and the World Bank ; and
- European Union-Africa Infrastructure Partnership included in the new European Union Strategy for Africa with a view to facilitating infrastructure network inter-connectivity at continental level;

**Noting** the bold initiatives of some African States to restructure or privatise their ports management and the contributions of professional African Ports Associations;

**Concerned by:**

1. The low level of cooperation among African administrations in the area of maritime safety, security and environmental management ;
2. The delay on the part of maritime administrations in updating their maritime legislations;
3. The underdeveloped state of ports equipment and infrastructure in African States;
4. The inadequacy and lack of investment in maritime and port infrastructure;
5. The technical and operational difficulties facing some African maritime ports which do not conform with acceptable standards of port performance, safety and security;
6. The difficult port transit conditions in Africa and, more generally, the complex procedures and impediments which landlocked States encounter during transit in ports and on the corridors;

7. The lack of and/or poorly maintained aids to navigation and modern hydrographic surveys, up-to-date nautical charts and maritime safety information in a number of African countries;
8. The lack of effective implementation, application and compliance with international maritime instruments and treaties;
9. The challenges pertaining to the control of freight rates;
10. The low level of African tonnage globally and within coastal waters ;
11. Inadequate number of African seafarers and maritime training institutions;
12. The difficulties faced by landlocked African countries in storing and forwarding their goods.

**Acknowledge:**

1. The key role of leadership, coordination, harmonization, facilitation and advocacy in building an economic infrastructure for Africa's development, entrusted to the African Union;
2. The need to establish and strengthen the institutional coordination structures at continental, regional and national levels for implementation of policy as well as for monitoring and evaluation of progress achieved;
3. The key role played by the IMO in assisting African countries to build their human and institutional capacities in the maritime sectors.

**Reaffirm:**

1. Our determination to combine and coordinate our efforts towards the development of an efficient maritime transport system at the service of political, economic and social development as well as integration of Africa;
2. The need for policy and strategy for integrated management of port and maritime safety and security, as well as for marine environment protection bearing in mind Africa's international obligations;
3. The urgent need for strategies at national, sub-regional and regional levels for the promotion of the maritime transport mode essential for the attainment of the Millennium Development Goals;



**Undertake to:**

1. Incorporate maritime transport as an important mode of transport in our national and regional sector programmes with a view to ensuring Africa's competitiveness at global level and poverty alleviation;
2. Identify and give priority to maritime transport infrastructure projects that promote trade both intra-African as well as between Africa and the rest of the world;
3. Promote harmonization of African port procedures to enhance efficient management and safety of African maritime systems as well as good governance of Africa's maritime companies and port authorities, taking into consideration world best practices;
4. Encourage viable management of our ports and shipping companies through judicious reforms thereby enhancing the performance of the various services;
5. Promote and enhance the role of women in the maritime transport sector;
6. Promote and encourage appropriate structures and measures for the improvement of Aids to Navigation, hydrographic survey, nautical cartography and maritime safety information and for the protection of marine environment, maritime and port operations as well as safety and security of port and maritime transport services with a view to sustaining capacity building efforts deployed by our States;
7. Promote and support African maritime professional organizations (ports, ship owners, etc.) to enable them to fully play their roles;
8. Explore the possibility of putting in place a funding mechanism for sustainable maritime industry development projects;
9. Promote the creation of conducive conditions for national and foreign private sector investments such as concessioning, Public-Private Partnership (PPP), and Build, Operate and Transfer (BOT) arrangements;
10. Promote actions that prioritise financing of infrastructure and equipment and the facilitation of the required integration of landlocked countries, with a view to ensuring genuine integration and competitiveness of their national products on international markets;
11. Facilitate access to the sea for landlocked countries through the creation and development of dry ports and maritime logistics, as well as the realization and improvement of strategic development corridors;
12. Promote and ensure the competitiveness of African ports and maritime industries.

13. Encourage the establishment and strengthening of the capacities of Shippers Councils in their activities for effective protection of shippers interests.

**Decide to:**

1. Work together for the realisation and implementation of the projects contained in the Strategic Plan of the African Union;
2. Promote the creation of a coordinating mechanism for African Maritime Administrations so as to realize the implementation of this programme and foster cooperation through harmonization of maritime policies, regulations and standards;
3. Incorporate port infrastructure development and the acquisition facilities into a holistic vision through continental level transport infrastructure development master plan based on the policies and programmes of the Regional Economic Communities;
4. Encourage professionalism and innovation in the maritime sub-sector through the establishment of centres of excellence for training and research;
5. Promote capacity building and integration of women in all maritime transport sectors;
6. Hold, on an annual basis, the Conference of the African Ministers responsible for Maritime Transport in rotation by region.
7. Encourage Member States to incorporate the various international conventions in their national legislations;

**Invite** the African Union Commission in partnership with Member States, Regional Economic Communities and professional bodies to take appropriate measures to: ensure, under its coordination;

1. Acceleration of the ratification and review of the African Maritime Transport Charter;
2. Elaboration of maritime transport policy and strategy for Africa;
3. Establishment of a mechanism for the mobilisation of resources for African maritime transport (acquisition of vessels, port equipment, etc.) and for transit to landlocked countries;
4. Official approval of Memoranda of Understanding on Port State control for their effective implementation by Member States;

5. Creation, as a matter of high priority, within the African Union Commission of a post of maritime expert to coordinate maritime sector programmes;
6. Creation of a support mechanism for financing of infrastructure and equipment for the development of maritime transport and facilitation of transit to landlocked countries in Africa.

**Engage with** the United Nations Economic Commission for Africa, the African Development Bank, International Maritime Organization, World Bank, the European Union and all the development and technical partners in the maritime transport sub-sector, to support the Plan of Action adopted by African Ministers responsible for Maritime Transport at their First Conference under the auspices of the African Union;

**Urge** Member States of the African Union and the Regional Economic Communities to strengthen inter-African and international cooperation;

**Adopt** the Plan of Action annexed to this Declaration.

**Done at Abuja, this 23<sup>rd</sup> day of February 2007**

**EX.CL/349 (XI)**  
**Annex III**

## **PLAN OF ACTION**

**AFRICAN UNION**

**الاتحاد الأفريقي**



**UNION AFRICAINE**

**UNIÃO AFRICANA**

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**FIRST AFRICAN UNION CONFERENCE  
OF MINISTERS RESPONSIBLE FOR  
MARITIME TRANSPORT  
19 – 23 FEBRUARY 2007  
Abuja, NIGERIA**

**AU/MIN/MT/PL.AC (I)**

**PLAN OF ACTION**

## INTRODUCTION

The Plan of Action adopted in Abuja, Nigeria, on 23 February 2007 by the Ministers responsible for Maritime Transport at their First Conference organized by the African Union covers the period 2007 – 2010.

This Plan of Action constitutes a road map primarily aimed at outlining the global objectives pursued in the bid to improve African maritime transport, the major activities or actions identified for attaining the objectives, the measures of output, the lead and other institutions responsible for the implementation of the activities detailed in the Action Plan.

At present, the financial implications of the Plan of Action can not be meaningfully estimated. However, such estimates will be carried out prior to implementation of each of the activities programmed.

Moreover, the Plan of Action constitutes a negotiation document vis-à-vis development partners likely to support Africa in its efforts at developing maritime transport in the continent.

The African Union Commission will remain the key coordination organ for facilitating implementation of the Plan of Action at the continental level.

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
<b>1</b>	<b>INSTITUTIONAL AND LEGAL MEASURES</b>					
1.1	Update the 1994 Charter	Ratification and review of the African Maritime Charter and Notification to AU	Charter enters into force	AU	RECs, States, MOWCA, IMO	2008
1.2	Enhance and strengthen national capacities to ratify and implement international convention	Provide the necessary technical assistance to maritime administrations in corporation with International Maritime Organisation (IMO)	Conventions ratified; legislations updated and implemented	AU	RECs, States, IMO	2008
1.3	Ensure better coordination of continental endeavours in the maritime transport sub-sector	Feasibility study for the creation of a continental coordination structure for the maritime transport sub-sector  Creation of a maritime transport coordination unit within the African Union Commission	Decision of the Assembly of the Union	AU	RECs, States, MOWCA, UASC	2008
<b>2</b>	<b>CAPACITY BUILDING</b>					
2.1	Develop Africa's training	Audit and creation of regional	Report	AU, RECs	States, PAPC,	2008

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
	capacities in the area of maritime and port administration	centres for technical training and maritime science			IMO, ILO	
		Study of the adequacy Africa's training capacities	Report	AU, RECs	States, PAPC, IMO, ILO	2008
		Promotion and strengthening of partnerships with international maritime training institutions	Agreements signed and implemented	States	AU, RECs, PAPC, IMO, ILO	2008
		Harmonisation of training programmes	Framework adopted and implemented	AU, RECs	States, PAPC, IMO, ILO	2009
		Provision of relevant equipment and resources for the training centres	Centre equipped	States	AU, RECs, IMO	2009
		Education and training of African personnel in the field of maritime transport	Number trained	States	AU, RECs, IMO	2007
		Study of the profiles of maritime administrations	Report	AU, RECs	States, IMO, PAPC	2008
		Increase the number of African seafarers	Number of seafarers	States	AU, RECs, PAPC, IMO, ILO	2010
2.2	Enhance the capacities and promote integration of women in the maritime sector	Encouragement and enhancement of access to maritime training for women	Number of women trained	States	AU, RECs, MOWCA, PAPC, IMO, ILO	2008
		Strengthening the role of women in	Number of	States		



[illegible]

Nº	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		safe navigation				
3.2	Acceptance of the Memoranda of Understanding on port State control by the concerned States	Sensitisation and implementation the Memoranda of the Understanding on ship control by Port State	Improved security of ships and seafarers Increased number of ship inspection	States	AU, RECs, PAPC, IMO	2008
3.3	Ensure the security of ports, maritime transport and supply chain	Implementation and compliance with Chapter XI-2 of the 1974 SOLAS Convention and the ISPS Code at national level	Security plan established	States	AU, PAPC, RECs, IMO	2008
		Development and implementation of measures to ensure supply chain security	Security plan established	“	”	2008
3.4	Promote greater awareness of safety of domestic ferries and non-convention vessels	Adoption and implementation of the IMO Model Safety regulations on non-convention ships including fishing vessels	Number of countries revising maritime legislations	States	AU, IMO, RECs, PAPC, ICS (International Chamber of Shipping)	2010
3.5	Promote the human element in maritime transport security and the logistic chain	Implement a strategy in respect of the role of the human element in maritime transport safety and security	Reports	States	AU, RECs, PAPC	2007
		Implement the directives concerning passenger transport in inland waterways and maritime cabotage	Reports	States	AU, RECs, PAPC	2007
3.6	Protect the marine and coastal environment	Appraisal study of eco-systems threatened by maritime transport	Impact study report	States	AU, RECs, IMO	2009

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		Enhancement of marine and costal environment protection in all maritime transport operations	Report	States	AU, RECs, IMO	2009
		Establishment of contingency plans to prevent spills	Report	States	AU, RECs, IMO	2008
		Control and treatment of ballast water	Report	States	AU, RECs, IMO	2010
3.7	Development of capacities for preventing and combating pollution, and implement related international conventions	Enhance national and regional capacities with a view to preventing, controlling and combating pollution particularly through training, exchange of skills and knowledge programmes	Increase in number of ratifications of international conventions	States	AU, RECs, IMO	2008
		Revision and improvement of national legislations	National maritime legislation enacted Number of national contingency plans developed	States	AU, RECs, IMO	2008
3.8	Provide the means to strengthen legal capacities of national maritime authorities	Development, revision and updating of national maritime legislations and their enabling texts	Legislation updated and in force in all countries	States	AU, RECs, IMO	2009
3.9	Create regional coast guard networks (North, West,	Adoption and implementation of IMO/MOWCA resolution	Regional and sub-regional	AU, RECs	States, IMO	2007-2009

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
	Central, East and South ) and surveillance facilities	Establish regional rescue at sea centres	rescue centre operational	AU, RECs	States, IMO	2007-2008
<b>4</b>	<b>Enhancement of Port Performance</b>					
4.1	Improve port management and operations	<p>Creation of a data base on port and maritime activities as well as hydrography</p> <p>Promotion of measures to improve port management and operations particularly audits, management control, handling and conservation</p> <p>Harmonisation of restructuring programmes through encouragement of private-public partnerships</p>	<p>Reports</p> <p>Port performance indicators</p> <p>Guidelines available</p>	<p>States</p> <p>States</p> <p>States</p>	<p>AU, PAPC, RECs</p> <p>AU, PAPC, RECs</p> <p>AU, PAPC, RECs</p>	<p>2009</p> <p>2009</p> <p>2009</p>
4.2	Strengthen maritime traffic facilitation	<p>Adoption of the 1965 FAL Convention and the 1991 amendments to the IMO Convention</p> <p>Adoption of the electronic data system (EDIMAR system) with a view to improving movement of ships, seamen and goods, and reducing the number of documents and dwell time of ships in ports</p>	<p>Establishment of FAL National Committees and reduction of ships dwell time</p>	<p>States</p> <p>"</p>	<p>AU, PAPC, RECs, MOWCA, IMO</p> <p>"</p>	<p>2009</p> <p>"</p>

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		Creation of one-stop shops		"	"	"
4.3	Improve maritime transport management systems	Creation of data banks for maritime transport management  Establishment of observatories	Database available	States	AU, RECs, MOWCA, IMO	2009
4.4	Promote quality maritime transport	Adoption and use of improved technical standards	Standards applied	States	AU, RECs, IMO	2009
4.5	Organise the activities of maritime transport auxiliary services	Enact appropriate and harmonised legislations for African countries	Legislations applied	States	AU, RECs, UASC, MOWCA, IMO	2008-2009
		Promotion of African National Operators in maritime professions and maritime transport auxiliaries	Rights of auxiliaries defined and applied	States	AU, RECs, UASC, MOWCA, IMO	2008-2009
4.6	Improve the competitiveness of African ports	Identification of the causes of non-competitiveness of African ports	Report	States	AU, RECs, MOWAC, PAPC	2008
		Acquisition of adequate equipment and infrastructure	Equipment operational	States	AU, RECs, MOWAC, PAPC	2010
		Identification and implementation of key development projects	Projects executed	States	AU, RECs, MOWAC, PAPC	2009
		Reduction in port transit charges	Percentage of reduction	States	AU, RECs, MOWAC, PAPC	2009

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
<b>5</b>	<b>Strengthening of inter-African and International Cooperation</b>					
5.1	Facilitate access to and from the sea for landlocked countries	<p>Implement the facilitation agreements (Almaty Programme of Action, various other regional programmes etc...)</p> <p>Improvement of maritime transport infrastructure</p> <p>Development of dry ports and maritime logistics centres</p> <p>Use of navigable internal waterways and, eventually, building of navigable canals to link up landlocked countries</p> <p>Creation of railway, road and oil pipeline development corridors</p> <p>Improvement of corridors performance</p> <p>Implementation by different States of inter-State conventions on transit transport</p>	<p>National and regional facilitation committees</p> <p>Work accomplished</p> <p>Work accomplished</p> <p>Work accomplished</p> <p>Work accomplished</p> <p>Facilitation measuring approach</p> <p>Facilitation measuring approach</p>	<p>AU, RECs</p> <p>States</p> <p>States</p> <p>States</p> <p>AU, RECs</p> <p>AU, RECs</p> <p>AU, RECs</p>	<p>States, PAPC, MOWCA</p> <p>States, PAPC, MOWCA</p> <p>States, PAPC, MOWCA</p> <p>States, PAPC, MOWCA</p> <p>States, PAPC, MOWCA</p> <p>States, PAPC, MOWCA</p> <p>States, PAPC, MOWCA</p>	<p>2007/10</p> <p>2007/10</p> <p>2007/10</p> <p>2007/10</p> <p>2007/10</p> <p>2007/10</p> <p>2007/10</p>
5.2	Reinforce communication and information sharing among merchant marine administrations	Establishment of information networks among African maritime authorities	Network functional	States	AU, RECs, PAPC, MOWCA	2008

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
5.3	Improve maritime transport conditions and protect the interest of shippers	Enhance the creation of shippers' councils  Organisation of skills up-grading workshops on maritime transport integrated logistics chain for African shippers  Defence and protection of the interests of shippers in international conventions (UNCTAD Convention)	Council created  Workshops and seminars organised  Report	States  States  States	AU, RECs, UASC  AU, RECs, UASC  AU, RECs, UASC	2008  2007  2007
5.4	Promote cooperation among maritime transport service providers (Shipping lines)	Promotion of African companies  Development of joint venture companies (joint ventures) in the area of maritime transport through shipping consortia and "slot chartering"	Volume of goods transported by African shipping companies	States	AU, ADB, RECs	2008
<b>6</b>	<b>Facilitation and Financing of Maritime Transport and Ports</b>					
6.1	Promote acquisition of vessels	Enhance the development of funding instruments for vessels acquisition	Tonnage belonging to and used by African countries	States	AU, ADB, RECs	2010
6.2	Facilitate and encourage the creation of African ship registers	Development of a legal and appropriate regulatory environment for ships registration	Registers established	AU	RECs, States, MOWCA, IMO	2008
6.3	Promote and foster mobilisation of financial resources for maritime transport	Appraisal of States disengagement policies and impact on maritime transport	Appraisal report	AU	RECs, ADB, States, MOWCA, PAPC  ADB, RECs,	2008

N <sup>o</sup>	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		Facilitation of funding for integrating maritime transport projects	Number of financing obtained	AU	States, Development Partners, African Private Operators	2009
6.4	Improve bunkering services	Creation of regional bunkering centres/development of offshore logistics support hubs	Regional centres operational	RECs	AU, States, PAPC	2010
<b>7</b>	<b>Promotion of Maritime Transport Equipment (Ship Building, Repair and Manufacture of Equipment)</b>					
7.1	Promote the development and/or strengthening of ship building and repair yards	Identification and support to ship building and repair yards	Data base	States	AU, RECs, MOWCA	2009
		Development of and support to shipyards	Reports	States	AU, RECs, MOWCA	2009



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