



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

**THE GLOBAL OCEANS CONFERENCE, 9 MAY 2018, MALMO,
SWEDEN**

*Panel 5 Theme: Regional and National Panel: Integrated Regulatory,
Governance, Policy and Science Opportunities for Transformative
Partnerships.*

***SPEECH DELIVERED BY HONOURABLE SINDISIWE CHIKUNGA,
MP & DEPUTY MINISTER OF TRANSPORT IN THE REPUBLIC OF
SOUTH AFRICA***

President of the World Maritime University Dr Doumbia-Henry

Your Excellencies,

Ladies and Gentleman,

1. INTRODUCTION

Firstly, I would like to thank President of the World Maritime University, Dr Cleopatra Doumbia-Henry for inviting me and my colleagues in the panel to be part of this historic moment to witness the University's 35-years milestone as it continues to offer

exceptional education, research and capacity building for students across the globe.

Furthermore, I also want to congratulate and commend the University for the successful inauguration of the *WMU-Sasakawa Global Ocean Institute*.

Ladies and gentlemen,

We believe that life below water has a strong connection with climate change. We are also not able to speak of climate change in that regard without necessarily acknowledging the impacts of climate change on food security.

Nor are we able to speak of pollution from ships in the absence of the thought about food security because multitudes of people depend on the seas and oceans for food security, and socio-economic development.

2. HOW CAN THE NEEDS OF DEVELOPING STATES BE PRIORITISED?

Ladies and gentlemen,

Africa is the second largest continent in the world with 55 States, has 38 coastal States followed by Asia (37), EU (19). African water-mass is surrounded by Atlantic Ocean (on the west), Mediterranean Sea (in the north), Indian Ocean (in the east) and Southern Sea (in the south). It is therefore correct to say that Africa is the world's largest Island. Africa has the vast amount of marine resources and a very diverse human population of about 1.2 billion, a land mass of 43 million square kilometre, second largest to Asia. As such international

Trade is very critical to many African economies, with over 90% of Africa's imports and exports conducted by sea.

3. WHAT ARE THE DISTINCTIVE OCEANS GOVERNANCE CHALLENGES AND PRIORITIES FOR YOUR REGION?

However, Ladies and gentlemen,

There are various challenges faced by the African continent in relation to oceans' governance. The continent is exposed to all sorts of existing and potential illicit maritime activities such:

- illegal, unreported and unregulated fishing (IUU),
- illegal exploitation of natural resources,
- unauthorised marine scientific research, and
- marine pollution.
- This exposure is based on the fact that some African countries do not have adequate infrastructure, resources and capacity to deter and eliminate these malpractices.
- Africa as a continent faces shortage in areas of skills, training, infrastructure development, research and innovation,
- Cybercrimes; and theft along the African coasts are some of the potential challenges;
- On the other hand, there are many African States who have not been able to claim their full continental shelf (outer-limits of the continental shelf) because there is lack of scientific capabilities to do so and to lodge their claims with the **Commission on the Limits of the Continental Shelf**. The advantage which comes with the outer-limits of the continental shelf are vast because they provide an opportunity for exploitation and exploration of

natural resources, therefore generate national wealth that is so necessary for sustainable development.

- The other well know phenomenon is piracy and armed robbery at sea especially along the Somali waters as well as along the Gulf of Guinea.

However, in response, the Djibouti Code of Conduct (“Code”) and the Yaoundé Code of Conduct are the instruments which seek to fight the scourge of piracy and armed robbery in the Indian Ocean as well is on the Gulf of Guinea.

On that note, South African government adopted the Security Strategy which lead to the deployment of naval ships along the Mozambique Channel as a deterrence to armed robbery at sea and piracy in the southern Indian Ocean area.

4. HOW CAN EXPERIENCES AND GOOD PRACTICES BE SHARED BETWEEN REGIONS?

Responding to other mentioned challenges, Africa adopted **African Maritime Transport Charter in 1993 which was further reviewed in 2010.**

The Charter aims to promote bilateral and multilateral cooperation among member States in the field of maritime and inland waterways transport and port activities. Further, it promotes the funding, undertaking of research studies by national institutions that encourage the promotion and development of cooperation in maritime and inland waterways transport and port operations among Member States.

(a) In 2014 the African Union adopted the [Africa's Integrated Maritime Strategy](#) and [Plan of Action](#). One of the aim is a comprehensive understanding of existing and potential challenges including allocation of resources to identified priorities, over a predetermined timeframe. and

(b) Africa's Heads of States declared the 2015-2025 as the "Decade of African Seas and Oceans", giving us a clear Continental framework on maritime development in the continent.

Ladies and gentlemen;

To assist developing countries such especially in Africa, the experiences and good practices can be shared between continents, regions and institutions in the most practical and simplistic manner such as sharing of expertise, technology transfer, research and development and innovation, enhancing business-to-business contacts across the spectrum, encouraging joint research as well as strengthening academic exchanges. In that regard, the shared experiences and practices will give more meaning to the available maritime opportunities.

The Global Oceans Institute can assist in the implementation of Africa's Integrated Maritime Strategy 2050 which sees an Africa using its own resources to take its rightful place in a multi-polar, inter-reliant and more equitable world. In the maritime domain of Africa, the wide variety of related activities are inter-related to some extent, and all have a potential impact on the prosperity derived through their

contributions to social, economic and political stability, and safety and security.

At both continental and regional levels there is a great need for Africa to establish a structure or a commission which will coordinate all African States maritime specific collaborative efforts to assist the development and addressing of all maritime related challenges, and drive programmes and projects implementation for IMO African Member States. Such a structure should have recognition from both the AU and the IMO.

I do believe that there are similar maritime structures in other continents which we could benchmark against, if not, an establishment of such a commission or a structure could be one of the areas the Global Oceans Institute and the NIPPON Foundation could assist in establishing through both the AU and the IMO.

5. HOW CAN WE ENSURE GREATER CONVERGENCE BETWEEN THE OCEAN AND CLIMATE CHANGE TREATY REGIME?

Ladies and gentlemen,

The serious challenge and threat to our livelihood nowadays is climate change. This matter is no longer a myth. We have witnessed the melting of ice in the Antarctica, severe drought in Cape Town, South Africa, rising of the sea-level on the Small Island Developing States (SIDS) in the South Pacific Ocean etc. These uncommon climate behaviours have necessitated the UN to adopt Sustainable Development Goals especially Goal 13 which calls for countries to take urgent action to combat climate change and its impact.

Furthermore, we congratulate the IMO for taking the commendable steps in adopting the Initial Green House Gases Strategy for International Shipping.

We believe that this giant leap taken by the IMO will be accepted by nations as well as the global shipping community at large.

6. SOUTH AFRICA

6.1 Comprehensive Maritime Transport Policy

In 2017, South African government adopted the Comprehensive Maritime Transport Policy (“Policy”). The Policy aims to create an environment that is conducive in facilitating the development and growth of the South African maritime transport sector that supports economic growth and well-being of the people of South Africa. It also takes cognisance of the heightened safety, security and environmental concerns at international level.

6.2 National Cadetship Programme

Furthermore, South Africa understands that there is a looming global shortage of ships’ officers. In that regard, South Africa took an effective step and introduced the National Cadetship Programme, which aims at attracting youth to the shipping industry as well as addressing the shortage of cadetship berths for sea-time for both deck and engineering officers.

6.3 Operation Phakisa Oceans Economy Strategy

In 2014, South Africa launched Operation Phakisa Oceans Economy Model which aims to unlock the economic potential of South Africa’s three oceans, the Indian, the Atlantic and the Southern Oceans.

Operation Phakisa: Oceans Economy Strategy encapsulates priority areas which are:

- 1) Marine Transport and Manufacturing,
- 2) Aquaculture,
- 3) Offshore Oil and Gas Exploitation, Exploration
- 4) Marine Protection and Governance,
- 5) Development and Protection of Harbours, and
- 6) Marine Tourism

The Cross-cutting areas include Skills Development and Training, as well as Science, Innovation, Technology and Research and Development.

Ladies and gentlemen,

In conclusion, individually we are drops of water in an ocean, but collectively we are fierce oceanic waves of change setting a path to the attainment of the Sustainable Development Goals (SDGs).

Our former President Nelson Mandela once said, and I quote:

“We need to restore and reaffirm the dignity of the people of Africa and the developing world. We need to place eradication of poverty, at the top of World priorities. We need to know with a fresh conviction that we all share a common humanity and that our adversity in the world is strength for our future together.”

I thank you.