

GULF OF GUINEA MARITIME INSTITUTE
INTERNATIONAL MARITIME SECURITY WORKING GROUP FIRST MEETING REPORT 2019.
DEVELOPING THE BLUE ECONOMY OF GHANA; PROSPECTS AND CHALLENGES.

This report is a product of the collaborative efforts among representatives of various governmental agencies and institutional experts, as well as stakeholders in the maritime industry which was led by the Gulf of Guinea Maritime Institute (GoGMI) with the support of the Kofi International Peacekeeping Center.



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INTRODUCTION

Ghana's maritime industry is rich with various resources, including fish, oil and gas, among others. This maritime affluence however coexists with a litany of maritime afflictions which threatens the survival of the blue economy of Ghana. The maritime domain is also bedeviled with security gaps and threats of piracy among others. The various stakeholders have initiated various activities to curb the menace. Most of these are done in isolation either because of turf war or because of the focus of the organization. The few exercises that are jointly done are mostly at the behest of foreign nations and usually last for a few days. GOGMI seeks to create a platform for regular interactions by maritime experts and stakeholders in order to further understand issues affecting the security and safety of the maritime domain. Some of the thematic areas include maritime security, maritime policy analysis of current and future maritime issues as well as support to policymakers on maritime affairs.

The Maritime Industry is the backbone of the Ghanaian economy as over 70% of trade is carried by sea. The oil and gas industry has yielded over 4 billion USD since 2010. The fishing industry alone employs about 10% of the population of the country and contributes about 4.5% of the GDP of Ghana. The mean per capital consumption of fish is 26kg, representing 22.4% of household expenditure and 60% of animal protein in the average Ghanaian diet. These facts show the importance of the marine economy to the development of the nation. Its importance has not materialize in policies and the needed attention necessary for its survival in growth by government and other stakeholders. The actors in this sector are diverse and their interests vary. The common need of all these players is the safety and security of the maritime domain. The nature of the threats make it difficult for individual organizations to deal with them.

This maritime security working group project seeks to address the gaps and multiplicity of efforts by independent actors by creating a common platform for information sharing, networking, policy guidance and concerted action in developing a sustainable maritime environment. This project brings together leaders of

institutions as well as experts from academia and elsewhere. The forum will provide a consistent avenue in a congenial atmosphere for deliberations and action on pertinent issues affecting the maritime industry.

The group will also issue occasional papers and communiques based on deliberations to guide policy makers and also guide national conversation on maritime matters.

EXECUTIVE SUMMARY

Around the world, countries are discovering the different ways by which the use of the ocean can be optimized to the benefit of their economies. Research into the opportunities presented by a vibrant blue economy has revealed niche sectors within the maritime environment which could be exploited for the benefit of coastal states and beyond. Nevertheless, the advocacy on the depletion or the destruction of the ocean has gained attention as people are getting to understand the impact of various human activities and the consequential results.

With two-thirds of the earth's surface covered by the ocean, one cannot dispute the immense contribution countries tend to benefit from the ocean. The economic derivatives from the ocean include poverty reduction through the creation of sustainable livelihoods and decent work, provision of food security, ensuring ecosystem balance and serving as highways for seaborne international trade. The “Blue economy” concept thus focuses on promoting economic growth, social inclusion and preservation of livelihood while exploring and establishing a sustainable marine environment. In depth, it points towards the separation of socio-economic development through ocean related sectors and activities from environmental and ecosystem degradation. (UNCTAD 2014, UN DESA 2014a)

Challenges in the sustainable use of the marine resources including the impacts of climate change on the urban environment characterized by floods, sea level rise and salinization of coastal aquifers will have direct and indirect impact on ocean related sectors such as fisheries, aquaculture and tourism. While the blue economy is a concept of practice and essential to all countries, this report focuses on Ghana's maritime domain with regards to the blue economy concept, prospects and challenges as well as the country's current situation on activities pertaining the use of marine resources as discussed by the participants of the maiden IMSWG event at KAIPTC on 29 March 2019.

CONCEPT OF BLUE ECONOMY

The Blue Economy, as defined by various recognized international and regional organizations and bodies, seeks to capture mainly the provision of the economic benefits for current and future generations, provide social benefits and restore, protect and maintain diversity, productivity and intrinsic value of maritime ecosystems. Understanding the concept holistically, the blue economy conceptualizes oceans as development spaces. Key elements of the concept definition; green, growth, green economy and ocean economy reveal the ocean space as providing economic benefits for current and future generations, supporting social activities and restores, protects and maintain bio-diversity, productivity and intrinsic value of the ocean space.

The nature of oceanic activities varies in each country. Inherently, the underlining efforts of countries point towards harnessing the potential use of our oceans and water bodies to improve livelihood and leveraging the latest innovations, scientific advances and best practices to build prosperity while conserving our waters for future generation. Activities surrounding the use of maritime resources are developing against a backdrop of soaring national population, growing corruption as the growing need for new sources of food, energy and minerals. Prospects involving the offshore ocean-related economy will also experience an increase in marine activities, that is, investment, industry and tourism.

The concept of the blue economy decouples marine activities linked to living renewable resources of the ocean as well as the non-living, thus non-renewable resources. Non-market goals and services including activities relating to commerce and trade in and around the ocean like ocean monitoring and surveillance, coastal and marine area management, protection and restoration are inclusive.

The table provides a summary of the sectors in the blue economy and its prospects and challenges.

Blue Economy Sector/ Resources	Prospects of Sector	Challenges of Sector
Shipping, Port Management and Transportation	<p>Cooperation and communication between shipping, ports and logistics to facilitate trade and foster economic growth and prosperity.</p> <p>Development of energy efficient technologies, adoption of renewable sources of energy, use of innovative tools in the shipping and maritime sector.</p> <p>Improved environmental friendliness and efficiency in shipping.</p>	<p>Over-reliance on manual application and paper trail resulting in long procedures creating inefficiencies and losses.</p> <p>slow uptake of technology in shipping and maritime transport and logistics and lack of standard electronic System.</p>
Coastal resilience, Infrastructure and Tourism	Development of urban and marine spatial planning through an ecosystem-based management.	Increased population and the consequential increased urbanization leading to pressure on resources.

Conservation and sustainable exploitation of living resources, biotechnology and bio-prospecting

Coastal eco-tourism from rich, diverse fauna and flora.

Harmonization of existing and new policies and undertaking necessary institutional reforms that will enhance sustainable businesses.

Poor urban planning, urban sprawl and resource scarcity.

Limited early warning systems and resilient measures in coastal cities.

Sand mining, lack of waste management facilities, inappropriate construction.

Wealth from sustainable fisheries.

Exploitation of non-traditional fish species.

Conservation of rich biodiversity, promoting eco-tourism.

Rapidly decreasing fish habitats (Lagoons, estuaries, wetlands, mangroves forests).

Steady rise in ocean temperatures causing species migration.

Overcapacity of fisheries industry.

	Support to pharmaceutical industry through bio-prospecting and trade.	Illegal, unreported and unregulated (IUU) fishing.
	New technologies and innovations create new businesses and new opportunities for investment around aqua-culture, eco-tourism and waste management solutions.	
	Partnership and knowledge sharing towards the restoration of degraded system.	
Energy and Mineral Resources and Innovative Industries	Huge potential for renewable energy from winds, tides, waves, biomass sources, salinity and gradients Ocean Thermal Energy Conversion (OTEC)	Inadequate capacity (human skills and technology).
	Potential of mangroves to act as carbon sinks, bio-prospecting and hydrocarbon sources.	Low financial resource allocations to support research and development.
Climate action, environmental degradation and pollution	New technologies and innovations can create new businesses	Impacts of climate change on the urban environment

Maritime Safety and security

and new opportunities for investment around aquaculture, eco-systems and waste management solutions

Partnerships and knowledge sharing towards restoration of degraded ecosystems.

National, regional and international mechanisms for sharing knowledge and best practices including capacity building in addressing maritime threats.

Private sector involvement through joint asset ownership and investing in security systems.

characterized by floods, sea level rise and salinization of coastal aquifers.

Menace of plastic pollution and impact on food chain and environment.

Unsustainable agricultural practices leading to land-based sources of pollution of algal.

Poor waste management.

Wide range of maritime security threats including piracy, IUU fishing, smuggling of people, arms trafficking of illicit goods, terrorism, etc.

Inadequate collaboration of stakeholders in maritime sector, compounded by overlapping or uncoordinated institutional mandates.

	<p>Development of new technologies in maritime space management.</p> <p>Benefits in collaborating in regional or International space.</p>	<p>Lack/ weak enforcement capacities.</p> <p>Increased innovation and sophistication of crimes committed at sea.</p> <p>Limited funding for the acquisition of necessary infrastructure, assets and equipment.</p>
<p>Research and Development, Capacity strengthening</p>	<p>Partnerships for science and research among stakeholders.</p> <p>Opportunities for education, capacity development, training collaboration and partnership inclusive of all stakeholders in the implementation of the blue economy agenda.</p> <p>Bottom up approaches in mainstreaming communities' involvement.</p>	<p>Lack of coordinated approach in planning and implementation of maritime development activities.</p> <p>Outmoded curricula and training styles.</p> <p>Limited sharing of data, information and intelligence and other outcomes of research processes.</p>

INITIATIVES THAT SUPPORT THE BLUE ECONOMY IN GHANA (GMES AND SGI)

Since the advocacy for the Blue Economy began, various initiatives have been rolled out globally to support the action for sustainable use of the ocean space. Notably in Ghana, the Global Monitoring for Environment and Security in Africa (GMES) and the Security Governance Initiative (SGI) are one of the many that have some components linked to the Blue Economy concept.

✓ Global Monitoring For Environment And Security In Africa

GMES, an initiative of the European Union and the Europe Space Agency ESA, has been developed to provide, sustainable, reliable and timely services related to environmental and security issues in order to support the needs of users and public policymakers. Its overall objective is to promote more sustainable management of natural resources by improving decision making processes through provision of additional relevant information with specific objectives to improve capacity of African policymakers and planners to design, implement and monitor national, regional and continental policies and to promote sustainable management of natural resources through the use of EO data and the derived information.

Activities of the initiative that captures the Blue Economy concept is the marine and coastal environment services where existing marine services are consolidated and extended to other regions in Africa, consequently, adopting awareness and raising strategies and practices in the development and provision of GMES and Africa services.

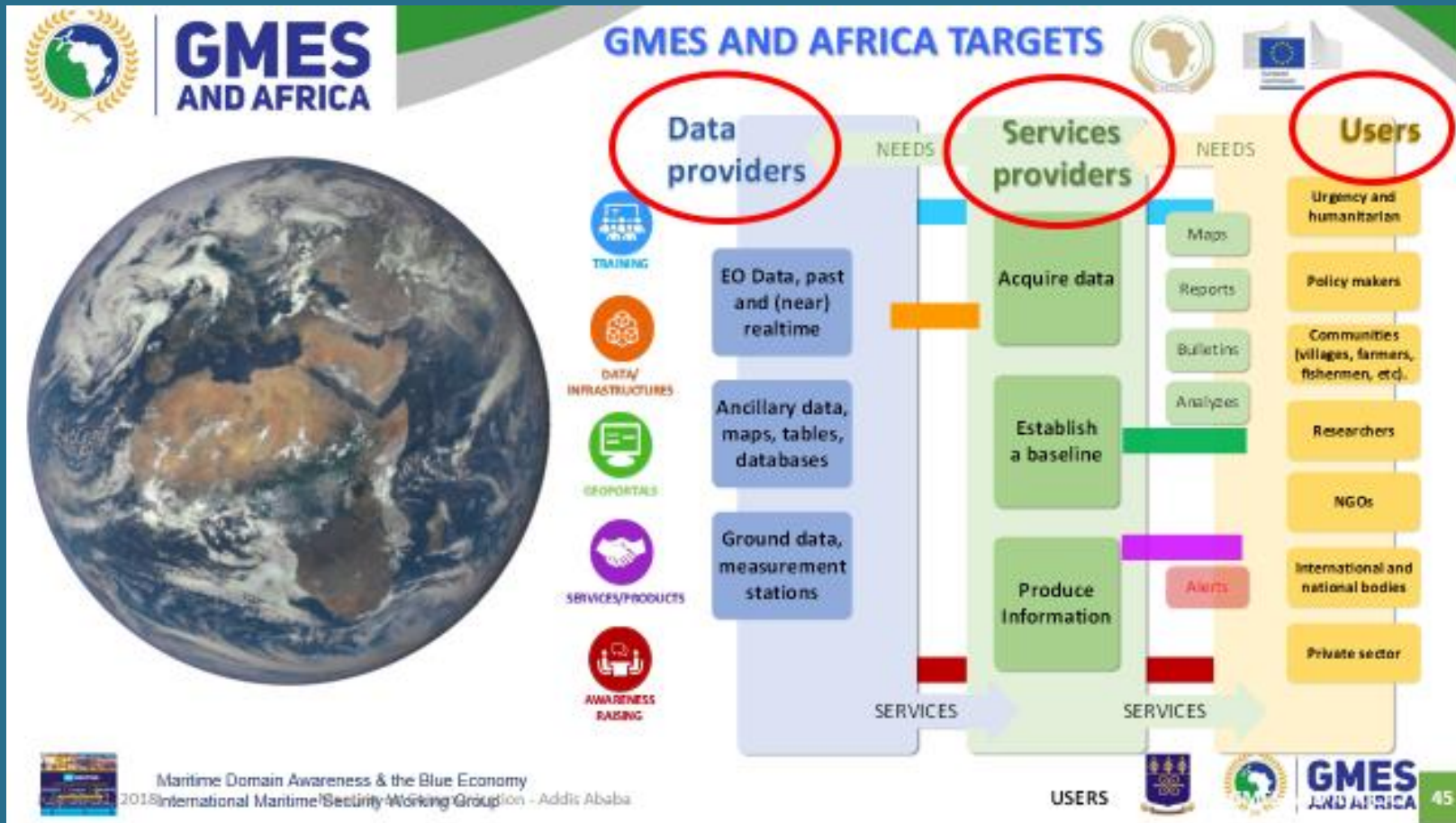


FIG 1: GMES AND AFRICA

✓ Security Governance Initiative

The Security Governance Initiative is a partnership between the Government of Ghana and the United States aimed at improving the effectiveness of Ghana's security sector. Under the SGI, in 2016 Ghana and the United States signed a joint Country Action Plan which identified three priority areas of the partnership; Maritime security, border security and cyber-security. A fourth cross-cutting theme, administration of Justice, provides holistic coverage on the range of issues that impact these sectors. The maritime component of the SGI which is maritime security concentrates on some aspect of the Blue Economy where it's seeking to develop a national Integrated Maritime Security Strategy.

The team is made up of inter-ministerial and stakeholders in the maritime domain, led by the Ghana Maritime Authority and coordinated by the National Security.

SCENARIOS AND CASE STUDIES



FIG 2: Heap of refuse at Ankobrah beach



FIG 3: River Ankobrah Estuary



FIG 4: River Ankobrah



FIG 5: River Pra



FIG 1:

Sakumono Lagoon

The cases of water bodies sited in the figures above explains the destructive nature of illegal/ uncontrolled human activities to our water bodies and also the safety, security and environmental concerns that arise as a result of unauthoritative exploitation of our resources at sea.

THE MARITIME DOMAIN AWARENESS FOR TRADE – GULF OF GUINEA

The Maritime Domain Awareness for Trade – GoG, receives reports, share important updates and provides guidance on vessel operations, patterns and security risks with the Gulf of Guinea community. All vessels are therefore encouraged to report to the MDAT – GoG using the existing formats which are revised in the new edition of the UK Maritime Security Chart Q6114 and FR SHOM Carte de Securite Maritime CS8801.

The center recently published their monthly report on 02/2019 showing the various incidents that occurred with vessel attacks and theft being the highest, both occurring 4 times. There were however three incidents of hijacking, one robbery incident, one suspicious approach incident and no boarding incident as well as no sighting of irregular activities. Clearly, issues of piracy are not frequent. However, monitoring and surveillance still needs to be effectively controlled to ensure smooth operations in the Gulf of Guinea Region.

KEY MESSAGES FOR FUTURE ACTION IN GHANA

- ✓ Ocean Management / Governance
 - Weak management practice and the inability to enforce maritime laws affecting resources and ecosystems.
 - Availability of fisheries law but lack of proper implementation.
 - The contribution of human activities to the dwindling of Ghana's fish stock.
 - Registered trawlers not beneficially owned by Ghanaians.
 - Issue of self-funding.
 - Illegal bunkering of Ghanaian waters where canoes now supply fuels to tankers on land from sea partly because there is no fish to catch.
 - Cases of negotiated settlement between Intelligence Agencies and illegal foreign fishermen
 - Illegal or unstructured activities of humans to our natural resources.

- ✓ Human Capacity Building
 - Investment in human capacity for development in innovative blue economy sectors.
 - Projects on education with coastal communities.
 - Sector collaborations.
 - Inter-stakeholder group programs.
 - Inter-sector simulation exercises to see solutions to irregularities in the maritime domain.
 - Lack of integrated sectors/ sectorial independence.
 - Blue economy concept embracing all sectors in the maritime domain – establishing a national policy or program.

✓ Policies and Programs

- The availability of integrated Maritime Strategy.
- Regional and International programs (SGI, GMES).
- Availability of licensing regime for fishing boats.
- National policy on the blue economy for Ghana.
- Projects on education with GMES.
- Issue of over dependence on external programs, initiatives and funds.

✓ Innovations

- New technologies to counter maritime domain irregularities.

RECOMMENDATION

- ✓ Sector ministers should be invited to participate in meetings.
- ✓ Lobby groups should be formed to influence action in the maritime environment.

CONCLUSION

Ghana's maritime domain is essential for its socio-economic development of which the Blue Economy concept poses to provide. However, some number of challenges prevent the realization of these benefits, but with overcoming the challenges, then the prospects become a reality.

If Ghana is able to achieve this, then it stands to reap the benefits that the ocean space provides.

Over the years, there has been some sort of improvement in this sector from previous governments and current government but the question is, how we are doing as a country when it comes to the effective management of our maritime domain.

Evidently, weak management practices and inability to enforce maritime laws are one of the many problems affecting marine resources and ecosystem services.

The prospects of the Blue Economy far outweigh the challenges but time is running out!!



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