

REMARKS BY A PRINCIPAL SECRETARY, STATE DEPARTMENT OF SHIPPING AND MARITIME, MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT AND PUBLIC WORKS, & SPECIAL ENVOY FOR MARITIME & BLUE ECONOMY AT THE WORLD MARITIME DAY CELEBRATIONS ON SEPTEMBER 23RD 2022: SERENA BEACH RESORT, MOMBASA

The Governor, Mombasa County, H.E Abdul Swammad Shariff Nassir

The Ag. Chairperson Board of Directors, Kenya Maritime Authority (KMA)

Board of Directors, Kenya Maritime Authority

Board of Directors, Partner Agencies

The Director General, Kenya Maritime Authority

The International Maritime Organization (IMO) representative

Heads of Maritime and Shipping Organizations,

KIFWA & other shipping associations

All Captains of Industry here Present

Port Community

Esteemed Speakers & Panelists,

Valued Seafarers,

Esteemed stakeholders and partners

Distinguished guests and participants

Ladies and Gentlemen,

I am honoured to be part of this exceptional event as we join the world to celebrate the World Maritime Day 2022, themed *“New Technologies for Greener*

Shipping” This event is indeed a very special one, being the first time we are celebrating this face to face since the COVID 19 Pandemic. The last time we celebrated this event in a physical environment was in 2018. I am indeed overjoyed to see you all here today gathered to celebrate this special day in our maritime calendar.

As you are aware this day is celebrated the world over so that we can remind ourselves how important shipping is to each one of us not just in Kenya but world over. As the most cost-effective and fuel-efficient way to transport goods, maritime transport has been the backbone of world trade and globalization.

All year round, ships carry cargoes to all corners of the globe. World trade and maritime transport are fundamental to sustaining economic growth and spreading prosperity throughout the world, with shipping carrying more than 80% of world trade. Shipping will continue to grow with the anticipated increase in world trade, and improved access to basic materials, goods and products is expected to lift millions of people out of poverty and, thereby, contribute to achieving SDGs 1 and 2. The maritime community also contributes to quality of life, particularly in developing countries, by employing 1.5 million seafarers and many more land-based personnel, thereby directly enhancing economic prosperity in local communities.

In terms of trade routes, shipping has been quite economical. The shipping industry offers the most competitive freight costs to shippers. Shipping is also more efficient in the sense that one can ship large volumes at low costs plus a freight forwarder can consolidate consignments to reduce costs thus making considerable profit with a direct return on investment to governments and the shipping supply chain. Globalization in shipping increases efficient supply chains and has led to intercontinental border crossings causing an ease on infrastructure. Globalization in shipping ensures that businesses can realize greater profits by venturing into previously uncharted markets and taking advantage of lower local costs. By expanding into new countries, businesses reach markets that are in need and ready to pay top dollar for goods and services.

Ladies and gentlemen,

International shipping steers the carriage of over 80% of all goods by volume. By so doing, it plays a crucial role in promoting economic and social development of all countries, providing as it does, employment and access to essential goods. This notwithstanding, international shipping occasions negative externalities which are harmful to the environment and human health.

An externality of key concern is air emissions released from combustion of fossil fuels. The emissions are composed of both air pollutants and greenhouse gases (GHG).

Air pollutants occasion acid rain, respiratory diseases and reduced life expectancy. Greenhouse gases occasion climate change. In the last century, there has been a rise in carbon dioxide level across the globe. This has reversed food patterns, occasioned adverse weather conditions, wildfires, sea level rise and ocean coral bleaching, among others.

Ladies and gentlemen,

Kenya's maritime industry and Blue Economy is steadily evolving towards a sustainable future that is environmentally conscious. Our legal and institutional frameworks for the maritime sector continue to steer the nation's maritime sector towards a future that is both economically viable and sustainable as we streamline the management, use and exploitation of the nation's marine resources within the Blue economy. We have continued to improve the efficiency of our shipping through the use of electronic exchange of information & digitalization of shipping, reduction of greenhouse gas emissions, reduction of the sulphur content of ships' fuel oil, implementation of the Ballast Water Management Convention, protection of the marine environment, reduction of marine litter, improvement of seafarers' welfare and enhancement of the participation of women in the maritime sector.

Climate change represents the most complex challenge of our time and thus requires a concerted, proactive and holistic response. Kenya has taken the lead role within Africa towards climate change mitigation and hosts the Maritime Technology Cooperation Centre (MTCC) Africa, one of five (5) Centers comprising the Global Maritime Network set up in support of the IMO greenhouse gas (GHG) emission reduction strategy. The Center works to build capacity for mitigation of the effects

of climate change for the maritime and shipping industry, to promote use of clean fuels and adoption of energy efficient technologies in the sector. The MTCC-AFRICA continues to host physical and virtual capacity building workshops across the region, raising awareness on climate change mitigation in the African maritime sector. Kenya is also providing technical support to MTCC Africa, in implementation of a four-year project, titled “Capacity Building for Climate Change Mitigation in the Maritime Shipping Industry”. The project focuses on enabling African countries, especially Least Developed Countries and Small Island Developing States, to effectively implement Energy-Efficiency and GHG emissions reduction measures through technical assistance and capacity building.

Kenya has also embarked on projects in line with the IMO’s current focus on green shipping, energy efficiency and prevention and reduction of marine plastic litter from the maritime transport and fisheries sectors. Kenya is participating in the following:

- i. The IMO-Norway Green Voyage 2050 project as a New Pilot Country, where the new innovative project is aimed to support implementation of the Initial IMO Strategy on the reduction of GHG emissions from ships (Resolution MEPC.304(72)). This Strategy has a clear goal of achieving at least a 50% reduction in GHG emissions from international shipping by 2050 compared to 2008.
- ii. Lead Partnering Country in the IMO-FAO-Norway GloLitter Partnerships Project, aimed to assist developing countries prevent and reduce marine plastic litter from the maritime transport and fisheries sectors, and identify opportunities for the reduction of plastic uses in both industries. It is anticipated that the results of these projects will provide lessons not only for Africa but the international maritime community in general.

Ladies and gentlemen,

What key challenges does the shipping industry currently face?

Investment in the blue economy is considered one of the most sustainable investments. Under a sustainable blue economy, maritime and coastal activities result in economic development, improved livelihoods and social inclusion with

fighting the climate change, protecting biodiversity and ecosystems, using resources responsibly and achieving the zero-pollution ambition.

- maritime industry is very old-fashioned and need to transition to the 21st century, which is more digital, green and equal.
- The predictability of trade flows can be adversely affected by security threats to shipping. The damaging consequences of security-related incidents can affect the poorest people, particularly with regard to food security.
- Seafarers have been at the centre of COVID19 crisis and their well-being related challenges have been highlighted. It is important to improve social protection for seafarers and their families and also to continue to their inclusive and quality education.
- The shipping industry needs to transition to a more equitable, sustainable and inclusive future, which also includes more support of women in maritime, gender equality. The gender equality gap is a prevalent aspect in the maritime industry. Statistics show that women make up still only 2-3% of the workforce.
- modernising the global shipping fleet

How can these challenges be overcome in an equitable and sustainable way?

The IMO COVID Recovery Strategy:

The COVID-19 pandemic underlined some areas of action needs as follows:

- a) Need to put seafarers first (including through more cooperation);
- b) Highlight shipping/maritime as backbone of trade and address so-called ocean-blindness;

Strengthen resilience of shipping by:

- c) Analysing and sharing lessons learned applicable to possible future situations;

- d) Identify new practices that can stay in the “new normal” to improve crisis preparedness;
- e) Encourage and support future investments in digitalization and usage of the single window concept;
- f) Support further sustainability and decarbonization of shipping, building a blue economy;
- g) Develop innovative solutions for using virtual training, while addressing connectivity challenges of some developing/SIDS countries.
- h) Continue to provide a robust regulatory framework and also address emerging challenges the industry faces;
- i) Put seafarers first;
- j) Put resilience in focus (including through analysing which new practices that emerged during the crisis would benefit the “new normal”, next to encouraging further digitalization and usage of the Single Window Concept);
- k) Strengthen sustainability of shipping (GHG Strategy implementation support, more cooperation with ocean stakeholders/address funding needs for transformation);
- l) Provide a platform to key maritime stakeholders to exchange information on COVID-19 response and risk assessments/best practices;
- m) Strengthen visibility of shipping as backbone of global trade through statements, messages.

We can each play a bigger role in ensuring safety of shipping, protection of the marine environment and ensuring sustainable development and a resilient maritime sector. Let us roll our sleeves and get to work.

To all our seafarers, we appreciate you and salute you for serving a wider course than just your careers and sustaining the nation's economic lifeline even during tough times such as the COVID-19 pandemic. To the employers, we wouldn't do this

without you and we want to acknowledge and look forward to your continued collaboration in ensuring sustainable decent working conditions for Seafarers.

Allow me with those few remarks to now officially open Kenya's celebrations of the World Maritime Day.

Thank you and God bless you.

Nancy W. Karigithu, CBS

Principal Secretary, State Department of Shipping & Maritime