



Continental and Regional Cabotage and optimization of benefits of shipping in shipping development

The African Shipowners Association is the voice of Africans who own or operate ships whether flying an African Flag or not. Our mission is to ensure we grow in numbers and tonnage and have a larger share of the maritime trade. One of the tools to achieving this is a National, Regional, and Continental Cabotage.



Establishing a WILL

The Revised African Maritime Transport Charter in Article 15 provides for the Trans-African Cabotage and all that it requires.

Agenda 2063 which has become the Continent's operating manual, states that African Leaders are committed to "take ownership, preserve, protect, and use our oceanic spaces and resources, improve our maritime and transport industries to the benefit of the continent and its peoples, including by contributing to food security". Aspiration 1, has seven goals and one of them is BLUE/OCEAN Economy for Accelerated Economic Growth with 2 priority areas. The second is Port Operation and Marine Transport, The Ten Year Plan of execution of the Blue/Ocean Economy is very educative.



In essence there is a will by leaders and I am only here to give reasons why the will must be activated now and how.

However permit me to say that benefits can only be obtained and sustained when we

1. Define the Continental Cabotage
2. Articulate reasons for it
3. Provide the Legal Framework
4. Benchmark the regional Frameworks
5. Determine the status of global trade and sector regulations,
6. Develop the required capacity



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Cabotage Effect

Every Cabotage Regime's immediate effect, is to increase the demand for **NATIONAL FLAGGED VESSELS.**





Distinguished audience if what has been witnessed in Ethiopia, is replicated by Kenya National Shipping Line , and so many other African Shipowners we shall have in 5 years

REVENUE From Vessel

Vessel Registration

Tonnage Tax

Annual Survey

Port Dues

Income Tax

Insurance etc



REVENUE indirectly from Vessel

Bank Charges

Legal Fees

Incorporation Fees

Annual Survey

Income Tax etc



Employment

Onboard Vessels

At Shore

Inside the Port

Outside the Port



Other Issues

Remove the vulnerability to foreign geo-political and geo-economic pressures

Capacity Building

Local Skills enhancement

Training Opportunities

Sea Time placement/ Naval Architecture/ Marine Engineering

Strategic Reasons

Security

Research Purposes

Transportation in times of crises



In Conclusion

The Intra African Trade Agenda adds another dimension to all of the above,
which we of the Association wish to say the time is now.

Thank you