



Navigating Collaboration in the Indian Ocean, Challenges, Opportunities, Initiatives, ...



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Summary → Navigating Collaboration...

- **In the intricate realms of port management**
- **The Indian Ocean Region poses a wide range of Challenges**
- **But also a spectrum of Diverse Avenues for Collaborative Endeavors & Cooperation Opportunities**
- **Initiatives & Organizations in the Region**
- **Conclusion**



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Ports: A complex environment with strong challenges...



Dominant Force in Global Cargo Trade:

. Maritime Transport Dominates 80% of Global Cargo Trade

Occasional Competing Interests arise
(container t/s biz mainly)

Climate Change's Impact on Sea Levels:

Global warming consequences: anticipated sea level rise of 1.1 to 2 meters by 2100, threatening multiple Ports

Maritime Transport's Carbon Footprint:

3% of Global CO₂ emissions, an alarming increase over last 2 decades.

IMO ambitions 70% reduction of GHG by 2040, to reach net zero by 2050

Ports: A complex environment with strong challenges...

Port's Ecosystem Involves Surrounding Population: Pollution, especially near urban ports

Land-Side Operations Contribute to Pollution: Includes terminal equipment, trucks & vehicles

Ports Face Critical Safety and Security Concerns: Impact passengers, ships, and cargo

Ports have to comply with international regulations (ISPS, IMO...)

Shipowners have high expectations linked to ports services: decarbonization efforts, competitiveness, quality service



Ports' Focus on Customer Needs: Shipping Lines

Managing Transition to Decarbonization Amids Maritime Industry Dynamics

A dynamic yet complex industry, paved with uncertainty (drop in freight rates...)

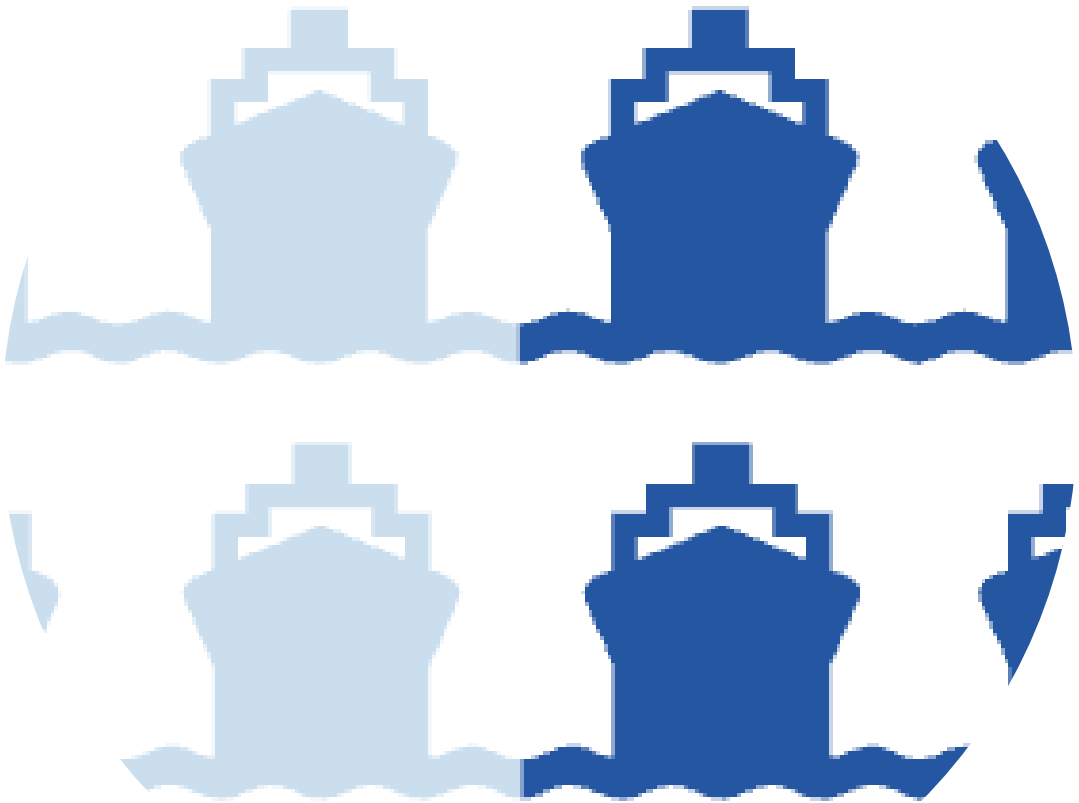
Record 7,54 mteus on order book: 57% of which should involve clean energy

80 new cruise ships being delivered between 2022 and 2028. Industry aiming for 'net-zero carbon' cruising by 2050

Shipowners' expectations from the ports will, consequently, be more robust



Teaming up is the future



Quoting “**Intl Chamber of Shipping Chairman, E. Grimaldi**” in IAPH newsletter this month:

*“Shipping along with its stakeholders recognize that to decarbonize, **we cannot work in silos anymore**. Decarbonization is a global challenge bigger than any one industry or government, **so achieving our goals requires joined up thinking on a global scale**”*

Quoting P. Verhoeven **MD of IAPH** about the next IAPH World Ports Conference to be attended by IMO & ICSC:

*“A strong signal to the global business community and regulators that **shipping and ports stand together, not just when it comes to decarbonizing the maritime sector, but also in facilitating the transport and distribution of zero-carbon fuels**”*

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The S-W I.O., a melting pot of diverse activities and challenges

- A large Key maritime trade hub linking Africa, Asia, and the Middle East.
- Geopolitical Significance global powers' interest, influencing security, port development, and trade discussions.
- Maritime Security Challenges drive collaborative efforts (piracy in the past, illegal fishing...)
- Major Ports: Durban, Mombasa, Port Réunion, Port Louis, facilitating global trade, with Shipping Routes that are vital for goods movement with major shipping lines.
 - Transshipment Hubs in some ports boosting trade efficiency.
 - Economic Impact with industry fueling regional economies, generating jobs and revenue.
 - On going infrastructure Investments to meet rising trade demands.
 - Environmental Focus with Emphasis on sustainable practices due to sensitive marine ecosystems.



In terms of business

Port Calls in the Indian Ocean per type

COUNTRIES	2020	2021	CONTAINERS	DRY BULK	LIQUID BULK	RO-RO	PASSENGERS
Comoros:	156	122		122			
Kenya:	1849	1897	438	1004	273	182	
Madagascar:	64	719	140	326	216	37	
Mauritius:	1005	1041	405	212	391	33	
Mayotte:	102	88					
Mozambique	2019	1981	330	1076	397	68	110
Reunion:	507	484			52	52	
Seychelles:	301	198	107	91			
Somalia:	651	652	267	301	84		
Tanzania:	1457	1290	295	497	321	177	
South Africa		7194					



In terms of business

Regional Container Trade (teus) 2021

Comoros:	unknown
Kenya:	1.311.000
Madagascar:	199.712 (2019)
Mauritius:	438.078
Mayotte:	80.258
Mozambique:	437.128
Reunion:	365.975 (372 kteus/22)
Seychelles:	154.423
Somalia:	92.238 (2019)
Tanzania:	363.024
South Africa	4.029.000



**7.454.463 teus
in 2021**

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Be smart: Cooperate & Share Best Practices



Ports have to Embrace Sustainability and Innovation at the same time

→ A Shift Towards Green and Smart Solutions is inevitable

Opportunity ?

Ports as Clean Energy Hubs are key battle-fields, essential in the process of energy transition towards cleaner transport



**New greener energy powered ships in the future → Any future expectations from ports?
An avenue for future collaboration?**

Opportunity ?

ON SHORE POWER SUPPLY & COLD IRONING: REDUCE CARBON EMISSIONS

CLEAN ENERGY SOURCING with Electricity as OPS : Industrial electricity grid if renewably powered, Solar Energy, Tidal Energy, Hydro Energy (when available),

→ Noise reduction

→ Carbon emission reduction for vessel & port environment

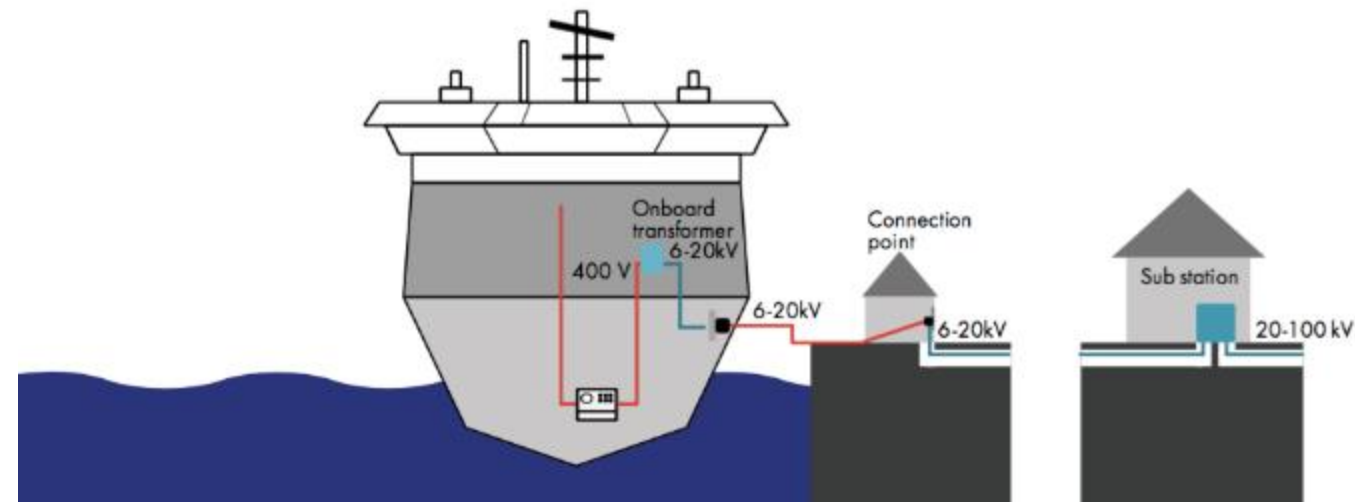
→ Improvement of work environment...

But, cost, suitability according to vessel types can be a hindrance

The [European Alternative Fuels Observatory](#) defines OPS as:

Ships can shut down their engines while berthed and plug into an onshore power source, the ship's power load is transferred to the onshore power supply without disruption to onboard services.

Emissions to the local surroundings are eliminated.



SOURCE Port Technology

Opportunity for collaboration?



MSW

An opportunity for cooperation?

Maritime Single Window (MSW) mandatory as from 2024

In 2022, the IMO's Facilitation Committee adopted amendments to the Annex to the Facilitation (FAL) Convention which will make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping. The amendments adopted by resolution FAL.14(46) on 13 May 2022 enter into force on **1 January 2024**.

The amendments update the provisions of the FAL Convention on mandatory electronic data exchange in ports for ship clearance. **The amendments to the annex of the FAL Convention will make it mandatory for public authorities to establish, maintain and use single window (SW) systems for the electronic exchange of information required on arrival, stay and departure of ships in ports.**

In addition, public authorities will have to combine or coordinate the electronic transmission of the data to ensure that information is submitted or provided only once and re-used to the maximum extent possible.

Opportunity for collaboration?

Cruise lines require top-notch, attractive & efficient destinations for their passengers

Cooperation → business opportunities:

Marketing Cooperation to offer “new regional experiences” & entice Cruise shipowners decision makers to adopt new links in the Indian Ocean to include your ports...

Where port cooperation works...

If Adaptation means resilience, flexibility & acceptance of changes,
COOPERATION is vital to adapt efficiently!

2 examples:

- Ports cooperating in the Mediterranean
- Ports cooperating in the Indian Ocean



Be smart: Cooperate & Share Best Practices

Example 1: The MedPorts Association

An Executive Committee & 6 Technical Committees



Employment, Training, Maritime Expertise

Relations with International Institutions

Safety & Security

Smart Port

Statistics & Marketing Analysis

Sustainability



Be smart: Cooperate & Share Best Practices

Example 2: Port Réunion - Daring examples

→ Regional Cooperation (Seychelles & Mozambique)



→ Empowering women in the Indian Ocean Port Industry

Work in Progress

Kenya

Tanzania

Seychelles Islands

Juan de Nova Is. Tromelin Is. Mascarene Islands

Madagascar

Mauritius

Bassas da India Is.

Reunion Is.

Europe Is.

Indian Ocean

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Major facilitators for trade and cooperation...



The Indian Ocean Commission (IOC), an intergovernmental organization comprising member states such as Comoros, Madagascar, Mauritius, Seychelles, and France. It focuses on promoting sustainable development, maritime security, economic integration, and environmental protection in the Indian Ocean region. The IOC serves as a platform for regional cooperation and prosperity.



APIOI fosters cooperation among Indian Ocean ports and islands, focusing on sustainable development and responsible operations.



PMAESA

PMASEA promotes collaboration among Southeast Asian and Japanese ports, aiming to improve efficiency and competitiveness through knowledge exchange and joint initiatives.



IORA is a regional organization uniting Indian Ocean littoral states, working to enhance economic and maritime connectivity, address maritime issues, and promote international cooperation in the Indian Ocean region



AIVP facilitates global collaboration between cities and port authorities, emphasizing sustainable urban development and integrated port-city relationships to address common challenges and opportunities.

L'AIVP signe un partenariat ambitieux pour la transition écologique
des ports de l'Océan Indien

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CONCLUSION

Ports: Epicenters of Global Economic Activities & Diverse Operational Functions:

Maritime sector (ship calls and other maritime services)

Land based activities (stevedoring, container depots, trucking...)

Trains / Barges...

Ensure that activities within the port boundaries are respectful of the environment & find ways to better integrate the port activity in « urban » areas

Manage sensitive issues such as safety & security for passengers and cargo.

Comply with international, national & local regulations

Face daily operational challenges

CONCLUSION

Efficient Cooperation the way forward to achieve this transition and to maintain local businesses

- **Mutual exchange** of information among all participants in the global supply chain is crucial.
- **Sharing of best practices** is essential for:
 - Port actors
 - Maritime sector
 - Related service providers
 - Operators of specialized supply chains
 - Public institutions with expertise in the field
 - Government bodies
- **Efficient digitalization** is a critical element is ensuring smooth access to real-time data to achieve this

CONCLUSION



Rebeca Grynspan - Secretary-General of UNCTAD Review of Maritime Transport 2022

Thus, looking beyond the horizon, the Review points to major challenges, but also opportunities for developing countries.

Extensive data sets and analysis show how decarbonization, digitalization, and market consolidation require novel and collaborative policy responses.



Merci de votre attention

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