

COASTAL CITIES OF THE WESTERN INDIAN OCEAN REGION AND THE BLUE ECONOMY

SCIENCE TO POLICY MEETING



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COASTAL CITIES AND BE BACKGROUND

- ❑ Based on COP 9, Kenya in 2018, on partnership with UN-Habitat to address the environmental challenges/opportunities posed by urbanization, meeting SDG 11 and the New Urban Agenda (NUA).
- ❑ The partnership with UN-Habitat was to develop a regional action plan & roadmap to integrate NUA into coastal cities WIO for protection of the marine and coastal environment (Decision CP.9/13).



STUDY ON COASTAL CITIES OF WIO

- ❑ WIOMSA in collaboration with UN Habitat commissioned a study with the aim of understanding the status of coastal cities and BE.
- ❑ Resulting into Six Reports
 - ❑ Coastal cities and BE status report
 - ❑ City based case study reports for four cities-Mombasa, Kilifi, Dar es Salaam and Port Louis. Primary study areas
 - ❑ Roadmap for Coastal Cities and BE in the WIO




METHODOLOGY OF REPORTS PRODUCTION

- Both primary data and secondary data from the eight cities of the WIO informed the case study research.
- Dar es Salaam, Port Louis, Mombasa and Kilifi Town as case study cities was agreed upon based on
 - selection of a mainland and an island city;
 - selection of cities which allowed exploration of key BE themes (a port city, a tourism hotspot, a city with strong fishing sector connection and a rapidly growing smaller city); and
 - logistics related to travel and availability of interviewees.
- Key Informant Interviews and FGDs were used in engaging key stakeholders across BE sectors and stakeholders (government, academia, private and civil society).
- 85 stakeholders were engaged across the 4 cities. Economic, social and environmental dimensions of BE industries using a SWOT was analysed.



KEY SECTORS IN BE AND COASTAL CITIES

No	Image	Sector
1.		Tourism
2.		Water front Development
3.		Fishing and aquaculture
4.		Ports and maritime trade
5.		Construction and Built environment.



KEY FINDINGS

- ❑ Cities are key for BE sectors
- ❑ City governance and devolution can limit or enhance BE development.
- ❑ Operational envt for cities is key in BE.

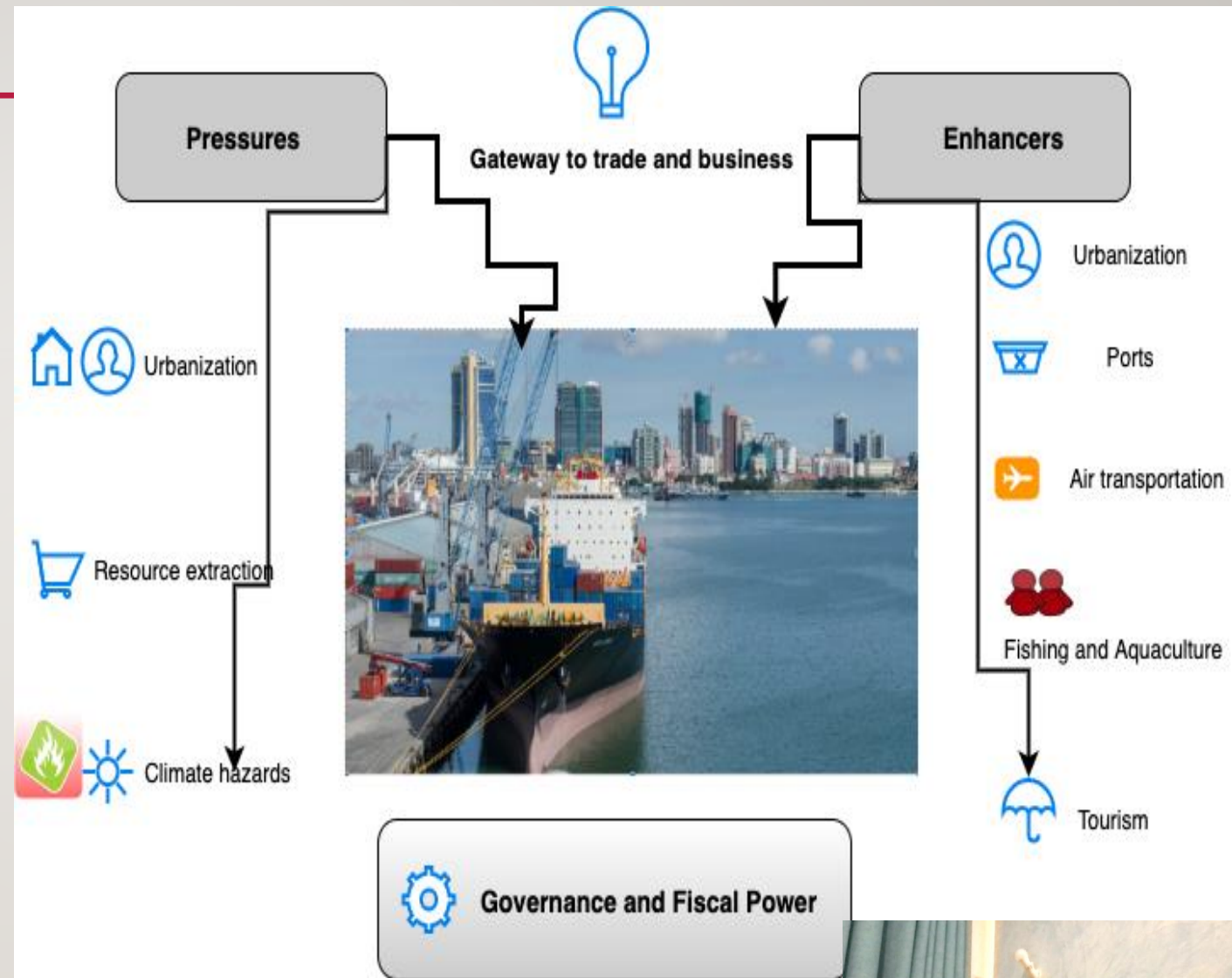


Port of Dar-Bartil, K., Ochanda, V., Francis, J. (2021)



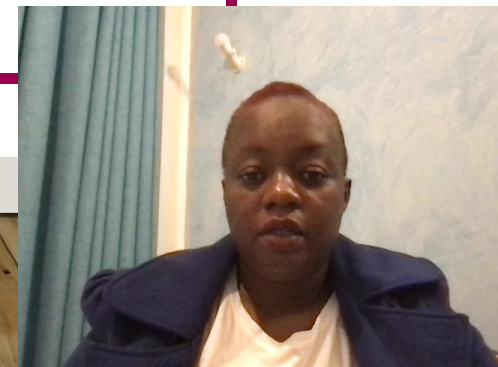
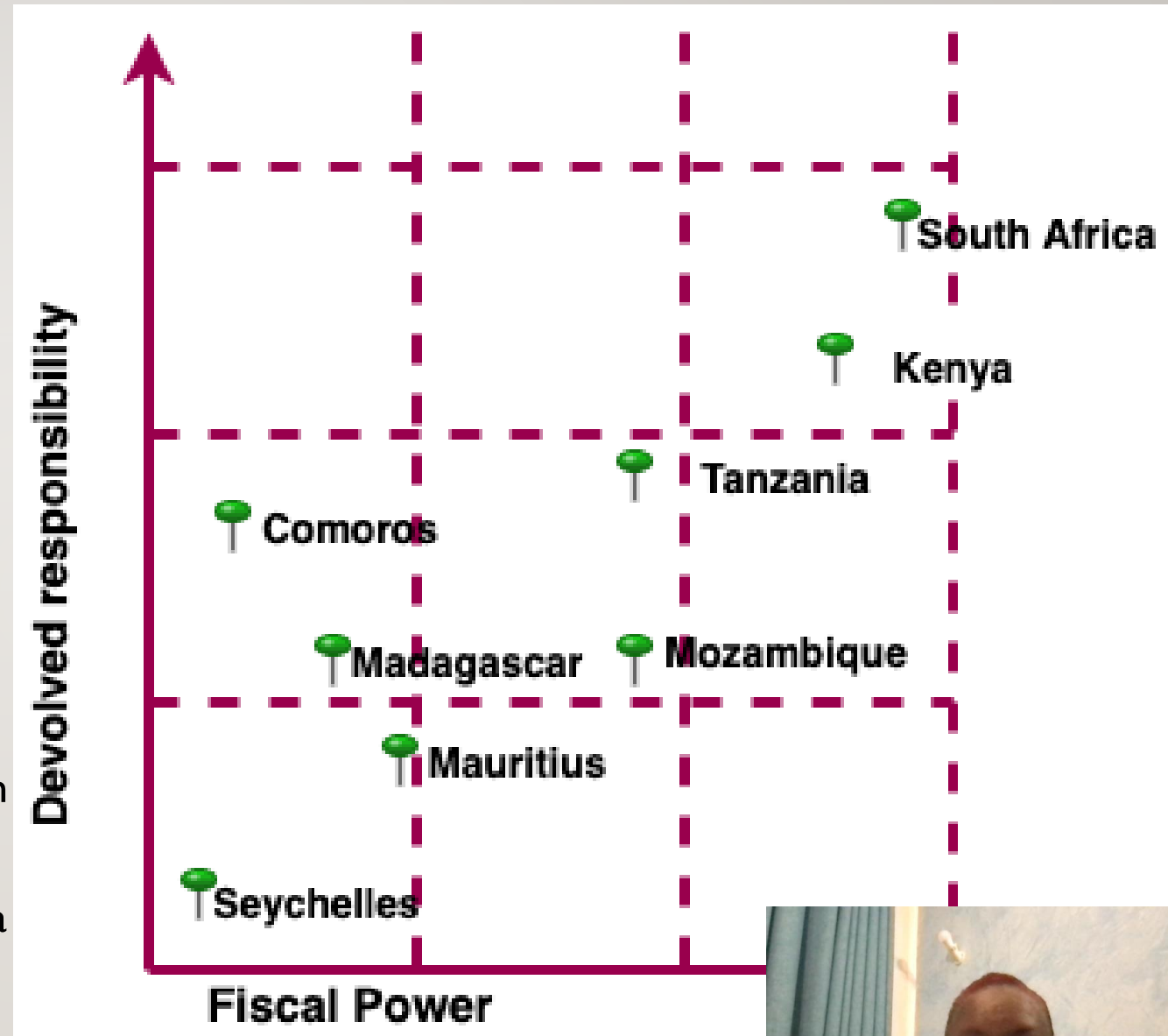
COASTAL CITIES PRESSURES AND ENHANCERS

- ❖ They are gateways of trade and transport for BE and infrastructure, i.e ports, airports, hotels and fish markets, and the workforce that supports key blue economy sectors.
- ❖ They are attractive to significant urban population growth, much is unplanned, vulnerable to climate-induced hazards, including SLR & coastal flooding.
- ❖ Urban growth challenges include rapid growth of smaller secondary cities, especially informality.



BE GOVERNANCE AND VARYING CITY INFLUENCE

- ❖ Municipal authorities influence on BE differs across WIO countries, linked to decentralization and fiscal autonomy.
- ❖ Mainland cities with a more advanced devolution process (e.g. Durban, Mombasa and Dar es Salaam) have significant responsibility and fiscal autonomy.
- ❖ Mozambican cities also have devolved responsibilities but have lower fiscal and administrative capacity.
- ❖ Comoros and Madagascar, local authorities offer stable government. But undermined by low budgetary capacity.
- ❖ On Seychelles and Mauritius, city authorities have much lower responsibility than their mainland counterparts.
- ❖ Nationally driven blue economy projects and FDI play a crucial role across WIO cities.



SECTOR SPECIFIC CHALLENGES/OPPORTUNITIES

PORTS AND MARITIME TRADE

- ❑ Highest employer in the coastal cities
- ❑ Silo thinking in port operations. Cities are vulnerable national decisions, which may conflict with city aspirations.
- ❑ Diversification of city economy for resilience is key.

CITIES AND TOURISM

- ❑ High earner Durban accounted 24% of South Africa's tourism earnings in 2015, and Kenya's coastal tourism provides 60% of tourism earnings.
- ❑ Challenges of protecting the tourism sector from external shocks (e.g terrorism and pandemics).
- ❑ Cities solns include domestic visitors/conference guests, less susceptible to external shocks.
- ❑ WIO small island states, the challenge is attract visitors who bypass the city heading more remote beach resort



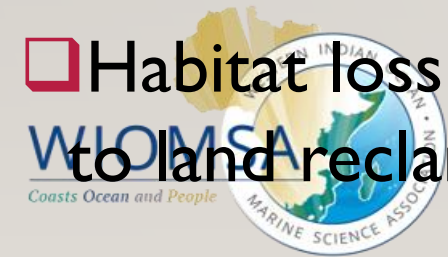
SECTOR SPECIFIC CHALLENGES/OPPORTUNITIES

WATERFRONT DEVELOPMENT

- ❑ Generate sustainable economic public space benefits from natural coastal assets
- ❑ Employment opportunities for semi/high-skilled workers in business admin. and service sectors
- ❑ New recreational and retail amenities for city residents
- ❑ Habitat loss and degradation due to land reclamation

OPERATIONAL ENVIRONMENT

- ❑ Critical as a cross cutting aspect in the sectors
- ❑ Challenges include Improper waste management, poor infrastructure and weak resilience planning.
- ❑ Education/Training and mindset changes important
- ❑ Cities to facilitate resilience pl their jurisdiction



TECHNICAL RECCOMENDATIONS

- ❑ **Blue Economy Governance and Planning** - Formalise local Marine Spatial Planning (MSP) and allow setback lines 5km into the ocean.
- ❑ **Ports and Maritime Trade** - Additional supply chain opportunities (processing, value addition) economically to existing port activities.
- ❑ **Tourism** - Develop and promote city region tourist strategies, promote local assets, local communities, connecting cities and beach resorts.



- ❑ **Fishing** - Incentivise bulk buyers in WIO cities to buy local seafood produce. E.g. restaurants that can showcase local produce.



TECHNICAL RECCOMENDATIONS

- ❑ **Waterfront Development** - PPP to facilitate waterfront development, including multiple area market analysis, land use assessment, financing, and/or operations.
- ❑ **Operational Environment** - City mapping of circular economy opportunities, robust transportation planning and infrastructure, innovative plastic waste solutions; resilient and anticipatory planning, and systematic interventions
- ❑ **Dissemination of the study results** - develop some online, learning modules, which present the research to each city and their blue economy stakeholders, and encourage cities to consider local relevance and next steps for their city through interactive, online modules. **This activity could range from a simple overarching module to a series of modules that either focus on a particular BE theme (e.g. tourism), or focus on cities of a similar typology (e.g. higher/lower capacity).**



TECHNICAL RECCOMENDATIONS

- ❑ **Technical assistance to cities in BE planning - recommendations into actions** - This activity would involve tailoring the recommendations and learning into local BE action plans. **The scale of this activity could range from working with a few cities, to working with multiple cities across the region, developing city BE strategies and connecting coastal cities.**
- ❑ **Further, BE research** - Certain specific recommendations suggest a need for further study in specific BE areas. This includes topics such as: multi-BE use of single city spaces; sub-national, regional tourism strategies; city circular economy plans; and COVID-19 impact on the BE in WIO cities.



POLICY RECOMMENDATIONS

- ❑ The report recommends helping the parties enhance their operational environment to maximize gains in BE in WIO cities
- ❑ WIOMSA and the secretariat and other regional partners strengthen and integrate BE governance and planning in water front development, ports and maritime trade for the WIO region.
- ❑ An effort by the parties to offer Blue Economy technical assistance to local authority and county governments in the region and integrating Coastal Cities in BE.



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