

Annex B: Definitions.

In the context of this strategy, the following terms should be understood as detailed below:

i. Africa's Maritime Domain.

“Africa’s Maritime Domain (AMD)” refers to all areas and resources of, on, under, relating to, adjacent to, or bordering on an African sea, ocean, or African lakes, intra-coastal and inland navigable waterways, including all African maritime-related activities, infrastructure, cargo, vessels and other means of conveyance. It also includes the air above the African seas, oceans, lakes, intra-coastal and inland navigable waterways and to the oceans’ electromagnetic spectrum as well¹.

ii. Combined Exclusive Maritime Zone of Africa

Without prejudice to maritime zones as established by the UNCLOS for individual nations, the Combined Exclusive Maritime Zone of Africa (CEMZA) defines a common maritime zone of all AU Member States. It is to be a stable, secure and clean maritime zone in the view of developing and implementing common African maritime affairs policies for the management of African oceans, seas and inland waterways resources as well as for its multifaceted strategic benefits. The CEMZA will grant Africa enormous crosscutting geostrategic, economic, political, social and security benefits, as well as minimize the risks of all transnational threats including organized crime and terrorism in Africa.

iii. Inland Waterways.

“Inland Waterways” means any navigable rivers, creeks, lakes, tidelands, lagoons, below water baseline, or channel leading into such place having facilities for ships to moor and load or discharge including offshore cargo handling facilities, harbours, berths, jetties, pontoons or buoys and wharves within the limits of the inland waterways in any place in a country and includes any place declared to be an inland waterways under relevant national legislation.

iv. Maritime Safety.

The concept of “Maritime Safety” shall focus on enhanced sustainable socio-economic development, the condition that reflects the ability of public and private entities to conduct legitimate activities such as territorial protection, resource extraction, trade, transport and tourism, free of threats or losses from accidents, negligence, natural and man-made disasters, for an integrated and prosperous Africa.

v. Maritime Security.

The concept of “Maritime Security” will focus on enhancing sustainable socio-economic development, the condition that reflects the freedom of public and private entities to conduct legitimate activities such as the exercise of sovereign and jurisdictional rights, resource extraction, trade, transport and tourism, free of threats or losses from illegal acts or aggression, for an integrated and prosperous Africa.

¹ Egypt has a reservation on the inclusion of "inland navigable waterways" in the definition.

vi. Maritime Prosperity.

“Maritime Prosperity” is the condition that describes the actual value added by maritime activities measured in resources harvested, wealth created, investment, and dignity of African citizens. Maritime Prosperity will entail cooperation and coordination at all regional levels to ensure that it is enjoyed by the African people.

vii. Maritime Sustainability.

“Maritime Sustainability” is the condition that describes the ability to conduct maritime activities over time in terms of infrastructural development and maintenance, equipment readiness, and equilibrium of renewable resources for an integrated and prosperous Africa.

viii. Maritime Viability.

“Maritime Viability” is the composite value of the four preceding interconnected maritime conditions (Security, Safety, Prosperity and Sustainability). This value will be applied by AMD stakeholders to complete assessments, conduct SWOT (Strengths, Weaknesses, Opportunities and Threats) and gaps analysis, and execute capacity-building programmes to reduce all the threats, vulnerabilities and losses, and to achieve increased benefits and dignity, for an integrated and prosperous Africa.

ix. Region.

“Region” means the regional components of the AU as recognised by Resolution CM/Res.464 (XXVI) of the Council of Ministers of the Organization of African Unity on the division of Africa into five (5) regions, namely: Northern, Western, Central, Eastern and Southern Africa.

x. Security.

A sea-centric approach to “Security” encompasses all the traditional, state-focused, regional and continental notions for the protection of the states and regions of the continent. This protection can be achieved by all appropriate means. The emphasis is on collective security. Collective security embraces human security; national developmental aspirations and economic rights, the right of popular participation in the decision-making process and other development issues. The challenge therefore will be how to develop and access; resources and basic necessities of life; the right to protection against threats such as famine and poverty; education and health facilities; protection against marginalization on the basis of gender; and vigilance against ecological and environmental degradation. Within the scope of this AIM Strategy, the focus will be on the key issues of maritime governance, maritime safety and security, maritime prosperity and maritime viability.