

**UNIVERSITY OF NAIROBI**

**INSTITUTE OF DIPLOMACY AND INTERNATIONAL STUDIES**

**CHALLENGES AND PROSPECTS OF INTERAGENCY COORDINATION IN  
PROMOTING AND SUSTAINING AFRICA'S BLUE ECONOMY: CASE STUDY OF  
KENYA; 2010 - 2018**

**BY**

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**A RESEARCH PROJECT SUBMITTED IN PARTIAL FULFILLMENT FOR THE  
AWARD OF MASTER OF ARTS DEGREE IN INTERNATIONAL STUDIES.**

**NOVEMBER, 2020**

**DECLARATION**

This research project is my original work and has not been submitted for any award in any other University.

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## **DEDICATION**

I dedicate this work to my wife and to the Memory of my late father and mother, who passed away in April, 1977 and January 2011 (From God we all came and to God we shall return) respectively. To my dear wife and children who have been patient with my prolonged absence from the warm family home due to my work.

## **ACKNOWLEDGEMENTS**

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I am grateful to Allah for bestowing me with intellectual abilities, strength, health, patience, knowledge, wisdom, and life. To all members of my family, you are everything though you've missed the fatherly presence at many instances but you gave me the courage to work tirelessly. I also would like to extend my special appreciation to my thesis adviser/supervisor, Prof. Amb Maria Nzomo. (Ph.D) who modelled the work, gave positive criticism and guided me throughout the cause of writing.

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## ABSTACT

The main objective of this research study was to establish the challenges and prospects of interagency coordination in promoting and sustaining Africa's Blue Economy: case study of Kenya; 2010 – 2018. This study therefore focused on the following objectives; to examine and analyze the utilization of the Blue economy in the implementation of Africa's economic development agenda, to examine and analyze the utilization of the Blue economy in the realization of Kenya's development agenda as well as to examine the challenges and prospects of interagency coordination in promoting and sustaining Kenya's Blue Economy. The study adopted a descriptive case study. The primary data was analyzed and using SSPS. Consequently, findings were deduced based on the challenges and prospects of interagency coordination in promoting and sustaining Africa's Blue Economy. As a policy alternative for member states, Africa's Blue Economy is gaining momentum in development circles. Africa has developed blue economy strategies and policy frameworks but many Member States are yet to develop a comprehensive blue economy-based structure to their economies. Utilization of the Blue Economy in the implementation of Africa's economic development agenda, could be addressed through harnessing trade, investments, and technology. The Blue Economy requires the development of knowledge and best practices through the introduction of sustainable development approaches to the use of natural resources. Different prospects exist for regional cooperation and coordination in the field of maritime environmental management, given that regional political goodwill exists. It is necessary to evaluate and re-evaluate the roles of different actors in the implementation of the Blue Economy throughout the various stages. Governments could play a more proactive role in kick starting a given industry in some sectors, in addition to providing policy, legal and regulatory frameworks and incentives to attract private sector investment into the blue industries. Kenya has immense potential if it asserts economic supremacy over its oceans, seas and inland waters. In utilizing the marine resources, multisector collaboration and coordination will be needed. The study recommends that there should be strong political goodwill and support to achieve the objectives of Kenya's Blue Economy. The complex challenges and variety of maritime issues facing Kenya require policymakers to develop an all-inclusive and integrated mechanism of managing the maritime realm of the nation.

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## DEFINITION OF TERMS

**Blue Economy:** This is an emerging concept of economic activities in the maritime sector concerned with viable utilization of ocean/sea resources for long term economic growth and development while improving the welfare of people and ocean ecosystem health as well as creating jobs. (World Bank; June 6, 2017)

**Collaboration:** This involves multi-agency plan which collectively prevents overlapping, replication and service provision gaps towards common results. This process uses medium or workspace to capture and expand the development of multiple contributors' ideas.

**Coordination:** Multi-agency work collectively in a planned and a designed way geared towards achieving specific shared goals and objectives. Coordination produces results that are larger than the sum of its parts by combining disparate, collectively produced elements into a common area.

## ABBREVIATIONS AND ACRONYMS

ABE	African Blue Economy
AfCTA	African Continental Free Trade Area
AfDB	African Development Bank
AIMS	African Integrated Maritime Strategy
AMD	Africa Maritime Domain
ASD	African Sustainable Development
AU	Africa Union
BE	Blue Economy
BEC	Blue Economy Conference
CAP	Common African Position
CBD	Convention of Biological Diversity
CBE	China's Blue Economy
CCRF	Code of Conduct for Responsible Fisheries
CITES	Convention on International Trade in Endangered Species
CPMP	Committee for the Proprietary Medicinal Products
CWN	Commonwealth Women Network
DRC	Democratic Republic of Congo
EAC	East African Community
EEZ:	Exclusive Economic Zone
EU	European Union
FAO	Food and Agricultural Organization

FDI	Foreign Direct Investment
GAO	Government Accountability Office
GDP	Gross Domestic Product
ICJ	International Court of Justice
ICT	Information Communication Technology
IEA	International Energy Agency
IMF	International Monetary Fund
IMO:	International Maritime Organization
IUU	Illegal, unreported and unregulated
KBE	Kenya Blue Economy
KEFRI	Kenya Forestry Research Institute
KFS:	Kenya Forest Service
KMA:	Kenya Maritime Authority
KMFRI	Kenya Maritime and Fisheries Research Institute
KPA:	Kenya Ports Authority
KMZ	Kenya Maritime Zone
KN:	Kenya Navy
KWS:	Kenya Wildlife Service
LAPSSET	Lamu Port and Lamu South Sudan Ethiopia Transport Corridor
LDC	Least Developed Countries
LOSC	Law of Sea Convention
MARPOL	International Convention for the Prevention of Pollution from ships

MDGs	Millennium Development Goals
NM:	Nautical Miles
NEMA	National Environment Management Authority
NEPAD	New Partnership for African development
NMTP	National Maritime Transport Policy
OECD	Organisation for Economic Cooperation and Development
RECs	Regional Economic Community
SD	Sustainable Development
SDG	Sustainable Development Goal
SIDS	Small Islands Developing States
SSA	Sub-Saharan Africa
UN:	United Nations
UNCLOS	United Nations Convention on the Law of the Sea
UNCSD	United Nations Conference on Sustainable development
UNCTAD	United Nations Conference on Trade and Development
UNECA	United Nations Economic Commission for Africa
UNEP	United Nations Environment Programme
UNGA	United Nations General Assembly
USAID	United States Agency for International Development
WB	World Bank

# CHAPTER ONE

## INTRODUCTION

### 1.0 Introduction

#### 1.1 Background to the Study

Sustainable economic growth aims to meet human needs presently in a way that does not compromise the basic needs and requirements of subsequent generations. Sustainable development is a concept of utilizing available resources while being mindful of future demands which entails opposing depletion of the current available resources. African countries are susceptible to economic shocks, fluctuation of commodity prices, and their currencies. Many of these African state's economies are more at risk due to dependence on exports of primary products or exports of few commodities. Sustainable economic growth does not depend on specialization of few products but diversification. *African trends going into 2017*,<sup>1</sup> a Deloitte report points out that African states will need to diversify for sustainable economic growth.

Diversified economies have many benefits as it is flexible and not fixed; it generates a sustainable cycle of economic activity and even protection from external shocks. This is well explained by the well-known mantra "Don't put all your eggs in one basket." With diversified economy, volumes of trade grow with higher productivity. Since the early 1990s, EAC countries such as Rwanda, Uganda, Tanzania and Kenya have made significant advances in the diversification of exports. Mauritius has shifted from a sugar-dependent economy into vibrant

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<sup>1</sup> [https://www2.deloitte.com/content/dam/Deloitte/za/Documents/africa/za\\_5MarCS\\_Africa\\_Trends\\_in\\_2017W.pdf](https://www2.deloitte.com/content/dam/Deloitte/za/Documents/africa/za_5MarCS_Africa_Trends_in_2017W.pdf)

clothing, jewellery export sector, a major financial services hub, and diversified to the blue economy.

A joint 2010 study conducted by the OECD and NEPAD identified drivers that may facilitate diversification: Good governance; natural resources; institutional capacity and human resources; broader international framework; regional factors; and role of private sector. As part of diversification of Africa's economies, Kira Coley explains that "*Africa has voiced a desire of joining the Blue Economy movement and begins harnessing its valuable coastlines that could host a maritime industry estimated at \$1 trillion per year.*"<sup>2</sup> And this is only scratching the surface. The potential connections between the economic growth, sustainable progress, and blue economy are recognized in the 2030 Agenda for Sustainable Development<sup>3</sup>.

Africa's quest for sustainable economic growth through maritime domain including the oceans and lakes are part of her larger efforts to transform its economy. According to Zhao et al<sup>4</sup>, argue that there are new technologies that legalize more interaction with the sea. Ellis and Flannery<sup>5</sup> suggest that commercialization of the maritime resources is unavoidable and thus known as "Blue Economy." The concept comes from the 2012 UNCSD held in Rio de

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<sup>2</sup> Kira Coley. In Pursuit of Africa's Blue Economy. (24 Aug 2017).

<https://www.ecomagazine.com/news/regulation/in-pursuit-of-africa-s-blue-economy>. Retrieved 10 Sept. 2018.

<sup>3</sup> "Transforming our world: the 2030 Agenda for Sustainable Development". *United Nations – Sustainable Development knowledge platform*. Retrieved 23 September 2018.

<sup>4</sup> Zhao R, Hynes S and He GS (2014) Defining and quantifying China's ocean economy. *Marine Policy* 43: 164–173.

<sup>5</sup> Ellis G and Flannery W (2016) Marine spatial planning: cui bono? *Planning Theory & Practice* 17(1): 121–151.



Janeiro<sup>6</sup>. The concept which can be extended to environment and marine ecology is now mixed with economic and commercial undertakings into maritime management. The idea of using the maritime sector for economic gain is barely new, but this recent introduced concept of the Blue economy at dramatically increase this ancient human practice using technologies, driven by the market forces and enabling public policies.

In the UNCSD<sup>7</sup> (*the Rio+20*), “Blue Economy supported the desired outcome of improved human wellbeing and social equity, while significantly environmental risks and ecological scarcities, endorsing low carbon, resource efficiency and social inclusion”. The purpose of the BE is to create as much economic value as possible from the marine environment but in a way that protect and preserves the marine ecosystems.

Pursuant to a five-year national plan (2011 to 2015) China’s State Council passed a new legislation which outlined new stipulations for CBE. In 2013, China’s GDP drawn from its marine economy increased by 7.6 percent until 2012. Thus, blue economy has much benefit to the involved countries. Despite all the related benefits of blue economy towards the GDP of a nation, interagency coordination to promote and sustain blue economy remains a big problem. For instance, the United States Government Accountability Office (GAO) has identified thematic areas for collaboration in harnessing maritime resources.<sup>8</sup>

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<sup>6</sup> United Nations Conference on Sustainable Development, 2012. Blue Economy Concept Paper, s.l.: United Nations Conference on Sustainable Development. [http://unctad.org/en/PublicationsLibrary/ditcted2014d5\\_en.pdf](http://unctad.org/en/PublicationsLibrary/ditcted2014d5_en.pdf) (Accessed 14th April 2016)

<sup>7</sup> United Nations Conference on Sustainable Development, (2012). Blue Economy Concept Paper, s.l.: United Nations Conference on Sustainable Development. <https://sustainabledevelopment.org/un.org/content/documents/2978BEconcept.pdf> (Accessed 14th October 2018).

<sup>8</sup> Winters, J.G. (2014). Establishing a Conceptual Framework for Interagency Coordination at U.S. Southern Command. Retrieved from [http://cco.ndu.edu/Portals/96/Documents/prism/prism\\_5-](http://cco.ndu.edu/Portals/96/Documents/prism/prism_5-)

Africa has adopted this concept as an approach of realizing sustainable economy based on maritime resources. The main idea driving Africa to implement the Blue Economy is the realization that there exists untapped potential in the marine world where if harnessed appropriately, they can contribute to SD in the country. However, the critical gap is the implementation mechanism. There is currently limited information regarding how to implement the strategy in various African countries. In Africa, blue economy has been expanding gradually although being faced by various challenges related to governance, policy and lack of funds.

In implementing the Blue economy, it will require partnerships and collaboration in a sub region and within a state with a variety of government and non-government agencies. No one agency in the maritime sector has the full mandate of implementing the aspirations of country in achieving the full potential of the industry or the sector since coordination and communication between agencies in the government mandated with raising awareness and initiating developing projects have limited capacity to execute their mandate.

It is widely recognized that no institution can address the challenges of today's development in Africa. Governments and international institutions all have a responsibility and their ability to work in a coherent manner will determine whether the world can achieve MDGs and SDGs as they have come to be referred. It is critical to assess the country's governmental, institutional,

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1/Establishing\_a\_Conceptual\_Framework\_for\_interagency\_Coordination\_at\_USSOUTHCOM.pdf on September 2018.

and political contexts before establishing any institutional arrangement to implement the Blue economy. This involves identifying and understanding the current processes, institutions, actors, policies, mandates and other factors affecting the Blue Economy's (BE) implementation. To better articulate their actions on the ground, it is important to take stock of major national and sector development policies suitable for the implementation of the BE and identify challenges and prospects. It is also important to be aware of and understand the political factors that may affect the Blue economy's implementation.

## **1.2 Problem Statement**

A state's economic growth refers to rising per capita output in a given country calculated annually. Economic development refers to a broader economic, social and political phenomenon that includes; economic growth, social advancement and political cohesion. The role of the oceans, seas and internal waters of Africa in supporting socio-economic growth and development across various sectors is so important that it cannot be overemphasized. Pressures on this vast maritime resource base are steadily increasing not only because of traditional maritime activities, but also because of emerging economic undertakings such as maritime and offshore energy. Increasing insecurity in African marine waters, increased illicit trafficking, and global warming phenomenon further exacerbate existing environmental stresses that have significant implications for maritime governance at national, regional and continental levels.

While this deserves an integrated regional approach through an action framework, there is perpetually inadequate and inconsistent political and economic appreciation of ocean capital values, exposing African states to inadequate collaboration, coordination, and cooperation.

Consequently, the integration of the common policy framework is often inadequate to deliver collective action to protect the maritime waters of the regions.

The complexity, multiplicity and overlap of mandates and jurisdictions are some of the defining characteristics of the challenges confronting marine resource utilization and management in Africa. The inconsistency and the resulting gaps in governance stem primarily from: Multiplicity of actors; multiple silos of governance; coverage of marine protected areas; the maritime economy and security; marine ecology; funding; etc.

Basically, sustainability depends on much more vigorous interagency and public-private coordination to identify trade-offs, eschew unintended consequences and duplicated efforts, and ascertain fairness in results. A prospect that the application of the links to sustainability, the decision framework and enhancement of multi-agency public-private sector coordination could lead to more efficient results with a positive return on investment needs to be examined. Further, although there are challenges that affect the inter-linkages in the multi-sector collaboration and coordination across different agencies due to overlapping statute, fragmented policies and strategies, limited scientific knowledge, and inadequate financial and institutional capacities, there is no concrete study that has been carried out. Thus, this research study endeavors to establish the nexus between interagency coordination and interaction with the promotion and sustenance of Africa's Blue Economy focusing on Kenya's case study.

### **1.3 Research questions**

This following research questions guided this study:

- i. What are the trends of utilization of the Blue economy in the implementation of Africa's economic development agenda?
- ii. What are the trends of utilization of the Blue economy in the implementation of Kenya's development agenda?
- iii. What are the challenges and prospects of interagency coordination in promoting and sustaining Kenya's Blue Economy?

#### **1.4 Objectives of the Study**

The general objective of this study is to critically analyse the challenges and prospects of interagency coordination in maritime governance in promoting and sustaining Kenya's Blue Economy. The specific objectives of the study include:

- i. To examine and analyse the utilisation of the Blue economy in the implementation of Africa's economic development agenda;
- ii. To examine and analyse the utilisation of the Blue economy in the implementation of Kenya's development agenda;
- iii. To examine and analyse the challenges and prospects of interagency coordination in promoting and sustaining Kenya's Blue Economy;

#### **1.5 Literature Review**

This desktop review involves analytical account of the existing research on interagency coordination, promoting and sustaining Africa's Blue Economy. The classical African economy entails; agriculture, tourism, trade and industry as well as the continent's human capital. According to International Monetary Fund (IMF) and the World Bank (WB), African

economy is growing tremendously compared to other countries in the world, even though it is hampered by falling of commodity prices and unfavorable terms of trade. Africa has exhibited greater growth aspirations compared to other continents and much of this growth is experienced in SSA.<sup>9</sup> In the World Bank's bi-annual analysis of Africa's prospects, the report identified Africa as the best investment destination. The report continues to say that there is an anticipation of most countries in Africa will reaching "middle income" status. "the middle-income status is defined as having least US\$1,000 per person per year" by 2025".<sup>10</sup> Notably, this is one of the fastest growths globally. Oliver August noted that Africa's GDP was the world's fastest<sup>11</sup>.

A lot of debate circulates on what constitutes such enormous and impressive economic growth. While so much interrogation has happened concerning such debate, there is no consensus on one aspect which drives the economic growth but a multiplicity of factors which are both endogenous and exogenous. The current key growth drivers in the continent include; increased public investment in infrastructure, a rebound in agriculture, and a booming service sector<sup>12</sup>. Improved security and stable political landscape in the continent have been cited as some of contributing factors enabling the achievement of the sustainable growth. The frequency and intensity of armed conflicts in the continent have declined since the beginning of 2000. In many countries there has been improvement in political stability and democratic governance. A

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<sup>9</sup> Africa's Pulse, World Bank, October 2015.

<sup>10</sup> "Despite Global Slowdown, African Economies Growing Strongly— New Oil, Gas, and Mineral Wealth an Opportunity for Inclusive Development". *World Bank*. Retrieved 10 September 2018.

<sup>11</sup> Oliver August (2 March 2013). "Africa rising A hopeful continent". *The Economist*. The Economist Newspaper Limited. Retrieved 15 September 2018.

<sup>12</sup> Africa's Pulse, World Bank, October 2014, p. 5

major role has also been played by improving the macroeconomic and business climate. Recently, majority of African countries have successfully issued bonds at relatively low interest rates on international financial markets<sup>13</sup>. These bond issues have been met with a great deal of investor interest, signaling their growing confidence in African economies' future.<sup>14</sup>

Investing in Africa has increased tremendously with a lot of investors showing interest of pitching their businesses in the continent. According survey done to establish the ease of doing business conducted in 2014, it has been established that Africa is the second most attractive continent of doing business and conducive for FDI.<sup>15</sup> While in the rest of the world, FDI flows have plummeted, in Africa the case is opposite with increased remittances and notably economies in Kenya, Uganda, Tanzania and in other African countries have shown considerable growth and resilience over the past years.<sup>16</sup>

Notably, the global economic change characterized by the emergency of China has had significant effects on African economy and investment levels. Chinese have been investing heavily on African continent since 2015, particularly in infrastructure projects like roads and railways and in extractive industries like mining.<sup>17</sup>

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<sup>13</sup> Hunting for Eurobonds, Jocelyne Sambira, in Africa Renewal: April 2014, p. 30.

<sup>14</sup> Ease of doing business, World Bank.

<sup>15</sup> EY's Africa attractiveness survey, Y, 2014, p. 6.

<sup>16</sup> Ibid p.5

<sup>17</sup> According to China's Commerce Ministry, quoted by Voice of America, 25 November 2015. According to other sources, the drop could have been as high as 84% in the first half of the year compared to a year earlier. Chinese investment in Africa plunges 84% in Financial Times, 21 October 2015.

For many African households and countries alike, diaspora remittances constitute a major source of capital inflow which supplements other existing sources of foreign exchange. Approximately 3 percent of the total population of Africa lives outside their countries of origin or birth and sending money back home constitutes an integral call of consciousness which keeps Africa well supplied with diaspora remittances which reached “US\$ 40 billion in 2010” accounting for about 3 percent of the total Africa’s GDP.<sup>18</sup> Africa's Gross Domestic Product (GDP) is dominated by services. There is also a significant proportion of industrial output. The largest share of African exports is primary commodities which include fuel and minerals as well as processed and unprocessed agricultural products.

African continent is endowed with immense-valuable-naturally occurring resources. Ranging from oil exploration and existence of valuable mineral ores and large deposits makes Africa one of the richest natural resource owning continent.<sup>19</sup> While several countries in Africa export oil others export metals and minerals. Other countries are rich in arable land which potentially can sustain Africa’s population if well harnessed and exploited.<sup>20</sup> African continent consist of half of the world's uncultivated arable land surface and the sector's growth potential is huge<sup>21</sup>. Majority of African population is employed in agriculture constituting about 60% of their

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<sup>18</sup> Harnessing Remittances for Africa’s Development, AfDB, March 2014.

<sup>19</sup> Africa's Pulse, World Bank, October 2015, p. 49. According to the World Bank's definition, 'resource- rich countries are those with rents from natural resources (excluding forests) that exceed 10 percent of GDP.

<sup>20</sup> Boom, Bust, or Prosperity? Managing Sub-Saharan Africa’s Natural Resource Wealth, IMF African Department, 2013, p.

<sup>21</sup> Five Questions Answered on Africa’s Rising Economic Growth, Amadou Sy, Brookings Institution, February 2014.



jobs.<sup>22</sup> Whereas there exist significant barriers to the development of the sector, it continues to be the backbone of Africa's economy.

Some of the challenges inherent Africa's agriculture are rooted in land ownership rights which makes utilization of land a thorny issue. In many instances, land ownership is a contested phenomenon where in certain cases the land is owned by the government while in other instances it is communally owned or individually owned.<sup>23</sup>

Infrastructure investment is essential for economic growth. Africa's infrastructure-building needs are enormous. While there has been substantial investment in infrastructural projects which can turn results of country's economies, the capacity to roll out has been weak given the huge and heavy budget requirement associated with such infrastructure. The need for better roads and railways has driven many African countries to invest in them and this has seen the construction of new seaports (Lamu in Kenya, Bagamoyo in Tanzania etc.), railways, airports and pipelines. Additionally, several countries have invested in ICT and in green energy production as a sustainable source of power which can drive Africa's industrialization agenda.<sup>24</sup> The need for clean and sustainable energy solutions has driven some African countries like Kenya to invest in geothermal and in wind generated power plants which not only supplements national grids but also reduces their cost and the eventual cost of production hence bringing commodity prices down consequently, growing the economy.

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<sup>22</sup> Africa's Pulse, World Bank, October 2014

<sup>23</sup> Industry for Africa. Why? How?, John Page, The Oxford companion to the economics of Africa, 2012, p. 304.

<sup>24</sup> Africa's Infrastructure A Time for Transformation, AfDB, WB etc., 2009.

According to AfDB, improvements in infrastructure in the period 2000 - 2010 were driven primarily by improvements in ICT.<sup>25</sup> The growth in ICT has increased the demand for power and this has necessitated countries to invest in power producing investment which has revolutionized infrastructure index in many African countries. The increase in power generation is the driving force which is preparing African continent for a robust and spurring industrialization era. Currently, there exists various projects to construct mega dams for hydro-electric power production exemplified by “the Renaissance dam in Ethiopia and the Grand Inga dam on the Congo River in DRC”. Construction of such mega electricity dams is a huge national undertaking which requires a huge capital investment.<sup>26</sup>

African countries have also embarked on investing in less conventional energy sources. A number of new projects supported by development partners have started cropping-up in Africa. For instance, Rwanda with support from USAID is constructing the Lake Kivu methane gas. Another power project is the “Lake Turkana wind power project” which has been initiated by the government of Kenya supported by the AfDB and a consortium of several other foreign financial development institutions particularly the EU. Additionally, the first geothermal power plant in Kenya’s Rift Valley has started producing power to the national grid. On the other hand, Morocco has established the first mega solar power plant named; Ouarzazate solar plant. This power plant is solar powered and it is expected to generate sufficient energy to power a

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<sup>25</sup> The Africa Infrastructure Development Index (Aidi), AfDB, May 2013.

<sup>26</sup> Temesgen T. Deressa and John Mukum Mbaku, (July 2013). While Egypt Struggles, Ethiopia Builds over the Blue Nile: Controversies and the Way Forward.

million homes in the country by 2020<sup>27</sup>. Solar panels have started to be distributed among many African households with the intention of providing every household with a solar panel which can be paid for in small installments by the consumers.

Manufacturing in Africa has not fully taken root and most of the countries saw a relatively low importance in investing in manufacturing.<sup>28</sup> A multiplicity of inhibiting factors can explain the failure of industrialization on the continent. They include factors such as inadequate infrastructure mainly electricity and transportation dynamics which hamper effective manufacturing agenda. While manufacturing is a capital-intensive investment, lack of skills coupled with small market size have been identified as major obstacles to its take-off in Africa. Lack of diversified manufacturing capacity and products continues to hamper Africa's international competitiveness<sup>29</sup>. While lack of robust manufacturing capacity exists, many African economies have leaned towards imports substitution projects which also challenge manufacturing agenda in Africa.<sup>30</sup>

Africa's blue economy can provide African economic problems with a range of solutions. Many Africa's people live and derive their livelihoods within 100 km of the coast. These are people who survive on fishing and tourism related economies. According to the IEA, the

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<sup>27</sup> Morocco poised to become a solar superpower with launch of desert mega-project, Arthur Neslen, The Guardian, October 2015.

<sup>28</sup> Made in Africa: Some new thinking for Africa Industrialization Day, John Page, November 2015.

<sup>29</sup> Comparative Advantage and African Development, Arne Bigsten, The Oxford companion to the economics of Africa, 2012, p. 169.

<sup>30</sup> 5 Made in Africa: Some new thinking for Africa Industrialization Day, John Page, November 2015.

annual economic value of maritime will reach EUR 2.5 billion by 2020<sup>31</sup>. For African countries, the strategic approach of this concept is an unquestionable reality which needs to be harnessed and exploited for the economic good of her population. For this reason, blue economy was included in the Agenda 2063 of the AU. Additionally, in March 2016 the UNECA prepared a guiding handbook on the Africa's blue economy.<sup>32</sup>

With ambitions to achieve the SDGs, African countries are shifting their sources of economic growth beyond land-based activities into marine based activities. The blue economy has great prospects for the higher and more expeditious GDP growth for Africa. The blue economy concept aims at ensuring environmental sustainability of utilization of marine resources<sup>33</sup>. The potential relationships between sustainable development, economic growth and blue economy are recognized in the Sustainable Agenda 2030<sup>34</sup>.

The blue economy was defined by EAS congress in 2012 as<sup>35</sup>:

“A sustainable ocean-based economic model that is largely dependent on coastal and marine ecosystems and resources, but one that employs environmentally-sound and innovative infrastructure, technologies and practices, including institutional and financing arrangements, for meeting the goals of sustainable and inclusive development; protecting the coasts and oceans, and reducing environmental risks and ecological scarcities; addressing water, energy and food security; protecting the health, livelihoods and welfare of the people in the coastal zone and fostering an ecosystem-based climate change mitigation and adaptation measures.”

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<sup>31</sup> Energy Technology Perspectives 2012, Pathways to a Clean Energy System, available at [https://www.iea.org/publications/freepublications/publication/ETP2012\\_free.pdf](https://www.iea.org/publications/freepublications/publication/ETP2012_free.pdf)

<sup>32</sup> FAO, (2014). The Value of African Fisheries, available at <http://www.fao.org/3/a-i3917e.pdf>

<sup>33</sup> United Nations Department of Economic and Social Affairs (DESA), (2014). Blue Economy Concept Paper, United Nations, New York.

<sup>34</sup> Africa's Mobile-Sun Revolution, Steven Sinofsky, Board Partner, Andreessen Horowitz, 2015.

<sup>35</sup> See <https://www.icriforum.org/meeting/east-asian-seas-eas-congress-2012> and quoted in Ebarvina, M. C. M, (2016). “Economic Assessment of Oceans for Sustainable Blue Economy Development,” *Journal of Ocean and Coastal Economics*, Vol. 2, Issue. 2 [2016], Art. 7.

The blue economy consists of numerous components which have been in existence since human civilization which took the form of tourism, fishing and other maritime ventures which will be discussed in detail in this study.<sup>36</sup>.

According to a study conducted by the OECD, global ocean economy is estimated to be around US\$1.5 trillion per annum<sup>37</sup>. This amount constitutes about a third of global GDP<sup>38</sup>. According to National Ocean Economics Program<sup>39</sup>, the US maritime output surpassed all other extractive natural resources generated in the country. This accounted for approximately 2.2% of both the United States GDP and job creation. The Abu Dhabi declaration (2014)<sup>40</sup>, for example, advocates for the use of a BE strategy as a strong pillar for sustainable economic growth and as a means of poverty alleviation<sup>41</sup>.

Significant reforms in Kenya have brought both social, economic and political changes which can be ascribed with the sustained growth and development experienced in the country. Despite the gains realized over time, the country continues to grapple with run-away poverty coupled with widespread inequality which when supplemented by climate change produces

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<sup>36</sup> World Bank, (2017); The Potential of the Blue Economy: Increasing Long-term Benefits of the Sustainable Use of Marine Resources for Small Island Developing States and Coastal Least Developed Countries, Available at [www.worldbank.org](http://www.worldbank.org)

<sup>37</sup> Organisation for Economic Co-operation and Development (OECD) (2016), The Ocean Economy in 2030, OECD Publishing, Paris

<sup>38</sup> Park, KS and JT Kildow (2014), 'A study on rebuilding the classification system of the ocean economy', Journal of Ocean and Coastal Economics Vol. 2014, Article 4, 37, available at: <http://cbe.miiis.edu/cgi/viewcontent.cgi?article=1001&context=joce> (accessed 10 October 2018).

<sup>39</sup> National Ocean Economics Program. State of the U.S. Ocean and Coastal Economies 2016 Update. Middlebury Institute of International Studies. [http://midatlanticocean.org/wp-content/uploads/2016/03/NOEP\\_National\\_Report\\_2016.pdf](http://midatlanticocean.org/wp-content/uploads/2016/03/NOEP_National_Report_2016.pdf)

<sup>40</sup> <https://sustainabledevelopment.un.org/content/documents/2983BEdeclaration.pdf>

<sup>41</sup> The commonwealth. (2016). Commonwealth urges policy changes to unleash blue economy. [cited 2016 october 6]; available from: [http://thecommonwealth.org/media/press release/commonwealth-urgespolicy-changes-unleash-blue economy](http://thecommonwealth.org/media/press%20release/commonwealth-urgespolicy-changes-unleash-blue%20economy)

extreme internal and external shocks which hamper further progress in development and economic growth. The Kenya Constitution 2010 is credited for bringing forth the realized gains the country has experienced so far. These gains are characterized by the establishment of a two-tier governance structure which devolves resources closer to the citizens.

A strong and stable macroeconomic environment in Kenya can be cited as foundation upon which the country has achieved a stable Kenya Shilling. Economic growth peaked at 5.9% in 2016, up from a revised 5.7% growth in 2015. Growth was expected to rise to 6.1% by 2018<sup>42</sup>, but this projection was revised down to 4.9%<sup>43</sup> due to drought and the unprecedentedly long run-off in 2017. Despite these good results, the trend remains well below Vision 2030's target, of 10%.<sup>44</sup> This 10% target is the level of sustained economic growth needed to reverse youth unemployment and achieve the desired demographic dividend.

Agriculture accounted for the largest share of the economy in Kenya in 2016 (32.6%), primarily crop (25.9%) and animal production (4.4%)<sup>45</sup>. Approximately 75% of Kenyan population is engaged in subsistence agriculture where food production is the driving ambition of many farmers. Urban dwellers subsidize this type of agriculture with fertilizer and inputs

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<sup>42</sup> World Bank, Kenya Economic Update, April 2017, <http://documents.worldbank.org/curated/en/988191491576935397/pdf/114115-NWP-PUBLIC-add-series-86p-Kenya-Economic-Update-FINAL-Edition-15.pdf>

<sup>43</sup> <http://www.nation.co.ke/business/Kenya-s-economic-fortunes-tied-to-political-settlement/996-4219294-gksv7xz/index.html>

<sup>44</sup> Government of Kenya, Vision 2030: the Popular Version, 2012, at [www.vision2030.go.ke/lib.php?f=vision-2030-popular-version](http://www.vision2030.go.ke/lib.php?f=vision-2030-popular-version)

<sup>45</sup> Kenya National Bureau of Statistics, Statistical Abstract, 2017, via [http://www.knbs.or.ke/index.php?option=com\\_phocadownload&view=category&id=107&Itemid=1181](http://www.knbs.or.ke/index.php?option=com_phocadownload&view=category&id=107&Itemid=1181)

such as seed which are available in agrovets available in the cities.<sup>46</sup> Approximately 75% of the workforce is engaged in agriculture with main focus in cash crops.<sup>47</sup> Major challenges faced include lack of mechanization and costly inputs which makes the farming expensive and riskier if drought factors are considered where farmers do not irrigate their farms.<sup>48</sup>

Manufacturing accounts for 9.2% of official GDP<sup>49</sup>. Tourism, services, transportation, communications and limited mining are other key economic sectors in Kenya<sup>50</sup>. Kenya is currently experiencing rapid electrification. Biomass, particularly wood fuel and charcoal, still account for a significant proportion of energy<sup>51</sup>. Unemployment stands at about 40%. Even worse is the fact that 8 out of 10 unemployed Kenyans are youths between the ages of 15 years and 35 years<sup>52</sup>.

Each of the African states has established political contexts and regulations including sustenance of their economies. The practice of a Whole-Government-Approach, challenges any country's established regulation and political context. Originally Government institutions were serving personal interest and the promulgation of a new constitutional dispensation has

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<sup>46</sup> Ministry of Education, Science and Technology, Education for All: the 2015 national review, 2014, at <http://unesdoc.unesco.org/images/0023/002316/231637e.pdf>

<sup>47</sup> Ministry of Education, Science and Technology, Education for All: the 2015 national review, 2014, at <http://unesdoc.unesco.org/images/0023/002316/231637e.pdf>

<sup>48</sup> WFP, Comprehensive Food Security and Vulnerability Analysis (CFSVA): Kenya 2016, 2016, at <http://documents.wfp.org/stellent/groups/public/documents/ena/wfp285586.pdf>

<sup>49</sup> Kenya National Bureau of Statistics, Statistical Abstract, 2017, via [http://www.knbs.or.ke/index.php?option=com\\_phocadownload&view=category&id=107&Itemid=1181](http://www.knbs.or.ke/index.php?option=com_phocadownload&view=category&id=107&Itemid=1181)

<sup>50</sup> UNDP, About Kenya, at <http://www.ke.undp.org/content/kenya/en/home/countryinfo.html>, accessed 11 March 2019

<sup>51</sup> Institute of Economic Affairs, Situational Analysis of Energy Industry Policy and Strategy for Kenya, 2015, at [http://dspace.africaportal.org/jspui/bitstream/123456789/34928/1/Situational-Analysis-of-Energy-Industry-Policy-and--Strategy-forKenya%20\(1\).pdf?1](http://dspace.africaportal.org/jspui/bitstream/123456789/34928/1/Situational-Analysis-of-Energy-Industry-Policy-and--Strategy-forKenya%20(1).pdf?1)

<sup>52</sup> <http://www.worldpolicy.org/blog/2014/03/24/kenyas-emerging-cities-dilemma>

inspired new breath into government structures which are mandated to support macroeconomic environment upon which development and growth can be realized.<sup>53</sup> In Africa, piracy and armed robbery, human trafficking, illegal drugs and weapons have threatened the Blue Economy.<sup>54</sup> In addition to pollution and habitat destruction as well as overfishing, IUU fishing and other illegal and unsustainable fishing practices threaten maritime economies.<sup>55</sup> There exists limited awareness concerning Blue Economy Policy (BEP). The government and other stakeholders have aligned the concept of BE with the green concept which is gaining currency in the country recently. The value of initiating sustainable development seems to be the driving principle behind all recent undertakings rolled out by the government and other development partners which need to be revamped and synergized.<sup>56</sup>

The maritime sector is an interconnected domain, with complex policy issues which are transboundary and require transboundary approaches in regulating them. Therefore, a significant regulatory framework which involves consensus among the nations and community of states is imperative if the need to realize the optimal utilization of oceanic or rather maritime resources is to be achieved. The implementation of policy actions aimed at lessening bureaucratic coordination in government goes a long way in solving complex policy problems which hamper cooperation and institutional harmony mandated with coordination of transboundary maritime resource governance. The nature of maritime resources is a collective

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<sup>53</sup> “The Whole of Government Approach”, Working paper, Stein Rokkan Centre for Social Studies, (2006)

<sup>54</sup> Economic Commission for Africa (2016)

<sup>55</sup> Ibid

<sup>56</sup> Scharmer, O. & Kaufer, K. (2013). *Leading from the Emerging Future: From Ego-System to Eco-System Economies*. New York: Berrett-Koehler Publishers.



responsibility of sharing states to cooperate and harmonize policy formulation and coordination.

Literature review revealed that previous research on Blue economy have mainly dwelt on the prospects of the Blue economy and have focused on identifying strategies on how to grow the sector or industry at large. This study focused on analyzing promotion and sustainability of the Blue economy and how multi-sectors working in the maritime domain could coordinate, collaborate and cooperate in formulating holistic approaches which could inform maritime agenda. The government has risen to the occasion of providing scientific research and appropriate funding which can stimulate the potential of the coordinating agencies to deliver on their mandate.

## **1.6 Justification of the Study**

This study finds it imperative to conduct an in-depth examination of the level of collaboration and coordination between agencies in maritime sector with the aim of establishing stumbling blocks which hamper inter-agency coordination and cooperation. While it is important to acknowledge the commitment of various actors as well as the government it is also imperative to realize that challenges and institutional and policy bottlenecks exists in maritime resource management due to failure in the part of policies and institutions and agencies.

### **1.6.1 Academic Justification**

This research study is important because it will generate new knowledge and literature both for the present and future academicians and researchers. There have been diverse literatures on

sustenance of the blue economy and this study focuses on multi-sectoral collaboration, coordination and cooperation in promoting and sustaining the blue economy. Different scholars and researchers will formulate new ideas, concepts and theories that can be used in future studies related to interagency coordination in sustenance of the Blue economy.

### **1.6.2 Policy Justification**

This study is important because it will contribute in formulation of new policies as well as refining the existing ones in the area of interagency coordination in promotion and sustaining the Blue economy not only in Kenya but in the Africa region. The study will also identify coordination mechanisms and institutional frameworks within the Maritime Domain and provide appropriate recommendations to the actors such as Kenya's Blue Economy Standing Committee, Kenya Maritime Authority and other stakeholders to enhance their effectiveness in order to benefit Africa's and Kenya's maritime frameworks to improve sustenance of the Blue economy. The existing statutes and policies are to be analysed and new ones formulated by the national government concerned ministries and discussed by all stakeholders.

### **1.7 Theoretical Framework**

The research study will use the institutional theoretical paradigm to explain the relationships between variables. The theory will be approached from the perspective of background, application, and its relevance to the study. Liberal Institutionalism postulates that international and domestic institutions play central roles in enabling inter-state cooperation and peace. Liberal institutionalism has usually stressed the need for institutional engagements to initiate and sustain cooperation among states.

According to Scott<sup>57</sup>, the concept of institution lacks specific definition. He posits that “institutions constitute the interests and political involvement of actors without requiring repeated collective mobilization or authoritative intervention to achieve these regularities”.<sup>58</sup>

Institutions facilitate some forms of action and limit others. According to Scott;

“Institutions are social structures that have attained a high degree of resilience. They are composed of cultural-cognitive, normative, and regulative elements that, together with associated activities and resources, provide stability and meaning to social life”. “Institutions are transmitted by various types of carriers, including symbolic systems, relational systems, routines, and artifacts. Institutions operate at different levels of jurisdiction, from the world system to localized interpersonal relationships. Institutions by definition connote stability but are subject to change processes, both incremental and discontinuous”.

Institutions mainly have two dimensions. The rational perspective sees institutions as tools for understanding the tasks they have been created for. Olson<sup>59</sup> (1965) and Williamson<sup>60</sup> (1975) defined institutions as “efficient solutions” to problems that have been “predefined.” They define institutions as the routine/social programs or rules. Meyer and Rowan<sup>61</sup> (1977) argued that organizational forms depend, beside “relational networks” on “rational myths” or common beliefs. In another words; this version emphasizes that the institutionalized belief systems are a distinctive class of elements affecting structure of the organization.

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<sup>57</sup> W. Richard Scott (1995), *Institutions and Organizations. Ideas, Interests and Identities*. Sage. ISBN: 978-142242224

<sup>58</sup> Jepperson, Ronald L. 1991. "Institutions, Institutional Effects, and Institutionalism." Pp. 143-163 in *The New Institutionalism in Organizational Analysis* edited by W. W. Powell and P. J. DiMaggio. Chicago, IL: University of Chicago Press.

<sup>59</sup> Olson, M. 1965, *The Logic of Collective Action: Public Goods and the Theory of Groups*, Cambridge: Harvard University Press.

<sup>60</sup> Williamson, O.E., 1975, *Markets and Hierarchies. Analysis and Antitrust Implications*, New York.

<sup>61</sup> J. W. Meyer & B. Rowan, "Institutional organizations: formal structure as myth and ceremony," *American Journal of Sociology*, 83 (1977), 340-63.

Scott<sup>62</sup> (1987) noted that organizations either give up or react according to circumstances or demands. Organizations change their formal structures according on the environment, in which they survive. In the end, this change means that organizations have similar characteristics during the institutionalization process that promote success and continuity in the social environment.

Institutional theory combines both structures and norms which guide human behavior. It has been agreed that human behavior is guided and informed by the norms and traditions enshrined in established institutions which have the ability to liberate and restrict certain actions. Institutional theory therefore is grounded on the fact that norms and customs influence human environment in a dynamic approach where laws and regulations apply with the intention of resolving conflicts in a sober and informed way.<sup>63</sup>

When anticipating for a change, an organization should consider to identify inherent dependencies and coordination problems and then choose the coordination strategy that best achieves the favored objectives under the circumstances from the given alternatives.<sup>64</sup> A key point here is that coordination mechanisms are a critical component of any given organization which desires to achieve given objectives. Organizations that don't coordinate well pay a price

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<sup>62</sup> Scott WR. 1987. The adolescence of institutional theory. *Admin. Sci. Q.* 32:493-511

<sup>63</sup> Ibid

<sup>64</sup> Crowston, K., & Kammerer, E.. (1998). Coordination and collective mind in software requirements development. *IBM Systems Journal*, 37(2), 227–245. doi:10.1147/sj.372.0227

in wasted resources.<sup>65</sup> Other organization theorists view coordination mechanisms as a means of dealing with external entities that control critical resources.<sup>66,67</sup>

In accordance with the above definition, Malone and Crowston<sup>68</sup> (1994) viewed group as interaction of different stakeholders involved in analyzed interconnected activities". These tasks may necessitate creation of multiple type of resources. For instance, in the case of blue economy policy formulation requirements, actors from various marine and environmental agencies are involved. The main tenet of coordination theory is that there exists interdependencies and the methods to handle them are universal. For example, a common problem of coordination requires specialized skills, which means that actors can work on them. This dependence between a task and an actor arises in almost every organization in some way. Thus, a solution to organizational problems, changes, or formation of a new organization involves the management of numerous dependencies between resources and goals.

## 1.8 Research Hypotheses

The researcher will test the following hypothesis so as to investigate whether there is any relationship between interagency coordination and promotion and sustainability of Africa's Blue economy.

***H<sub>1</sub>***: There is significant progress in the utilization of the Blue economy in the implementation of Africa's economic development agenda;

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<sup>65</sup> Galbraith, J. (1977). *Organization design*. Reading, Mass.: Addison-Wesley.

<sup>66</sup> Pfeffer, J. (1972). Merger as a response to organizational interdependence. *Administrative Science Quarterly*, 17, 382-394.

<sup>67</sup> Pennings, J.M. (1980). *Interlocking directorates*. San Francisco: Jossey-Bass.

<sup>68</sup> Malone, T. W., & Crowston, K. (1994). The interdisciplinary study of coordination. *Computing Surveys*, 26(1), 87-119.

*H<sub>2</sub>*: There is significant progress in the utilization of the Blue economy in the implementation of Kenya's economic development agenda;

*H<sub>3</sub>*: There are significant challenges and prospects in interagency coordination in the promotion and sustenance of Kenya's Blue Economy;

## **1.9 Research Methodology**

### **1.9.1 Research Design**

The researcher adopted the descriptive research design. The design was adopted because of its precise and authentic representation of the findings. Primary data was obtained using questionnaires, and interviews. The use of the descriptive case study is to focus on the relationship between interagency coordination and sustainable Blue economy in detail and scrutinize and articulate the propositions and questions raised. Further, the researcher felt that the findings of the study would form propositions upon which further research could be conducted using other research strategies such as cross-sectional survey design. The use of this design is expected to play a critical role in advancing the knowledge base of the field of study. Thus, Kenya can form a basis for further investigation into the field of interagency coordination and collaboration in the sustenance of the blue economy as a determinant of effective promotion and sustainability of the Kenya's blue economy. Therefore, this study design was deemed as the best to fulfil the objectives of the study.

### **1.9.2 Research site**

The study was carried out in Mombasa, Mombasa County. It is centrally positioned in the West Indian Ocean. The Djibouti Code of Conduct Accord signatory-states have also established

Mombasa as one of the three maritime information sharing centres and the city is also the Maritime Rescue Coordination Center. This study area is deemed appropriate because of Mombasa's nature as a global maritime node and a gateway to Eastern and Central Africa.

### **1.9.3 Target Population and sample Size**

This constituted of respondent in leadership positions of various organizations who are deemed to be well versed with information related to management of natural resources and who are mandated with the responsibility of coordinating and managing them on behalf of the state. These Key Informants are particularly valuable sources of information to a researcher in all the stages of the research. These agencies included: the (KPA) Operations department, (KEMFRI), (KEFRI), (KFS), (KMA) and (NEMA).

### **1.9.4 Sampling Procedure**

The researcher adopted purposive sampling technique. The method excludes people who are unsuitable for the study and remain with the most suitable candidates. The key informants include the (KPA) Operations department, (KEMFRI), (KFS), (KMA) and (NEMA). Primary data was obtained using questionnaires, and interviews. The researcher also conducted interviews with key informants.

### **1.9.5 Data Collection Method**

The primary data involved collection of field data using questionnaires while secondary sources included literature study from published work. The researcher also conducted

interviews with key informants. The information collected will be vital for supporting literature, documented and collected information through other methods. The secondary data will be collected through the study of various documents including books, journals, researched works, internet etc.

The questions were based on Likert scale of: “(SA), (A), (UD), (D) and (SD)”. The scale assists in determination of the extent to which there is consensus on various topical issues which are under examination.

#### **1.9.6 Data analysis**

The data obtained from the field study was organized, sorted, edited, coded and tabulated. The data was sorted and categorized according to the objectives or research questions. This promoted information flow in report writing. Collected data was edited for accuracy and completeness. Editing was done to ensure that the questionnaires and interview guides were in line with the objectives. Data from the interviews was subjected to thematic analysis. As such, it was transcribed and then organized in themes and categories that emerged.

#### **1.10 Scope and Limitation**

The study will seek to investigate on the following key variables: challenges and prospects of interagency coordination; and promotion and sustainability of blue economy in Kenya. The study was conducted in Mombasa County, Kenya. This study is also anticipated to encounter some of limitations as follows: Low responsiveness, and difficulties to access various maritime



agencies. To ensure high responsiveness, participants will be briefed on the significance of the study. Further, the researcher sought all the legal provisions required to carry out a study so as to be able to access all the maritime agencies easily. Additionally, since the researcher used more qualitative data in the study, data quality may be an issue. To improve data quality, the researcher validated the data collection tool and collect data from respondents that clearly understand the study area and questions.

### **1.11 Chapter Outline**

The study consists of six chapters as detailed below.

#### **Chapter One. Introduction to the Study**

This chapter introduces the study, the Challenges, and prospects of interagency coordination in promoting and sustaining Africa's Blue economy by focusing on Kenya. This is done through "background of the study, research problem, objectives of the study, literature review, theoretical framework, hypothesis construction and methodology". The literature review critically analyses account of the existing research on challenges and prospects of interagency coordination in promoting and sustaining KBE by critically analyzing the BE, the Promotion of the BE , and the sustenance of the BE and the interagency coordination and collaboration.

#### **Chapter Two. The utilization of the Blue economy in the implementation of Africa's economic development agenda.**

This chapter will look at Africa's state of utilization of the Blue Economy in its economic development agenda.

#### **Chapter Three. The utilizations of the Blue economy in the implementation of Kenya's economic development agenda.**

This chapter will analyze the Kenya's utilization of the Blue economy in its economic development agenda.

**Chapter Four. Challenges and Prospects of interagency coordination in promoting and sustaining Kenya's Blue economy**

This chapter will analyze the challenges and prospects of interagency coordination and collaboration in promoting and sustaining Africa's Blue economy by focusing on Kenya.

**Chapter Five. Analysis and Findings**

The chapter will analyse the data and look at the findings.

**Chapter Six. Conclusion and Recommendation**

This chapter provides the conclusions of the study, recommendations, and suggestions on areas for further research.

## CHAPTER TWO

### TRENDS OF UTILISATION OF THE BLUE ECONOMY IN THE IMPLEMENTATION OF AFRICA'S ECONOMIC DEVELOPMENT AGENDA

#### 2.1 Introduction

This chapter presents the role played by the blue economy in unlocking Africa's economic potential and in realizing the continent's aspirations related to socio-economic and political development. It is commonly agreed that African continent is enriched with resources which makes it the richest continent globally in terms of natural resource endowment. Being a populous continent with 1.3 billion people<sup>69</sup> living in the fifty-four (54) independent countries, Africa's growth and development is pegged on a diversified economic venture which need more diversification which blue economy intends to offer in efforts aimed at improving the continents GDP per capita.<sup>70</sup>

#### 2.2 Africa's Economic Development and Sustainable Development

Majority of populations in Africa live below poverty levels and face many difficult socio-economic conditions. The development of the continent needs a multidimensional approach. The economic dimension of the development options of Africa is part of the broader approach, both as a cause and as a consequence of improving social problems, but at the same time can also be the result of improved social conditions such as educated workforce increases productivity, better employment and wages.

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<sup>69</sup> "2017 World population" (PDF). 2017 World Population Data Sheet - Population Reference Bureau.

<sup>70</sup> "Get ready for an Africa boom". Retrieved 2017-09-12.

### **2.3 Africa's diversification to the Blue Economy**

The “Blue Economy” is a new and growing concept that promotes better management (economic and ecological) of our ocean/seas/lakes/rivers or “blue” resources. The CWN considers blue economy as “an emerging concept which encourages better stewardship of our ocean or ‘blue’ resources”.<sup>71</sup> The Center for the Blue Economy<sup>72</sup> on the other hand says on the BE, “it is now a widely used term around the world with three related but distinct meanings, the overall contribution of the oceans to economies, the need to address the environmental and ecological sustainability of the oceans and the ocean economy as a growth opportunity for both developed and developing countries”. The definition from the European Commission is “All economic activities related to oceans, seas and coasts. It covers a wide range of interlinked established and emerging sectors”.<sup>73</sup> It's also sometimes known as “Ocean economy” and at times the two terms are used interchangeably by different organizations. The ocean economy is simply about using ocean resources and is strictly intended to empower the ocean's economic systems.

### **2.4 African Continental Free Trade Area: a catalyst for industrial development on the continent**

African economies are fragmented and challenged by both external and internal trade barriers. These challenges constrain these businesses that include “capacity to ensure and maintain

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<sup>71</sup> The Commonwealth". *thecommonwealth.org*. (<http://www.hydrant.co.uk>). Retrieved 12 February 2019.

<sup>72</sup> Middlebury Institute of International Studies at Monterey. Our History and Methodology. <https://www.middlebury.edu/institute/academics/centers-initiatives/center-blue-economy/about/history>. Retrieved 12 February 2019.

<sup>73</sup> European Union. (2018). [https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/2018-annual-economic-report-on-blue-economy\\_en.pdf](https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/2018-annual-economic-report-on-blue-economy_en.pdf). Retrieved 12 February 2019.

sustainable economic growth and produce competitive productive capacity for value - added products in regional and international trade, capable of creating the jobs for African youth needs”. The manufacturing sector contributes less significantly to Africa's GDP which is less than 15% of all intra-African trade. The Blue Economy plays a central role in achieving AfCFTA and its goals. Infrastructure, transportation services, and skills that will underpin the movement of goods across the continent will require higher levels of investment. African countries will enhance economic integration through AfCFTA and facilitate trade between the parties to the Agreement. The Blue Economy can be part of a structured and integrated process of bringing together African countries to exchange information (including cargo movements through ports, or illicit traffic of goods and persons), best practices, including the promotion of sustainable tourism and harvesting of living and nonliving ocean resources.

## **2.5 Harnessing potential for Africa’s Blue economy**

Africa has fifty-four (54) and 70%<sup>74</sup> of the states i.e. thirty-eight (38) are coastal and island states that have not been well exploited. The coastline is an essential tool for enhancing socio-economic stability through the Blue Economy. Siddharth Chatterjee and Toshitsugu Uesawa say that “Africa has a coastline of over 47,000 km and 13 million km<sup>2</sup> of collective exclusive economic zones (EEZs), yet very little of the potential of the blue economy is actually exploited”.<sup>75</sup> “Therefore, the continent has a large ocean resource base which can facilitate

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<sup>74</sup> <https://www.worldatlas.com/articles/countries-in-africa-with-the-longest-coastlines.html>

<sup>75</sup> Siddharth Chatterjee and Toshitsugu Uesawa. (Nov, 6, 2018). Africa’s Giant Blue Economy Potential. <http://www.ipsnews.net/2018/11/africas-giant-blue-economy-potential/>

sustainable development of African States”.<sup>76</sup> Africa's lacustrine (or lake) areas are about 240,000 square kilometers.<sup>77</sup>

Kaczynski posits that concerted efforts directed towards creation of sustainable and productive BE will go a long way into establishing economic opportunities for countries which in turn will turn around their fortunes.<sup>78</sup> The concept of Blue Economy is linked to Ocean Economy in the maritime domain including; democracy and good governance, collaboration and partnership with different stakeholders, sustainability; biodiversity; bio prospecting; pollution and marine debris; food security; and also coincide with other concepts which entails emerging industries such as: maritime transport; fisheries; marine and coastal tourism; submarine mining and tourism.<sup>79</sup>

The Blue Economy's potential in Africa is largely untapped a factor attributed to challenges in land adjudication which is the most important factor of production. Communities living around water bodies for instance lakes and oceans are among the poorest in the African continent due to poor utilization of marine resources. For instance, realization of the limitations presented by land as a factor of production in the continent, especially in view of climate change, has made it necessary for governments and other stakeholders to focus on the immense growth potential

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<sup>76</sup> GRID-Arendal, 2015. Area coverage of African marine spaces, compiled from unpublished raw data.

<sup>77</sup> Ibid., 2015. Area coverage of African lacustrine spaces, compiled from unpublished raw data.

<sup>78</sup> W.M. Kaczynski, “The future of blue economy: lessons for European Union,” *Foundations of Management*, vol. 3, no. 1, pp. 21-32, 2011.

<sup>79</sup> World Bank. (2017). *The Potential of the Blue Economy: Increasing Long-term Benefits of the Sustainable Use of Marine Resources for Small Island Developing States and Coastal Least Developed Countries* (PDF). ix.

offered by water resources. The island state of Mauritius is one of the smallest nations in the world but with one of the strongest BE in African continent and ranked third worldwide.

## **2.6 Africa's Blue Economy Initiative**

African economies have continued to indicate impressive growth rates which is driven primarily by the natural resource endowment. The African blue economy potential remains untapped with 38 of the 54 countries being coastal and 90 % are maritime. The western narrative on the continent's maritime potential has for a long time focused on bad news such as maritime insecurity, toxicity and illegal harvesting of marine resources which has painted African continent as riding on bad wagon. This western-led narrative is day-in-day-out changing due to the extent to which African countries are investing in marine management and exploitation. Africa's groundwork for policy and regulatory changes began with initiatives such as: Agenda 2030 and AU Agenda 2063 which clearly stipulates Africa integrated maritime strategy 2050.

### **2.6.1 Agenda 2030**

The 2030 ASD (herein referred as "2030 Agenda") is an intergovernmental agreement that is designed to inform global development ambitions, from 2016 until 2030<sup>80</sup>. The agenda was adopted by the UNGA on 25 September 2015, with its core objectives being SDGs, which replaced the MDGs which prevailed from 2000 to 2015. Sustainable global development relies heavily on blue economy's strength. The Sustainable Development Agenda 2030 sets out

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<sup>80</sup> UNITED NATIONS GENERAL ASSEMBLY (UNGA). Transforming Our World: The 2030 Agenda for Sustainable Development, [http://www.un.org/ga/search/view\\_doc.asp?symbol=A/RES/70/1&Lang=E](http://www.un.org/ga/search/view_doc.asp?symbol=A/RES/70/1&Lang=E)

strategies to protect water resources and communities in the development of marine resources. The 2030 Agenda, recognizes the blue economy as very integral in advancing of sustainable development in the world. The Goal number 14 (SDG 14) “encourages all stakeholders to conserve and sustainably use the oceans, seas and marine resources for sustainable development”. SDG14 is dedicated to the interactions of human beings with marine ecosystem. Regional partnerships in support of the 2030 agenda should be established in order to coordinate policy makers and measures, bringing together all actors into collective decision making in regards to marine eco-systems<sup>81</sup>.

### **2.6.2 Agenda 2063**

The development agenda of Africa (the Agenda 2063) contains a compelling narrative for the development of Africa. The formulation of the CAP in 2015 coincided with the formulation of Agenda 2063 to the advantage of African continent. This ensured that the regional priorities and sustainable development globally.<sup>82</sup> The 2063 Agenda proposes that all three dimensions of sustainability, including the governance, peace and security pillar, be considerably transformed as an important and enabling dimension articulated in the seven aspirations of the continental framework. It outlays ABE to be “a major contributor to continental transformation and growth (AU)”<sup>83</sup>. The AU Commission has placed the blue economy at the center of its

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<sup>81</sup> Unger, S., Müller, A., Rochette, J., Schmidt, S., Shackeroff, J., Wright, G. (2017): Achieving the Sustainable Development Goal for the Oceans. IASS Policy Brief 1/2017. <http://www.iass-potsdam.de/de/content/achieving-sustainable-development-goaloceans>

<sup>82</sup> Africa Union Commission (AUC). (2014). Common African Position (CAP) on the Post 2015 Development Agenda. Addis Ababa: African Union Commission.

<sup>83</sup> African Union (2014). Agenda 2063. African Union Commission. <http://archive.au.int/assets/images/agenda2063.pdf>.



vision by including “maritime issues in Agenda 2063”. Evidently, the Agenda termed Africa’s economic prospects as “Africa's future...resides in her blue economy.<sup>84</sup>”

Agenda 2063 addresses Africa's vision of becoming an economically integrated and a major global partner.

### **2.6.3 Africa Integrated Maritime Strategy 2050**

During the 22<sup>nd</sup> AU Summit, different leaders in Africa and government adopted “the 2050 MIS for Africa (2050 AIM Strategy)”. The main objective was “to address Africa’s maritime challenges for sustainable development and competitiveness”. In developing this 2050 ‘(AIM) Strategy, it is acknowledged that the ‘(AMD) has enormous potential for economic growth. Africa’s wealth creation is based on the 2050 AIM Strategy which calls for broad-based approach in utilization and exploitation of natural resources.

### **2.6.4 African Charter on Maritime Security and Safety and Development in Africa (Lomé Charter)**

Africa is rich in natural resource endowment be it on land or in water. Africa’s maritime productivity is greatly challenged by maritime insecurity which covers a myriad of pertinent issues.<sup>85</sup> The Lomé Charter signed in 2016 by different leaders from the African continent and government stipulates the governance of maritime resources available in Africa which is under

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<sup>84</sup> 387th Peace and Security Council Final Communiqué, PSC/MIN/COMM.2(CCCLXXXVII)-Rev.1, [www.peaceau.org/uploads/psc-387-comyaounde-summit29-07-2013.pdf](http://www.peaceau.org/uploads/psc-387-comyaounde-summit29-07-2013.pdf), accessed 16 January 2017.

<sup>85</sup> African Union (2016) African Charter on Maritime Security and Safety and Development in Africa. Addis Ababa, Article 1. The African Union defines the Blue/Ocean Economy as “sustainable economic development of oceans using such technics as regional development to integrate the use of seas and oceans, coasts, lakes, rivers, and underground water for economic purposes, including, but without being limited to fisheries, mining, energy, aquaculture and maritime transport, while protecting the sea to improve social wellbeing”.

the direct supervision of the AU. The charter was informed by the 2050 AIMS commonly referred to as 2050 AIM Strategy. The Charter provides a blueprint which guides African marine resource governance and identifies respective state capacities for exploiting such resources.<sup>86</sup>

The Lomé Charter consist of 7 chapters and 56 articles which covers; “*The prevention and control of all transnational crimes at sea, including terrorism, piracy, armed robbery against ships, drug trafficking, smuggling of migrants, trafficking in persons and all other kinds of trafficking, IUU fishing, prevention of pollution at sea and other unlawful acts at sea, under the jurisdiction of a state party in its area of responsibility*”. The Charter under Article 14 encourages partner states to survey and demarcate their respective maritime boundaries.

### **2.6.5 African Maritime Transport Charter**

The Charter seeks to restructure the current state of the maritime affairs of the African Union member states. The Charter is an ambitious legal framework that not only highlights the key challenges facing the continent's countries in the field of maritime transport, but also offers concrete proposals to set up appropriate programs and institutions to support the implementation of such a programme.

The Charter is aware of the need to establish, enhance and strengthen cooperation in order to harmonize the policies, regulations and procedures of maritime, port and inland waterways, both in mutual relations within the continent and in relations with third countries; and further

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<sup>86</sup> African Union (2012) 2050 Africa's Integrated Maritime Strategy. Addis Ababa.

accepts the fact that there is an interdependence between economic growth and a sustainable marine environment protection and conservation policy.

## **2.7 Blue Economy for Africa’s Sustainable Development**

Several initiatives aimed at developing long-term basis for the African blue economy are now underway. By implementing national blue economy strategies, three Africa countries: Mauritius; the Seychelles; and South Africa have achieved early success and generated recommendable practices that can be emulated in the region. The BE strategy of South Africa, entitled “*Operation Phakisa*”, launched in 2014 with the aim of “creating a million new jobs and adding another 177 billion rand to GDP by 2033, has also used sectoral growth targets and prioritized maritime skills and education to attract P-P-P and international private investors”.

Mauritius has incorporated the blue economy into the program for national development since 2014. The government established a specialized blue economy ministry with an advisory institution-the national council to facilitate stakeholder input which could inform blue economy framework<sup>87</sup>. Substantial growth in aquaculture has doubled the number of people trained in cruise ship building and in other regulatory measures to increase productivity in maritime industries<sup>88</sup>. The government of Mauritius has realized 11% of its GDP from blue economy and has initiated mechanisms to double this amount by the year 2025 with a focus on ICT development of the industry, fisheries and ensuring sustainable aquaculture and lagoon ecosystem management.

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<sup>87</sup> Prime Minister’s Office. (Mauritius). (2013). *The Ocean Economy: A Roadmap for Mauritius*.

<sup>88</sup> Republic of Mauritius. (2017). *Annual Report on Performance. Fiscal Year 2016/2017*. Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping.

The second largest exclusive economic zones in Africa is found in Seychelles measuring approximately 1.4 million km<sup>2</sup>.<sup>89</sup> The South African country has initiated a comprehensive blueprint for the year 2018–2030. Its first phase, space plan covered 16% of its maritime territory which was geared at protecting 30% of the maritime economic zone of the country by the year 2020. Several other African countries have taken the initiatives of building their blue economies, including Nigeria, Ghana and Kenya. The Nigerian maritime and safety association has embarked on mission of constructing one of “Africa’s largest floating dockyards”. The country has also initiated measures of fighting piracy through anti-piracy bill which calls for 24-hour port operations which potentially increases investment and training in maritime activities.

The government of Kenya has commissioned a specific institution mandated with issues of fisheries and blue economy in 2016 with the intention of initiating a presidential implementation committee. The presidential committee is mandated with development of a working committee for development of blue economy. The Republic of Kenya has also established the Kenya Coast Guard Service Act which is legal and regulatory framework initiated to streamline fisheries as a key factor enabling blue economy.

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<sup>89</sup>[http://www.nationalplanningcycles.org/sites/default/files/planning\\_cycle\\_repository/seychelles/ssds\\_volume\\_1.pdf](http://www.nationalplanningcycles.org/sites/default/files/planning_cycle_repository/seychelles/ssds_volume_1.pdf)

## **2.8 Drivers for Africa’s Maritime Sustainable development**

Maritime sustainable development is complex, multi-dimensional, and dynamic. A roadmap for change that recognizes the inherent links between the health of nature, the wellbeing of people and the future of our planet is needed. In order to bend the curve of devastating oceans and terrestrial losses in ecosystems and biodiversity, decisive global action is needed as urgently in the blue economy as in the rest of our world. By integrating sustainability into regulations and financing guidelines before large- scale development begins, we can help prevent the most adverse effects in one of the most threatened ecosystems world-wide. In order to leave a healthy ocean for future generations and the fisheries and ecosystem services on which we all depend, we must find a way to develop, protect and restore our ocean sustainably and ensure that it is full of life, not plastic drifting through degraded habitats. The way forward is to commit to a sustainable blue economy development.

## **2.9 Maritime clusters and Sustainable Development**

The scale of the activity comprises of service provided for by the activity and emerging industries of growth for sustainable industrialization. The natural groupings of the units under consideration are 5 activities relating to the maritime domain including fishing and extraction of non-living resources.

## **2.10 Africa’s Maritime Governance**

Trans-boundary cooperation and coordination is taken as an essential element of maritime governance. Such an approach requires collaboration to extent that does not easily correspond

to the concepts of sovereignty and territoriality that are firmly defended. Maritime governance issues extend beyond national, geographical and political borders. Another challenge is the maritime accidents which illustrate how maritime governance issues challenge territorial, jurisdictional and geographical borders. Regionalization is necessitated by the transboundary nature of maritime zones. This transboundary nature calls for cooperation and inter-state coordination to unlock the untapped potential of majority of African coastal countries which presents governance complexities to the respective jurisdictions.

As a framework for ocean governance, the Law of Sea Convention (LOSC) presents a good example in which majority of countries in Africa can adopt in order to achieve maritime cooperation and coordination. The LOSC categorically calls for cordial relations and interactions between stakeholders from different regions in instituting ocean governance and its resources in its stipulations. It demands for regional cooperation as the only way for African countries to develop their Blue economies and govern their maritime domain. The challenges of managing maritime spaces can be overwhelming if individual states handle them unilaterally. Integrated regional cooperation is required by the trans-boundary character of the problems initiated by most maritime activities.

African countries can collectively fundraise resources for implementing maritime governance through cooperation. The fragmentation of African states has resulted into serious disharmony which has greatly compromised regional ambitions of implementing an effective maritime governance structure. This disharmony has greatly hampered inter-state cooperation in

governing African maritime zones, with an emphasis on maritime borders rather than cooperation and coordination.

### **2.11 Challenges for Africa's Blue Economy**

Approximately 13 million square kilometers of maritime zones are under African jurisdiction, including territorial seas and EEZ<sup>90</sup>. While some countries have taken bold steps towards achieving blue economy, other countries have not taken a single step towards achieving the same a move which threatens maritime health and productivity. Many countries have not developed integrated plans which can enable them participate resourcefully in the exploitation of BE in Africa. The continent-wide vision for an integrated ABE envisaged by the “2050 AIM strategy” remains far from being achieved. The continent possesses large oceanic resources untapped which can turn around Africa's fortunes.

Despite the evident of the continent's vast ocean resources, lacustrine zones, and their benefits, there exists a series of challenges which need tackling. These challenges include: *“maritime governance; weak legal, policy, regulatory and institutional frameworks; lack of shared prosperity and weak inclusion in decision-making processes; poorly planned and unregulated coastal development; maritime insecurity; unsustainable human activities around and in the oceans, seas, lakes and rivers and lack of an inclusive consideration of ecosystem service values to support sustainable policy decisions; lack of natural and manmade protection making some countries vulnerable to the negative impacts of climate change; pollution, invasive alien species, ocean acidification causing biodiversity loss compromising human*

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<sup>90</sup> GRID-Arendal. (2015). Area coverage of African marine spaces, compiled from unpublished raw data

*health and food security, sea surface temperature change; sea level rise, increased intensity of storms; as well as unsustainable extraction of minerals which is also exerting additional pressure on the resilience of the aquatic resources and lack of human and technical capacity”.*<sup>91</sup>

The Blue Growth Strategy of the European Commission, for instance is designed to move EU from the current economic deficit and instigate a competitive and resourceful integrated zone which can offer jobs and ensure healthy continuity of European oceans. China has developed its maritime blueprint recently which encapsulates an integrated utilization of ocean resources in a sustainable and harmonious way which offers maximum benefits to national economic development plans. The realization that blue economy is the new frontier of growth has offered new impetus to national economic discourse.

Institutional support and the ability to adopt a balanced approach to maritime space governance vary greatly, and a number of them are not yet ready. A sustainable blue economy offers a way to make compatible proposals for economic development and marine health. There is no choice between growth and sustainability. Africa States needs clear policy and planning framework. By learning from the EU’s Blue Growth strategy, the policy and planning framework will need sufficient scientific, knowledge and technological objectives; marine life knowledge, marine resources and the threats and opportunities for better economic activity in the (AMD); more

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<sup>91</sup> Ibid



scientists and other maritime specialists for implementing the plan; and awareness of the potential of blue growth for businesses<sup>92</sup>.

Economic activities within the EEZs have been coordinated within a sectoral basis characterized by limited inter-agency coordination between ministries and relevant regulatory authorities. The success of blue economy in Africa mandates enactment of proper legislation and regulations which offer inter- ministerial cooperation including an “all-inclusive decision-making processes involving all stakeholders”. The value of evidence-based research coupled with credible mechanisms for arbitration is required. Africa’s reform of the maritime economy's institutions is a must if the continent is to realize the benefits associated with blue economy.

## **2.12 Establishment of an AU office or department of maritime affairs**

Whereas there exists a consensus that BE holds is important for economic growth of African countries, the (AU) has failed to implement strategic legislation which can inform maritime resource governance. The first endeavor was the creation of the 2050 AIMS which focuses on the need to combat piracy in the high seas. Later the scope of AIMS was expanded to include modalities with which African countries could transform their maritime security to include sustainable development and governance<sup>93</sup>. The AU has combined the aspirations of several

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<sup>92</sup> European Commission. (31.3.2017). Report on the Blue Growth Strategy Towards more sustainable growth and jobs in the blue economy. [https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/swd-2017-128\\_en.pdf](https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/swd-2017-128_en.pdf).

<sup>93</sup> Decision on the Report of the Peace and Security Council on its Activities and the State of Peace and Security in Africa, Assembly/AU/Dec.252 (XIII), adopted by the Thirteenth Ordinary Session of the Assembly of the Union, July 2009, in Sirte, Libya, [www.au.int/en/sites/default/files/decisions/9560-assembly\\_en\\_1\\_3\\_july\\_2009\\_auc\\_thirteenth\\_ordinary\\_session\\_decisions\\_declarations\\_message\\_congratulations\\_motion\\_0.pdf](http://www.au.int/en/sites/default/files/decisions/9560-assembly_en_1_3_july_2009_auc_thirteenth_ordinary_session_decisions_declarations_message_congratulations_motion_0.pdf), accessed 9 December 2018.

countries in Africa to enact several strategic documents, including the comprehensive 2050 AIMS<sup>94</sup> which offers roadmap to actualization of African Maritime Transport Charter<sup>95</sup>.

In including the BE in the “AU Agenda 2063”, the AU placed the goals and actions for the actualization of BE and maritime security as the integral components of socio-economic transformation in regards to maritime security and productivity which were recognized as central tenets of Africa’s growth and future development. What was envisioned was to be achieved through the establishment of AU commission for specialized maritime office. The commission embarked on a mission of establishing working entities within the AU framework which were to coordinate several actions with the intention of realizing aspirations of AU particularly the stipulations of the 2050 AIMS.<sup>96</sup>

### **2.13 Summary**

The African continent has realized high and accelerated economic growth rates beginning the dawn of the new millennium implying that the 21<sup>st</sup> century could be the African century. With the continuity of global economic decline which was characterized by economic depressions and recession on part of the industrialized states, the Africa’s economic driver continued to demonstrate positive outlook with major drivers of the economy exhibiting renewed synergies for development. Major economic drivers such as agricultural and extractive industries have shown that with a streamlined coordination and management, the future of African economies

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<sup>94</sup> 2050 AIM Strategy, <http://pages.au.int/maritime>, accessed 26 November 2018

<sup>95</sup> Revised African Maritime Transport Charter, [www.au.int/en/treaties/revised-african-maritime-transport-charter](http://www.au.int/en/treaties/revised-african-maritime-transport-charter), accessed 24 November 2016.

<sup>96</sup> 2050 AIM Strategy, 30, <http://pages.au.int/maritime>, accessed 26 November 2018.

have a bright future. Industrialization has remained to be the next big thing for Africa to grow and the continent is preparing the state for take-off with the investment in both skilled and non-skilled human capital. There has been witnessed a tremendous improvement in enabling infrastructure which include increased supply of electricity and transport networks which have transformed the way of trading both internally and internationally.

Africa's oceans, seas, lakes and rivers are significant in supporting socio-economic growth and development across different sectors. The implementation of policies focused on the Blue Economy will be based on a set of drivers that involve trade, investment and technology exploitation. Effective and sustainable maritime domain management is essential for achieving a balance between the Blue economy's growth and development and maintaining global, interconnected oceans' health and productivity. Africa's and global oceans are a single global ecosystem that is dynamic and interconnected. Yet, structures of ocean governance have developed and evolved largely on a sectoral basis and are not well suited for maritime domain-wide work effectively. Different bureaucracies are often responsible for various uses and users of the ocean and often do not work effectively to communicate or cooperate. It is a significant challenge to move ocean governance from sectoral management to an integrated intra-state and inter-state governance.

The disharmony in African maritime states' regimes has seriously compromised efforts toward regional cooperation in governing African ocean areas. This disharmony has come into play in maritime boundaries conflicts which are yet to be settled which potentially hinder meaningful

cooperation in exploitation of maritime resources and full potential of the oceans. The conflicts have contradicted national policies and laws calling for further interpretation in higher jurisdiction, a move which further hurts cooperation and inter-state coordination in governing maritime resources and zones.

Institutional paradigm considers the processes by which institutions are formed as authoritative centers for guiding socio-economic behavior of both states and individuals. One main institution established for include the LOSC. African countries seek to identify a platform where they can forge a regional cooperation approaches in ocean area governance. AU enjoys the goodwill among African states, and it is better suited chart regional cooperation modalities in ocean area governance. AU has also set up organs that can handle the agenda. The AU is setting up an institution in the confines of the AU to deal with maritime cooperation coordination. Identifying possible areas of cooperation is a first requirement for enhancing such regional integration in maritime governance and cooperation. Africa stands a better chance of diversifying economic growth through sustainable blue economy.

A sustainable blue economy entails establishing institutions which can govern the current consumption of marine resources for the current needs while safeguarding the needs of the future generations. To achieve that African countries and other stakeholders have been encouraged to formulate common legislative frameworks and institutions which can govern independently on a regional scale in actualizing the objectives of respective countries and unlocking the untapped potential of water bodies.

## CHAPTER THREE

### TRENDS OF UTILISATION OF THE BLUE ECONOMY IN THE IMPLEMENTATION OF KENYA'S ECONOMIC DEVELOPMENT AGENDA

#### 3.1 Introduction

In 2012, Kenya's economy realized an annual real GDP growth index of 4.6 per cent compared with previous annual real GDP growth rate of 4.4 percent in 2011 and 5.8 percent in 2010 respectively.<sup>97</sup> The growth rate of Kenya's GDP in 2013 is projected to exceed 5%<sup>98</sup>. Unlike some countries in sub - Saharan Africa that experienced above - average economic growth, either due to extraction of natural resource or starting from an initially low level of economic development, Kenya's growth depended largely on reforms that enabled market forces to govern growth in the private sector. These reforms created significant opportunities, as well as facilitating economic efficiency, increased competition, and foreign investment.

It is projected that Kenya's GDP continues to improve, driven largely by growth in tourism, telecommunications, transportation and construction, and recovery in agriculture<sup>99</sup>. The government has implemented economic reforms to cultivate these markets, such as telecommunications deregulation. Kenya is also highly competitive in terms of human capital, with an 87 percent adult literacy rate and a strong emphasis on education. Kenya shows the

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<sup>97</sup> KNBS. (2012). *Economic Survey 2012*. Nairobi. Government of Kenya Printer

<sup>98</sup> Kenya National Bureau of Statistics (KNBS), *Economic Survey (Various Issues)*.

<sup>99</sup> Quarterly Economic and Budgetary review for Kenya; Fourth Quarter 2012/2013, [http://www.treasury.go.ke/index.php/resource-center/cat\\_view/70-quarterly-budget-review](http://www.treasury.go.ke/index.php/resource-center/cat_view/70-quarterly-budget-review) (accessed March 3, 2014).

highest public education spending in East Africa from 2008-2009 to 2011-2012 at 17.7 percent.

The economy of Kenya also serves as an anchor in the region, contributing to the Eastern African Community's progressive development. Its geographical location in the center of the east coast of Africa makes it an ideal gateway to the continent for exports and imports. With the start of exportation of crude oil from Turkana and injection to the national grid of additional megawatts of energy Kenya's economic growth is expected to rise exponentially. The discoveries and exploration of huge deposits of oil and natural gas in Kenya's Rift valley could have transformative economic and social effect in the country, placing Kenya in the Africa's top tier of oil-producing states. Resisting the resource curse's negative effect, where rising revenues result in corruption, rent - seeking, and the possibility of undermining other economic sectors, will be one of Kenya's biggest challenges in future.

Given the number of challenging social and economic indicators, the importance of turning Kenya's oil into a blessing and not a curse is all the more pressing. For example, electricity demand is increasing at a rate of 14 percent annually<sup>100</sup>, while debt is stable but significant at 1.96 trillion shillings<sup>101</sup>, or 53.3 percent of Kenya's annual output. Kenya's youth unemployment is most worrying. According to the World Bank, “only about 50,000 of the

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<sup>100</sup> David Malingha Doya, “Kenya Postpones Renewable Energy Drive to Reduce Power Costs” Bloomberg, November 27, 2013, <http://www.bloomberg.com/news/2013-11-26/kenya-suspends-licensing-new-wind-farms-solar-plantsuntil-2017.html> (accessed March 3, 2019).

<sup>101</sup> Terra Lawson-Remer & Isobel Coleman, *Pathways to Freedom: Political and Economic Lessons from Democratic Transitions* (Council on Foreign Relations, June 2013), <http://www.cfr.org/democratization/pathways-freedom/>

800,000 Kenyans who reach working age each year are likely to find a modern wage job, securing a stable source of income”. For Kenya to continue on a positive track, it will need to create jobs and the growth that its citizens have come to expect.

Like many African countries, Kenya launched a long-term development plan aimed at significant gains in a relatively short timeframe. The objective of Vision 2030 is to see Kenya as a country of middle income by 2030. Likewise, Malawi launched a plan for Vision 2020, while Liberia also launched a plan for Vision 2030. It is estimated that Kenya's GDP will have to grow by 10 percent per annum until 2030 in order to achieve this progress. This is an aspirational goal and demonstrates the sustained, significant development of the private enterprises needed to support the wider process of Vision 2030.

### **3.2 Kenya’s Economic Diversification**

Kenya’s economy recorded a strong recovery in 2019 after it declared a 5.3% increase in GDP the previous year. Kenya’s economy is moderately diversified but the largest contributors to GDP growth include the growing telecommunication sectors, agriculture and tourism.<sup>102</sup> “Kenya’s GDP growth is estimated to reach 5.8% in 2019 and further expected to rise by 6% by the year 2020 as estimated by the biannual report of the WB”.<sup>103</sup>

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<sup>102</sup> <http://www.treasury.go.ke/media-centre/news-updates/218-kenyan-economic-growth-expected-to-grow-by-6-percent-this-year.html>

<sup>103</sup> By Maryanne Gicobi. (Tuesday October 16 2018). Kenya’s economic growth looking up — World Bank. The East African.

All nations globally aspire for a strong, growing and sustainable economy. A growing and sustained economy enhances and improves the living standards of the populations through creation of job opportunities and wealth for the nation which in turn demands for innovations and technological advancement which are tenets of prosperity and national pride. A long-held tradition is that with a diversified economy which is characterized by a variety of economic ventures has the potential to maintain a development discourse which if appropriately harnessed and governed can lead to sustainable development. Diversification has the potential of unlocking Africa and Kenya's potential and giving countries accelerated development which suffers less economic shocks. The integration agenda followed by majority of African states stands out as the roadmap to actualization of such potential.

Diversification of the economy has been termed as the process of changing an economy from a few or one income generating source towards several sources or towards a range of income generating avenues and markets. Environment conducive for diversification to happen must be ensured which is characterized by enough supply of energy and an elaborate network of roads and railways as well as a functional seaport and airport. The "2007 UNECA economic report on Africa" outlined the pre-requisite conditions conducive for "diversification to take effect and which entailed economic stability and competitive exchange rate paired with expansionary but responsible fiscal policy". Another condition which was fundamental for effective diversification was good governance and lack of violent conflict which were detrimental to actualization of growth<sup>104</sup>.

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<sup>104</sup> "Angola's Relations with China in the Context of the Economic Crisis", The China Monitor, CCS Stellenbosch, March 2009.



The private sector has been pointed as the cornerstone for the construction of a successful blue economy in Africa. It has an important role of forging working partnerships with the government and other relevant actors in the actualization of Regional Economic Community (RECs) which are integral in maritime cooperation and coordination priorities of Africa. It's also mandated with implementation of policies and reforms aimed at unlocking maritime potential.

The Kenya's economy is termed as the most diversified in Africa compared with other regional and neighboring economies. Whereas Kenya's economy is diversified, it still depends largely on agriculture and tourism as the leading foreign exchange earners for the country. With the intention of protecting the economy from economic shocks attributed with reliance on a narrow base, the government has rolled out diversification to better insulate it from economic crises. Prolonged periods of drought coupled with food insecurity continue to challenge the country's economic prospects. Despite the existence of a very robust private sector in Kenya, the public sector has been mired by a number of governance challenges which hamper effective service delivery and reduce geostrategic position of the country.

As already noted, tourism and agriculture constitute two of the main traditional economic pillars which determine economic outcomes. Agriculture has for a long time been instrumental in turning around the country's fortunes with Tea being the top commodity of trade. Notably, recently horticulture has been on the rise realizing a tremendous growth in the last five years.

Production cost related to inputs and air freight have been the greatest challenge bedeviling the horticulture industry. The sector continues to be challenged by the narrow market base which constitutes only European countries. The telecommunication industry has been in the forefront of the diversification agenda employing thousands of people in Africa. The geo-strategic position of Kenya between the Indian Ocean and the Africa's east hinterland presents a geo-strategic advantage as well as numerous trade and investment opportunities which when merged with the articulate and elaborate infrastructure development transforms the entire economy into a success story.

Strategically located along the Indian Ocean, Kenya is geographically advantaged by access to international maritime routes which serve key shipping lanes between “*the Mediterranean and the Indian Oceans*” bringing trade and business opportunities to the East African country. This geographic advantage was the basis of the Kenyan government's overall strategies to work towards greater diversification of its economy. Kenya has diversified her economy to include ICT and robust financial systems which are significant to the country's GDP and regional economies. The regional context offers opportunities for Kenya's expanding sectors, and especially for its service sector.

### **3.3 Determinants of Diversification through the Blue Economy**

#### **3.3.1 Governance**

Leadership entails aspects of good governance which is a prerequisite for creating an enabling economic growth and diversification environment. This entails “initiating and implementing

sound policies to nurture emerging sectors and making sure that policies can be articulated in an environment that permits them to thrive and contribute more to the national economy”. There needs to be effective and authoritative coordination and cooperation between various actors involved in decision making and individuals mandated at all levels.

As a matter of fact, good governance starts from the national leadership in place which can offer executive orders necessary for diversification of the economy. Prudential management of natural resources is the call of duty which is executed through good governance by formulating a robust and effective measures and approaches that help to achieve sound maritime economic activity. Good governance ensures a conducive business environment in a country by bringing into harmony both political and economic grievances. Many African states with enormous resources are challenged by political upheavals which deters private sectors and industries from thriving unlike in the developing countries.

### **3.3.2 Private sector**

It's the foundation upon which economic diversification can take effect in any given country. The private sector is the genesis of innovation and technological transfer which are the driving forces behind economic diversification. With majority of African economies being fragmented and informal, the access to capital and wider markets becomes problematic making it hard for them to break even. The governments in the continent have devised strategies of ensuring private sector is strengthened by offering for instance tax subsidies and exemptions which make business environment conducive for this sector. Enabling this conducive environment is the driving force behind economic diversification.

### **3.3.3 Regional factor**

Regionalization has become the driving call for many African states intending to increase their share of market and prospecting for better returns in trade. Sharing of boundaries and other notable geographical features such as lake and rivers as well as mountains makes regional integration a factor to consider when making economic consideration which favor blue economy. While regional integration is trade consideration worthy of emulation, many African countries have several memberships to various trade blocs which makes decision-making hard due to overlapping membership. Regional integration in some African economies has gone miles ahead and started harmonizing ICT policies and laws and integrating border controls which entail establishment of common border post and customs unions which ensure common tariffs and duties. These actions are critical to strengthening Africa's business climate.

### **3.4 Kenya's Blue Economy**

The increased cases of piracy along the “coast of Somalia, Kenya and the wider Horn of Africa and Aden Gulf region” from 2008–2012 was a strong illustration of the importance of Kenya's maritime industries and the critical role maritime security plays in supporting conditions for a vibrant Blue Economy. At its peak, piracy in the region, cost Kenya's shipping industry \$300–\$400 million annually, cruise liner tourism worth about \$15 million decreased to essentially zero, imported goods cost increased, business confidence decreased, and Kenya's reputation as a tourism destination was a major blow<sup>105</sup>. Despite these setbacks, maritime areas including:

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<sup>105</sup> Otto L, ‘Kenya and the Pest of Piracy: A Prospective Partner for Peace’, ISS (Institute for Security Studies) Situation Report, 22 February 2012, <https://www.files.ethz.ch/isn/138786/22Feb12Kenya.pdf>, accessed 14 April 2019.

shipping, fisheries and tourism are contributing significantly to the national economy and showing significant growth potential.

Since 2005, significant investments have been made in the Mombasa Port Development Program to improve port capacity and efficiency. The volume of cargo in the port of Mombasa increased from 14.4M tons in 2006 to 27 M tons in 2017 and is expected to reach 44 million tons by 2025<sup>106</sup>. Kenya has endeavored to fully implement a National Maritime Transport Policy (NMTP) aimed at strengthening the maritime sector through a range of interventions, including the revitalization of the Kenya National Shipping Line<sup>107</sup>.

Aquaculture production (almost entirely freshwater aquaculture) substantially increased from 4 452 tons in 2008 to 18 700 tons in 2015.<sup>108</sup> While employment figures vary, the fisheries sector employs more than 100,000 Kenyans directly and supports more than 2 million livelihoods. The marine artisanal fisheries of Kenya are much less developed than those of neighboring Tanzania, with only about 13 000 artisanal fishermen operating in the waters of the nearshore.

There is limited capacity to monitor the fisheries sector, particularly larger offshore vessels. Kenya is believed to lose up to \$100 million per year for illegal fishing activities, primarily

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<sup>106</sup> Marete G, 'Inside KPA plan for bigger vessels', Business Daily (Kenya), 25 April 2018, <https://www.pressreader.com/kenya/business-daily-kenya/20180425/281947428456553>, accessed 14 March 2019.

<sup>107</sup> Marete G, 'Kenya inches closer to national policy on Blue Economy', Business Daily, 8 May 2018, <https://www.businessdailyafrica.com/corporate/shipping/Kenya-inchescloser-national-policy-blue-economy--/4003122-4551344-12f9hh4/index.html>, accessed 10 March 2019.

<sup>108</sup> Kenya Marine and Fisheries Research Institute, 'Kenya's Aquaculture Brief 2017: Status, Trends, Challenges and Future Outlook', 2017, [www.kmfri.co.ke/images/pdf/Kenya\\_Aquaculture\\_Brief\\_2017.pdf](http://www.kmfri.co.ke/images/pdf/Kenya_Aquaculture_Brief_2017.pdf), accessed 14 April 2018

through the activities of larger offshore vessels<sup>109</sup>. There are also concerns about “these threats in the small-scale sector through the use of illegal fishing gears (such as mesh nets below the legal minimum requirement) and the illegal operation of small-scale fishermen entering Kenyan waters from Tanzania”. Kenya has recently enacted a law to create Kenya National Coast Guard with offshore patrol vessels and expected to work closely with the navy, to tackle illegal fishing<sup>110</sup>.

Large offshore gas deposits in Tanzania and Mozambique over the past decade, along with oil findings in Uganda and the Turkana region of Kenya, have stimulated further energy resource exploration across the East African region. Several energy majors have secured exploration rights in Kenya's waters as well as a number of junior exploration companies. No major offshore findings have been announced to date, although a junior exploration company reportedly discovered oil deposits in the Lamu Basin in the northern part of the exclusive economic zone of Kenya in 2014<sup>111</sup>.

Despite limited results to date, it is widely believed that, significant oil and gas deposits are likely to be found in the waters around the disputed region of Kenya and Somalia's maritime boundary. This underpins an ongoing Kenya - Somalia boundary dispute over the delineation

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<sup>109</sup> Marete G, ‘Kenya bans foreign trawlers to boost local sector’, The East African, 20 December 2017, <http://www.theeastafrican.co.ke/business/Kenya-bans-foreigntrawlers-to-boost-local-sector-/2560-4236820-dvuuvkz/index.html>, accessed 8 March 2019

<sup>110</sup> Business Daily, ‘Marine vessel to start Indian Ocean patrols this year’, 14 February 2018, <https://www.businessdailyafrica.com/news/counties/Sh3-6-billion-vessel-MVDoria-ocean-patrols-this-year/4003142-4304138-ohp7bu/index.html>, accessed 14 April 2019.

<sup>111</sup> Business Daily, ‘Oil discovered off Kenya’s coast’, 18 June 2014, <https://www.businessdailyafrica.com/markets/Oil-discovered-off-Kenya-s-coast/539552-2353076-12ivp7yz/index.html>, accessed 10 July 2018.

of the maritime boundary between them<sup>112</sup>. They have opted through the ICJ, which is currently considering the case, to resolve the matter.

Preserving the marine natural capital of Kenya is crucial<sup>113</sup>, not only for the direct benefits it provides in supporting the important coastal tourism sector of the country, but also more broadly for a range of ecosystem services that support diverse socio - economic activities and livelihoods within local communities.

### **3.5 Maritime Governance**

Blue economy is a multi-sectoral maritime activity which needs collaboration, coordination, and cooperation in order to achieve development potential. These multi-sectoral economic activities are central tenets to the sustainable maritime domain economy development. In order to realize sustainable economic growth, coastal states have prioritized fast-tracking of blue economies through initiating of technology in maritime extraction of resources. Fishing in high seas is done in a controlled manner which is regulated and governed by laws to ensure gathering of water resources such as seafood uses the right machinery and follows certain regulations. Effective maritime governance requires international rules and procedures<sup>114</sup>. The state has established a working agency which is mandated with prevention and conservation of the marine ecosystem i.e. Kenya Coast Guard.

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<sup>112</sup> Muller-Jung F, 'Kenya or Somalia: Who owns the sea and what lies beneath?', Deutsche Welle, 19 September 2016, <http://www.dw.com/en/kenya-or-somalia-who-owns-thesea-and-what-lies-beneath/a-19557277>, accessed 5 April 2019.

<sup>113</sup> Obura D, 'Kenya's blue economy – what now?' CORDIO East Africa, 24 August 2017, <http://cordioea.net/kenyas-blue-economy-what-now/>, accessed 8 May 2018.

<sup>114</sup> Pyć D. 2011, Global Ocean Law. Res usus publicum, Gdańsk.

Collaboration between and within each level of government is a core commitment to maritime governance. It recognizes that each government ministry, department, or agencies is involved. The integrated approach will require the whole of government collaboration and coordination with County Governments in Kenya. It incorporates all actors that have immense influence in policy making. There exist two major international legal organizations which are mandated with conservation and preservation of ocean (maritime) globally. They include; (IMO) and (UNCLOS).

In order to achieve sustainable maritime governance, it must be participatory for international bodies to offer guidelines<sup>115</sup>. This means that the public, together with the other stakeholders and authoritative bodies, must be more actively involved. By involving the public, it is advantageous so that they can offer useful insights into decisions reached.<sup>116</sup> This is important at all levels, especially in coastal region.

### **3.5.1 Institutional Framework**

Haas, Keohane and Levy<sup>117</sup> describes institutions as material entities such as organizations. Oran Young<sup>118</sup> refers it “as sets of rules of the game or codes of conduct that serve to define social practices, assign roles to participants in these practices and guide the interaction among occupants of these roles”.

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<sup>115</sup> Costanza, R. (1999) The ecological, economic and social importance of the oceans. *Ecological Economics*, 31, pp. 199–213.

<sup>116</sup> Evans, J.P. (2012) *Environmental Governance*, Oxon: Routledge.

<sup>117</sup> Haas, Peter M., Keohane, R.O., and Levy, Marc A. (eds) (1993). ‘Institutions for the Earth: Sources of Effective International Environmental Protection’ The MIT Press, Cambridge, Massachusetts, London, England.

<sup>118</sup> Young, Oran. (1994). *International Governance: Protecting the Environment in a Stateless Society*. Ithaca: Cornell University Press



The term refers to “a set of formal organizational structures, rules regulations and informal rules for the provision of services. The lack of sound institutional frameworks is the root cause of many service delivery failures - and a major reason for failure to provide service”. “Such institutional weakness is often due to the lack of a clear institutional policy for planning and management and the limited capacity of institutions to coordinate and manage initiatives. The overall result is a decline in services that leads to poor recovery in costs and ultimately failed investments that do not meet current or future demand”.<sup>119</sup> “However, the lack of adequate institutional mechanisms or coordinating body to enable interagency cooperation makes it hard for institutions to work beyond their immediate mandates”.

Both the national and international institutions are determined in ensuring maritime governance is conducted in accordance with the laid down procedures which meet the internationally accepted standards for the benefit of the current generation of people and that of the future. The UNCLOS created institutions which include the International Seabed Authority (ISBA), and the International Tribunal for the Law of Sea (ITLOS)<sup>120</sup>. Those that are part of the UNEP, the FAO, the UNESCO, the IOC, the UNCTAD and the IMO which form part of the UN system<sup>121</sup>. A number of regional organizations are active in the field of maritime governance in a number of African states. These institutions address a variety of issues such as marine resource education, training and research and maritime transport.

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<sup>119</sup> Scott, R., Cotton, A.P. and Govindan, B. (2003) Sanitation and the Poor. Available from: <http://www.lboro.ac.uk/well/resources/well-studies/full-reports-pdf/satp.pdf> (last accessed: Mai 6th, 2008)

<sup>120</sup> <http://www.unoceans.org/about/en/>

<sup>121</sup> [http://www.un.org/depts/los/nippon/unff\\_programme\\_home/fellows\\_pages/kibiwot/kibiwot\\_0708\\_kenya.pdf](http://www.un.org/depts/los/nippon/unff_programme_home/fellows_pages/kibiwot/kibiwot_0708_kenya.pdf)

**Ministry of Agriculture, Livestock and Fisheries:** The department of fisheries is mandated with development of fishing resources, management and conservation. This is achieved through authorizing fishing vessels, conducting out research as well as promoting cooperation between fishermen, promoting arrangements for the proper marketing and value addition. Aquaculture development, fish safety and quality assurance are also the responsibility of the Department; and KMFRI which was established by Parliament's Act in 1979, as the government's advisory institution on all aquatic science matters and is mandated with "all aspects of aquatic research not limited to oceanography, pollution, aquaculture, fishing technology and fish processing in Kenya".

**Ministry of Transport and Infrastructure Development:** The KPA established in January 1978 by the Parliament Act. It is mandated with the regulation and maintenance of Kenyan ports. Mombasa port is East Africa's largest and busiest port. The division of technical services of KPA is involved in ports and ports surveys; The Maritime Authority of Kenya was established in 2004 in the video Gazette Notice No 79. It is responsible for regulating and coordinating maritime matters in the country.

**Ministry of Environment and Forestry:** NEMA is the government's body mandated with the management and coordination of environmental issues in the country. It is mandated with the formulation of environmental policies and the setting of national objectives and objectives, as well as the determination of environmental policies and priorities. The Kenya Forestry

Research Institute carries out research into forests, including mangrove; and Kenya Forest Service mandate on protection of the mangrove's forests along the Kenya coast.

### **3.5.2 Legal Framework**

The legal framework entails binding instruments for instance treaties and conventions at the various levels that provide for the management process. The legal element is composed of national and regional conventions which are binding. The UNCLS of 1994 (as depicted in the figure below)<sup>122</sup>, “provides an international and national maritime legal framework for the sovereignty and responsibilities of the marine environment and its resources in coastal countries”.<sup>123</sup> The convention is concerned with a range of global agreements on specific issues which pertain fishery resource governance and maritime safety.<sup>124</sup>

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<sup>122</sup> <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5385665/>

<sup>123</sup> Jacobsson, M. 2009. Folkrätten, havet och den enskilda människan. [International law, the sea and the individual man]. Liber, Stockholm. (In Swedish).

<sup>124</sup> Frank V. (2007). The European Community and marine environmental protection in the international Law of the Sea. Dordrecht: Martinus Nijhoff Publishers.

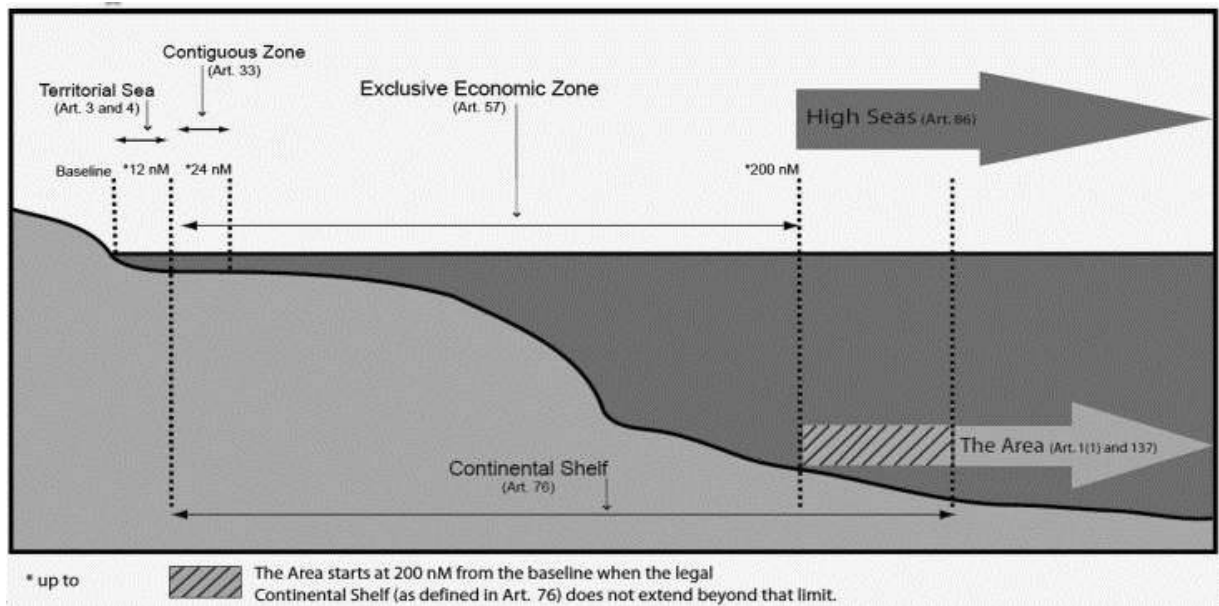


Figure 3.1 UNCLOS and its boundaries

Source: UNCLOS

### 3.5.3 Implementing Tools

Kenya is a partner state to several regional bodies in the African sub- region dealing with ocean and coastal regulatory issues. Locally, the coordination and cooperation mechanisms have been established between all government institutions, line-ministries and the two-tier government levels (both county and national) competent in the field of ocean management<sup>125</sup>. The government has initiated the “enactment of the principle of community-based management, set out in Principle 22 of the environment and development, declaration of Rio de Janeiro”. It maintains that so as to attain sustainable development, the state must incorporate

<sup>125</sup> United Nations Commission on Sustainable Development. Report on the seventh session (1 May and 27 July 1998, and 19-30 April 1999) Economic and Social Council. Official Records, 1999. Supplement N. 9. Decision 7/1. Ocean and Seas, online: (Accessed 11 December 2018).

and encourage public participation in development agenda.<sup>126</sup> Incorporation and involvement of stakeholders in a co- management system requires them to take responsibility for resource management and ocean management with governments<sup>127</sup>.

### **3.5.4 Implementing agency and strategy**

The implementing agency must have authority and legal capacity to increase the credibility and compliance in the adjudication of its mandate.<sup>128</sup> The agency should have the capacity to engage other levels of the government system and assert its authority in decisions reached. Additionally, the implementing agency needs to have proper scientific and technical know-how to undertake challenging tasks. Further, “the Rio Agenda 21 calls on the States to consider establishing appropriate coordination mechanisms, (such as a high-level policy planning body) for the integrated management and sustainable development of coastal and marine areas and their resources, both at local and national levels, or to strengthen them where appropriate”.<sup>129</sup> The composition of the implementing agency is multi-sectoral and compliments each other in executing marine related undertaking.

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<sup>126</sup> Report of the United Nations Conference on Environment and Development. Rio de Janeiro, 3-14 June 1992. Annex I “Rio Declaration on Environment and Development”

<sup>127</sup> National Round Table on the Environment and Economy. (1998). Sustainable Strategies for Oceans: A Co-Management Guide (Renouf Publishing, Ottawa: 1998) 13.

<sup>128</sup> Cicin-Sain, B. and Knecht, R.W. (1998). Integrated Coastal and Ocean Management: Concepts and Practices, Island Press. Washington, DC 20009.

<sup>129</sup> Paragraph 17.6 of Agenda 21, which also gives the key items that can be achieved within the national coordinating mechanism. [www.un.org/esa/susdev/documents/agenda21/english/agenda21chapter17.htm](http://www.un.org/esa/susdev/documents/agenda21/english/agenda21chapter17.htm).

### **3.6 Whole of Government Approach**

Agency and institutions are essential concepts within institutional theory within which the government approaches the governance of maritime resource. The government in its totality has the responsibility of initiating a holistic approach of managing resources within its jurisdiction through enactment of legislation enabling such exploitation.

Able leadership which is an integral part of good governance is needed to implement a holistic approach for attainment of long-term development in marine resources. The government is mandated with the responsibility of coordinating all line ministries and institutions within its ranks to identify priority needs and formulate appropriate solutions conducive for addressing the industry shortcomings. Ideals of good governance which entail sound and progressive leadership is at the core of actualizing sustainable development of blue economies.

### **3.7 Kenya's Integrated Maritime Policy**

Despite its strategic geographical position along the Indian Ocean, Kenya still has to realize the full economic benefits of the maritime sector. This was attributed to weak or total absence of inter-agency collaboration which slows down the maritime gains in the country. Failure to integrate the evidence-based policies results in a lack of consistency in addressing maritime challenges. The lack of coordination between the various policy areas deters and development. Streamlining the maritime sector will enable competitive freight and insurance rates, boost businesses and increase investment, among other things.

Maximizing Kenya's maritime prospects requires developing appropriate and sustainable strategies, strengthening the policy framework to support sector growth and investment, establishing maritime resources, and building strategic partnerships and alliances. The Integrated National Maritime Policy will lay down a new course for the maritime sector that will revamp and transform the sector to further deliver economic productivity to all stakeholders, citizens and investors. The policy will exploit inter-agency synergies for sector development and remove barriers to the overall success of the national economy.

### **3.8 Regional institutions for governance of oceans and coasts**

Poor coordination and weak institutional capacities to implement national policies related to maritime governance is to blame for the institutional gaps and shortcomings which have faced the maritime economies. In reality challenges of partial implementation of some policies across the region have hampered full exploitation of maritime resources<sup>130</sup>. These shortcomings coupled with general lack of public awareness can be cited as the root cause of poor implementation of resource legislations both domestically and internationally.

A UNEP report established legal and institutional governance challenges which exists in the East Africa region<sup>131</sup>. The large number of actors present in implementation of maritime policies were to blame for the weak capacities needed to execute national policies in regards to

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<sup>130</sup> UNEP/Nairobi Convention Secretariat and WIOMSA (2009a). Transboundary diagnostic analysis of land-based sources and activities affecting the Western Indian Ocean coastal and marine environment. UNEP. Nairobi, Kenya

<sup>131</sup> UNEP/Nairobi Convention Secretariat and WIOMSA (2009b). Regional Synthesis Report on the Status of Ratification of International Conventions related to Land Based Sources and Activities in the Western Indian Ocean (WIO) Region. UNEP. Nairobi, Kenya

maritime governance. Overlapping institutional mandates and poor or inadequate funding were cited as the overriding obstacles facing national and regional institutions.<sup>132</sup>

### **3.9 Summary**

Kenya is the largest economy in the EAC regional bloc, contributing to over 40% of the region's GDP. In November 2018, in collaboration with Canada and other stakeholders, Kenya hosted a major global Blue Economy conference. The LAPSSET corridor project, the expansion of the Mombasa port and efforts to ensure greater local economic benefit from the fishing resources of the country reflect the range of sectoral projects and initiatives that can contribute to the strengthening of maritime sectors. Also, key elements of the country's efforts to develop its Blue Economy are the importance of Kenya as a regional transport node and the importance of its freshwater resources (especially its Lake Victoria fisheries).

There is a great potential for the blue economy to contribute to Kenya's higher and faster GDP growth. In order to achieve the Sustainable Development Goals (SDGs) and to deliver sustainable and inclusive growth, diversification of the country's economy beyond land-based activities and along its coastal, marine and maritime domain is crucial.

On the other hand, maritime governance framework is fragmented due to among other reasons, no integrated sectoral approach. Maritime activities are in fact interconnected and one decision can affect everyone else in one area. Increasing competition for marine space makes the

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<sup>132</sup> UNEP/Nairobi Convention Secretariat and WIOMSA (2009b). Regional Synthesis Report on the Status of Ratification of International Conventions related to Land Based Sources and Activities in the Western Indian Ocean (WIO)



current approach insufficient and requires a more collaborative approach. The adoption of this approach requires better coordination between organizations, not only at the global and regional level, but also at national level.

This chapter has established that, in Kenya there are institutional frameworks established by the government to facilitate efficient operation of systems specifically those of coordination and cooperation among a wide spectrum of actors. Although there are legal, institutional frameworks and implementation mechanisms, the maritime governance should be all-inclusive to enjoin the government institutions, the private sector, related NGOs, academics, scientists among other if the need to achieve sustainable utilization of maritime resources is the pursuit.

## CHAPTER FOUR

### CHALLENGES AND PROSPECTS OF INTERAGENCY COORDINATION IN PROMOTING AND SUSTAINING KENYA'S BLUE ECONOMY

#### 4.1 Introduction

This chapter presents the challenges and opportunities of interagency coordination responsible for developing a profitable and sustainable blue economy in Kenya. It presents the challenges and later establish the prospects which exists in the development of KBE. To achieve that, the chapter will start on a wide perspective of examining the continental blue economy and consequently make a comparative analysis with Kenya's infant blue economy. Although Kenya has a relatively short coastline of about 640 km, it covers 230 000 km<sup>2</sup> of total exclusive economic zone, with another 13 600 km<sup>2</sup> of inland lakes. Despite the significant potential for the country's Blue Economy, environmental sustainability, maritime safety, and inclusive development challenges and prospects exist.

#### 4.2 Africa's Blue economy

The African continent borders all the major global seas from all directions. There exist more than 60 international river basins covering about 64% of the land mass including the second-largest and longest rivers and aquatic areas in the world that is; the Nile and the Congo Rivers. The African Great Lakes make up 27% of the world's largest freshwater surface<sup>133</sup>.

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<sup>133</sup> <https://www.uneca.org/es-blog/maritime-safety-security-and-development-africa>

The blue economy is capable of creating wealth and economic growth and transforming the lives of African citizens. While there is wide-spread poverty in the continent, African remains to be the richest continent on earth in terms of natural resources endowment. Several countries in the continent although suffering from absolute poverty have in their territories vast unexploited minerals and natural resources which when tapped and added value can transform these countries into some of the wealthiest nations in the world. The realization that the continent is resourceful has been demonstrated by the UNECA which has identified the Blue economy sectors in Africa which can be invested in.

<b>Type of ecosystem and services</b>	<b>Blue Economy sectors</b>
Harvesting of living aquatic resources (seafood, plant marine organisms and marine-biotechnological products)	Fishing (inland, coastal and deep seas) Aquaculture Mariculture Pharmaceuticals, chemicals, cosmetics, genetic research
Extraction of non-living resources and generation of new energy resources	Deep-sea and seabed mining Offshore oil and gas Renewable energy Marine salt harvesting Coastal mining of sand, gravel and other construction materials
Commerce and trade in and around the	Maritime transport and services

ocean and rivers	Port infrastructure Shipbuilding and repairs River transport Tourism and recreation
Protection	Coastal protection Marine ecosystem protection Water resource protection
Cultural and religious values	Cultural and religious practices
Knowledge and information	Biophysical, socioeconomic and political research

Source: ECA, Africa's Blue Economy: A Policy Handbook, 2016

Kenya has tapped experts from the (IMO) and World Maritime University to help the country lay a foundation on which the maritime sector will be built as the next economic frontier. The experts say that the sector has an enormous latent potential, but there exists certain challenges. The Blue economy committee, which was established in 2016 to help the country identify challenges in the performance of the maritime sector, had identified 22 agencies supervising the maritime sector which are not working closely with poor performance. Ms. Nancy Karigithu<sup>134</sup>, “the Principal Secretary Shipping and Maritime Affairs, told a team of experts meeting at the North Coast Hotel in Kilifi County that, it was found out that the sector has

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<sup>134</sup> Business Daily. (Tuesday, May 15, 2018). Unlocking maritime sector potential. <https://www.businessdailyafrica.com/corporate/shipping/Unlocking-maritime-sector-potential/4003122-4563412-fbmued/index.html>

many pockets of policies developed without consultation leading to duplication and waste of resources.”

### **4.3 Sustainable Development**

In their published report of 1987, “Our Common Future,” Bruntland Commission defined it “as development that meets the needs of the present without compromising the ability of future generations to meet their own needs”.<sup>135</sup> This concept of aims at; “maintaining economic advancement and progress while safeguarding the long-term value of the environment”.<sup>136</sup>

### **4.4 Blue Economy for Sustainable Development**

The UN announced the (SDGs) in 2015, highlighting explicit objectives for economic growth, long term use of resources and aquatic systems, and responsible patterns of consumption and production. SDG 14 stresses the urgency of improving efficiency and productivity, developing sustainable infrastructure, implementing waste management strategies, ensuring water quality and adopting renewable sources of energy.

In order to be "sustainable," the BE needs a very different model from our dominant economic model: The “take - make – dispose” economy, which transforms public wealth into private profits, leaving a trail of devastation in its wake and having distribution inequity, environmental externalities and depleted resources for future generations. Since much of the ocean is global or national, regulations, international agreements and financial principles that

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<sup>135</sup> United Nations General Assembly, 1987, p. 43

<sup>136</sup> Ibid

cannot be “cut - and – pasted” from our “business - as – usual” model will be required. The Member States of the United Nations, including regional fisheries management organisations, the International Seabed Authority and others with important ocean jurisdictions, must make significant and coordinated efforts to re - examine their rules and performance in the context of the necessary new objective of this economy: To achieve 14 (SDG14).

The economic potential of the blue sectors can only be assessed in relation to their societal impacts and environmental impacts, and in relation and in comparison, to those of the other blue sectors and also the non-blue sectors. Synergies and conflicts with other sectors in the regional economy impacts on the sector. Its ability to develop is not only based on economic capital (finance and investment), but also on social capital (expertise, cooperation, networks, trust, institutions) and environmental capital (sustainably managed ecosystem services).

The Blue Economy implies the need to optimize the socioeconomic benefits of long-term development in the marine and aquatic environments, with the participation of stakeholders at all levels and at all stages<sup>137</sup>. If the blue economy is fully exploited and well managed, it will create inclusive growth that will create jobs, ensure sustainable production of food and strengthen the response to malnutrition and alleviate poverty, improve training and care for young people, as well as respect for gender equality and the interests of local communities. If African countries invest and sustainably develop the blue economy, it can create jobs and economic growth for the continent.

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<sup>137</sup> ECA, (November 2016). Blue Economy, Subregional Office for East Africa, p30.

#### 4.5 Economic activities in the maritime environment

The maritime economy is the totality of economic activities carried out in the marine environment or its use and contributes directly to the national economy. Marine economy estimates are often used as an indicator of its social and economic significance<sup>138</sup>.

The 2050 AIMS identify the AMD as a tool which enhances economic growth and sustainable development especially on the maritime sector. Maritime economic activities have been identified as the key catalysts for Africa's socio-economic transformation which takes into account several marine activities of national strategic importance. For Africa states' trade growth and economic prosperity, effective management of maritime economic activities is fundamental. Africa's complex challenges and variety of maritime issues require policymakers to develop a holistic approach to managing the maritime realm of Africa. Therefore, there is need for more holistic approaches, measures and policies which will assist in preservation and conservation of marine environment, articulated by a competent authority with a comprehensive set of legislation and agencies.<sup>139</sup> The absence of the same has been cited as the root cause of uncoordinated planning protection and unsustainable utilization of the marine resources.<sup>140</sup>

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<sup>138</sup> Suris-Regueiro, JC, Garza-Gil, MD, & Varela-Lafuente, MM (2013). Marine economy: A proposal for its definition in the European Union. *Marine Policy*, 42, 111–124.

<sup>139</sup> Basiron, M.N. (1998). The Implementation of Chapter 17 and Agenda 21 in Malaysia: Challenges and Opportunities' in *Ocean & Coastal Management* 41(1998) 1-17, p5.

<sup>140</sup> Miles, E. (1996). Development of an Integrated National Ocean Policy for Malaysia (unpublished), pp. 1-2.

#### **4.6 Blue economy as a cluster of interconnected industries**

Blue economic incorporates a number of actors with diversified interest all which need to be harmonized in a holistic approach which is sustainable and research-based. The interest of these actors is conflicting and without a national legislation conflict is bound to thrive in the sector which hampers the development of the maritime resources therein. The maritime sector, is a sector dealing in trade facilitation; marine environmental protection; ports and transport corridors; exploitation of resource like fisheries; extractive industries like offshore mining; and recreational and leisure activities, like cruise shipping, sports fishing, diving, boating, etc. legislation should bring forth inter-dependency and sanitize the sector for the national good.

Clusters are geographical concentrations of interconnected actors engaged in related industries and related institutions that are competing but also cooperating. Clustering brings together business people and catalyzes innovation with added value. In maritime clusters, ports, shipping companies, seafood and offshore industries are often at the heart of the industry. The cluster's related industries depend on the area's growth and activity focus.

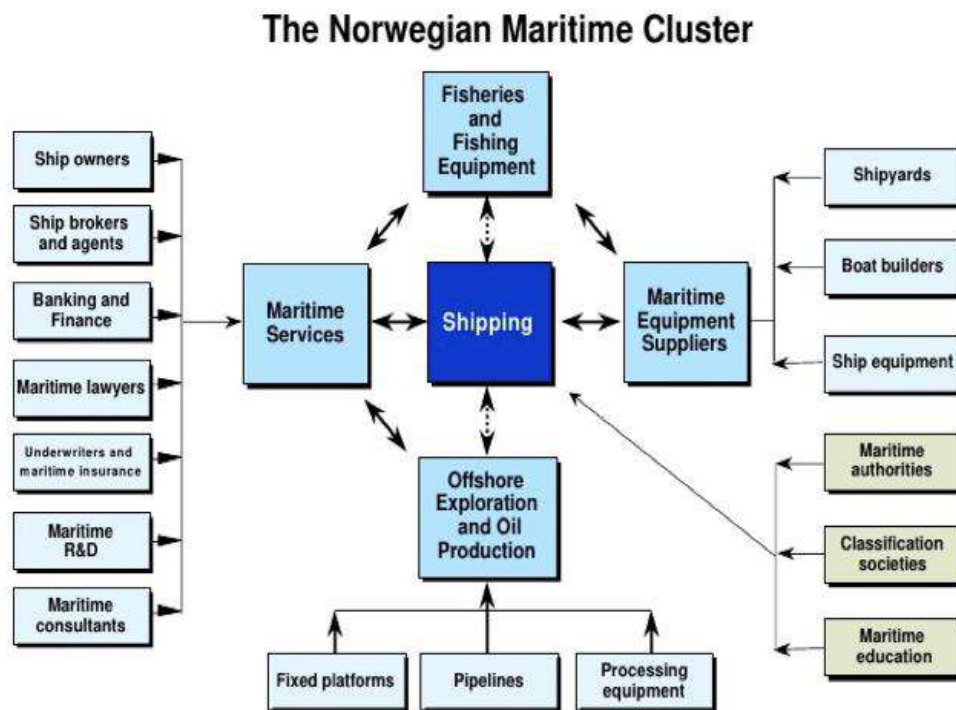
There are strong positions in the world in European maritime sectors. European makers and owners of ships, for example, control about 40% of the world's shipping lines leading in revenues and technological advancement. They also specialize in dredging companies with a



lucrative market share of more than 80%. Europeans also rule the emerging markets for renewable green energy offshore exploration.<sup>141</sup>

The value of production in all maritime areas of the European Union partner States and Norway is approximately “\$450 billion, comprising of 58% of purchases and 42%” of value addition. Value addition of maritime revenue is approximated to be €186.8 billion in all maritime sectors. Shipping, seaports marine tourism and shipbuilding are the main sectors related to the sea in Europe in terms of employment.

Norway maritime cluster has shipping as core industry with the fig below showing the clusters.



Source: Sven Ulling, MIT presentation

<sup>141</sup> Maritime Forum and Dutch Maritime Network (2006) – Dynamic European Maritime Clusters and European Commission.

The African Union has 54 Member States, 37 of which are coastal countries. There are virtually no maritime clusters in Africa and therefore most intergovernmental cooperation is based on policy decisions and not on sound business decisions. There is a huge window of opportunity to develop maritime clusters in Africa. The development of maritime clusters in Africa requires training programs to build capacity, including the facilitation of clusters and the development of business skills in Africa's port cities and small island developing countries (SIDS). The only obstacle to the development of maritime clusters in Africa is support for the implementation of training programs to build capacity.<sup>142</sup>

#### **4.7 Marine ecosystem**

Seas and oceans constitute a fundamental part of human socio-economic and cultural well-being. The destruction of water resources and ecosystem is detrimental to the welfare of human beings. Good governance coupled with an enabling environment makes enhances sustainability of daily activities on land and sea areas. Thus, there is need for appropriate measures which will curb any destruction of marine ecosystem. For instance, as a result of a more long-term use of water resources alterations in the pattern of production and consumption have influenced the levels of consumption and generally the sustainability of the resources all attributed to human activities.

There is an emerging perception and self-consciousness among global population that without the protection and conservation of the earth's ecosystem human well-being cannot be achieved. With such realization there has been concerted efforts throughout current civilization that in

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<sup>142</sup> 2006 Innobarometer, European Commission – DG Enterprise and Industry, and COM (2008) 652.

order to ensure productivity and maintain resource integrity there is need to manage marine resources sustainably.

#### **4.8 Collaboration and Coordination in the maritime domain**

Collaboration between stakeholders is key to the success of the maritime sector of Kenya's economy. The leadership and cooperation of various maritime agencies is essential to address maritime governance and sustainability in the interconnected global maritime sector. Successful international marine management based on ecosystems which reconciles political, economic, social and environmental interests is the basis upon which maritime governance is to be achieved. Marine sustainability concerns are increasingly pursued through globally coordinated efforts and the sectoral fragmented maritime agencies. Cross-sectoral leadership and collaboration between different sectors of the maritime industry can lead to increase in business value. All stakeholders in the marine sector must understand the economic value, status and trends in the use of marine space and resources.

##### **4.8.1 Collaborative governance in sustaining blue economy**

Collaborative governance in the maritime domain involves the government, and other stakeholders internationally and regionally. According to Ansell and Gash "the ultimate goal of effective collaboration is to develop a contingency approach of collaboration and coordination that can highlight conditions under which collaborative governance will be more or less effective as an approach, to policy making and public management".<sup>143</sup> There are

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<sup>143</sup> Ansell, Chris &, Alison Gash (2008). "'Collaborative Governance in Theory and Practice' Journal of Public Administration Research and Theory, 18(4): 543-571" (PDF).

various types of collaborative coordination, such as the building of consensus and a collaborative network:

- **Consensus Building:** According to Quintin Bradley<sup>144</sup> “it is a process where maritime stakeholders build consensus on actions to address specific public policy problems”. In addition, “community visioning is a process where members of a community build consensus on a descriptions of the community’s desired future and on actions to help make goals for the future a reality”.
- **Collaborative Network**<sup>145</sup> Quintin Bradley says that “this system is meant to accomplish more alignment among community needs, strategies of service (*maritime multi-sectoral*) agencies, priority outcomes and resource allocation”. “It’s also meant to accomplish building social capital; integration of human service delivery and interconnected strategies (*maritime multi-sectoral*) for relationship building, learning processes and measurement and modeling among the participants”.

The main goal is to harness the overall practices and efficiency of the government. This efficiency may be achieved by maritime interagency collaborating and coordinating to promote and sustain blue economy. It can be difficult to initiate and develop collaboration between multiple organizations. The lack of trust by the maritime agencies may inhibit information sharing and this is not limited to the international/regional scene, but also manifests in inter-agency rivalry and differences within countries due to secretive mindset and legal constraints.

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<sup>144</sup> Ibid

<sup>145</sup> Ibid

The African states must conceptualize the formation of a multi- agency platform to make the collaborative action on the Blue Economy more operational.

The protection and efficient utilization of water resources is an important tool to the emergence of the BE. Oceans, seas and inland waters are critical natural resources that define the new contours and development frontiers, the potential of several economies and the identities of Africa's people. Oceans have enormous potential to meet the growing needs of sustainable development, but only if they can be secured and protected through collaborative governance and coordination in the region and within states.

#### **4.8.2 Multi Sector collaboration**

The vision of the AIMS for 2050 is “to foster increased wealth creation from Africa’s oceans and seas, by developing a sustainable thriving blue economy, in a secure and environmentally sustainable manner, as well as increased national, regional and continental stability”. “This can be done through collaborative, concerted, cooperative, coordinated, coherent and trust-building multilayered efforts, to build blocks of maritime sector activities in concert with improving elements of maritime governance”.<sup>146</sup>

In promoting cooperation among institutions, engagement of and dialogue among stakeholders is key. Under the different regional and sectoral institutional frameworks, several actors must participate in decision-making. In order to strengthen cross-sectoral dialogue at different levels, multi-stakeholder partnerships can be developed. Normally, such partnerships include

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<sup>146</sup> African Union 2015 Integrated Maritime Strategy <http://pages.au.int/maritime>

government institutions, NGOs, CSO, RI , regional and IO and private companies. Despite its strategic geographical position along the Indian Ocean, Kenya has yet to realize the full economic benefits of the maritime sector. This has been blamed on lack of policy integration and inter-agency collaboration. The integration of maritime policies will enable blue economic growth. The lack of integration of the policy leads to a lack of coherence in dealing with maritime problems.

#### **4.9 Elements of interagency coordination in sustaining blue economy**

Coordination with the different agency stakeholders both locally and from a regional standpoint is critical to the success of sustaining blue economy. Communication has been vital to making sure all agency stakeholders have participated actively in the process. Regular outreach and communication keep the stakeholders aware of the issues and opportunities identified throughout the process. Regular communication also creates an informed context in which important decisions are taken into account. The coordination approach not only promotes communication, but also creates an opportunity for brainstorming, which leads to a comprehensive outcome. Several institutions and their goals are useful for building and maintaining interagency cooperation, including: “Structures of governance that focus on vision, strategic planning, change in policy and practice, monitoring and financing. While each agency shapes its system, there must be a governance or organizational structure to address these issues and clarify the roles of authority, responsibility and mutual accountability.” Further, “agreeing on core values, common goals, and strategic plans allows partners to develop a common language, appreciate others’ knowledge and experience, adopt the best

intentions, and respect various perspectives.”<sup>147</sup> Second, “management structures that promote collaboration between agencies at administrative and frontline levels both within organizations and between them. Strategic plans are implemented at these levels, training and cross-training are coordinated and interagency protocols are established for the sharing of information and coordination of cases”. Third, “monitoring and evaluation processes that ensure that partners receive information about the impact of their efforts on a regular basis. This enables participants in collaboration at levels of governance, management and practice to assess their effectiveness and adjust their plans on the basis of results”. Lastly, “communication that creates an open and credible process and identifies challenges in the implementation of collaborative processes and addresses them. When collaborations develop clear and regular communication channels at all levels, partners can exchange information, perceptions and feedback and work together as a team”.<sup>148</sup>

The ministries are primarily responsible for the definition of national policies in their specific areas of the implementation of the national sectoral objectives established by the ministries and representative bodies.

#### **4.10 Fragmented Maritime Governance**

Maritime domain management is a complex web of demands and interests that are interrelated, intertwined, converging and competing. This division is reflected in the modern governance

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<sup>147</sup> De Carolis, G., Southern, L., Blake, F. (2007). Improving child welfare outcomes through systems of care: Building the infrastructure: A guide for communities. Fairfax, VA: National Technical Assistance and Evaluation Center for Systems of Care, ICF International.

<sup>148</sup> Ibid

framework. Today, ocean management is regulated by “576 bilateral and multilateral agreements”, which looks at the selfish interest of world political leaders to improve environmental governance or ocean governance<sup>149</sup>. Marine governance in Kenya shows symptoms of the problem faced by many states - the management of resources remains highly balkanized. Governmental efforts to mitigate or adapt a sector - by - sector approach to specific resource uses have been shown to be ineffective and not responsive to the cumulative and synergistic impacts and pressures of human activities.

The large number of institutions involved in the regulation of oceans does not indicate fragmentation and lack of coordination in itself. The variety of fora in fact implies a wealth of sources for the development of maritime law. The myriad institutions have no real relationship and operate independently to ensure structure, consistency and coherence without an overarching framework. The lack of cohesion poses two potential risks to ocean management: There is a risk of inconsistent regulation and approaches to ocean management, and the limited mandate of responsible organizations may lead to gaps in governance, regulation or implementation. Initiatives in the public sector in which blue economy services cross departmental borders pose a tremendous challenge. The gap between strategy and institutional implementation of policies poses a governance challenge which hampers service delivery.<sup>150</sup> An example is when one channel could focus on fish conservation, another government channel could focus on fishing licensing. A channel could focus on conservation of mangroves another channel while another could focus on mangrove harvesting.

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<sup>149</sup> <http://www.unesco.org/new/en/natural-sciences/ioc-oceans/focus-areas/rio-20-ocean/ocean-governance/>

<sup>150</sup> Bharosa, Nitesh, and others (2010). Guiding Integrated Service Delivery: Synthesizing and Embedding Principles Using Role-Playing Games. Delft University of Technology, Netherlands.



Politicians often develop stringent measures which satisfy their political interests, but do not take into account limiting factors such as scarce resources, dependence on the path, legacy systems and time constraints of public agencies.

In Kenya laws that are governing marine conservation are applicable to:

- a. Long term use and management of water resources while protecting:
  - Marine habitats such as breeding grounds;
  - Feeding grounds;
  - Threatened species; and
  - Ecosystem.
- b. Increasing resilience of the marine environment and resources by preventing exploitation in these areas. Conservation occurs in the natural habitat via the use of:
  - Marine Reserves
  - Marine Protected Areas (MPA)
  - Community Conservation Areas
  - Local Marine Managed Areas

The long-term use of water resources and the preventing their exploitation are both under the Kenya Wildlife Service and Fisheries department. Whilst KWS conserve under the conservation, fisheries department, licence fishing. There are various ecosystem resources which require laws to conserve them. These resources include:

- a. Fisheries – Food fish and Aesthetic use (aquarium use).
- b. Mangroves – for timber and fuel

The national body tasked to conserve and protect wildlife is KWS under the WCM Act 2013. Mangroves fall under the KFS, while KWS and the Department of Fisheries have a say in breeding areas and sustainable fishing. This Law aims to govern:

- a. the conservation of species deemed wild,
- b. their habitats from threats due to human activities;
- c. Prevent the exploitation of such species in practices such as poaching for aquarium trade and shark fining.

WCM Act addresses the management, protection and conservation, referring to the CBD i.e. MPA, 2013. This Act is Adapted from the MARPOL convention “CPMP”, 1972 and amended continuously to adopt changes. The Act aims to; “control the pollution of the environment in order to protect the species (animals and plants) and their habitats”.

Part V of Act specifically addresses pollution through: either of solid waste in landfills; and discharge of effluents and chemicals spills into the marine environment. Further, marine life and habitats are conserved and protected from oil spills addressed through reference in the Chapter Two of the MARPOL Convention. However, despite ratification, the Marine Pollution

Act does not fully domesticate all provisions of MARPOL hence is not adequate to protect pollution of water resources.

**The Wildlife Bill, 2011** provides a legal framework for the conservation of wild animals (threatened and unthreatened) on land and marine environments. This Act has allowed for the establishment of MPA ('no-take' zones) and reserves. Where fishing is not allowed, guidelines have been set allowing communities to integrate conservation and resource utilization through the formaon of LMMAs (Local Marine Managed Areas). Conservation policies due to application of the Act has led to the conservation of feeding, breeding and nursery grounds; acting as refugia for resources. The current law adapts sections outlined in **CITES**, Convention of Biological Diversity (**CBD**) is evident; a reference to the above treaties ratified by the country. However, full domestication of the international treaties may still lack in some areas governed by the laws due to geo-political aspects of our developing nation.

**The Fisheries Act – Chapter 378** is in line with FAO and CCRF “**Code of Conduct for Responsible Fishing**” to provide:

- a. guidelines on sustainable fisheries and management,
- b. allowing for maximum resource use and economic gain whilst
- c. conserving fisheries resources
- d. Boost resilience of the marine and fresh water fisheries economies.

The Act also refers to the WCM Act, 2013 to address issues pertaining to the reduction of over-exploitation of fish and fisheries resources.

**The Forests Act, 2005** addresses and provides the legal framework for:

- a. establishing,
- b. developing and
- c. allowance of sustainable use of forest resources; conservation and sustainable utility for the improvement of socio-economic welfare and growth of the country.

The marine environment is also referred to on this Act due to presence of Mangroves forests which is a high-risk zone to threat due to human over- exploitation. The international treaties form the basis of the Act, include the Ramsar Convention, 1971, mandated to designate wetlands and conserve them (including marine ecosystems such mangrove forests and brackish zones such as the Tana Delta Ramsar site (recognized on the 7<sup>th</sup> of December, 2012. The laws governing marine conservation in Kenya are custom made to suit the local legal needs and framework development guidelines. However, direct domestic legislation fully based on the international treaties ratified by Kenya are yet to be fully adapted.

Legal challenges include a sectoral approach to the conservation and overlapping mandates of conservation institutions, in particular the fisheries, wildlife protection and forestry administrative authorities.

#### **4.11 Challenges and Obstacles**

The challenges facing many African countries in exploiting ocean resources and services for sustainable development lie in their economies' inherent structure. Many of these countries' small size limits their ability to fully exploit the economies of scale and price bargaining power

that may exist in larger countries. The provision of these public goods is costly per person and limits the institutions and skills available to respond to policy. These challenges are inherent and any effective practical approach to blue economy development must take full account of these factors and be relevant to the African context. There are six key barriers to fully realizing the blue economy<sup>151</sup>:

- Climate Change
- Ocean Governance
- Sustainable marine resource management
- Regulation and enforcement
- Education and capacity building
- Marine research and information

However, “attempts on regional cooperation in the management of maritime interests by African states have been hampered by their national policies and legislation, which often conflict and are marred by duplicity”. “It is also not uncommon to find two or more regional bodies (intergovernmental or non - governmental) with a similar or almost identical mandate operating in the same area without any tangible effort to harmonize their activities”. National laws, such as the KMZ Act “Chapter 371 of the Laws of Kenya”, do not provide an opportunity for integration in management of these resources and present regional cooperation with bottlenecks.

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<sup>151</sup> [https://www.central-bank.org.tt/sites/default/files/Caribbean\\_Blue\\_Economy.pdf](https://www.central-bank.org.tt/sites/default/files/Caribbean_Blue_Economy.pdf)

#### **4.12 Prospects of the Interagency Coordination in sustainable Blue Economy**

Kenya's government is increasingly prioritizing the blue economy as a driver for job creation and sustainable development. Several measures, initiatives and institutions for the BE have been launched in recent years. However, Kenya's Blue Economy's sustainable growth faces many challenges related to economic inclusiveness, environmental sustainability and effective governance.

In Kenya the blue economy includes different sectors and stakeholder groups; coordination and buy - in challenges can arise across numerous vertical and horizontal axes, requiring multi - scale, adaptive management. In the executive branch of the government, authority and capacity are a frequent challenge - a government department of the Blue Economy or other governance structure would be required to coordinate actions that affects the mandates of different ministries (e.g. defence, policing & law enforcement, fisheries, trade, environmental affairs, etc.), yet it is essential that the deep expertise on various maritime sectors and themes that resides within these ministries be incorporated into strategic decision-making. There may also be resistance to certain government departments being seen to direct the actions of others. Kenya's approach to this challenge has been to establish a Blue Economy Implementation Standing Committee (BEIC), chaired by the former Chief of the KDF and including the principal secretaries from the departments of Fisheries, Aquaculture and the Blue Economy, Maritime and Shipping Affairs, National Treasury (FMSANT), Transport and the

Environment, respectively. The team also includes senior representatives from the International Relations Department, the Office of the President and the International Boundaries Office<sup>152</sup>.

Kenya hosted the “first global conference on the sustainable blue economy” dubbed “The Sustainable BEC” in 26-28 November 2018, where participants around the world came together to know about the BE in that: Use of the water sources to enhance the livelihood of human being globally. More so in middle income countries majority of the people are adopting and embracing these advanced technologies and initiatives to conserve waters for future generations.

#### **4.13 Summary**

There has been strong political goodwill and support for the development of KBE. The complex challenges and variety of maritime issues facing the country require policymakers to develop an inclusive and holistic approach to administer and govern the maritime realm of the nation. Although the legislative and policy framework are spread across different sets of legislation and agencies its implementation and execution has been wanting in different jurisdictions.<sup>153</sup> “The lack of comprehensive and integrated national maritime policy has become an obstacle to the development of coordinated planning of maritime economic activities and addressing marine environmental and resource protection issues”.<sup>154</sup> There has been a call of duty to all those responsible in national government to institute appropriate

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<sup>152</sup> Dhahabu Kenya. (9 March 2018). ‘Kinyua extends term of Blue Economy Implementation Committee’, <http://www.dhahabu.co.ke/2018/03/09/kinyua-extends-term-of-blueeconomy-implementation-committee/>, accessed 8 January 2019.

<sup>153</sup> Basiron, M.N. 1998. p. 5.

<sup>154</sup> Miles, E. (1996). Development of an Integrated National Ocean Policy for Malaysia (unpublished), pp. 1-2.

legislations with a view of instituting carefully researched policies which can bring forth economic transformations and offer national development in a sustainable and inclusive manner.

In recent years, the emphasis has shifted away from structural change to a holistic approach that will improve on delivery of public services. All public discourse initiated in the country has an element of public participation requiring collaborative responses and increased citizen participation. There are challenges and prospects of interagency coordination in promoting and sustaining Africa's and Kenya's Blue economy. Strong leadership is needed in bringing ministries and agencies closer to the implementation of strategic goals to realize national and regional strategies.



## CHAPTER FIVE

### DATA ANALYSIS, PRESENTATION AND DISCUSSION

#### 5.1 Introduction

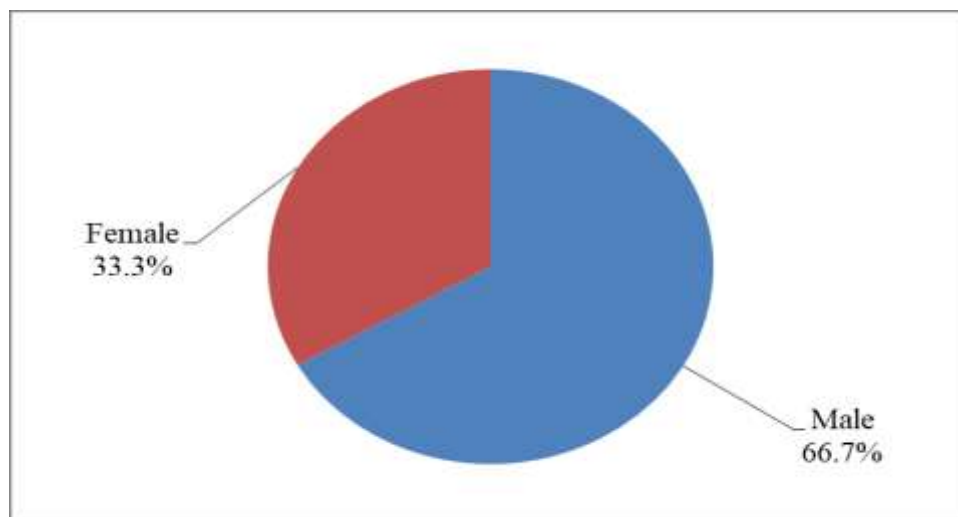
This chapter presents the results and discussion of the findings of this study on the examination of challenges and prospects of interagency coordination in promoting and sustaining Africa's Blue Economy: case study of Kenya; 2010 – 2018. The findings are presented below.

#### 5.2 Demographic Data

This is analysed and discussed below.

##### 5.2.2 Gender

The study sought to determine the gender of the members of staff as shown in Figure 5.1.



*Figure 5.1 Gender Parity of the Respondents*

As shown in Figure 5.1, (66.7%) represented male participants while 33.3% were female. Gender disparity has been a contentious issue in the public sector since the early decades. The number of women working in the public sector has been less not only in Kenya but the world over. This is supported by UNDP (2011) study on gender empowerment and women empowerment in public administration in Uganda which showed that for every 100 civil servants, 67 were male while the rest (33) were female.

### 5.2.3 Working Experience bracket

The figure 5.2 below presents the Working Experience brackets of different participants.

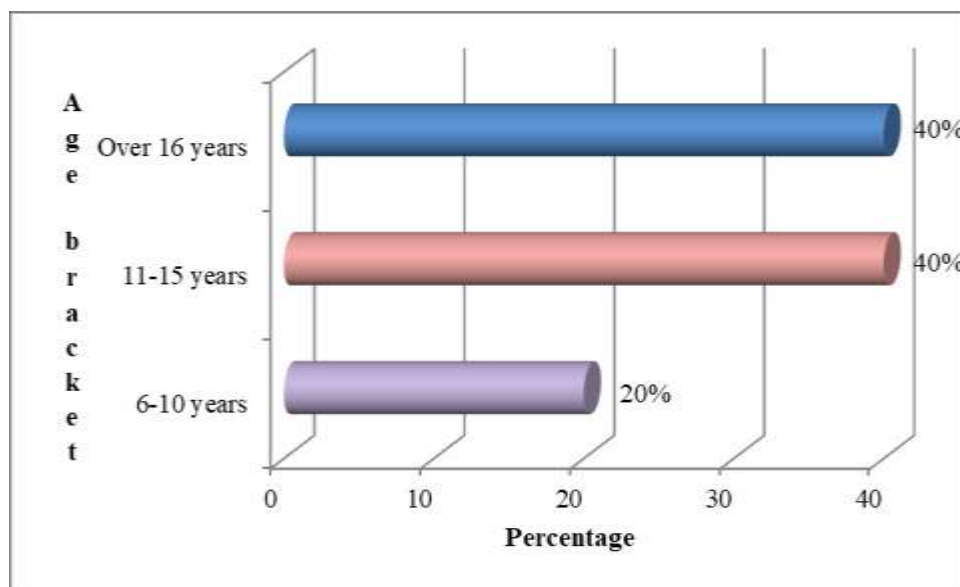


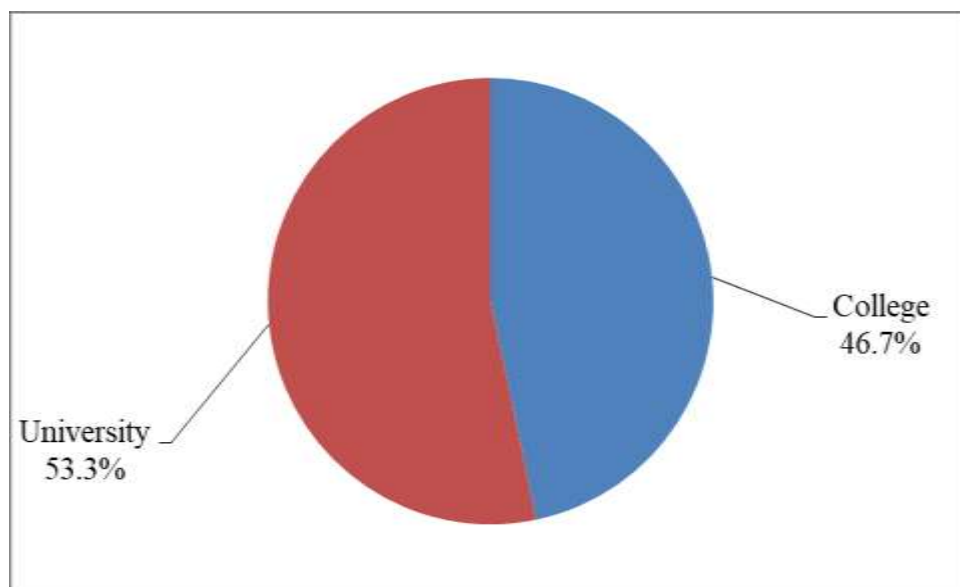
Figure 5.2 Participants Working Experience distribution

According to the figure above, the majority of participants who had working experience of over 16 years and 11-15 years, respectively, represented (40%) while 20% represented those who had working experience of 6-10 years. Age is an important factor in facilitating performance. It

is evident that the respondents were drawn from various age groups as presented in Figure 5.2. As such, a wide range of responses were anticipated. This could prevent age-based biases and avail extensive information.

#### 5.2.4 Education Level

Figure 5.3 presents the level of education of the participants. Slightly above half (53.3%) of the participants had gone through University, another 46.7% of them indicated that they had attained university education level. Arguably, it can be deduced that a good percentage of the staff in the various ministries have attained basic education.



*Figure 5.3* Distribution of the members of staff by Education level

### 5.3 Utilization of the Blue economy in the implementation of Africa’s economic development agenda

Many participants posited the African states economic development was progressing well.

#### 5.3.1 Key areas of opportunity Africa’s economic development is capitalizing on

The study was interested in finding out what key areas of opportunity Africa’s economic development was capitalizing on.

*Table 5.1* Key areas of opportunity Africa’s economic development is capitalizing on

Items	Greater extent %	Some extent %	Not at all %
Large infrastructure projects	53	46.7	-
ICT leads despite emergence and rapid growth of mobile phones and mobile banking.	66.7	33.3	-
Attraction of FDI in the retail sector.	66.7	20	13.3
Agriculture sector growth	66.7	33.3	-
Good governance and improved political and security situation	40	46.7	13.3
“Low global interest rates and high commodity prices have opened a window of opportunity for African countries to reform”.	40	33.3	26.7
Booming Services sector	33.3	53.3	13.3
Blue Economy	33.3	33.3	33.3
Extraction industry	40	33.3	26.7
Manufacturing Sector	40	40	20

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Slightly above half (53%) of the participants indicated that large infrastructure projects were key areas of opportunity Africa's economic development capitalizing on. This was followed by (66.7%) of the participants who to a great extent agreed that (ICT) leads despite emergence of mobile phones and mobile banking, agriculture sector growth as well as rapid growth of economy which have attracted DFI in the retail sector. Good governance and improved political and security contributed a percentage of 40%. Lastly (33.3%) of the participants agreed that, booming services sector and blue economy were key areas of opportunity Africa's economic development was capitalizing on.

#### **5.4 Utilization of the Blue economy in the implementation of Kenya's economic development agenda**

##### **5.4.1 Extent to which Kenya's economic development progress**

The study further sought to "examine the extent to which Kenya's economic development was progressing". In response (53.3%) of the participants agreed with the statement while (46.7%) consented to a small extent.

#### 5.4.2 Some of the industries Kenya's economy is relying

Table 3.2 shows the distributions of responses on the industries that Kenya relies on.

Table 5.2 some of the industries Kenya's economy is relying

Items	Yes	No
	%	%
Agriculture	100	-
Industrial manufacturing	86.7	13.3
Financial services	93.3	6.7
Tourism	100	-
Mining and minerals	66.7	33.3
Energy	86.7	13.3
Maritime Transport	66.7	33.3
Fishing	80	20
Oil & Gas prospecting	86.7	13.3
Ocean & Lake Economy	46.7	53.3

As shown in Table 5.2, agriculture and tourism had the highest percentage of 100% followed by financial services with an overwhelming percentage (93.3%) mentioned as some of the industries Kenya's economy was relying on. Other industries that respondents indicated could be of key economy Kenya could rely on included industrial manufacturing, energy as well as oil & gas prospecting 86.7% respectively.

### **5.4.3 There are interagency coordination policies in Kenya both on land based economy and blue economy**

Accordingly, (66.7%) agreed that there were interagency coordination policies in Kenya both on land-based economy and blue economy while the remaining 33. % of the respondents disagreed.

During the interview with key informants on whether there were interagency coordination policies in Kenya both on land-based economy and blue economy, KI went on to say:

*“Management of the Ocean is a complex web of inter-related, intertwined, converging and competing demands and interests. The modern governance framework reflects this disaggregation in Africa. At national level, weak institutional systems can also create barriers to growth”. “Lack of transparency in permit systems for fisheries, aquaculture, coastal forests, tourism and oil or gas production and lack of monitoring, non-enforcement or implementation of environmental regulations are among the institutional elements which should be addressed”.*

## 5.5 Challenges and Prospects of Interagency coordination in promoting and sustaining Kenya’s Blue economy

The study was further interested in investigating challenges and prospects of interagency coordination in promoting and sustaining Kenya’s Blue economy.

*Table 5.3* Challenges and Prospects of Interagency coordination in promoting and sustaining Kenya’s Blue economy

Interagency coordination challenges	Yes	No
	%	%
Kenya’s Statutes	100	-
Maritime policies	100	-
Agencies Mandate	100	--
Leadership	100	-
Budget	100	-
Interagency communication		-
Interagency Information sharing	100	
Protecting Agency jurisdiction (turf)	93.3	6.7
Integrated Maritime Policy	86.7	13.3

According to Table 3.2, majority of the participants (100%) agreed that, Kenya’s Statutes, maritime policies, agencies mandate, leadership, budget, interagency communication as well as interagency information sharing were major challenges and prospects of interagency coordination in promoting and sustaining Kenya’s Blue economy. Other challenges included protecting agency jurisdiction (turf) which was given a percentage of 93.3% by the respondents while an overwhelming majority (86.7%) of



them agreed that integrated maritime policy was another challenge and prospect of interagency coordination in promoting and sustaining Kenya’s Blue economy.

### 5.5.1 Extent to which government agencies contributed to collaboration and coordination

Table 5.4 indicates the level in which government agencies contributed to collaboration and coordination.

*Table 5.4* Extent to which government agencies contributed to collaboration and coordination

Interagency coordination challenges	Great extent %	Small extent %	Not at all %
Kenya’s Statutes	13.3	80	6.7
Maritime policies	-	80	20
Agencies Mandate	6.7	80	6.7
Leadership	6.7	93.3	-
Budget	33.3	66.7	-
Interagency communication	13.3	80	6.7
Interagency Information sharing	13.3	80	6.7
Protecting Agency jurisdiction (turf)	20	73.3	6.7
Integrated Maritime Policy	13.3	80	6.7

As shown in Table 5.4, An overwhelming percentage (93.3%) were of the opinion that leadership in government agencies contributed to collaboration and coordination while 80% of them agreed that the following aspects Kenya’s statutes, maritime policies, agencies mandate, interagency communication, interagency information sharing as well as integrated maritime policy were among factors that contributed in collaboration and coordination among government agencies in Kenya.

### 5.5.2 How blue economy introduction contributed to interagency coordination

The study aimed at “investigate how blue economy introduction contributed to interagency coordination”. An overwhelming percentage (86.7%) of the respondents agreed that blue economy introduction contributed to interagency coordination while (13.3%) disagreed.

### 5.5.3 Major problems associated with interagency coordination in the maritime domain

These major problems were posed to the participants as illustrated in Table 5.5.

*Table 5.5* Major problems associated with interagency coordination in the maritime domain

Interagency coordination challenges	Yes %	No %
Kenya’s overlapping Statutes	100	-
Maritime policies	93.3	6.7
Agencies Mandate	100	-
Leadership	93.3	6.7
Budget	100	-
Interagency communication	86.7	13.3
Lack of coordination structures	93.3	6.7
Protecting Agency jurisdiction (turf)	93.3	6.7
Integrated Maritime Policy	80	20

As shown in Table 5.5, all the respondents agreed that Kenya’s overlapping statutes, agencies mandate and budget were major problems associated with interagency coordination in the maritime domain. This

was followed by maritime policies, leadership, lack of coordination structures and protecting agency jurisdiction (turf) was given an overwhelming percentage (93.2%) by the respondents as major problems associated with interagency coordination in the maritime domain.

#### **5.5.4 Prospects of interagency coordination in promoting and sustaining Kenya's Blue economy**

All respondents posited that it was true there were prospects of interagency coordination in promoting and sustaining Kenya's Blue economy.

### 5.5.6 Challenges of interagency coordination in promoting and sustaining Kenya's Blue economy

The study further to examine challenges of interagency coordination in promoting and sustaining Kenya's Blue economy.

Table 5.6 Challenges of interagency coordination in promoting and sustaining Kenya's Blue economy

<b>Challenges</b>	<b>Yes</b>	<b>No</b>
	<b>%</b>	<b>%</b>
Political goodwill and prioritization	100	-
Organizational Statute	100	-
Organizational Leadership	100	-
Organizational culture	100	-
Integrated national maritime policy	100	-
Inadequate technical capacity	100	-
Overlapping or uncoordinated institutional mandates	100	-
Maritime governance	867	13.3
Capacity building and Education	867	13.3
Differences in organizational culture	867	13.3
Sustainable marine resource management	867	13.3
Regulation and Enforcement	867	13.3
Marine research and information	867	13.3

As shown in Table 5.6, all the participants (100%) agreed that political goodwill and prioritization, organizational statute, organizational leadership, organizational culture, integrated national maritime policy, inadequate technical capacity as well as overlapping or uncoordinated institutional mandates were major challenges of interagency coordination in promoting and sustaining Kenya's Blue economy. A vast majority (86.7% of the respondents also indicated that maritime governance, capacity building and education, sustainable marine resource management, differences in organizational culture, regulation and enforcement, marine research and information were other contributing challenges of interagency coordination in promoting and sustaining Kenya's Blue economy.

## **5.6 Prospects of interagency coordination in promoting and sustaining Kenya's Blue economy**

When respondents were asked whether there were prospects of interagency coordination in promoting and sustaining Kenya's Blue economy, all (100%) the participants agreed that there was. Measures, initiatives and institutions for the BE have been launched in recent years e.g. Kenya Coast Guard, reviving of Kenya National Shipping Line, Fishing and creating landing areas etc.

### **5.6.1 What Prospects of interagency coordination in promoting and sustaining Kenya's Blue economy**

The study sought to find out the prospects of interagency coordination in promoting and sustaining Kenya's Blue economy. Table 5.7 Shows prospects of interagency coordination in promoting and sustaining Kenya's Blue economy.

Table 5.7 prospects of interagency coordination in promoting and sustaining Kenya’s Blue economy

Prospects	Yes %	No %
Political Will	100	-
National importance	100	-
Interdisciplinary nature of blue economy	100	-
Multiple interconnected resource domains	100	-
Benefit from much greater multi-agency coordination	100	-
Positive return on investment	100	-
Diverse and healthy ecosystem	100	--
Sustainable Blue economy	100	-
Formation of Kenya Coast Guard	100	-
Integrated national maritime policy	100	-
Interagency Resilience and synergy	100	-
Capacity building	100	-

As shown in Table 5.7, all (100%) of the respondents agreed that they could identify what were prospects of interagency coordination in promoting and sustaining Kenya’s Blue economy.

Explaining prospects of interagency coordination in promoting and sustaining Kenya’s Blue economy, the KI went on to say:

*“In Kenya there are mechanisms of coordination and cooperation being worked out. There is also political will that will initiate the working of the agencies under the blue economy and also capacity building”.*

### **5.6.2 Strategies being put in place to enhance interagency collaboration and coordination**

The study sought to “investigate what strategies were being put in place to enhance interagency collaboration and coordination”. Table 5.8 shows distribution of responses.

Table 5.7 Strategies being put in place to enhance interagency collaboration and coordination

Strategy	Yes %	No %
Development of integrated national maritime policy	100	-
Reinforcement of policy framework	100	-
Investment in the maritime sector	100	-
Sensitization of the importance of the Blue economy	100	-
Building strategic alliances and partnership	100	-
Establishment of maritime resources	100	-
Harnessing interagency synergy	100	-
Eliminating obstacles	86.7	13.3
Improved knowledge transfer	80	20

Accordingly, Table 5.7 indicates that all participants remarked that, development of integrated national maritime policy, reinforcement of policy framework, FDI in the sector, sensitization on significance of the Blue economy, building strategic alliances and partnership, establishment of maritime resources as

well as harnessing interagency synergy were key strategies being put in place to enhance interagency collaboration and coordination. An overwhelming percentage (86.7%) of the respondents also agreed that eliminating obstacles was an effective.

During the interview when asked o the question of what strategies were being put in place. The KI went on to explain that:

“Increasing service provider awareness of the multiple needs and complex histories, identifying opportunities for integrating service plans to reduce duplication, inefficiency and coordinated responses”.



## CHAPTER SIX

### SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

#### 6.1 Introduction

This chapter presents the summary, conclusion and recommendations of this study on the examination of challenges and prospects of interagency coordination in promoting and sustaining Africa's Blue Economy: case study of Kenya; 2010 – 2018.

#### 6.2 Summary

The study aimed at examining the challenges and prospects of interagency coordination in promoting and sustaining Africa's Blue Economy: case study of Kenya; 2010 – 2018. The research objectives include: “to examine and analyze the utilization of the Blue economy in the implementation of Africa's economic development agenda, to examine and analyze the utilization of the BE in the implementation of Kenya's development agenda as well as to examine the challenges and prospects of interagency coordination in promoting and sustaining Kenya's Blue Economy”.

##### 6.2.1 Utilization of the Blue economy in the implementation of Africa's economic development agenda

All the respondents (100%) agreed that African states economic development was progressing well. Slightly above half (53%) of the participants to a greater extent indicated that large infrastructure projects are some of the key areas of opportunity for Africa's economic development to capitalize on. Followed by (66.7%) of the participants who to a great extent

agreed that the use of ICT is very high in Africa accompanied with emergence of mobile phones and mobile banking, there is agriculture sector growth as well as the growing African middle class. Consequently, (33.3%) of the participants consented that booming services sector and blue economy were key areas of opportunity Africa's economic development was capitalizing on.

### **6.2.2 Utilization of the Blue economy in the implementation of Kenya's development agenda**

Agriculture (fisheries) and tourism had the highest percentage of 100% followed by financial services with an overwhelming percentage (93.3%) mentioned as some of the industries Kenya's economy was relying on. However, (66.7%) of the participants agreed that there were interagency coordination policies in Kenya both on land-based economy and blue economy. All (100%) of the respondents posited that they could identify that there were prospects of interagency coordination in promoting and sustaining Kenya's Blue economy. These prospects are in the form of measures and newer initiatives the Government is instituting.

### **6.2.3 Challenges and prospects of interagency coordination in promoting and sustaining Kenya's Blue Economy**

All the respondents (100%) agreed that Kenya's Statutes, maritime policies, agencies mandate, leadership, budget, interagency communication as well as interagency information sharing were major challenges and prospects of interagency coordination in promoting and sustaining Kenya's Blue economy. An overwhelming majority (86.7%) of respondents agreed that integrated maritime policy was another challenge of interagency coordination in promoting and

sustaining Kenya's Blue economy but there are prospects. A vast majority (86.7%) of the respondents also indicated that maritime governance, capacity building and education, sustainable marine resource management, differences in organizational culture, regulation and enforcement, marine research and information were other contributing challenges of interagency coordination in promoting and sustaining Kenya's Blue economy.

### **6.3 Conclusions**

This section presents the conclusions based on the study objectives.

- a. The Blue Economy concept is very important in Africa's economic development agenda. Promoting and Sustaining Blue Economy is a necessity
- b. Based on the findings on this study challenges and prospects could be addressed through paying more attention to; diversification of African states economy, adapting technology (ICT), mechanizing agriculture sector as well as attracting foreign direct investment especially in the retail sector, booming services sector and blue economy as key areas of opportunity Africa's economic development. African countries are seeking a platform to forge a regional cooperation approaches in ocean area governance. The AU is setting up an institution in the AU confines to deal with maritime cooperation coordination. Identifying possible areas of cooperation is a first requirement for enhancing such regional integration in maritime governance and cooperation. African countries and other stakeholders have been encouraged to formulate common legislative frameworks and institutions which can govern independently on a regional

scale in actualizing the objectives of respective countries and unlocking the untapped potential of water bodies.

- c. On utilization of the BE in the implementation of Kenya's development agenda, the study found the following aspects which could inform the utilization of the Blue economy: more efforts to be given on ocean & inland water economy policies and strategies as the same way efforts are given to green economy, agriculture and tourism, financial services and interagency coordination policies. Thus, there is a need for Kenya to put more emphasis on areas that inform utilization of the Blue economy and the implementation. The maritime governance framework is fragmented, which is due, among other reasons, no integrated sectoral approach. The expansion of the Mombasa port and efforts to ensure greater local economic benefit from the fishing resources of the country reflect the range of sectoral projects and initiatives that can contribute to the strengthening of maritime sectors. Maritime activities are in fact interconnected and one decision can affect everyone else in one area.
- d. There are challenges and Prospects of interagency coordination in several areas.
- e. In Kenya there are institutional frameworks established by the government to facilitate efficient operation of systems specifically those of coordination and cooperation among a wide spectrum of actors. Although there are legal, institutional frameworks and implementation mechanisms, the maritime governance should be all-inclusive to enjoy the government institutions, the private sector, related NGOs, academics, scientists among other if the need to achieve sustainable utilization of maritime resources is the pursuit.

## 6.4 Recommendations

Various Recommendations can be made based on study findings:

- a. Kenya's blue economy development reveals challenges and prospects of interagency coordination in several areas. The different prospects and challenges of interagency coordination should be given much emphasis and attention they deserve. A deeper attention should be paid to catering African states economic development, in the vast Africa's Blue Economy maritime governance, information and communications technology (ICT), agriculture sector as well as leadership. Therefore, there is a need for Kenya's government to address issues of maritime governance for interagency coordination in promoting and sustaining Kenya's blue economy.
- b. Kenya should address overlapping Statutes, agencies mandate, interagency communication, protecting agency jurisdiction (turf), lack of coordination structures, leadership as well as maritime policies are major problems associated with interagency coordination in the maritime domain. The Government should harmonize all enacted national legislation that are concerned with blue economy.
- c. Therefore, there is need for Kenyan agencies to look deeper into these problems and address the maritime regime.
- d. The government should intervene by formulating and adopting overreaching strategies and policies, working and partnering with different stakeholders, actors and organizations, developing capacity building programs and enhancing information sharing especially across maritime.

- e. The government should steer the enhancement of collaboration between agencies and institutions which will help transform Kenya's maritime agencies and assist in developing a holistic approach to blue economy issues.
- f. All agencies should collaborate and coordinate their activities under an appointed secretariat that will enhance access to services by all and improve on quality self-delivery at all levels.
- g. The government should create a mechanism to rationalize and ensure synergies between existing structures.
- h. Establish frameworks of institutional cooperation for harmonizing maritime governance.
- i. Setting up regional and sub-regional cooperation in the areas of the blue economy
- j. The government should also strengthen cooperation across national boundaries to secure and use ocean territories to ensure safe and secure conditions for those working and living off the oceans so as to efficiently harness the blue economy.
- k. Promote marine resource protection and environmental management
- l. Future researchers can conduct studies of large sample size in the area of new security measures influencing seaport safety that could give more generalizable results.
- m. This research was a case study design; thus, its results cannot be generalized but can only be used as a bases for other studies.
- n. There is a need to consider other study designs in future studies on challenges and prospect of interagency coordination in promoting and sustaining Africa's Blue Economy for generalizable results.

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## APPENDICES

### Appendix 1: Questionnaire for Respondents

**Dear Respondent,**

I am a Master's of Arts in International Studies student at University of Nairobi. I am conducting a study on the **Challenges and Prospects of Interagency Coordination in Promoting and Sustaining Africa's Blue Economy: Case Study of Kenya**. You have been selected to take part in this study. I would be grateful if you would assist me by responding to all items in the attached questionnaire. Your name does not need to appear anywhere in the questionnaire. The information will be kept confidential and will be used for academic research purpose only. Your co-operation will be greatly appreciated.

Thanks in advance.

Yours sincerely,

Saeed K

Saeed \_\_\_\_\_

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### Section I: Background Information

1. Please indicate your Gender

Male [ ] Female [ ]

2. What is your work experience?

0-5 yrs[ ]	6-10 years [ ]
11-15 years [ ]	Over 16 years [ ]

3. What is your highest education level of education?

College [ ] University [ ]

Others specify.....

**Section II: The utilization of the Blue economy in the implementation of Africa’s economic development agenda**

4. African states economic development is progressing well.

True [ ] False [ ]

5. What are the key areas of opportunity Africa’s economic development is capitalizing on?

(Tick (✓) appropriately)

Statement	Greater extent	Some extent	Not at all
Large infrastructure projects			
Information and communications technology (ICT) needs remain high in spite of the rapid growth in mobile phones and mobile banking.			



The rising African middle-class attracting investors in the retail sector.			
Agriculture sector growth			
Good governance and improved political and security situation			
Low global interest rates and high commodity prices have opened a window of opportunity for African countries to reform.			
Africa's Efforts in economic integration in strengthening regional growth			
Booming Services sector			
Blue Economy			
Extraction industry			
Manufacturing Sector			

**Section III: The utilisation of the Blue economy in the implementation of Kenya's economic development agenda**

6. To what extent do Kenya's economic development progress?

Great Extent [ ]      Some Extent [ ]      No Extent at all [ ]

7. What are some of the industries Kenya's economy is relying?

<b>Regulation</b>	<b>Yes</b>	<b>No</b>
Agriculture	[ ]	[ ]
Industrial manufacturing	[ ]	[ ]
Financial services	[ ]	[ ]
Tourism	[ ]	[ ]
Mining and minerals	[ ]	[ ]
Energy	[ ]	[ ]
Maritime Transport	[ ]	[ ]
Fishing	[ ]	[ ]
Oil & Gas prospecting	[ ]	[ ]
Ocean & Lake Economy	[ ]	[ ]

8. Are there interagency coordination policies in Kenya both on land-based economy and blue economy?

Yes [ ]      No [ ]

**Section IV: Challenges and Prospects of Interagency coordination in promoting and sustaining Kenya’s Blue economy**

9. What are some of the challenges of interagency coordination?

<b>Interagency coordination challenges</b>	<b>Yes</b>	<b>No</b>
Kenya’s Statutes	[ ]	[ ]
Maritime policies	[ ]	[ ]
Agencies Mandate	[ ]	[ ]
Leadership	[ ]	[ ]
Budget	[ ]	[ ]
Interagency communication	[ ]	[ ]
Interagency Information sharing	[ ]	[ ]
Protecting Agency jurisdiction (turf)	[ ]	[ ]
Integrated Maritime Policy	[ ]	[ ]
Other specify:		

10. To what extent has government agencies contributed to collaboration and coordination?

<b>Security infrastructure</b>	<b>Great extent</b>	<b>Some extent</b>	<b>Not at all</b>
Kenya’s statute	[ ]	[ ]	[ ]
Maritime policies	[ ]	[ ]	[ ]
Agencies mandate	[ ]	[ ]	[ ]

Leadership	[ ]	[ ]	[ ]
Budget	[ ]	[ ]	[ ]
Interagency communication	[ ]	[ ]	[ ]
Interagency information sharing	[ ]	[ ]	[ ]
Protecting Agency jurisdiction	[ ]	[ ]	[ ]
Integrated Maritime Policy	[ ]	[ ]	[ ]
Other mechanical systems specify			

11. Has blue economy introduction contributed to interagency coordination?

Yes [ ]

No [ ]

Not sure [ ]

12. What are the major problems associated with interagency coordination in the maritime domain? (Tick (✓) appropriately).

<b>Drawback of interagency collaboration and coordination</b>	<b>Yes</b>	<b>No</b>
Kenya's overlapping statute	[ ]	[ ]
Maritime policies	[ ]	[ ]
Agencies mandate	[ ]	[ ]
Leadership	[ ]	[ ]
Financial constraints	[ ]	[ ]
Interagency communication	[ ]	[ ]
Lack of coordination structures	[ ]	[ ]

Protecting Agency jurisdiction (turf)	[ ]	[ ]
Coordination of maritime organizational structures	[ ]	[ ]
Integrated Maritime Policy	[ ]	[ ]

13. There are prospects of interagency coordination in promoting and sustaining Kenya's Blue economy.

True [ ]                      False [ ]

14. What are the Challenges of interagency coordination in promoting and sustaining Kenya's Blue economy?

<b>Challenges</b>	<b>Yes</b>	<b>No</b>
Political goodwill and prioritization	[ ]	[ ]
Organizational Statute	[ ]	[ ]
Organizational Leadership	[ ]	[ ]
Organizational culture	[ ]	[ ]
Integrated national maritime policy	[ ]	[ ]
Inadequate technical capacity	[ ]	[ ]
Overlapping or uncoordinated institutional mandates	[ ]	[ ]
Maritime governance	[ ]	[ ]

Capacity building and Education	[ ]	[ ]
Differences in organizational culture	[ ]	[ ]
Sustainable marine resource management	[ ]	[ ]
Regulation and Enforcement	[ ]	[ ]
Marine research and information	[ ]	[ ]

Others specify:

15. There are prospects of interagency coordination in promoting and sustaining Kenya's Blue economy.

True [ ]                      False [ ]

16. What are the prospects of interagency coordination in promoting and sustaining Kenya's Blue economy?

<b>Prospects</b>	<b>Yes</b>	<b>No</b>
Political Will	[ ]	[ ]
National importance	[ ]	[ ]
Interdisciplinary nature of blue economy	[ ]	[ ]
Multiple interconnected resource domains	[ ]	[ ]
Benefit from much greater multi-agency coordination	[ ]	[ ]

Positive return on investment	[ ]	[ ]
Diverse and healthy ecosystem	[ ]	[ ]
Sustainable Blue economy	[ ]	[ ]
Formation of Kenya Coast Guard	[ ]	[ ]
Integrated national maritime policy	[ ]	[ ]
Interagency Resilience and synergy	[ ]	[ ]
Capacity building	[ ]	[ ]

Others specify:

17. What are the strategies being put in place to enhance interagency collaboration and coordination?

<b>Strategy</b>	<b>Yes</b>	<b>No</b>
Development of integrated national maritime policy	[ ]	[ ]
Reinforcement of policy framework	[ ]	[ ]
Investment in the maritime sector	[ ]	[ ]
Sensitization of the importance of the Blue economy	[ ]	[ ]
Building strategic alliances and partnership	[ ]	[ ]
Establishment of maritime resources	[ ]	[ ]

Harnessing interagency synergy	[ ]	[ ]
Eliminating obstacles	[ ]	[ ]
Improved knowledge transfer	[ ]	[ ]
Others specify:		

18. In general, to what extent has interagency collaboration and coordination influenced the promotion and sustenance of the blue economy?

Great extent [ ]    Some extent [ ]    No extent at all [ ]

***Thank you for your Contribution***



## Appendix 2: Interview Guide for Key Informants

**Dear Respondent,**

I am a Master's of Arts in International Studies student at University of Nairobi. I am conducting a research on **Challenges and Prospects of Interagency Coordination in Promoting and Sustaining Africa's Blue Economy: Case Study of Kenya**. You have been selected to take part in this research. I would be grateful if you would assist me by responding to all items in the attached questionnaire. Your name does not need to appear anywhere in the questionnaire. The information will be kept confidential and will be used for academic research purpose only. Your co-operation will be greatly appreciated.

Thanks in advance.

Yours sincerely,

Saeed, K

Saeed \_\_\_\_\_

### Section I: Background Information

<b>Date</b>	
<b>Venue</b>	
<b>Name(s) of Interviewer(s)</b>	
<b>Group Identity</b>	

Name	Gender	Working experience	Designation

**Section II: Interview Questions**

1. Is the whole African continent utilising the Blue economy in the implementation of Africa’s economic development agenda?

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2. What are key areas of opportunity, Africa’s Blue economic development is capitalizing on?

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3. Are there regional inter-agency coordination in promoting and sustaining Africa’s Blue economy?

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4. What has been the trend in Kenya's economic development?

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5. Is diversification of Kenya's economy to the Blue economy a positive venture?

Why? \_\_\_\_\_

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6. Is there interagency coordination in promoting and sustaining Kenya's economy?

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7. Are there challenges of interagency coordination in promoting and sustaining Kenya’s blue economy? If there are, please name them and briefly describe them.

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8. Are there prospects of interagency coordination in promoting and sustaining Kenya’s blue economy? If there are, please name them and briefly describe them.

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9. What are the interventions measures the government has put in place in interagency collaboration in promoting and sustaining the blue economy?

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*Thank you for your Contribution*