

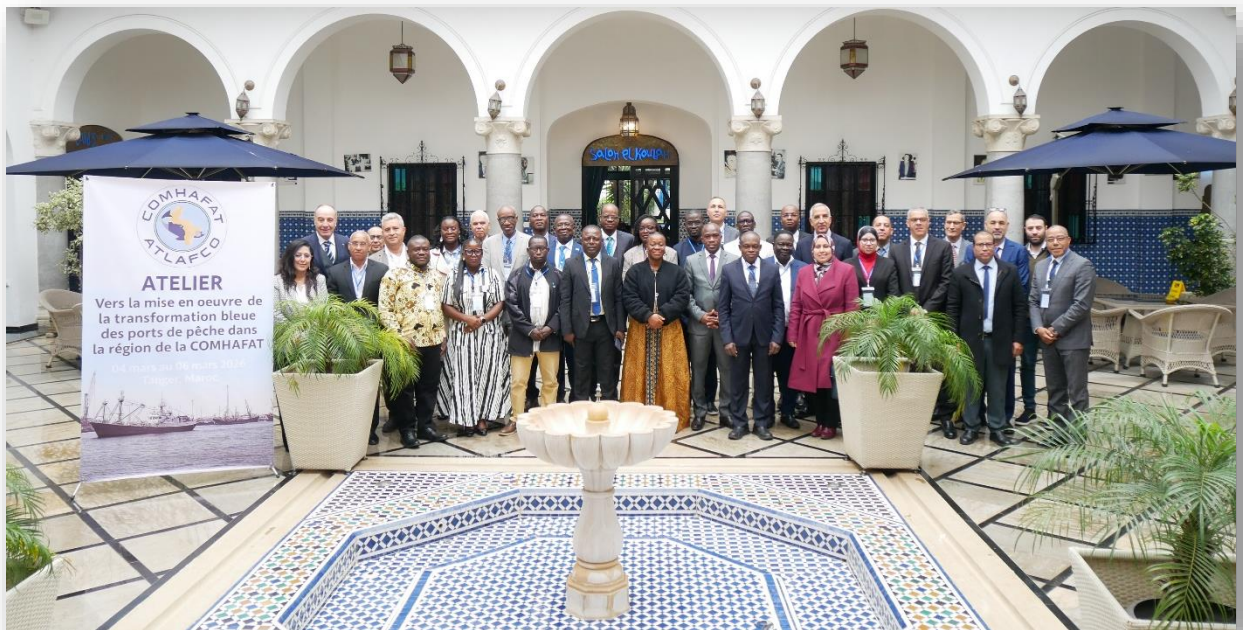


**CONFERENCE MINISTERIELLE SUR LA COOPERATION HALIEUTIQUE ENTRE LES ETATS
AFRICAINS RIVERAINS DE L'OCEAN ATLANTIQUE**

**MINISTERIAL CONFERENCE ON FISHERIES COOPERATION AMONG AFRICAN STATES
BORDERING THE ATLANTIC OCEAN**

Executive Secretariat

**Workshop report on the FAO's "Blue Ports" initiative
"Towards the implementation of the blue transformation"
fishing ports in the ATLAFCO region**



March 4-6, 2026.

Tangier, Morocco

I. General context

Fishery landing infrastructures are the key link in the logistic chains of coastal states. These infrastructures include fishing ports, landing sites (urban or village), designated landing points, fishing villages, etc.

These infrastructures contribute significantly to the stability of fishing communities, to the enhancement of their production and contribute to food and maritime security in Africa.

According to the latest statistics, fishing ports alone directly support more than 12 million jobs in fishing and the processing of landed products, while also providing multiple services to the fishing community.

These logistic platforms or "hubs", consisting of various infrastructures and equipment, facilitate the landing, storage and trade of fishery products, while offering all the amenities for the maintenance of fishing vessels, their refueling as well as many other technical, administrative, sanitary services for the benefit of shipowners, seafarers and professionals in the sector (net menders, shipyards, mechanics, transporters, ...)

They also constitute critical points, particularly for the statistical monitoring of fishing activities through data collection, the application of national and international maritime regulations regarding fleet management, traceability of fished products, quality management, and the fight against illegal, unreported and unregulated (IUU) fishing.

In short, the port and fishery product landing infrastructure are at the heart of coastal economies, true crossroads of economic, social, and environmental activities that directly and indirectly influence the fisheries ecosystem.

However, they face multiple sustainability challenges, ranging from the impacts of climate change to data availability, adoption of innovation and technologies, infrastructure maintenance, equipment maintenance, etc.

More broadly, ports are a significant driver of a country's economic and social development. The competitiveness of the national economy depends on their performance.

To modernize their port sector, many ATLAFCO member states have already implemented port reform, including new strategies for 2030 or even 2035.

The Blue Ports Initiative provides a concrete response to these challenges. It is an approach launched by the FAO in 2019 to transform traditional fishing ports into hubs of sustainable development, with the aim of improving the living conditions of fishermen, developing related economic activities and strengthening the resilience of coastal ecosystems through an integrated approach.

The initiative is particularly relevant for Africa, where artisanal fishing is crucial for food security and employment. It helps these ports adopt sustainable processes, strengthen value chains, and guarantee fair labor rights. According to the FAO , it also aims to modernize fishing ports and coastal communities for the sustainable exploitation of fisheries resources. This involves modernizing infrastructure, reducing post-harvest losses, improving food security, and integrating artisanal fishers into the sustainable blue economy.

II. Workshop Objectives

▪ General objective:

As part of the implementation of its 2025-2027 strategic action plan, on the one hand, and the contribution to supporting its member states in modernizing the technological components of the fisheries system and the sustainability of the Ocean, on the other hand, the general objective of this workshop is to establish a common and shared vision in order to identify the ways and means of promoting **the development of a "blue port" model dedicated to the artisanal fishing segment in the ATLAFCO region.**

Furthermore, port infrastructure constitutes an important link in the fisheries value chain and thus contributes to achieving the objective of sustainable use of living marine resources through better valorization of fished species.

▪ Specific objectives:

- To present the current state of disembarkation infrastructure at the level of each Member State
- Exchange ideas with experts on national strategies and best practices
- Identify common challenges and pathways for common development to transform existing infrastructure into sustainable development hubs
- Establish a roadmap to support the development of sustainable and inclusive port strategies for the "fishing" component

III. Beneficiaries and participants

- Managers of fishing ports and fishery landing infrastructure
- Regional fisheries organizations and partner institutions of ATLAFCO
- ATLAFCO Networks
- Resource persons (national and international experts)

IV. Expected overall results:

- To establish a map of the port infrastructure for landing artisanal fishing in the ATLAFCO region
- To draw up a roadmap for the modernization of these landing facilities, **their maintenance and the upkeep of the equipment**

- Integrating local communities and fishermen into the co-management and development processes of sustainable fishing ports as part of support for the regional blue economy
 - Supporting fishing communities to strengthen their resilience to climate change.
- **Specific expected result:**

To achieve a model of "blue port" for artisanal fishing in the ATLAFCO region.

V. Opening ceremony

In his opening remarks, the Executive Secretary of ATLAFCO expressed his sincere thanks to the Moroccan authorities, to Her Excellency the Secretary of State for Maritime Fisheries of Morocco and to the current Presidency of this organization for their support and the facilities provided to the participants which were essential to the success of this event.

He stressed that this meeting on the "Blue Ports" initiative organised by ATLAFCO is a component of the 2025-2027 strategic action plan aimed at gradually transforming fishing ports in the African Atlantic region into hubs of sustainable development.

It also falls within the framework of promoting the FAO's ***Blue Ports Initiative , which seeks to reconcile economic performance, protection of marine ecosystems and social inclusion.***

He recalled that at a time when the challenges of marine resource sustainability and food security transcend national borders, the "Blue Ports" workshop is shaping up to be an essential step towards a concerted, gradual and sustainable transformation of African fishing ports and more specifically the landing infrastructure of artisanal fishing for a sustainable use of living marine resources.

He welcomed and thanked the participation of many senior fisheries officials from Member States in this workshop and encouraged them to actively contribute to the various round tables in order to ensure the success of the event and to draw concrete lessons from it and to develop a roadmap encompassing the distinct but complementary strategic frameworks aimed at transforming ports into engines of the sustainable blue economy in the ATLAFCO region.

Finally, he thanked all the participants for traveling from their respective countries, highlighting the importance of this workshop as a platform for exchanging experiences, expertise and good practices between Member States and partner organizations.

Speaking on behalf of the Secretary of State for Maritime Fisheries, **Mr. Yassine EL AROUSSI** , Head of the Cooperation Division, welcomed the participants to Morocco and particularly to Tangier.

He congratulated the Executive Secretariat for its dynamism, the relevance of the activities organized, the choice of themes and expressed his hope that the discussions during this workshop would focus in particular on the state of the region's landing infrastructure, on regional partnerships and initiatives, as well as on reflection on an adapted "blue port" model for the member states of the region.

He concluded that ATLAFCO has always been a framework for dialogue, a cooperative platform for sharing experiences and progressively building a common African vision on major fisheries issues, and that this workshop is fully in line with this continuity.

In turn, sir **Mamadou DRAME** , National Director of Maritime Fisheries, recounted his great honor in speaking on behalf of **His Excellency Mr. Fassou THEA** , Minister of Fisheries and Maritime Economy of the Republic of Guinea, President of ATLAFCO, on the occasion of the opening of this workshop.

In this regard, he expressed his sincere and warm thanks to the Moroccan authorities for their fraternal welcome and the quality of the organization of this meeting, as well as to all the member states of ATLAFCO for their mobilization and active participation, which demonstrates the common will to make fishing ports true blue hubs, integrated, competitive and respectful of the principles of the blue economy for the sustainable use of living marine resources.

He also praised the Executive Secretariat for its commitment and mobilization in organizing high-level activities for the benefit of public officials in charge of fisheries management in Member States.

After emphasizing that this meeting should serve as a privileged forum for sharing experiences and best practices among Member States and developing a concerted regional vision for the transition to greener, safer, and more competitive ports, he declared the regional workshop on the Blue Ports Initiative open and wished everyone fruitful discussions. **(Annex III)**

VI. Progress of the work

The moderation of the work of this workshop was entrusted to **Mr. Abdennaji LAAMRICH** , **Mr. Driss TAZI** from the Executive Secretariat and **Dr. Urban BITO** from the Republic of Benin.

The theme chosen for this workshop **(Appendix II)** is addressed through the examination of the following sections:

- Inventory of fish landing infrastructure in the ATLAFCO region within the framework of national port strategies
- Regional partnerships and initiatives for the implementation of Blue Ports
- The FAO's "blue ports" initiative
- Roundtables: What model of "blue port" for artisanal fishing in the ATLAFCO region?

Session I: Inventory of fish landing infrastructure in the ATLAFCO region within the framework of national port strategies

The assessment of fish landing infrastructure is now part of national port strategies aimed at modernizing facilities and integrating them into the challenges of the blue economy. Throughout this session, member states conducted a shared analysis of port infrastructure in the African Atlantic region through various presentations.

National overview: Member States

Presentation 1: Angola

By Ms. Marlène NUNES

In Angola, data collected in the field plays a crucial role in the modernization and management of the fisheries sector. It enables a precise analysis of the spatial distribution of support infrastructure, landing areas, and fish sales points. Simultaneously, this information is used to rigorously assess environmental, hygiene, and safety conditions at fishing sites.

Angola is modernizing its fishing port infrastructure to boost its economy, with a focus on the port of Luanda (dredging to 16m) and hubs in Lobito and Benguela. These projects aim to support industrial and artisanal fishing, improve processing plants, and increase seafood exports by 2027, particularly through new facilities in Soyo and Benguela.

This approach demonstrates a commitment to transforming Angola's fishing sector into a structured and sustainable economic pillar. The use of mapping and data cross-referencing enables a shift from artisanal management to strategic leadership based on tangible evidence.

Presentation 2: Liberia

By Mr. Barclay URIAS B

The fisheries sector in Liberia is currently at a pivotal point in its development. To address its current challenges, the country is relying on the "Blue Ports" initiative, which offers an integrated and practical framework. The stated objective is to collaborate closely with partners such as ATLAFCO, the FAO, and other regional actors to transform artisanal landing sites into truly sustainable, productive, and inclusive hubs. This transformation aims to directly support coastal communities while strengthening the sector's contribution to the national blue economy.

Liberia's fishing port infrastructure is being modernized to address a historical lack of suitable facilities, forcing industrial fishing to land abroad.

Monrovia, Buchanan, Marshall, River Cess, Greenville, and Harper are the main centers. Projects, notably with Morocco (Tanger Med/Marsa Maroc) and the EU (2026-2032), aim to rehabilitate the docks, improve the logistics of the port of Monrovia, and support artisanal fishing.

The fishing sector, while essential to food security (15% of animal protein), is hampered by weak storage and processing infrastructure, challenges that recent international partnerships are trying to address.

Presentation 3: Gambia

By Mr. Jatta SALOUM

The fisheries and aquaculture sector in The Gambia is identified as a strategic driver for the country's socio-economic development. Through its vision, the government aims to position this industry among the top three contributors to national growth, food security, and job creation. Its mission is based on the optimal and responsible exploitation of natural resources, ensuring environmentally sustainable practices and maximizing foreign exchange earnings.

Fishing port infrastructure in The Gambia is focusing on improving landing and processing capacities, notably with a planned new jetty in Banjul for both artisanal and industrial fishing. The sector, vital for exports, suffers from a lack of cold storage facilities, often pushing fish to foreign ports. A new deep-water port is planned for Sanyang. These investments aim to retain more value added in The Gambia and develop sustainable fishing.

Presentation 4: Nigeria

By Ms. Hungevu Ruth FUNMILOLA

Modernizing landing infrastructure is central to Nigeria's port strategy for boosting national development. By aligning its investments with blue economy policies, the country aims to increase the efficiency and sustainability of its fisheries sector. Expected benefits include reduced dependence on fish imports, increased exports, and job creation within coastal communities. Ultimately, these strategic upgrades should strengthen food security, improve quality standards, and diversify the country's economic income.

Fishing port infrastructure in Nigeria is integrated into large maritime complexes, notably in Lagos (Apapa, Tin-Can Island, Lekki), Calabar and Port Harcourt.

These ports, managed by the Nigerian Ports Authority, are being modernized to include processing areas, cold storage facilities, and shipyards for fishing. The new deep-water port of Lekki, partly financed by China, is a major project.

The country is seeking to strengthen its blue economy, particularly through partnerships for port expertise. Existing infrastructure, often concentrated around Lagos, faces modernization challenges to support the local fishing sector.

Presentation 5 : Mauritania

By Mr. Moumene SADEGH

Fishing port infrastructure in Mauritania is primarily concentrated in **Nouadhibou** (industrial and artisanal fishing) and **Nouakchott** (fish market, landing area). The port of Tanit (inaugurated in 2018, 60 km north of Nouakchott) and the new port of N'Diago are key developments for relieving congestion at existing facilities. Despite a potential of 1.8 million tons per year, the sector faces modernization and logistical challenges, including:

- **Outdated condition:** Some facilities are old, posing health problems.
- **Capacity:** Need to increase refrigeration and storage capacity.

- **Value Addition:** Mauritania seeks to increase the share of local processing for fishery, which is largely exported, notably by the Mauritanian Society for the Marketing of Fishery Products (SMCP).

The development of this infrastructure is crucial, as fishing represents a major part of the economy, with hundreds of thousands of tonnes exported annually.

Mauritania has embarked on a profound transformation of its port infrastructure through the "Blue Ports" initiative and its master plan for 2040. This strategy aims to convert fishing ports into integrated hubs of sustainable development, addressing the challenges of modernization, digitalization, and environmental protection. The central objective is to reconcile economic competitiveness with social justice and the preservation of the marine environment through structured investments and strengthened regional partnerships.

Presentation 6: São Tomé and Príncipe

By Mr. João Gomes PESSOA LIMA

The fishing port infrastructure in São Tomé and Príncipe, centered around the port of Ana Chaves, is crucial for the local economy but vulnerable to climatic hazards.

The sector relies on artisanal fishing, requiring modernization of the cold chain, landing sites and equipment to improve the safety, preservation and marketing of products.

As part of its national port strategy, Sao Tome and Principe places fishing at the heart of its economic priorities given its strategic importance to the country.

Emphasis is placed on a rigorous diagnosis of the current state of fishery landing infrastructure.

This assessment aims to modernize existing facilities to better meet the needs of the fisheries sector and optimize the management of marine resources in the specific context of the archipelago.

Presentation 7: Cabo Verde

By Dr. Emilio Sanches

Cabo Verde reaffirms its commitment to transforming its fishing ports into "Blue Ports," based on FAO principles such as environmental sustainability, the circular economy, and technological innovation. Since 2024, through its national port management company, the country has officially joined this international initiative to strengthen the efficiency of its infrastructure and its integration with local communities. This strategic vision aims to build a more resilient and competitive blue economy, serving both national development and the preservation of marine ecosystems.

Port infrastructure for fishing in Cape Verde is being modernized through the "Global Gateway" initiative, with a €34 million grant from the EU and the EIB for sustainable ports. The country relies on the port of Praia, the port of Vale Cavaleiros (Fogo), and the port of Furna (Brava) for its activities.

The sector includes infrastructure for artisanal and industrial fishing, with a fleet of approximately 91 (semi-industrial) vessels and catches concentrated on tuna and small pelagic fish.

Presentation 8: Cameroon

By **Mr. TITUFIJO Kenneth KONDUENEYI**

Fishing port infrastructure in Cameroon is mainly concentrated in Douala (the main port), Tiko , Kribi , and Limbe , with key landing sites such as Youpwe and Londji . It supports a diverse industrial and artisanal fishing sector (approximately 12,700 vessels). These sites, including community centers, manage the landing, processing, and marketing of fishery products.

Cameroon is building on its current projects to improve port facilities to lay the foundations for a genuine transition to "Blue Ports." This momentum, supported by ATLAFCO workshops, is indeed part of a comprehensive blue growth strategy, where the modernization of port infrastructure is no longer limited to simple logistics, but now integrates environmental sustainability and the well-being of local communities.

In short, Cameroon is transforming its ports into sustainable hubs to reconcile economic competitiveness and marine preservation.

Presentation 9: Ghana

By **Ms. Philothea Laurentia OSEI-BONSU**

Ghana has made significant investments in modernizing its landing infrastructure, although the majority of artisanal sites still remain rudimentary.

The national strategy emphasizes that modernizing these infrastructures is essential to ensuring the sustainability of fisheries, strengthening food security, and stimulating the growth of the blue economy. For the country, the success of these landing systems depends on an inseparable combination of targeted investments, rigorous governance, and regular maintenance.

Despite these advances, modernization faces structural obstacles:

- **Rudimentary artisanal sites:** While major ports are modernizing, many landing points along the 550 km of coastline still lack cold chains and sanitary facilities that meet international standards.
- **Stock depletion:** Infrastructure modernization must be accompanied by strict resource management, hence the establishment of fishing closure periods (closed seasons) to allow for species regeneration

Ghana is actively modernizing its port and fishing infrastructure to support artisanal and industrial fishing, notably through the new port of Jamestown (Accra) and the rehabilitation of the Elmina port (\$90 million). These projects, often financed by China, include fish markets, cold storage facilities, and ice plants to reduce post-harvest losses.

The government is counting on infrastructure improvements to boost the sector, which provides more than 80% of the local supply, despite declining catches and a supply deficit.

These improvements aim to support fishing communities, improve hygiene and increase the added value of fishery products.

Presentation 10: Guinea

By **Mr. Mamadou DRAME**

Guinea's fishing port infrastructure is being modernized to boost the sector (4.5% of GDP), notably through the USD 128 million "Kunki" project (World Bank/AFD). Key sites include the fishing port of Koukoudé (inaugurated in 2021), Temenetaye , Boulbinet , and Kaporo , aiming to structure the value chain from landing to marketing.

Modernizing landing infrastructure in Guinea is a major strategic investment to make the fisheries sector profitable in the short term. By modernizing artisanal and industrial fishing, the country aims to formalize the sector, strengthen food security, and create sustainable jobs through:

- **Modernization** : Improvement of landing stages and installation of refrigeration equipment to reduce post-capture losses.
- **Formalization** : Structuring artisanal fishing to increase added value.
- **The economic impact** : Stimulation of local employment and improvement of food security.
- **Sustainable development** : Protecting fishery resources against overexploitation, despite declining reserves.

These efforts are part of a broader approach by Guinea to transform its natural resources into engines of sustainable economic growth.

Presentation 11: Senegal

By **Mr. Assane SOW**

The fishing sector, with 700 km of coastline, remains a fundamental component of the Senegalese economy, despite challenges related to resource management.

Fishing port infrastructure is undergoing extensive modernization to support a crucial sector, dominated by artisanal fishing (80%) and its over 500,000 tons of annual catch. The Autonomous Port of Dakar (southern zone), along with the ports of Kayar, Saint-Louis, Kaolack, and Ziguinchor, are major hubs, with recent projects such as the modern quay at Cap Skirring aimed at improving the processing and security of fish products.

Senegal is implementing a strict regulatory framework for the modernization of its landing infrastructure, aimed at maximizing resource value and ensuring sanitary compliance, including vessel licensing and landing management. This policy strengthens the structuring of value chains, with an emphasis on food safety, port management, and profit sharing, particularly for artisanal fishing, which accounts for 80% of the catch.

Regarding the financing of the modernization of landing infrastructure, a budget of 32.8 billion FCFA is dedicated to the sector, including the rehabilitation of secondary ports and projects such as the port of Ndayane and the acceleration of these infrastructures.

These measures are part of an overall effort to reorganize the sector, ensure better international compliance and support the local economy.

Presentation 12: Togo

By **Dr. Ali DOMTANI**

As part of the FAO's "Blue Ports" initiative, Togo has committed to a strategy for transforming its fishing ports. National priorities include the construction of infrastructure dedicated to trawlers and the development of sites specializing in the processing of pelagic fish.

The main objective is to integrate artisanal fishing trade into the circuits of the formal economy while strengthening the national distribution of fresh fish throughout the territory and reducing post-capture losses through a better value chain.

Togo, with support from the FAO, is modernizing its fishing ports through the "Blue Ports" initiative, aiming to transform artisanal fishing into a formal economic driver. Priorities include infrastructure for trawlers and pelagic processing facilities to strengthen food security and domestic distribution.

This initiative is part of a comprehensive FAO approach aimed at promoting green infrastructure and supporting the social well-being of fishing communities.

Regarding port infrastructure, the new fishing port of Lomé, inaugurated in 2019 in GbétsoGbé with Japanese support, is Togo's main infrastructure, capable of accommodating approximately 400 pirogues. This modern port has two landing quays, cold storage facilities (5 tons of ice), and a market, thus increasing local fish production.

Presentation 13: Côte d'Ivoire

By **Mr. Soffo Yoboué VALENTIN**

Côte d'Ivoire is modernizing its fishing port infrastructure, particularly in Abidjan (a fishing terminal with 1,060 meters of quays), to support the fisheries sector, which is crucial for 40% of the animal protein consumed. This fishing terminal at the Autonomous Port of Abidjan (PAA) is the main fishing port infrastructure in Côte d'Ivoire. Located in Treichville, it includes two zones dedicated to industrial and fresh fish processing, canneries, and cold storage facilities. Recently modernized, this strategic hub, covering more than 300,000 square meters in total, is currently being expanded to increase its capacity.

This initiative is part of the framework of the FAO's Blue Ports program (sustainable development, governance, food security) and includes strengthening artisanal fishing through the construction of improved landing sites.

These designated landing points are built to ensure the sanitary quality of artisanal fishing products and to control their traceability.

However, these landing points face certain challenges: malfunctioning of some equipment, insufficient ice production and lack of working capital for fishing actors (fishmongers).

To address this, areas for improvement will be explored through:

- **Modernization of sites** (construction/rehabilitation of quays, refrigeration equipment);
- **Sustainable management** (compliance with regulations; product certification);

- **Inclusivity** (involvement of local communities; training)

These actions, supported by the FAO and partners such as ATLAFCO , aim to transform ports into drivers of sustainable blue growth in Côte d'Ivoire.

Presentation 14: Benin

By **Dr. Urban Brito**

Benin's port infrastructure for fishing is primarily focused on artisanal marine and lagoon fishing, with nearly 47 landing sites along its 125 km coastline. The port of Cotonou is the main site, with development projects underway at Lake Nokoué and the Porto-Novo lagoon to modernize the sector.

The initiative for sustainable port infrastructure in Benin is part of the blue economy strategy aimed at modernizing fishing ports to promote inclusive growth and the protection of marine resources .

In this regard, the Beninese government has launched several major projects to transform the fisheries and maritime sector:

Modernization of the Port of Cotonou (PAC) : A large-scale project, supported by an investment of 80 million euros from the African Development Bank (AfDB), aims to expand logistics capacities and improve the operational efficiency of the port.

Development of the Fishing Route : Phase 2 of this project aims to open up fishing areas and boost the tourist and economic potential of the coastline.

Fisheries Infrastructure : The development of new fishing ports and the rehabilitation of existing sites are priorities to reduce post-capture losses and improve the fish value chain.

Despite these efforts, the sector faces critical obstacles:

- **IUU fishing** : Unfair competition from foreign trawlers is destroying the nets of local fishermen.
- **Limited infrastructure** : A lack of financial resources is still hindering the complete upgrading of the landing stages to meet international standards.

Regional overview: Regional fisheries organizations and partner institutions

Presentation 15: FCWC

By **Dr. Antoine Gaston DJHINTO**

Dr. DJHINTO revealed that the fishing port infrastructure of the member states of the Fisheries Committee for the Central-Western Gulf of Guinea (FCWG) — Benin, Côte d'Ivoire, Ghana, Liberia, Nigeria, and Togo — is currently undergoing extensive modernization programs. These initiatives aim to improve resilience to climate change and combat illegal, unreported, and unregulated (IUU) fishing.

He then stressed that the transformation of fishing ports into "Blue Ports" within the ATLAFCO area is based on a multidimensional strategy integrating harmonized governance, innovative investments and a digital and ecological transition.

This approach aims to go beyond the simple landing function to create true hubs for sustainable and inclusive blue growth.

He concluded that by strengthening regional cooperation, this initiative aims to make port infrastructure more competitive while directly improving the living conditions of coastal communities in member states.

Presentation 16 IMO OceanLitter Programme: Preventing and reducing marine plastic waste from the maritime and fisheries sectors

[Done online together]

By **Dr. Kelsey RICHARDSON** from **FAO** and **Mr. Adonis TAFANGY** from **IMO**.

The two presenters stressed that preventing and reducing marine plastics from shipping and fishing relies on improving waste management in ports, using biodegradable materials, marking fishing gear to prevent abandonment, and strengthening international regulations (IMO, FAO).

Next they introduced the OceanLitter program, which is a strategic initiative of the International Maritime Organization (IMO) aimed at preventing and reducing marine plastic waste from the shipping and fishing sectors.

It is implemented jointly by **the IMO and the FAO**.

This program brings together a portfolio of multi-donor projects to help developing countries combat marine pollution:

- **Institutional reforms** : Providing the necessary tools to initiate legal and policy reforms in accordance with international regulations (such as Annex V of MARPOL).
- **Public-private partnerships** : Collaborating through the *OceanLitter Global Industry Alliance* (GIA) with major maritime and fishing companies to test plastics management solutions.
- **Inclusion** : Actively encourage women's involvement in the fight against marine litter.

The program is based on several concrete initiatives, including:

- GloLitter Partnerships : Launched with the FAO and funded by Norway, it helps least developed countries (LDCs) and small island developing states (SIDS) to reduce plastics, including abandoned fishing gear.

Finally, the program incorporates a sustainable economic and ecological dimension through the recycling of fishing gear and the carrying out of cost-benefit analyses to optimize these processes.

Presentation 17: Port Bleu of Zarzis: Mobilizing stakeholders for sustainable artisanal fishing — Framework, communication, and lessons learned from a Tunisian experience. By **M. Naoufal HADDAD/MOSFA**

The port of Zarzis, Tunisia's third largest deep-sea port generating approximately 3,000 jobs, was chosen by the FAO as a pilot site for the implementation of the "Blue Port" model. This experience,

structured around a participatory assessment and a local charter, demonstrates the model's transferability to the entire ATLAFCO zone.

The regional ambition is to standardize an "African Blue Port Label" based on these achievements, thereby promoting South-South cooperation and contributing directly to SDG 14 (life below water) and the 2030 Agenda.

The success of the experiment in Zarzis relies on ethical and inclusive communication:

- **Stakeholder inclusion** : Regular meetings with professional fishermen, research institutions and administrative organizations to validate field diagnoses.
- **Resource valorization** : Transforming threats, such as the **blue crab invasion** , into real economic opportunities for local fishermen

Session II: Partnerships and regional initiatives for the implementation of Blue Ports

These initiatives aim to make ports engines of sustainable growth, by improving coastal management and protecting marine ecosystems.

Presentation 18: Africa's Blue Economy Strategy/AU-IBAR

By: **Mr. Delvis FORTES, Senior Fisheries Officer**

The AU-IBAR's "Blue Ports" initiative aims to implement a blue transformation of fishing ports in the region. This project is part of the African Blue Economy Strategy and draws on key African Union instruments, such as Agenda 2063, the Malabo Declaration, and the African Union's Integrated Maritime Strategy 2050.

Its main objective is to transform African fishing ports from simple landing points into true hubs of sustainable development.

By transforming these infrastructures, AU-IBAR aims to:

- **Facilitating** intra-African and international trade through improved traceability and enhanced health controls.
- **Reduce** poverty by better integrating small-scale fishers into the formal value chain.
- **Ensuring** the continent's food sovereignty through optimized management of aquatic resources

Presentation 19: The transformation of fishing ports into sustainable development hubs (example of Morocco)

By **Mr. Yassine ELAROUSSI**

Artisanal fishing in Morocco is a local activity characterized by boats with limited autonomy, operating from beaches and landing stages scattered along the coastline.

The current ambition is to develop fishing villages into a "new generation" of spaces which, while preserving their fishing identity, open up in a controlled manner to their territorial environment through the integration of complementary activities.

In the long term, these ports are no longer simply places of landing but aspire to become structuring and sustainable territorial development hubs, following a progressive evolution adapted to the national context, citing the case of the Structured Landing Point (PDA) of Souiria kdima, a project currently being transformed into a blue port.

This landing point has been selected as a pilot project, intended to become a permanent part of the blue economy and to constitute a structuring socio-economic hub at the regional level.

Indeed, this structuring project will contribute to the implementation of one of the strategic axes of the Halieutis Plan, through the development of modern, structured and equipped artisanal fishing ports, ensuring optimal quality of fishery products from landing to consumption.

It also falls within the priorities of Japan's cooperation policy with the Kingdom of Morocco, particularly in terms of strengthening economic competitiveness, through improving the productivity of the fishing sector, developing economic infrastructure and diversifying local activities.

Presentation 20: Port strategies and their integration into the sustainable blue economy.

By **Mr. Mohamed MARZAGUI**, Maritime Expert

Modern port strategies are no longer limited to simply managing the flow of goods; they are becoming the cornerstone of a sustainable blue economy by reconciling economic performance, the protection of marine ecosystems, and social innovation.

The "Blue Ports" initiative is indeed part of the blue economy dynamic, transforming ports from simple transport infrastructures into centers of sustainable growth, the key points of its technical and legal implementation being:

- **MARPOL Compliance:** Emphasis is placed on the strict application of **Annex V** (ship-borne waste), requiring ports to ensure that captains discharge their waste ashore rather than dumping it at sea
- **Port Reception Infrastructure (PRF):** The strategy relies on the availability of adequate port reception facilities. These facilities must be capable of handling a wide variety of waste streams (plastics, oils, wastewater) without causing excessive delays to ships.
- **Circular Economy:** Beyond simple collection, the "Blue Ports" seek to valorize this waste to create local recycling loops, thus generating economic value from environmental protection.

Presentation 21: Morocco's Port Strategy to 2030

By **Ms. Sanae ELAMRANI**, Director of Ports and the Maritime Public Domain

Strategy (**NPS**) for 2030 aims to equip the Kingdom with efficient ports to support economic growth and consolidate its position as a major logistics platform on the Mediterranean and Atlantic coasts.

This strategy is based on a vision of "high-performing ports, levers for the competitiveness of the national economy" with several key objectives:

- **Supporting the economy** : Anticipating infrastructure demand to meet the needs of international trade.

- **Logistics competitiveness** : Reduce logistics costs (target of 8% of GDP by 2030) to enhance Morocco's attractiveness.
- **Resource development** : Optimizing the mineral, energy, fishing and tourism potential of the maritime domain.
- **Sustainable development** : Integrating the principles of the blue economy, the ecological transition, and digitalization within port hubs.

Regarding digitalization, the Morocco Digital 2030 strategy plans the transformation of ports into "Smart Ports" to improve operational efficiency.

Session III: The FAO's "Blue Ports" Initiative

The FAO's Blue Ports Initiative (BPI) is a global program launched in 2019 aimed at transforming traditional fishing ports into hubs of sustainable development. Rather than mere transit points, these ports become strategic platforms fostering economic growth, environmental protection, and social inclusion.

Presentation 22: Key objectives and implementation of the "Blue Ports" Initiative and Roadmap to a Blue Port

By **Ms. Yolanda Molaes** , Senior Consultant, FAO

She began her presentation by emphasizing that ports are pillars of sustainable development for coastal communities because they reconcile economic growth (jobs, trade, tourism) and environmental protection. They promote sustainable logistics, the transition to renewable energies, and integrate waste management, while strengthening the links between cities and their marine ecosystems.

She then mentioned that sustainability in fishing ports faces major challenges, including overexploitation of resources, marine pollution, climate change, and outdated infrastructure. They must also combat illegal, unreported, and unregulated (IUU) fishing, modernize waste management, improve energy efficiency, and support the socio-economic viability of fishers.

Initiatives such as the FAO's Blue Ports aim to address these challenges through modernization, training and sustainable practices.

This initiative supports the transition to sustainable fisheries by modernizing infrastructure, digitizing management, and training local stakeholders. It strengthens climate resilience, social inclusion, and compliance with international fisheries standards, particularly in Atlantic Africa.

She listed the benefits of the transformation into a blue port, which are:

- Improving strategic planning for the fishing port by integrating social, economic and environmental dimensions.
- Strengthening relations and cooperation between academia, local and national governments, the private sector and civil society.
- Improving public-private cooperation in the implementation of strategic projects and actions.
- Strengthening innovation by attracting investors and entrepreneurs.
- Planning investments in sustainable infrastructure.
- Improving trade relations, in terms of volume and value, throughout the port's value chains.

Finally, she concluded that becoming a "blue port" according to the FAO involves transforming fishing ports into sustainable, resilient, and inclusive hubs through a **Roadmap that** requires:

- **Initial Assessment:** Analyze the port's current capabilities in terms of governance, environmental sustainability, economic performance and social impact.
- **Adoption of the Blue Transformation:** Integrating FAO principles for sustainable aquatic food systems, including through the modernization of fish markets and digitalization.
- **Traceability and Compliance (PSMA):** Implement the Port State Measures Agreement (PSMA) to ensure that landed fish comes from legal fishing.
- **Environmental Sustainability:** Investing in ecological engineering, waste management, and the adoption of renewable energies (blue energy).
- **Stakeholder Engagement:** Involve the local community, the private sector and universities to improve the management and valorization of seafood products.
- **Impact Measurement:** Use key performance indicators to assess progress in sustainability and resilience

Implementing this approach makes it possible to reconcile the economic growth of the fishing sector with the protection of marine ecosystems.

Session IV: Presentation of key best practices for blue ports

Good practices for "blue ports" (sustainable ports) aim to reconcile economic development and the protection of the marine environment, according to initiatives such as those of the FAO .They include the ecological management of waste, decarbonization (renewable energies), and the securing of infrastructure.

Presentation 23: Fishing villages: A model of service centers benefiting the artisanal fishing community and a micro-hub for economic and social development (Case study)

By **Mr. Lahoucine BOUDRARI**, Maritime Expert

The Fishing Village (VDP) model in Morocco is evolving towards a "New Blue Generation," transforming these sites into integrated micro-hubs. This evolution aims to sustainably structure artisanal fishing by integrating social services (medical coverage) and marketing infrastructure, supporting the blue economy and the development of coastal resources.

Features of the "New Blue Generation" of VDP:

- **Integrated Service Centres:** Much more than just landing points, they offer professional support and local services for fishermen.
- **Micro-development hubs:** These structures aim to boost local socio-economic development while protecting marine ecosystems.
- **Modern Infrastructures:** Focus on safety, the organization of the profession and the formalization of the marketing of seafood products.
- **Contribution to the Blue Economy:** They are part of the national sustainable development strategy, valuing coastal resources.

This transformation aligns with Morocco's New Development Model (NDM) , which places sustainability and community inclusion at the heart of public action.

Regarding the Developed Landing Points (DLPs), the presenter emphasized that these are modern infrastructures for artisanal fishing, particularly developed in Morocco, which are no longer used solely for landing fish. They are now integrated service centers offering fishermen:

- **Logistics and storage:** Ice factories, cold storage warehouses, equipment storage facilities.
- **Technical and social services:** Repair workshops (mechanics, nets), fuel supply, water, electricity, as well as administrative offices.
- **Added value:** Improvement of fish quality, hygiene and food safety.
- **Development:** Improvement of working and living conditions, modernization of the sector, and better resource management.

These centers, at the heart of a sustainability strategy, promote the organization of fishermen and the increase of their incomes.

Presentation 2 of 4: The digitalization of the marketing of fishery products

By **Mr. Eric AKAFFOU / INFOPÊCHE**

The digitalization of fisheries product marketing, supported by organizations like INFOPÊCHE , aims to modernize value chains, strengthen traceability, and improve market access. It involves digitizing sales, dematerializing export documents, and implementing real-time tracking to reduce losses.

To address the lack of visibility for fisheries products and the absence of structured platforms, Infopêche launched MACPPA (African Market for the Marketing of Fisheries and Aquaculture Products). This e-commerce platform is designed to directly connect producers, processors, and buyers at both national and international levels. This global digital marketplace aims to facilitate trade between member states of the network, thus responding to the crucial need to structure marketing within the African blue economy.

Presentation 25: The energy transition in fishing ports

By **Mrs. Chaimaa RABAOE/ ANP -Tangier**

The ANP has effectively integrated the blue transformation as a central pillar of its sustainable development strategy to address growing climate and environmental challenges.

This vision translates into concrete initiatives related to water and energy management, while also demonstrating strong ambitions for the energy transition through the exploration of green hydrogen and e-fuels. Through a CSR charter and sustainable contracts, the ANP aims to position Moroccan fishing ports as models of ecological and energy performance on an African scale.

The energy transition of Moroccan fishing ports is being actively led by the ANP (National Ports Agency), aiming for decarbonization, energy efficiency (LEDs, network optimization), and the adoption of renewable energies. This process includes the modernization of infrastructure, notably through new-generation fish processing facilities (refrigeration, digitalization).

Presentation 26: Funding mechanisms for blue ports

By **Mr. Nabil ANWARI**, Fishing Expert

The issue of financing mechanisms was also central, in a context where budgetary constraints require innovative solutions and strengthened partnerships.

Infrastructure financing for "Blue Ports" faces major structural challenges, including a funding gap due to the disconnect between global industry standards and local socio-economic needs. Unlike commercial ports, revenue volatility dependent on the biological health of fish stocks creates a high-risk profile for investors. To overcome these obstacles, the strategy advocates right-scaling, integrating value chains (cold storage, processing) into port design, and grouping small ports into national portfolios to reduce transaction costs and attract private capital.

The financing of "blue ports" in West Africa relies on a combination of public funds, foreign direct investment (FDI), and development institutions (World Bank, AfDB, EU), aimed at modernizing fishing infrastructure and sustainable maritime transport. These mechanisms integrate public-private partnerships (PPPs), impact funds, and technical assistance for environmental sustainability, supported by African Union strategies.

Roundtables: What model of "blue port" for artisanal fishing in the ATLAFCO region

The "Blue Port" model for artisanal fishing in the ATLAFCO region, promoted in particular during this workshop, is a sustainable approach focused on infrastructure modernization, social inclusion, and environmental protection. It aims to reconcile economic performance, sustainable resource management, and the resilience of fishing communities.

Given the current state of infrastructure in the ATLAFCO region, the roundtables focused on three guiding questions:

1. How can we strengthen governance at national and regional levels to ensure coherent and effective management of fisheries in order to transform these infrastructures into true "blue hubs"?

Strengthening governance to transform fisheries into "blue hubs" requires a multi-level approach that aligns national policies with local actions, prioritizing sustainable, resilient, inclusive, and circular strategies. :

- **Coherence of multi-level governance:** National governments must create frameworks enabling subnational authorities to steer policies, spending and investments, ensuring alignment of local, regional and national strategies and involving all stakeholders.
- **Integrated development of a "blue hub":** Transforming fishing infrastructure involves adopting a holistic approach to water that connects freshwater and marine ecosystems, relying on data production and collection . This requires the integration of smart technologies in ports to improve sustainability, energy efficiency, and logistics.

- **Evidence-based decision-making:** using specific and localized indicators to track the impact of maritime activities and ensure they meet sustainability standards.
- **Encouraging the establishment of public-private partnerships**
- **fishing communities or cooperatives in commercial development.**

2. *Beyond basic infrastructure, what strategic infrastructure and technological innovations are needed to transform a conventional fishing port into a resilient and competitive "blue port"?*

Key elements include real-time digitized data systems, advanced cold chains, renewable energy integration, and waste management to ensure environmental compliance and traceability.

- **Strategic infrastructure and technological innovations**
- **Digitization and intelligent systems:** implementation of port community systems (PCS) for electronic data sharing, logistics, handling and processing to optimize operations and reduce congestion.
- **Energy transition and green infrastructure :** Integration of renewable marine energy systems (solar/wind) to power operations and development of climate-resilient infrastructure (e.g., flood-resistant and eco-designed dikes), including low-cost construction materials.
- **Cold chain and quality control:** Advanced refrigeration systems, modern automated fish market/auction centers (digitalized fish market) and improved health controls.
- **Waste and environmental management and circularity:** modern and efficient waste disposal and pollution control systems to preserve ecological health.
- **Traceability and compliance:** Technologies enabling monitoring of fish stocks, tracking of supply chains to prevent illegal fishing (PSMA compliance) and ensuring fair market access.

3. *How to mobilize financial and technical resources for the transformation of fishing port infrastructure into a Blue Port?*

The mobilization of resources to transform fishing ports into blue ports relies on an integrated approach combining innovative financial mechanisms and specialized technical skills.

- **Mobilization of financial resources**
The transition to a sustainable blue economy requires moving beyond traditional financing models in favor of targeted instruments:

- ✓ **Blue bonds and blue loans** : These debt securities are specifically dedicated to projects for ocean protection, wastewater management and decarbonization of maritime transport.
 - ✓ **Mixed financing** : The use of grants or philanthropic funds to reduce risks perceived by private investors, thereby facilitating the injection of commercial capital into port infrastructure.
 - ✓ **Public-private partnerships (PPP)**: structuring of concessions in which the private sector assumes the investment and operating risks in exchange for royalties, allowing technological modernization without placing the entire burden on public budgets.
 - ✓ **International and multilateral funds** : Access to programs such as the European Maritime, Fisheries and Aquaculture Fund (EMFF) or the World Bank's PROBLUE program.
- **Mobilization of technical resources**
 Technical assistance is essential to ensure the operational and environmental viability of the transformation:
 - ✓ **Technical Cooperation Programmes (TCPs)**: Organizations such as the FAO (Blue Ports Initiative) providing strategic tools, diagnostics and roadmaps to support port authorities.
 - ✓ **Capacity building**: Organisation of seminars, training sessions and exchanges of good practices (e.g. the Vigo port model) to train staff on new sustainability and traceability standards.
 - ✓ **Project development assistance** : Expertise provided by agencies such as UNIDO for the implementation of bankable ESG projects, based on feasibility studies relating to clean and renewable energy, production units and infrastructure in the port area.

Beyond the technical dimension, the workshop reflected a political will to harmonize port policies, strengthen the transparency of value chains, support coastal communities and improve the positioning of African fishery products on regional and international markets.

The construction of a regional “Blue Port” model adapted to both artisanal and industrial fishing could thus constitute a structuring lever for the entire African Atlantic area.

To conclude this workshop, Mr. **Mamadou DRAME**, National Director of Maritime Fisheries, reiterated, on behalf of **His Excellency Mr. Fassou THEA** , Minister of Fisheries and Maritime Economy of the Republic of Guinea and Chairman of the Conference of Ministers of ATLAFCO, his sincere thanks to the Moroccan authorities for hosting and organizing this meeting, as well as to ATLAFCO for the initiative and constant support they provide to our States in promoting a sustainable blue economy.

He then expressed the hope that the discussions that took place in Tangier would lead to concrete solutions, strengthened partnerships and structuring actions in service of the harmonious development of the ATLAFCO region.

Site visit: Tangier fish market/fishing ports

The program included a visit to the port and fish market of Tangier, allowing participants to see firsthand the potential advancements in modern management and digitalization, offering solutions adaptable to different national contexts. This practical session contributed to collective reflection and facilitated the identification of replicable solutions.

This immersive visit to the **port of Tangier** and its **fish market** perfectly illustrates the transition to the **blue economy**.

By observing these infrastructures, the participants discovered how:

- **The digitalization** of auctions and traceability secures transactions in real time.
- **Modern flow management** optimizes the value chain, from unloading to shipping.
- **The adaptability** of these technological models allows their duplication in various national contexts to modernize artisanal and industrial fishing.

Thus, the fish market, a cornerstone of this system, guarantees better **traceability** and promotes local produce while minimizing the environmental footprint of port activities.

In parallel, **Mr. Abdelaziz SIBAOUIH, regional director of the National Fisheries Office (ONP) of Tangier-Tetouan-Al Hoceima**, gave a presentation on the digitalization of the ONP in the service of performance and transparency in which he stressed that the Office is modernizing the fishing sector in Morocco by digitizing the auctions via a digital platform and the mobile carts "*Mobi Dlala*".

This project, which is part of the overall strategy for developing the fisheries sector, makes it possible to streamline transactions, guarantee price transparency and enhance the value of fishery products with 68 digitized first-sale markets out of the 76 existing ones.

- **Key objectives:** Modernize the markets, ensure traceability, improve hygiene and guarantee the reliability of transactions.
- **Innovative tools:** "Mobi Dlala" mobile trolleys for sales, connected weighing terminals, and a digital platform.
- **Deployment:** A gradual approach, started in Agadir and Tangier, aiming for generalization to all ports.
- **Benefits :** Better fish valuation, (anonymity) for fishmongers, and speed of the auctions.

The participants then visited the **Dalia Landing Point (LNP)** , a strategic infrastructure located in the province of Fahs-Anjra, near Tangier, dedicated to the modernization of artisanal fishing in Morocco.

This site was designed to transform local fishing activity into a true micro-hub of socio-economic development.

This project, launched in 2013, includes modern facilities for landing, storing, and marketing seafood products. **It** offers artisanal fishers a safe and structured working environment, while facilitating access to social and medical services.

The Dalia PDA is often cited as a reference within the framework of the **National Coastal Development Program (PNAL)** and serves as an example for South-South cooperation with other African countries.

CONCLUSIONS

At the end of this activity, all participants and guests expressed their profound gratitude to the COMHAFAT Executive Secretariat, its president, and the authorities of the Kingdom of Morocco for the success of this workshop, whose intellectual, technical, and practical relevance was more than satisfactory at all levels.

Indeed, the three days of this activity were intense and dynamic, allowing all participants to enhance and share their knowledge of port management and to understand the means of transitioning to a port model dedicated to sustainable and modern maritime fishing and aquaculture in the COMHAFAT region. This model will also contribute to strengthening the principle of the sustainable use of living marine resources.

Appendix I: List of Participants

CONFÉRENCE MINISTÉRIELLE SUR LA
COOPÉRATION HALIEUTIQUE ENTRE LES ETATS
AFRICAINS RIVERAINS DE L'Océan
ATLANTIQUE










MINISTERIAL CONFERENCE ON FISHERIES
COOPERATION AMONG AFRICAN STATES
BORDERING THE ATLANTIC OCEAN



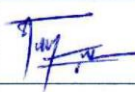

COMHAFAT/ATLAFCO

LISTE DES PARTICIPANTS				
Atelier « Vers la mise en œuvre de la transformation bleue des ports de pêche dans la région de la COMHAFAT » ; du 04 au 06 mars 2026. Hôtel El Minzah-Tanger				
N°	Pays/Organisation	Nom et Prénom	Titre	Signature
1	Angola	Mme Marlène Nunes	Responsable à la Direction Nationale de la Marine au Ministère des pêches et des ressources marines	
2	Agence Nationale des Ports (ANP)	Mme Chaimaa RABOUAE	Cadre Supérieur RSE et Développement Durable/ Direction du Port de Tanger et Région	
3	Bénin	Mr BRITO Urbain T.A.S.	Directeur de la Production Halieutique Point Focal PSMA	
4	Cabo verde	Dr Emilio Sanches	Technicien de la DNPA au Ministre de la mer	
5	Cameroun	Mr TITUFIJO Kenneth KONDUENEYI	Chef de poste de la Pêche Industrielle au Port de Douala	
6	Comité des pêches pour le centre-ouest du golfe de Guinée (CPCO)	Mr DJIHINTO Antoine Gaston	Secrétaire Général	
7	Consultant	Mr Mohamed MERZAGUI	Expert maritime	
8	Côte d'Ivoire	Mr Soffo Yoboué VALENTIN	Vétérinaire principal coordonnateur du projet pro-débarquement au Ministère des	



			Ressources Animales et Halieutique-	
9	Expert maritime	Mr Nabil ANWARI	Chef de Service de la Coopération Multilatérale Division de la Coopération Direction de la Stratégie et de la Coopération	
10	FAO	Mme Yolanda Molares	Consultant principal en pêches Équipe de développement de la chaîne de valeur du poisson Division des pêches et de l'aquaculture Organisation des Nations Unies pour l'alimentation et l'agriculture (FAO)	
11		Dr. Kelsey Paige Richardson	Fishing gear pollution specialist, GloLitter and RegLitter Projects Coordinator	A distance
12	Fédération Nationale des Pêches Maritimes au Maroc	Mr Abdelhalim ES-SEDDYQY	Représentant	
13	Gambia	Mr Jatta SALOUM	Principal Fisheries Officer/ Ministry of Fisheries and Water Resources	
14	Ghana	Mme Philothea Laurentia Osei-Bonsu	Officer of the Ministry for Fisheries and Aquaculture	
15	Guinée	Mr Mamadou DRAME	Directeur National de la Pêche Maritime	
16		Mme Jeanne DAMEY	Directrice Nationale de l'Economie Maritime	

17	INFOPECHE	Mr Eric Casimir akaffou atsé	Directeur Général	
18	Libéria	M. Barclay URIAS B	Manager Environmental compliance and monitoring of the National Fisheries and Aquaculture Authority -NaFAA	
19	Maroc	Mr Mohamed Yassine EL AROUSSI	Chef de Division de la Coopération Direction de la Stratégie et de la Coopération/ Département de la Pêche Maritime	
20	Mauritanie	Mr Moumene SADEGH	Directeur des Infrastructures Maritimes et Portuaires /Ministère de la Pêche et des Infrastructures Maritimes et Portuaires Mauritanie	
21	Ministère de l'équipement et de l'eau-Rabat	Mme Sanae ELAMRANI	Directrice des ports et du domaine public maritime /Ministère de l'équipement et de l'eau	
22	Nigéria	Mme Hungevu Ruth FUNMILOLA	Principal Fisheries Officer in the Federal Ministry of Marine and Blue Economy, Federal Department of Fisheries and Aquaculture	
23	Observatoire des Médias pour une Pêche Durable en Afrique (OMPDA)	Mr Naoufel Haddad	Secrétaire Général de l'OMPDA	
24	CONSULTANT	Mr Lahoussine EL BOUDRARI	Expert Consultant Africa-Mar	

25		M. Abdelaziz SIBAOUAIH	Office national des pêches	
26	OMI	Mr. Adonis Tafangy	Project Officer at International Maritime Organization	<i>A distance</i>
27	Sao tomé et Príncipe	Mr João Gomes Pessoa Lima	Director das Pescas e da Aquacultura Mestre em ciências Engenharias	
28	Sénégal	Mr Assane SOW	Ingénieur des Pêches et de l'Aquaculture à la Direction des Pêches maritimes /Chef de la Division de la Valorisation des Produits de la Pêche artisanale	
29		Mr Tafsir Mouhamadou DIENG	Inspecteur sanitaire des pêches (DITP)	
30	Togo	Mr Domtani ALI	Directeur des productions halieutiques au Ministère de l'Agriculture, de la Pêche, des Ressources Animales et de la Souveraineté Alimentaire	
31	AU-IBAR	Delvis Fortes	Senior Fisheries Officer	A distance

Appendix II: Agenda

Date & time	Program	Speaker
Wednesday, March 4, 2026		
9:30 - 10:00	<u>Registration</u>	
	Participant registration and check-in	ATLAFCO
10:30 - 10:30	Welcome address & opening of the workshop	
	Executive Secretary of ATLAFCO	ATLAFCO
	Representative of Morocco	Morocco
	Representative of the President	Guinea
	Presentation of objectives, expectations and schedule	ATLAFCO
	Introduction of speakers and participants Family photo	Mr. Abdennaji LAAMRICH / ATLAFCO
10:30 - 13:00	Session I: Inventory of fish landing infrastructure in the ATLAFCO region within the framework of national port strategies.	
	Moderation. Abdennaji LAAMRICH	
	Presentations of Member States	Angola Cabo Verde Ghana Cameroun Gambia Benin Nigeria Guinea Liberia Senegal Sao Tome Togo Mauritania Equatorial Guinea Côte d'Ivoire
	Regional overview: Partner organizations and institutions	FCWC GGC
	IMO OceanLitter Programme: Preventing and reducing sea-based marine plastic litter from the maritime and fisheries sectors	Dr. Kelsey RICHARDSON-FAO Mr. Adonis TAFANGY-IMO
Blue Port of Zarzis: Mobilizing stakeholders for sustainable artisanal fishing — Framework, communication and lessons learned from a Tunisian experience”	Mr. Naoufal HADDAD Media Observatory for Sustainable Fisheries in Africa (MOSFA)	
13:00 14:00	Break	
14:00 - 16:30	Session II: Partnerships and regional initiatives for the implementation of Blue Ports	
	Moderation: Dr Urban BRITO	
	Africa's Blue Economy Strategy	Mr. Da Graça MANUEL AU-IBAR
	Transforming fishing ports into sustainable development hubs	Mr. Yassine ELAROUSSI

		State Secretariat for Maritime Fisheries – Morocco (DMF) -Morocco
	Port strategies and their integration into the sustainable blue economy	Mr. Mohamed MERZAGUI Expert
	Morocco's port strategy to 2030	Mrs. Sanae ELAMRANI Director of Ports and the Maritime Public Domain- Morocco
	Financing blue ports: challenges and perspectives.	Mr. Nabil ANWARI Morocco
16:30 -17:00	Discussions End of day 1	All participants

Thursday, March 5, 2026		
9h30-10 :30	Session III: The FAO's "Blue Ports" Initiative Moderation: M. Abdennaji LAAMRICH	
	Key objectives and implementation of the "Blue Ports" Initiative	Ms. Yolanda MORALES FAO
	Roadmap to a blue port	Ms. Yolanda MORALES FAO
10:30-12:00	Session IV: Presentation of key best practices for Blue Ports Moderation: Mr. Driss TAZI	
	Fishing ports: the heart of the coastal economy and food security	Mr. Abdelhalim ESSYDYKI National Federation of Maritime Fisheries in Morocco
	Fishing villages: A model of service center benefiting the artisanal fishing community and a micro-hub for economic and social development (Case study)	Mr. Lahoucine BOUDRARI Expert
	The digitalization of seafood marketing	Mr. Eric Casimir AKAFFOU INFOPÊCHE
	The energy transition in fishing ports	Ms. Chaimaa RABAOE National Ports Agency (ANP)-Tanger
	The financing mechanisms of blue ports	Mr. Nabil Anwari- Expert
12:00-13:00	Break	
	Session V: Roundtables: What model of a "blue port" for artisanal fishing in the ATLAFCO region Moderation: Dr. Ali DOMTANI	
13:00-16:30	Development of a roadmap for a blue port model in the ATLAFCO region <ul style="list-style-type: none"> • Summary of discussions • Proposal of short, medium and long-term initiatives. • Development of a joint action plan Closing remarks and final words : ATLAFCO.	All participants

Friday, March 6, 2026 (Last day)		
10:00-15:00	Site visit : Tangier Fish Market/Fishing Ports (The ONP's digitalization in the service of performance and transparency)	Mr. Abdelaziz SIBAOUIH National Fisheries Office (ONP)- Tangier
	Equipped Landing Point - artisanal fishing- Dalia	

Appendix III: Speeches

REPUBLIC OF GUINEA MINISTRY OF FISHERIES AND MARITIME ECONOMY

Speech by Mr. Mamadou Dramé/National Director of Maritime Fisheries of the Republic of Guinea,
Representing His Excellency Mr. Fassou THEA/Minister of Fisheries and Maritime Economy

Chairman of the Conference of Ministers of ATLAFCO

Workshop entitled " *Towards the implementation of the blue transformation of fishing ports in the ATLAFCO region* "

Tangier - March 2026



Mr. Executive Secretary of ATLAFCO

Mr. Representative of the Kingdom of Morocco;

Ladies and Gentlemen, Representatives of the Member States,

Ladies and Gentlemen, Experts,

Dear Technical and Financial Partners,

Distinguished participants,

It is a great honor for me to speak on behalf of **His Excellency Mr. Fassou THEA**, Minister of Fisheries and Maritime Economy of the Republic of Guinea and Chairman of ATLAFCO, at the opening of this regional workshop entitled "**Towards the implementation of the blue transformation of fishing ports in the ATLAFCO region**" organized by ATLAFCO.

I would like, at the outset of my remarks, to express my sincere and warm thanks to the Moroccan authorities for their fraternal welcome and the quality of the organization of this meeting.

My thanks also go to all the ATLAFCO member countries for their mobilization and active participation, as well as to the Executive Secretariat for its commitment and mobilization. Your presence testifies to our shared desire to make our fishing ports true blue hubs: integrated, competitive, and respectful of the principles of the blue economy.

Ladies and Gentlemen,

The ATLAFCO region has considerable fishing potential. However, this potential faces several major challenges, including:

- ✓ The inadequacy or obsolescence of fishing port infrastructure;
- ✓ high post-capture losses;
- ✓ a decline in product quality;
- ✓ health risks for consumers;
- ✓ low economic value of catches;
- ✓ difficulties in control, traceability and collection of fisheries data.

In this context, the FAO's Blue Ports Initiative represents much more than a development program. It constitutes an integrated approach aimed at evolving our ports towards more modern models.

This regional workshop should therefore serve as a privileged framework for:

- ✓ to share experiences and good practices between member countries;
- ✓ and to develop a concerted regional vision for the transition to greener, safer and more competitive ports.

Ladies and Gentlemen,

The success of this initiative will depend on our collective ability to act together — regional institutions, national administrations, local authorities, the private sector, professional organizations and development partners.

Transforming our ports today means preparing the future of our fisheries, strengthening the food sovereignty of our states and preserving the marine ecosystems on which our populations depend.

Finally, I cannot conclude without thanking our technical and financial partners for the growing support they continue to provide to our organization.

I hope that our work will be fruitful, pragmatic and geared towards concrete and measurable actions for the benefit of the entire region.

With these words, I declare open the work of the regional workshop on the Blue Ports Initiative and wish everyone fruitful exchanges.

Thank you for your kind attention .

Address by Mr. Yassine ELAROUSSI Head of the Cooperation Division, representing the Secretary of State for Maritime Fisheries of Morocco

**Mr. Executive Secretary of ATLAFCO,
Mr. Representative of the Presidency in office,
dear colleagues,**

It is a great honor for me to speak at the opening of this workshop, to welcome you, **on behalf of the Secretary of State for Maritime Fisheries**, to Morocco and particularly to the city of Tangier.

The Kingdom of Morocco is particularly honored to host this workshop organized by ATLAFCO. We are pleased to welcome delegations from member states from various African countries, as well as representatives of partner organizations and institutions that support our regional initiatives. Your presence here today reflects the ongoing commitment of our countries to strengthened and collaborative African fisheries cooperation.

Our discussions today will focus in particular on the state of disembarkation infrastructure in the region, on regional partnerships and initiatives, as well as on considering a suitable "blue port" model for our countries.

The Blue Ports initiative is of particular importance today. Our fishing ports are not merely infrastructure; they are essential links in the fisheries chain, hubs of economic activity, centers of social organization, and cornerstones of local development. Their modernization and adaptation to current requirements—whether environmental, economic, or social—represent a strategic challenge for our entire region.

In this context, the Blue Ports initiative offers a timely framework for reflection. It invites us to rethink the role of the fishing port as an integrated space, where economic performance, responsible resource management, improved working conditions for fishermen, and better integration into the sustainable blue economy all come together.

The various sessions planned during this workshop – whether it be national presentations, exchanges on port strategies, good practices or the development of a regional roadmap – will, I am convinced, allow us to identify convergences and to develop guidelines adapted to the realities of our member states.

ATLAFCO has always been a privileged forum for dialogue, sharing experiences, and the gradual development of a common African vision on major fisheries issues. This workshop is fully in line with this tradition.

In conclusion, allow me to welcome you all to Morocco, wish you a pleasant stay among us, and fruitful work.

Thank you for your kind attention.

**REPUBLIC OF GUINEA
MINISTRY OF FISHERIES AND MARITIME ECONOMY**

Closing Remarks by Mr. Mamadou Dramé/National Director of Maritime Fisheries of the Republic of Guinea, Representing His Excellency Mr. Fassou THEA/Minister of Fisheries and Maritime Economy

Chairman of the Conference of Ministers of ATLAFCO

Workshop entitled " *Towards the implementation of the blue transformation of fishing ports in the ATLAFCO region* "

Tangier - March 2026



Mr. Executive Secretary of ATLAFCO

Ladies and Gentlemen,

At the end of our work, I would like to reiterate, on behalf of **His Excellency Mr. Fassou THEA** , Minister of Fisheries and Maritime Economy of the Republic of Guinea and Chairman of the Conference of Ministers of ATLAFCO, my sincere thanks to the Moroccan authorities for hosting and organizing this meeting.

My thanks also go to ATLAFCO for the initiative and the constant support they provide to our States in promoting a sustainable blue economy.

I commend the commitment of all participants, experts and partners, whose mobilization demonstrates our shared desire to transform our fishing ports into modern, resilient, environmentally friendly spaces that create value for our communities.

I express the hope that the discussions taking place here will lead to concrete solutions, strengthened partnerships and structuring actions in service of the harmonious development of our region.

Thank you for your kind attention.

Photo report







