THE ROLE OF MARINE TOURISM IN IOR: THE PATHWAYS AHEAD

Prof. V. N. Attri
Chair in Indian Ocean Studies
Indian Ocean Rim Association
University of Mauritius

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PART I:
INTRODUCTION
The ocean and the marine environment as a whole has become one of the new frontiers and fastest growing areas of the world’s tourism industry. (Hall 2001, p. 1)

Orams (1999) defines marine tourism as including ‘those recreational activities that involve travel away from one’s place of residence and which have as their host or focus the marine environment (where the marine environment is defined as those waters which are saline and tide-affected)’

Such a definition (...) emphasises that marine and coastal tourism must also include shore-based activities, such as land based whale watching, reef walking, cruise ship supply and yachting events, within the overall ambit of marine tourism. (Hall 2001, pp.2-3)
The concept of coastal tourism includes a range of tourism, leisure, and recreationally oriented activities that occur in the coastal zone and immediate offshore coastal waters. These include tourism-related development (accommodation, restaurants and food services, attractions, and second homes), and the infrastructure supporting coastal and marine tourism development (e.g., retail businesses, transport hubs, marinas, and activity suppliers). Also included are tourism activities such as recreational boating, coast- and marine-based ecotourism, cruises, swimming, recreational fishing, snorkeling, and diving (Hall 2014).
ECONOMIC VALUE OF OCEANS

• The oceans are the source of livelihoods of many people in different countries and has become a strong pillar of the economy of many countries.

• The economic value of the oceans is largely comprised of fisheries, tourism, shipping lanes and the coastal protection provided by corals, mangroves and wetlands. These areas are also greatly interdependent. It is estimated that more than two-thirds of the global gross marine product relies on a healthy ocean (Hoegh-Guldberg 2015).
Coastal tourism is recognised as one of the largest component of the global tourism industry (Hall & Page 2014).

Over 60% of Europeans opt for beach holidays and beach tourism provides more than 80% of U.S. tourism receipts (UNEP 2009).

Coral reefs contributed an estimated US$11.5 billion to global tourism (Burke et al. 2011).

However, if estimates of tourism’s contribution to the global economy were to be applied to the WWF estimates then tourism proportionate share would be approximately $225bn worth of the value of ocean goods and services.
Marine tourism resources exist under a range of global systemic threats to marine and ocean systems that are primarily anthropogenically driven. These include:

- climate change
- overfishing
- bottom trawling (towing a trawl, which is a fishing net along the sea floor)
- transfer of exotic species
- changes in waste, nutrient and sediment inputs into coastal and marine ecosystems
- coastal urbanisation and loss of natural capital in coastal areas, especially coastal wetlands.

The experiences of these threats is “uneven”, i.e. while they are global in scale their effects on tourism development and the tourist experience varies from location to location. Nevertheless, their effects are systemic in that over time they affect not only destinations but also source regions as well.
Climate change is one of the main concerns with respect to the future of marine.

The Intergovernmental panel on Climate Change (IPCC) 2014 concluded:

- Coastal tourism continues to be highly vulnerable to weather, climate extremes, and rising sea levels with the additional sensitivity to ocean temperature and acidity for the sectors that rely on reef tourism (high confidence). Developing countries and small island states within the tropics relying on coastal tourism are most vulnerable to present and future weather and climate extremes, future sea level rise, and the added impacts of coral bleaching and ocean acidification (high confidence) (IPCC 2014: 385).
CONCLUSIONS OF IPCC(2014): CLIMATE CHANGE & OCEANS

• Climate change alters physical, chemical, and biological properties of the ocean (*very high confidence*).
• In response to further warming by 1°C or more by the mid-21st century and beyond, ocean-wide changes in ecosystem properties are projected to continue (*high confidence*).
• Rising atmospheric CO$_2$ over the last century and into the future not only causes ocean warming but also changes carbonate chemistry in a process termed ocean acidification… Impacts of ocean acidification range from changes in organismal physiology and behavior to population dynamics (*medium to high confidence*) and will affect marine ecosystems for centuries if emissions continue (*high confidence*).
• The combination and often amplification of global and regional climate change and local anthropogenic drivers result in enhanced vulnerability of natural and human systems (*high confidence*).
• With continuing climate change, local adaptation measures (such as conservation) or a reduction in human activities (such as fishing) may not sufficiently offset global-scale effects on marine ecosystems (*high confidence*).
• Geoengineering approaches involving manipulation of the ocean to ameliorate climate change (such as nutrient fertilization, binding of CO$_2$ by enhanced alkalinity, or direct CO$_2$ injection into the deep ocean) have very large environmental and associated socioeconomic consequences (*high confidence*).
SECURING THE OCEANS

Hoegh-Guldberg et al. (2015) identified eight actions to secure ocean assets and restore the ocean economy. To what extent are they supported by the marine tourism sector?:

1. Ensure ocean recovery features strongly in the UN Post-2015 Agenda, including the Sustainable Development Goals.
2. Take global action to avoid dangerous climate change and further damage to the ocean.
3. Conserve and effectively manage 10 per cent of representative coastal and marine areas by 2020, increasing coverage to 30 per cent by 2030.
4. Rebuild fish stocks to ecologically sustainable harvest levels.
5. Drive new global cooperation and investment for the ocean.
6. Reinvent public/private partnerships.
7. Build transparent accounting of the value of ocean assets to improve decision-making.
8. Share knowledge more effectively and drive institutional collaboration.
The role of Tourism in Economic Development

- “Tourism, in the economic context, of the 21st century, is an essential activity in the structure of the economic mechanism and has an active role in the development and modernisation of the economy and society.
- The importance and the economic contribution of this activity fluctuate from nation to nation.
- Although there are countries relies largely on tourism, its role is so well integrated in contemporary economies that the economic impact is relevant even to the less important countries in terms of tourism related activities.” (Bunghez 2016, p.2)
The role of Tourism in Economic Development

• The tourist destination represents the catalyst link that unites, maintains and drives all sectors of the tourism industry, namely transport, accommodation, food and entertainment, being a complex and specific item for tourism. (Heath and Wall 1992)

• Most successful destinations all over the world have been developed starting from a major tourist attraction. E.g. the City of Orlando revolves around Disney World (Bunghez 2016, p.2)

• The tourism potential is determined by the sum of all resources (natural, human, cultural, historical, infrastructure) which, in turn, constitutes a destination’s tourist offer. (Heath and Wall 1992)

• Tourism development, its integration into modern economic structures, and its integration into the sphere of needs, and consumption of the population, are all reflected in the continuous enrichment of its content.
The role of Tourism in Economic Development

1. The tourist is a goods consumer and a services beneficiary. Thus, tourism can support economic development of both the local community and the economy of a country, through earnings from domestic and foreign visitors. (Bunghez 2016, p.3)

2. Tourism stimulate economic growth by increasing the number of available jobs in a tourist destination, both directly and indirectly, within the companies which provide services for tourists. (...) A large and diversified workforce with a varied skill profile is required in the tourism sector. Jobs involved in direct administration of hotels, restaurants, stores and transportation. (...) The creation of new employment opportunities (...) results in an increase in the standard of living of the local population, which, in turn, leads to an increase in consumer spending. (Bunghez 2016, p.3)
3. A tourist destination can bring important revenues to the State budget in the form of taxes and fees paid by companies who operate around such attractions.

4. Tourism also boosts the export of local products. It is estimated that 15-20% of the tourist expenditure is spent for gifts, clothing and souvenirs. (...) In many tourist destinations, there are markets that sell local crafts. This provides a source of income for local produces and creates an interesting shopping experience for tourists. (Kotler, Bowen, & Markens 2014)
The Multiplier Effect of Tourism

- The multiplier effect reflects and expresses the direct link between entries in the economic system—investments—and its outputs in the form of income levels of economic activities participants.
- Thus, for tourism, the multiplier effects measures the changes produced in income levels, results, employments and balance of payments due to modification of tourism spending.
- The multiplier effect’s process determines the following relationship: the more economically developed a country or a particular destination is, the more the initial tourist expenses for purchased goods and services are found in more economic circuits, thus contributing more to production and new income growth, to new investments and further developments and therefore to the progress and prosperity of the country. (Bunghez 2016, p.4)
The multiplier effect of Tourism

The multiplier effect

Foreign visitors attracted

- Extra food needed
  - Local farmers encouraged to grow food

- Tourists spend money on hotel bills, souvenirs, trips etc.
  - Jobs created: waiters, drivers, builders, guides etc.
  - Local people with higher wages to spend on clothes, shoes, luxury goods etc.

- Growth of construction industry: hotels, airports, roads etc.
  - More wealth generated from taxes to pay for hotels, roads, airports, restaurants etc.

Industry grows to meet demand for clothing, shoes etc.
The multiplier effect of Tourism

SALES, EMPLOYMENT, WAGES, TAXES
The rise of Sustainable Tourism

• The marine and coastal tourism is particularly vulnerable to climate change, natural disasters and pollution. The sea level rise anticipated from climate change is the biggest long-term threat facing the tourism industry in many SIDS, where most tourism infrastructure lies just above sea level. In the short term, unmanaged mass tourism can negatively impact coastal ecosystems.

• Sustainable tourism, including ecotourism, can have a significant impact on the recovery and conservation of these ecosystems. Tourists are starting to pay attention to ecological standards and certifications applying not only to destinations and the tourism infrastructure but also to hotels and the behaviour of tourism and transport operators (UNTAD, 2014, ‘The Oceans Economy: Opportunities and Challenges for Small Island Developing States’).
The principle of sustainable tourism was proposed as early as 1988 by the World Tourism Organisation, with sustainable tourism "envisaged as leading to management of all resources in such a way that economic, social and aesthetic needs can be fulfilled while maintaining cultural integrity, essential ecological processes, biological diversity and life support systems".

Recalling previous declarations on tourism, such as the Manila Declaration on world tourism, the Hague Declaration and the Tourism Bill of rights and tourist Code, the Charter for sustainable tourism approved during the World Conference on sustainable tourism, held in Lanzarote in 1995, underlined the need to develop a kind of tourism that meets both economic expectations and environmental requirements, and respects not only the social and physical structure of its destination, but also the local population. (Creaco 2003, p.8)
SUSTAINABLE TOURISM DEVELOPMENT

Three main principles (McIntyre 1993):

- Ecological sustainability
- Social and cultural sustainability
- Economic sustainability
SUSTAINABLE TOURISM DEVELOPMENT (STD)

Economic sustainability

Economic Development and sociocultural protection

Local self-reliance
Social accountability
Strengthen community identity

STD

Economic growth
Private profit
Market expansion

Conservationism

Ecological process
Biological diversity
Biological resources
Carrying capacity

Social and cultural sustainability

Deep ecology

Ecological sustainability

http://www.trp.dundee.ac.uk/library/pubs/set.html
PART II:
RISE OF MARINE TOURISM IN IORA’S MEMBER STATES
MARINE TOURISM & AUSTRALIA

• Marine industries contribute around $30 billion a year or 8% to GDP.

• Strength of Australian marine industry: the designing and building of high speed aluminum ships and ferries, offshore oil and gas, marine research, tourism, environmental management, algal aquaculture, fish farming and fisheries management.

• Under the United Nations Convention on the Law of the Sea, Australia has rights over some 16 million square kilometers of oceans-more than twice the area of the are of the Australian continent.

• Australia is one of the most biologically diverse nations on earth and its marine environments are home to spectacular arrays of species, many of which are unique to Australian waters.

• The impact of run-off and point source pollution from urban, agricultural and industrial activities places substantial pressure on the marine environment.
The vision and goals for Australia’s Oceans Policy are consistent with a range of related national policies and agreements, including:

- the National Strategy for Ecologically Sustainable Development (1992);
- the National Strategy for the Conservation of Australia’s Biological Diversity (1996); and

Australia’s Oceans Policy has been developed within the context of these national policies.
AUSTRALIA’S OCEAN POLICY

• With Australia’s Oceans Policy, the Government is introducing a refinement of the commitment to ecologically sustainable development. The Government is committed to integrated ecosystem-based planning and management for multiple uses of our oceans. This includes pursuing improved coordination between the States and the Commonwealth to ensure that jurisdictional boundaries do not hinder effective planning and management.

• The Government recognises the need to provide for increased capacity to understand our marine environments, through increased scientific effort. That understanding is fundamental to the good management of our oceans and the protection of ecosystems and marine biological diversity.

• The Government will provide $50 million over three years for the implementation of these initiatives.
AUSTRALIA’S REGIONAL MARINE PLANNING

• Introduction of a major Regional Marine Planning process. The process will be designed to improve linkages between different sectors and across jurisdictions.

• Regional Marine Plans – based on large marine ecosystems – will integrate sectoral commercial interests and conservation requirements. In developing Regional Marine Plans, the Commonwealth will seek the participation of the relevant States and Territories, to ensure, as far as possible, the integration of planning and management across State and Commonwealth waters.

• The objective is to manage our actions to:
   ensure continuing marine ecosystem health;
   safeguard marine biological diversity;
   promote diverse, strong and sustainable marine industries;
   provide increased certainty and long-term security for all marine users; and
   ensure the establishment of a representative system of marine protected areas.
National Representative System of Marine Protected Areas

- Marine protected areas are recognised as one of the best ways to conserve and protect marine habitats and species in our oceans. In light of this, the Australian, state and territory governments agreed in 1998 to establish a National Representative System of Marine Protected Areas (NRSMPA). The NRSMPA was designed to create a comprehensive, adequate and representative (CAR) system of marine protected areas, to contribute to the long-term viability of the marine environment and protect biodiversity. To identify areas to protect in the NRSMPA, the Australian Government undertook scientific research and consolidated the best available information on the natural, social and economic characteristics of Australia’s marine environment.

- The Coral Sea Marine Park covers 989,836 km² and extends from Cape York Peninsula to an east–west line approximately 40 km north of Bundaberg in Queensland. The nearest point of the Marine Park to mainland Australia is approximately 60 km and it extends to approximately 1100 km from the coast (Figure 2.1).
SUMMARY OF PRESSURES ON THE CORAL SEA MARINE PARK (2018):

- **Climate change**
- **Extraction of living resources:** Australia’s world class fisheries management led by Commonwealth, state and territory governments is important for ensuring sustainable fishing practices. Fishing, including illegal, unregulated and unreported fishing (including illegal foreign fishing), can modify natural populations of target species. Bycatch of non-target species and/or physical disturbance to habitats can result from certain fishing methods, and may therefore impact on marine park values. Examples of habitats, key ecological features and species vulnerable to such impacts include reef, cay and seamount habitats, and species of shark, dolphin, marine turtle, sea snake, sea cucumber and fish.
- **Habitat Modification:** Impacts on habitat in marine parks can occur directly through physical disturbance or indirectly through the presence of infrastructure. For example, benthic communities are vulnerable to human influenced modifications to the quality and quantity of light received at the seabed. Examples of habitats and species vulnerable to habitat modification pressures include reef, cay and seamount habitats, and species of shark, dolphin, marine turtle, sea snake, sea cucumber and fish.
- **Human Presence:** Activities such as boating, camping, diving and snorkelling have the potential to impact marine park values directly through contact from collision or indirectly through changes in behaviour from disturbance. These activities may result in changes to wildlife behaviour such as nesting, breeding, feeding or resting, or damage to fragile marine environments. Examples of habitats and species vulnerable to human disturbance include reef, cay and seamount habitats, and species of seabirds, shark, dolphin, marine turtle and fish.
- **Invasive species:** Islands, reefs and other shallow-water ecosystems and native species are vulnerable to invasive species, from direct impacts such as predation or damage to important habitat e.g. nesting habitat, or indirect impacts such as competition with native species for habitat and food. Examples of habitats, key ecological features and species vulnerable to the impacts of invasive species include reef and island habitats, and nesting seabirds and marine turtles such as those at Coringa–Herald and Lihou Reefs.
- **Marine Pollution:** Marine and land-based activities have potential to result in marine pollution which may impact on marine park values. Pollution includes the emission of noise or light, marine debris (for example, plastics and lost fishing gear), and discharge of oil, chemicals or waste. Pollution can be detrimental to marine life, causing contamination of ecosystems, entanglement, or can be ingested by marine species. Examples of habitats and species vulnerable to marine pollution include reef, cay and seamount habitats, and species of shark, dolphin, marine turtle, sea snake, sea cucumber and fish.
Protection of Australia’s native fauna and flora, especially endangered species:

The Government will:

- nominate the Great White Shark for international protection;
- within two years, introduce regulations on access to genetic resources in Commonwealth waters;
- ensure that recovery plans for all threatened marine species and communities will be required, even if they do not occur in Commonwealth waters;
- provide for regulations to be made defining specialised criteria for the assessment of the conservation status of marine biota;
- and recognise in legislation for the first time, ‘conservation-dependent’ species and vulnerable ecological communities.
Australia’s Oceans Policy will be implemented through institutional arrangements which emphasise ministerial responsibility, consultation and stakeholder participation and well-coordinated government support.

Key Elements
- National Oceans Ministerial Board
- National Oceans Advisory Group
- National Oceans Office
- Regional Marine Plan Steering Committees

These Commonwealth arrangements have been framed with a view to encouraging the cooperation and participation of the States and Territories, coordinated through the Australian and New Zealand Environment and Conservation Council and the development of Regional Marine Plans.
Bangladesh has a mixture of destinations for ecotourism, archeological and historical tourism development. Major coastal sites include Cox’s Bazar beach and Kuakata beach. Moreover, existing beaches in Chittagong are Neval beach, Patenga beach, Halishahar beach and Parki beach; where Sonadia, St. Martin’s and Nijhum Deep are established tourist destinations.

Regional workshop on “Role of Coastal and Marine Tourism on Blue Economic Development in Bangladesh” was held at Chittagong on 27 August 2017 under the financial support from the European Union through EU-BGD Joint Collaboration on Blue Economy mission. To discuss the pathways for the development of coastal and marine tourism in Bangladesh with an emphasis on opportunities, constraints and the coordination mechanism from all aspects and dimensions related to tourism.

It was emphasized that blue economy is the utilization of ocean resources for increasing food security, improving nutrition and health, alleviating poverty, creating jobs, generating alternative energy, lifting seaborne trade and industrial profiles while protecting ecosystem health and biodiversity.

The contribution of tourism in national economy during 2001-2010 was less than 1% GDP whereas, global coastal tourism accounted for 5% of the global GDP and thus Bangladesh has huge potentials in developing coastal and marine tourism.

Bay of Bengal cruise, eco-diving, surfing, concerts, recreational fishing, recreational boating, mangrove ecotourism, tour to Swatch of No Ground, evening live concerts, and floating hotels are the suggestive options for sustainable coastal and marine tourism development in Bangladesh.
Bangladesh has huge potentiality to attract and develop both national and foreign tourists involving a mixture of economy class and addressing the SDGs. Similarly, the country has a mixture of destinations for ecotourism, archeological and historical tourism development.

Bangladesh need to extend quality and efficient Immigration, Customs and other services to the tourist onboard, that will really contribute in the expansion of existing tourism industry in the country.

Major threats due to tourism are environmental damage, urbanization, human waste, garbage, crowding, noise pollution, wildlife disturbance, unfair wages & labor conditions.

PPPs (Public Private Partnerships) are ventures that give value to the citizen, public and the private sectors by hedging the risks. It can be a crucial instrument to grow our coastal tourism sector substantially.
According to Foreign Affairs Ministry’s Maritime Affairs Unit, marine and coastal tourism is essential for strengthening the country’s economy and that Cruise tourism is the fastest growing sector in the leisure tourism industry.

Policymakers have also started analysing the prospects of blue economy through sea resources and minerals and their experts have said, sea tourism is the first step in this specialised economy by the visits. In mid 2017, US based international luxury cruise line “Silversea” is one such service that has made trips to Sundarbans and Maheshkhali island using sea routes along the Bay of Bengal. These trips have unveiled another dimension of Blue Economy in the country’s maritime sector.

The Bay of Bengal is the largest among 64 bays in the world and an estimated 1.4 billion people live along its coastline in Bangladesh, India, Thailand and Myanmar. Nearly 30 million people of Bangladesh are directly dependent on oceanic fisheries and sea based commercial transports for their livelihood.
Comoros and Marine Tourism

• The direct contribution of Travel & Tourism to GDP in 2017 was 4.4% of GDP. This is forecast to rise by 1.3% in 2018.
• This primarily reflects the economic activity generated by industries such as hotels, travel agents, airlines and other passenger transportation.
• The direct contribution of Travel & Tourism to GDP is expected to grow by 2.7% pa to 3.7% of GDP by 2028.
• By 2028, Travel & Tourism will account for 8,000 jobs directly, an increase of 1.5% pa over the next ten years.
• The total contribution of Travel & Tourism to employment (including wider effects from investment, the supply chain and induced)
• By 2028, Travel & Tourism is forecast to support 18,000 jobs (7.4% of total employment), an increase of 1.8% pa over the period.

Comoros and Marine Tourism

• Potentially a holiday paradise, with pristine white tropical beaches and blue lagoons, as well as additional natural attractions, such as coral reefs, unique flora and fauna and an active volcano, the Comoros islands are trying to consolidate political stability amid tensions between semi-autonomous islands and the central government.

• In 2012, the country passed a procedure to become a full member of the Multilateral Investment Guarantee Agency (MIGA), a political branch within the World Bank. This membership allows the country to access direct international investments and assures risks related to political instability or a cancellation of a contract.
Comoros and Marine Tourism

• MULTIPLE SOURCES OF INVESTMENTS TO RELAUNCH ECONOMY
The new government (since 2011) has focused its attention on the creation of relationships with strategic economic partners. The European Union and a big Diaspora of French Comorians already make a great contribution to the country’s incoming receipts, but improving relationships with Arab countries and those in the Indian Ocean are gaining importance for the Comoros. China is also looking for industrial opportunities in Comoros and could become a potential tourism source market for the country over the forecast period.

• MARINE AND VOLCANO TOURISM ARE KEY ATTRACTIONS
The Comoros offers tourists a number of diverse attractions, although the most popular are beach and diving activities, as well as visits to the active volcano, Mount Karthala. Once regarded as a potential threat to the population, the volcano is increasingly seen by residents as an asset, encouraging tourists and potentially providing electricity in the future through geothermic energy. There are spectacular coral reefs around the islands that already attract keen divers, while the nation’s white sand beaches are enticing to many visitors. The remoteness and undeveloped nature of the islands are also an attraction, although travellers seeking a luxury experience are not currently catered for.

• TOUGH COMPETITION, WITH MORE DEVELOPED NEIGHBOURS ENTICING TOURISTS
Whilst the Comoros faces difficulties with regards to many aspects of its tourism product, a key challenge is to entice tourists away from other Indian Ocean island states, such as Réunion Island, the Seychelles and Madagascar. Tourism is significantly more developed on the majority of these islands, and, as a result, they are more attractive to many visitors. An important factor is the provision of direct flights from Europe and Africa, which the Comoros needs to work hard at establishing. Improvements in infrastructure will also help, but the Comoros will continue to find it difficult to compete directly with these countries, unless significant changes are seen across the country’s entire travel and tourism industry.

• ECOTOURISM FOR THE FUTURE
The comparative advantage of the Comoros over other destinations is the quality of its natural resources. The islands have an impressive range of rare habitats, located both on land and sea. As a result, the Comoros is looking towards ecotourism as the future of its tourism offering. With the government and NGO’s working to assist, ecotourism is likely to become established as a cornerstone of the country’s travel and tourism product over the forecast period.

Comoros tourism key facts & figures

- 1991 & 2001: opening and closing of the Galawa Resort Hotel in Mitsamiouli (Ngazidja);
- 1998 is the reference year with 27,500 arrivals (40 percent from South Africa);
- 2012: 22,800 arrivals including 30 percent tourists (business and leisure) which represents only 7,000 people per year (3,000 leisure tourists), insufficient to ensure existing hotel profitability;
- Comoros main source markets: Mayotte (23 percent), France (15 percent), Reunion (8 percent), Mauritius (6 percent), Madagascar (5 percent), other African countries (12 percent), Gulf countries (11 percent). The Indian Ocean area represents 42 percent of the total market;
- Duration of average stay (2011): 7 days;
- Average expenses per person: EUR 900;
- Accommodation capacity: 52 hotels, 503 rooms across the three islands; average room rate is EUR 45;
- Tourism formal employment: 500 jobs (ratio job/room is 0.9 compared to Indian Ocean countries which stands at 2). Existing labour force lacks qualifications according to hotel owners and tourism agencies;
- 5 Protected Areas or Conservation Zones for a total surface of 85,000 Ha;
- Expected anchor hotel investment after agreement signature in 2010 between the Government and Katara Hospitality for a 150-room hotel.
Positioning strategy
• To reach its objectives, the Comoros destination communication should focus on product differentiation, especially with regards to other Indian Ocean destinations, and on increased visibility on the international market.

Comoros destination branding
• The new brand logo gives an idea of a new and different place, beautiful, lively, natural and colorful.

Competition is strong in the international tourism market and Comoros tourism players will have to work on both vertical and horizontal integration to develop competitive and innovative tourism products and access targeted source markets. Fishermen and fishing communities will play their role and work on gaining recognition as market oriented tourism stakeholders.
INDIA AND MARINE TOURISM

• Maritime India Summit 2016: focus on ‘leveraging the long coastline and natural maritime advantages’ and invigorating the ocean economy through the Sagarmala project, which focuses on port-led development integrated with special economic zones, smart cities, industrial parks, logistics hubs and transport corridors.

• One of the focus areas among these was the development of coastal and marine tourism along the 7,500 kilometers long coastline, which is dotted with pristine beaches, tranquil waterfronts and picturesque island territories. These are home to mangrove forests, nesting sites for sea turtles, sea grass beds, coral reefs and the adjacent waters are home to a variety of fish and mammals.

• The 2002 National Tourism Policy acknowledged tourism as an engine of economic growth and envisioned the sector as an economic multiplier under the framework of 2 ‘Government-led, private-sector driven and community-welfare oriented’ and stressed the need to develop tourism in an environmentally sustainable environment manner.

Source: http://www.maritimeindia.org/View%20Profile/635974962308095312.pdf
Marine tourism industry has developed well along India’s west coast —

- particularly around Goa along the Konkan belt, and
- in Kerala along the Malabar Coast.
- Goa — referred to as ‘Pearl of the Orient’ — is a tourist paradise, and has received 895 international charter flights in 2015.
- Similarly, Kerala, which is promoted as ‘God’s own country’, attracts international tourists for its beaches, picturesque backwaters, canals, and lagoons, which are home to abundant marine life.
- The Andaman and Nicobar Islands are an excellent tourism destination, but have been selectively opened for tourism due to environmental and security concerns. The islands are closer popular tourist destinations such as Phuket in Thailand and Langkawi in Malaysia, but have remained closed to international cruise liners.
- Likewise, the Lakshadweep Islands offer the finest underwater marine life for scuba divers, but have remained insulated to tourism primarily due to security and controlled development reasons.
FUTURE PATHWAYS FOR INDIA’S MARINE TOURISM

• The Indian government is conscious of infrastructure inadequacies and has a vision and plan for promotion of cruise tourism and increase sea arrivals to 1.2 million tourists by 2030-31. Cruise terminals are under development at Goa, Cochin, Mumbai and Chennai and these can potentially boost the domestic hospitality industry that is also developing infrastructure and services to support port city excursions and domestic tourism.

• Another innovative marine tourism initiative by the government is lighthouse tourism. There are nearly 190 lighthouses along the Indian coast and the surrounding areas offer opportunities for development of hotels, resorts, viewing galleries, adventure sports, thematic restaurant and allied tourism facilities. The Directorate General of Lighthouses and Lightships have identified 78 lighthouses, and adjacent areas around 8 lighthouses are being developed for tourism.
3 TOURISM SEGMENTS IN INDIA

• Marina: The Kerala Tourism Development Corporation (KTDC) marina at Bolgatty Island in Kochi is of international standard, and can berth around 30 yachts. A number of foreign luxury yachts sailing through the Indian Ocean call at Kochi. Interestingly, it is the world’s only marina with a golf course. Two new marinas are under development in Mumbai and Kolkata. Although the ownership and use of luxury yachts in India is not quite popular, and only about 500 registered leisure boats are berthed in existing port facilities, setting up marinas can be a major growth industry for building yachts, encourage ownership of luxury boats, revenue for ports and create jobs.

• Water sports which is a major attraction for marine leisure and entertainment industry in India. Several facilities have sprung up along India's coast line and offer sailing, windsurfing, boating, water scooter rides, parasailing and jet skiing and their popularity is fast catching up. Most of the sea front tourist resorts and hotels too have now begun to offer these facilities. The National Institute of Water Sports (NIWS) at Goa offers training in Lifesaving Techniques and Powerboat Handling that is essential for running water sports facilities in India.

• India is also endowed with 14,500 kilometres of rivers, canals, backwaters, creeks and lakes of which 5600 kilometres is navigable by mechanized vessels. The government plans to develop 101 new waterways as national waterways and these have the potential of becoming tourism hubs. The Goa government has invited investments to develop its 250-kilometre inland waterways for connectivity, as also to attract tourism.
INDONESIA AND MARINE TOURISM

- Indonesia has a thriving coral reef tourism industry and also has the second largest manta ray tourism industry in the world, with an annual.

- There are 11,000 uninhabited islands and a wealth of world-class dive sites to choose from. Visitors can support national marine parks directly by choosing responsible tourism operators and ensuring they pay their park fees. Marine park fees are crucial for minimizing the human impact on marine parks, including by providing local subsidies to preserve the reefs and by educating locals and tourists about reef conservation.
5 attractions in Indonesia

Komodo National Park
The Komodo National Park, within the Lesser Sunda Islands, is a UNESCO World Heritage Site and covers an area of over 1,700 square kilometers. It has been selected as one of the New 7 Wonders of Nature and its waters are rich with reef life and numerous fish species. The park contains many small islands, providing a wide variety of dive sites, and water visibility of up to 30 meters. It is a diver’s paradise of healthy reefs and currents that attract mantas, hammerheads, dolphins and mola mola. It is also a perfect destination for a cruise.

Raja Ampat Islands
Raja Ampat, or the Four Kings, is an archipelago of over 1,500 small islands and shoals just off the northwest tip of New Guinea. It contains the Misool Marine Reserve and Cenderawasih Bay, the largest marine national park in Indonesia. It was declared the most biodiverse place in the world in 2002 and contains more than 500 coral species. There are plenty of shark species, mantas, turtles and reef dives to enjoy at Raja Ampat and it is best accessed on an Indonesian liveaboard.

Wakatobi
Wakatobi in Southeast Sulawesi is a group of four remote islands in the Banda Sea and is a UNESCO Marine Biosphere Reserve that covers 13,900 sq km. It has been managed successfully as a reserve and, as a result, offers an exceptionally clear underwater environment. New reefs have formed upon fossilized reefs and the lack of soil erosion provides visibility of up to a depth of 60 m. The fish and coral life are diverse and visitors can see pilot whales from November to March.
5 attractions in Indonesia

**Bunaken National Park**

Divers visiting Bunaken, in the Sulawesi Sea, can experience 70 percent of all fish species found in the Indo-Western Pacific Ocean. This marine national park has been so successful that many marine parks around the globe model their operations on those at Bunaken. Five of the seven sea turtle species can be seen there, including the endangered green sea turtle. Dugong sightings are not rare and sperm whales are seasonal visitors in July and August.

It is one of the most diverse sites on Earth along with Raja Ampat.

**Gili Islands**

The three Gili Islands north of Lombok are well-known for their secluded beaches and healthy reefs. Gili Trawangan, Gili Meno and Gili Air are all within the Gili Matra Marine Natural Recreation Park. Motorized transport is not permitted on the islands and the pristine reefs are supported by mangrove forests.

The reefs have numerous shallow dives, suitable for experienced and beginners, and are home to a variety of colorful hard and soft corals. Reef sharks and manta rays can be enjoyed where the islands disappear into deep waters.

INDONESIA AND MARINE TOURISM

• In 2016, Indonesia established the Coordinating Ministry for Maritime Affairs as a sign of his seriousness in developing Indonesia’s largely untapped marine potential. His signature programs include the ‘sea toll’, blowing up illegal fishing boats, shortening dwelling time in ports, and boosting connectivity between outer islands.

• Reinvigorating beaches around the nation will not only help the government meeting its tourism targets, but also provide a boost for the local economy by creating jobs and increasing trade.

• Starting from last October (2015), foreign yachts are no longer required to apply for a CAIT (clearance approval for Indonesian territory) permit. This policy is projected to increase the number of yacht visits to Indonesia up to 6,000 yachts in 2019, creating an income of USD 600 million,” said Minister of Tourism Arief Yahya.

• Now, passengers from foreign cruises can disembark on Jakarta’s Tanjung Priok port, Surabaya’s Tanjung Perak port, Medan’s Belawan port, Makassar port, and Bali’s Benoa port. This ban revoke is an excellent policy to increase the number of incoming tourists. There are many cruise lines which have been operating tours around Singapore, Langkawi, and Phuket. These cruises and their load of passengers can now be invited to visit Indonesian cities as well.
Another potentially strong approach is to hold international water sports tournaments in Indonesia. There are numerous events that are already held regularly, such as the International Musi Triboatton in Palembang, Tour de Bintan, Ironman 70.3 Bintan, Bintan Triathlon, plus multiple surfing championships in Bali, Lombok, and Mentawai, an island especially known for its challenging waves. If executed well, these events can also entice more tourists to come and spend time in Indonesia.

In Lombok, the local government is trying a creative approach by mulling over plans to designate beaches in Meninting and Mandalika as a ‘halal beach’. There, separators will divide areas for men and women and only halal food will be sold. Although this concept did help Lombok to win the world’s best halal tourism destination award in the World Halal Travel Summit 2015 in Abu Dhabi.

IRAN AND MARINE TOURISM

- Iran’s coastal regions have the potential to attract 3 million foreign visitors a year. Development of marine tourism can help the country meet its ambitious target of attracting 20 million annual tourists by 2025, which could net the country more than $25 billion in revenues.

- In 2016, Iran hosted 5.2 million visitors and earned just over $7.5 billion.

- To help speed up the development of maritime tourism in the south, it was announced on Wednesday that Sunny, a cruise ship owned by Kish Free Zone Organization, will soon begin serving destinations other than Qeshm. He plan has always been to get the ship to serve multiple destinations in the Persian Gulf and Sea of Oman.

- While several plans have been put forward for tourism development in Caspian Sea in the north, experts believe that the potential of southern seas, namely the Persian Gulf and the Sea of Oman, has been overlooked.

- Another project aims to turn Hendurabi Island near Kish into a car-free "ecological paradise". An airport, port and hotel have already been built.

- Officials say over 70% of tourism development plans in the sixth five-year development plan (2017-22) are related to marine tourism.

- Despite the fact that turning coastal cities into marine tourism hubs has ostensibly been a government priority, the sector is only responsible for 1% of national employment and production.

Source: https://financialtribune.com/articles/travel/64243/fostering-iran-marine-tourism
In 2018, The Islamic Republic of Iran is to produce different types of passenger vessels to further develop marine tourism in its northern and southern bodies of water. The development of marine tourism will increase job opportunities and boost business in Gilan province. The development of different types of vessels in line with the development of tourism in the Caspian Sea has been put on the agenda of the Marine Industries Organization. A memorandum of understanding has been signed between the two sides on the construction of marine vessels in the Anzali Free Zone. Vessels are to be built using clean energy in order to promote tourism in lagoons. With a coastal line of 5,800 km (including its islands) and thanks to its access to strategic international waterways, Iran has great potentialities for expansion of its marine industries. Maritime industry in Iran comprises a wide range of areas such as shipbuilding, offshore structures, fisheries, transportation, ports, and tourism; hence, it is considered one of the most strategic sectors of the country. According to the data released by the Iranian Vice-Presidency for Science and Technology, Iran has in recent years experienced a significant progress in marine science advancement and improved its rank from 24 to 9 within 16 years. Iran also stands at the first place in the Middle East with other countries of the region lagging far behind it.

Tourism is one of the leading foreign income earners in Kenya; indeed, the sector contributes about 27% of foreign exchange which represents 12% of the country’s national Gross Domestic Product (GDP). Kenya is among the popular tourism destination in Africa attracting millions of tourists over the past years. The country’s blueprint Vision 2030, aims at making the country among the top 10 overhaul tourist destinations in the world. The key tourist attractions along the Kenyan coast include beaches, cultural heritage and marine based habitats. According to Kenya Tourist Board (KTB), of the tourists coming to Kenya, about 65% visit Kenyan Coast making tourism an important part of the city’s economy.
KENYA AND MARINE TOURISM

• Kenya has a rich diversity of marine and coastal ecosystems. These ecosystems include mangrove wetlands, coastal forests, estuaries, sandy beaches and sand dunes, coral reefs, and seagrass beds that support a host of marine and coastal species. The ecosystems constitute an important life-support system for local communities. They supply vital resources that support livelihoods and economic development. Additionally, these ecosystems maintain the health of marine and coastal landscapes and seascapes at large.
KENYA AND MARINE TOURISM

• Immense pressure has been exerted on Kenya’s marine resources by the ever-increasing human population and demand for natural resources. Consequently, Kenya’s marine environment, ecosystems, and associated resources have shown signs of degradation due to over-exploitation as a result of unregulated use.

• Recognizing the value of its coastal and marine resources and the imminent threats, Kenya adapted the use of marine protected areas (MPAs) as one of the management strategies to ensure marine ecosystems remain ecologically and economically viable.

• MPAs are defined as “any area of intertidal or subtidal terrain, together with its overlaying water and associated flora, fauna, historical and cultural features, which has been reserved by law or other effective means to protect part or all of the enclosed environment” (Dudley 2009). Kenya is signatory to several international conventions and protocols that advocate the implementation of MPAs as a tool for biodiversity conservation and regulation of fisheries.
Issues addressed by MPAs in Kenya

• Conservation of reef systems and fisheries: An important function of MPAs is to mainly enhance marine biodiversity, and in particular enhance sustainable fisheries associated with the coral reef ecosystem. MPAs have mainly protected the “fragile benthic habitat-forming organisms” from the direct physical impacts of fishing.

• Tourism and livelihoods: All MPAs in Kenya serve as important tourist attractions. Many dive operators in Kenya conduct most of their business within MPAs. The total number of visitors in Kenyan MPAs has been ranging from 70,000 to 160,000 visitors annually from 1997 to 2010. The revenues generated from MPAs entry fees are above US$1.5 million annually (KWS, unpublished reports). The MPAs support close to 2,000 local boat operators who conduct marine park tours and excursions.

• The main concerns are the loss of biodiversity through habitat degradation, overexploitation, and development. Human-related pressures come from overfishing and fisheries related damage, urbanization, tourism development, agriculture, and industrialization. The impacts of climate change, including temperature increases, irregular precipitation, sea level rise, and ocean acidification also pose great challenges to the health, structure, and function of these ecosystems. These challenges have contributed to coral bleaching and the sporadic infestation of coral reefs by the invasive crown-of-thorns starfish. Additionally, enhanced precipitation events have greatly increased siltation, which in turn has resulted in diebacks of mangroves.

Source: http://www.georgewright.org/291tuda.pdf
TANZANIA AND MARINE TOURISM

• Tanzania has 1424 km of coastline
• Natural attractions range from the traditional wildlife to the relatively newly discovered marine mammals (dolphin, dugong, whales etc.) Cultural attractions - historical sites - ruins along the coast - traditional Swahili life-style
• Main environmental problems: — Pressure on existing infrastructure and services — Beach erosion from poorly sited hotels — Localized pollution due to increased waste load — Degradation of habitats e.g. Due to trampling and anchors — Collection of trophies, seashells and corals
The biodiversity supported by Tanzania’s marine ecosystems is as impressive and important as its terrestrial flora and fauna. Its coral reefs and diverse intertidal zones extend along the coast of the mainland and around its many subsidiary islands. Coral reefs are highly developed and particularly diverse around the islands of Zanzibar, Pemba, Mafia and the Songo Songo Archipelago.

SEE’s Tanzania Marine project was first established on Mafia Island in 1989. Mafia island is 20km offshore (opposite the Rufiji Delta) and around 120km southeast of Dar es Salaam. Its marine habitats include extensive coral reef systems, mangrove forests, seagrass beds and sand flats. Coral reef coverage is particularly high to the south of the island. Our early surveys of Mafia’s marine life demonstrated the incredibly high biodiversity supported by the island’s fragile ecosystems and were instrumental in the establishment of the Mafia Island Marine Park (MIMP) in 1996. MIMP is a multi user marine park, which means that communities and tourists are permitted to use its resources, but only within certain limits and particular zones.
Mafia is widely hailed as one of the most successful marine protected areas in the world. However, threats to its marine life persist, both from overexploitation by local communities and from overuse by the island’s growing number of tourists. Thus there is still a role for conservation programmes, especially in terms of supporting the park’s authorities in their mission to monitor changes to ecosystem health and to design effective management systems. Since 2006 we have been conducting research and outreach activities aimed at supporting the park’s authorities to assess the efficacy of protection and of different management regimes, while at the same time building the capacity of local communities to monitor and manage the marine resources on which they depend.

Source: http://seeconservation.org/Tanzania%20Marine.html
Major factors affecting the sustainable use of coastal resources in Tanzania.

<table>
<thead>
<tr>
<th>COASTAL RESOURCES</th>
<th>VALUES / USES</th>
<th>ISSUES THREATENING SUSTAINABILITY</th>
<th>MANAGEMENT RESPONSES</th>
<th>EXAMPLES IN COASTAL TANZANIA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coral reefs</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Habitat shelter.&lt;br&gt;- Food chain support.&lt;br&gt;- Wave barrier.&lt;br&gt;- Sand production.&lt;br&gt;- Carbon sink.</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Fishing.&lt;br&gt;- Tourism and recreation.&lt;br&gt;- Pharmaceutical products.&lt;br&gt;- Coral mining.</td>
<td><strong>MANAGEMENT RESPONSES</strong>&lt;br&gt;- Traditional systems.&lt;br&gt;- Legislation.&lt;br&gt;- Protected areas.&lt;br&gt;- Community projects.</td>
<td><strong>EXAMPLES IN COASTAL TANZANIA</strong>&lt;br&gt;- Mafia, Tanga, Kojani, Uroa/Pongwe.</td>
</tr>
<tr>
<td>Mangrove forests</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Habitat shelter.&lt;br&gt;- Food chain support.&lt;br&gt;- Wave barrier.&lt;br&gt;- Detrital breakdown.&lt;br&gt;- Sediment/pollutant trap/filter.</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Fishing.&lt;br&gt;- Timber, firewood.&lt;br&gt;- Eco-tourism.&lt;br&gt;- Additional products.&lt;br&gt;- Aquaculture sites.</td>
<td><strong>MANAGEMENT RESPONSES</strong>&lt;br&gt;- Traditional systems.&lt;br&gt;- Legislation.&lt;br&gt;- Protected areas.&lt;br&gt;- Community projects.</td>
<td><strong>EXAMPLES IN COASTAL TANZANIA</strong>&lt;br&gt;- Rufiji, Menai, Bagamoyo, Mtware.</td>
</tr>
<tr>
<td>Fish stocks</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Food chain support.</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Fishing.</td>
<td><strong>MANAGEMENT RESPONSES</strong>&lt;br&gt;- Traditional systems.&lt;br&gt;- Legislation.&lt;br&gt;- Community projects.</td>
<td><strong>EXAMPLES IN COASTAL TANZANIA</strong>&lt;br&gt;- Mkokotoni, Matemwe, Lindi, Mtware, Chwaka/Marumbi.</td>
</tr>
<tr>
<td>Seagrass beds</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Habitat shelter.&lt;br&gt;- Food chain support.&lt;br&gt;- Detrital breakdown.&lt;br&gt;- Sediment/pollutant trap/filter.</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Fishing.</td>
<td><strong>MANAGEMENT RESPONSES</strong>&lt;br&gt;- Traditional systems.&lt;br&gt;- Legislation.</td>
<td><strong>EXAMPLES IN COASTAL TANZANIA</strong>&lt;br&gt;- Bagamoyo.</td>
</tr>
<tr>
<td>Beaches</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Wave energy absorption.&lt;br&gt;- Habitat shelter.&lt;br&gt;- Turtle nesting sites.&lt;br&gt;- Sediment/pollutant trap/filter.</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Working place, landing site.&lt;br&gt;- Building sites.&lt;br&gt;- Sand mining.&lt;br&gt;- Tourism and recreation.</td>
<td><strong>MANAGEMENT RESPONSES</strong>&lt;br&gt;- Traditional tenure and access systems.&lt;br&gt;- Legislation.&lt;br&gt;- Mitigation measures.</td>
<td><strong>EXAMPLES IN COASTAL TANZANIA</strong>&lt;br&gt;- Kunduchi.</td>
</tr>
<tr>
<td>Endangered species (e.g., turtles, dolphins, dugong, red colobus monkeys, holothuria)</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Biodiversity values.</td>
<td><strong>ECOLOGICAL</strong>&lt;br&gt;- Eco-tourism.</td>
<td><strong>MANAGEMENT RESPONSES</strong>&lt;br&gt;- Legislation.&lt;br&gt;- Protected areas.</td>
<td><strong>EXAMPLES IN COASTAL TANZANIA</strong>&lt;br&gt;- Nungwi, Kizimkazi, Jozani.</td>
</tr>
</tbody>
</table>

The Emirate of Abu Dhabi has emerged as a major destination for marine tourism.

Port Zayed hosts the Abu Dhabi Cruise Terminal, a state-of-the-art terminal renowned throughout the region and an ideal port of call for passengers traveling by sea to Abu Dhabi. The emirate is also home to various leading cruise operators.

Abu Dhabi has launched a series of initiatives to develop its marine tourism sector which forms one of the pillars of its economic diversification strategy. At the end of last year, Sir Bani Yas Island in the Western Region was opened to cruise ships, becoming the only beach stop in the Gulf region.

More efforts are being undertaken to further develop, expand and modernize local marine tourism facilities. Fruitful strategic partnerships with cruise lines continue to be signed to drive the growth of the cruise sector in the years to come.

• The UAE includes more than 5036.24 km sq of protected area which represents 6.044 % of the its total area. These protected areas are distributed in Abu Dhabi (Marawah Marine, Al Yasat), Dubai (Ras EL Khor, Jabal Ali, and Dubai Desert), Sharjah (Khour Kalbaa, Al Gheil, Wadi Al Helw, Al Berd among others), Ajman (Al Zawraa) and Fujairah (Bird Island, Al badia, Dedna and many others).

• The United Arab Emirates is the home of a unique array of protected areas which cover more than 5036.24 square kilometers, equivalent to 6.024% of the total area of the country. These reserves are distributed between all the emirates including:
  - Abu Dhabi (protected Mrawa water, and Yasat)
  - Dubai (Ras Al Khor, and Jebel Ali, Dubai desert)
  - Sharjah (Alkalba Creek, Ghail, Wadi Al Helou, Bardi, and Ramtha, among others)
  - Ajman (Ajman Creek Boat)
  - Fujairah (Badia, and bird Island).

• One of the most famous protected areas is ‘Al Batinah’ Island. Located 130 km west of Abu Dhabi, the island is positioned as one of the unique natural islands and a primary location in Marawah Marine Reserve. ‘Al Batinah’ Island is considered as the first marine biosphere reserve in the region.

"The health of our marine ecosystems has a direct impact on several industries, including food, water, transport and energy, as well as tourism and recreation – in addition to having a further impact on much more," said Laila Mostafa Abdullatif, Deputy Director General of EWS-WWF. "Sustainable marine practices, planning and management directly benefits the economy, business and society, and helps facilitate the UAE's future sustainability in a rapidly evolving post-oil economy".

Speaking to senior business leaders from around the UAE and the Gulf, Abdullatif urged companies to take a more active role in protecting our oceans. She continued, "We encourage the private sector, civil society and key decision-makers to take a more active role in understanding and working to overcome the challenges that face our marine environment – and subsequent risks to UAE industry and business". And businesses worldwide are starting to take notice.

Source: http://www.arabianbusiness.com/why-ocean-conservation-is-key-the-uae-s-post-oil-economy-677418.html
SOUTH AFRICA AND MARINE TOURISM

• Coastal and marine tourism brings about economic benefits that relate to employment and business opportunities while also supporting conservation, research and community projects. The ocean economy will unlock the economic potential of SA’s oceans, providing significant GDP growth and job creation, according to NMB Tourism. Tourism is the biggest contributor to ocean economy and coastal tourism; contributing R26 billion (€1,7 billion) to the GDP, says NMB Tourism.

• Nelson Mandela Bay (NMB) in the Eastern Cape is growing in popularity for its coastal and marine tourism offerings, such as ocean safaris and boat-based whale-watching excursions.
SOUTH AFRICA AND MARINE TOURISM

• In 2005, Bird Island and St Croix Island in Algoa Bay were proclaimed part of Addo Elephant National Park, leading to the disposition of NMB being the only destination home to the Big Seven, namely lion, leopard, buffalo, elephant, rhino, the Southern Right whale and the Great White shark. This further enables rangers to patrol the islands in an effort to conserve and protect endangered African penguins whilst allowing visitors to experience a land safari alongside an ocean safari.

• St Croix Island is home to 22 000 breeding pairs of endangered African penguins, the largest breeding colony found in Africa, and supports the largest breeding colony of Cape gannets in the world, with over 160 000 birds. In addition, Seal Island, near Bird Island supports a breeding colony of Cape Fur seals.

• Humpback whales can be seen in Algoa Bay between June and early January, reaching peaks in July/August and again in November/December. Southern Right whales can be seen from July to October as they enter the safety of the bay to give birth.

• The sardine run occurs roughly over four weeks between mid-April and May. The sardine run attracts predators such as dolphins, penguins, seals and sharks.

The Department’s Coastal and Marine Tourism (CTM) Implementation Plan, approved by Cabinet in 2017, aims to grow a world-class, sustainable coastal and marine tourism destination, leveraging all SA has to offer. Three initiatives have been identified, namely the Blue Flag Beaches Programme, Boat-based Whale Watching and Shark Cage Diving, and Off-road Vehicle 4x4 Beach Driving.

As Africa is expected to increase its share of the global tourism pie in the coming years by an estimated 7%, from its current 3%, Cabinet has approved the National Tourism Sector Strategy (NTSS) for 2016 – 2026 with the aim of growing and improving tourism to South Africa. According to a Grant Thornton Study, by 2030 Africa can expect to see some 134 million arrivals, rather paltry in comparison to the 1.8 billion tourists expected to be on the move and exploring the globe by then.
These programmes include "Coastal and Marine Tourism, Sector support services which include structured interventions for the local government sphere and Transformation through Market Access Incentives, Enterprise Development and SMME incubation".

"Responsible Tourism is about a sustainable approach to tourism. It is an approach that requires the efficient management of resources that are integral to the tourism offering (e.g. water and energy) and the respect of host communities in respect of the cultures so that the negative impacts of tourism can be mitigated."

MADAGASCAR AND MARINE TOURISM

- Madagascar contains nearly half the world’s chameleon species. The unusual baobab trees are highly iconic of this country; branches growing only at the top of the trees look more like roots than a canopy and have led to the nickname “upside-down tree”. What’s more, over 600 new species have been discovered in Madagascar in just over a decade. The island is often called the ‘eighth continent’ in recognition of its amazing biodiversity and uniqueness. No wonder that it is regarded as one of the world’s number one conservation priorities.
Devastating environmental degradation has taken place across most of the island. Alarmingly, Madagascar has lost more than 90% of its original forests since the arrival of humans around 2,000 years ago, with 80% lost in just the last 30 years. The widespread practice of slash-and-burn, to make way for rice fields and cattle grazing, and illegal logging for overseas markets has led to this extensive deforestation.

Fittingly, Madagascar has been named the ‘Bleeding Island’ because, when viewed from above, the feeding of rivers inundated with eroded red soil into the sea gives the appearance an island bleeding to death. On top of natural habitat loss, some of the island’s native animals, including lemurs, have been intensively hunted by impoverished people desperate for subsistence. The international pet trade is also having a detrimental impact on Madagascar’s biodiversity, with many reptiles and amphibians, including chameleons and tortoises, targeted. The island’s coastal and marine habitats, including one of the world’s largest coral reef systems along the west coast, are also subject to intense pressures including over-exploitation, climate change, and deforestation-induced sedimentation.
Following his **bold commitment to triple coverage of the country’s marine protected areas** at the World Parks Congress in Sydney last year, President Rajaonarimampianina highlighted his Government’s ongoing efforts to establish legal frameworks for community governance of fishing grounds while encouraging the development of economic incentive-based approaches to marine management. These priorities resonate strongly with the work of Blue Ventures, which includes establishing **locally managed marine areas** (LMMAs) designed to rebuild fisheries and developing incentive based conservation projects such as **blue forests** initiatives to support community protection and replanting of mangroves.
Establishment of two marine reserves in the Bay of Ranobe. The first marine reserve was the ‘Massif des Roses’ (Rose Garden, named after the dominance of foliose Montipora coral, with its rose-like morphology). It became legally protected in 2007 and was one of the first community-managed marine reserves in Madagascar. This was achieved when we brought together the local fishing communities of the bay to form a marine conservation and management organisation, known as Flkambanana MIaro sy HAnasoay ny RAnomasina – Association to Protect and Enhance the Marine Environment (FI.MI.HA.RA). A dina (local law), which has a strong authority at the community level, was adopted for the protection of the site.
MADAGASCAR AND MARINE TOURISM

• Marine Resource Over-Exploitation

The Bay of Ranobe supports some of the highest fishing pressures in the entire region. Since agricultural practices have limited success in this region, the vast majority of the population seek existence from the sea. Over successive generations the fishing pressure has increased resulting in declining fish populations. Degraded marine habitats and concentrated fishing pressure mean that fewer and fewer people can make their living from the ocean. The competition for marine resources and extreme poverty in these communities leaves little incentive for sustainable management.
Other conservation projects in Madagascar led by ReefDoctor include:

- Coral reefs
- Mangroves
- Seagrass
- Fisheries
- Turtles

Spiny Forest: The Spiny Forest of Southwest Madagascar is one of the world’s most endangered and unusual habitats. Unfortunately, it is being destroyed at a rapid pace due to the booming charcoal industry, building material demand, agricultural expansion (maize cultivation – land is cleared by the destructive practice of slash and burn), and wildfires. This ecologically valuable habitat, of which relatively little is known, is becoming increasingly fragmented and in desperate need of protection.

Source and more information: https://www.reefdoctor.org/about-reef-doctor/issues-we-address/
Malaysia has emerged as an increasingly popular destination for marine tourism, thanks to its many features including long stretch of coast, favorable weather and good tourism and related infrastructures. Its strategic location in the vibrant Asia Pacific economic area also puts it in an advantageous position to tap into the growing demand for marine leisure crafts among the region’s increasingly prosperous population. Owing to its warm weather all-year round and availability of good boating and marine tourism infrastructures, the waters in the South East Asia is growing in popularity as a ‘playground’ for boaters.
Central to the promotion of marine tourism in Malaysia is the development of marinas to cater to the ‘nautical tourists’, specifically those arriving in leisure vessels of all classes, shapes and sizes. Marinas provide a welcoming port of call in a sheltered harbour to weary ocean travellers to rest tired limbs, to socialise with fellow sailors and to fine-tune their boats and yachts after being battered by the elements in the open seas.

At the same time, marinas provide a base from which boat owners relieve themselves of the strenuous roles and duties of sailors and become holidaymakers exploring the attractions of the environment around and beyond the marinas.

Blessed with tropical weather, most Malaysian marinas provide year-round boating, although the East Coast of Peninsular Malaysia is hampered by rough seas during the monsoon season. The country’s renowned high-biodiversity marine environment also offers attractive cruising grounds and rewarding boating experience. Malaysia provides a relatively low cost to engage in boating and marine tourism activities for foreign sailors from developing nations who enjoy favourable exchange rate between their currency and the Malaysian Ringgit.
MALAYSIA AND MARINE TOURISM

• In making competitive financing easily available to support the growth of the marine leisure industry, the following principles should be observed:
  ➢ Increasing the level of boat ownership in Malaysia as a prelude to making the country a marine tourism destination of choice in this region.
  ➢ Leveraging on Malaysia’s maritime features, location and attractions to attract boat owners to sail in its waters and anchor at its marinas.
  ➢ Tapping into the growing boat ownership in the Asia Pacific region and the growing demand for leisure boats and crafts from segment of the population who want to pursue boating as a fun, rewarding activity and see owning boats as a status symbol. Observing the need to balance the demand and supply of boats and not distort the equilibrium in the market.
  ➢ Being mindful of the need to pursue marine leisure activity in a socially responsible manner and in full observance of the need for protect the environment.
  ➢ Observing the aspirations of national agendas such as creating employment, encouraging investments, maintaining export competitiveness, balancing development with social need, reducing carbon emissions, increasing productivity and creating high-income activities.
  ➢ Abiding by related international conventions, laws and best practices, by rules on fair trade and environmental protection, and commitments to liberalization of markets.
MALAYSIA AND MARINE TOURISM

• On this score, Malaysian banks should complement the Government’s effort to encourage ownership of boats in the country. The government provides import duty exemption to pleasures crafts and financial institutions should strive to match such support by offering incentives of their own. In this respect, the boat financing practice of nations where recreational boat ownership is high and banks are very supportive in financing boat purchase, should be emulated to create a vibrant boat financing scenario in Malaysia.

Source: Financing the Malaysian boating sector by Nazery Khalid (2010)
MAURITIUS AND MARINE TOURISM

- Marine pollution, intensified agriculture, unchecked tourism and heavy industries are degrading the ocean and coasts, killing mangroves and smothering coral reefs, according to the scientists who attended this month’s African Ministerial Conference, “Towards COP22: African Ministerial Conference on Ocean Economies and Climate Change,” co-organized by the World Bank Group and the Government of Mauritius.

- In 2016, the goal of the Mauritius conference was for African countries to strategize together on how best to build more resilient blue economies through regional partnerships, leveraging and catalyzing finance and knowledge sharing, and help place the ocean firmly at the center of the international agenda before COP22.

MAURITIUS AND MARINE TOURISM

- The regulation of large scale development in the coastal zone is undertaken through the Environment Impact Assessment/Preliminary Environment Report mechanism as well as the Building and Land Use Permit requirements, which take into consideration the provisions of the Planning Policy Guidelines, Outline Schemes on setbacks, plot coverage and development density of coastal development.

- An Integrated Coastal Zone Management Framework for the Republic of Mauritius was adopted in 2010 and is presently under implementation to ensure effective management of the coastal zone. Coastal protection works, beach re-profiling and other restoration works are being taken to abate the impacts of erosion. Coral reef ecosystem monitoring and lagoonal water quality monitoring are undertaken at various sites across the island.

- During the past 20 years, Mauritius has progressively established a system of marine protected areas to include fishing reserves, marine parks and marine reserves in the waters around Mauritius and Rodrigues. This has been done with a view to manage, conserve marine resources, ecosystems, natural habitats and species biodiversity and to enhance fish productivity.

- The Republic of Mauritius has, so far, proclaimed six Fishing Reserves and two Marine Parks in Mauritius and four marine reserves, one Marine Park and three fisheries reserved areas in Rodrigues. A National Plan of Action to prevent, deter and eliminate Illegal, Unregulated and Unreported, Fishing for Mauritius is being implemented.

- An Aquaculture Master Plan was prepared to develop marine and inland aquaculture.
MAURITIUS AND MARINE TOURISM

Development of an Ocean Economy / Coastal and Marine resources

The ocean economy will open up untold opportunities such as on the economic front, the Ocean State could be a driver for a foray of new sectors such as Ocean for Energy; Ocean for Food; Ocean for Water; Ocean for Minerals; Ocean for Leisure; Ocean for Health as well as efficient fisheries and for innovation-driven maritime research and exploration.

1. Setting up of a dedicated Regional Oceanographic Centre;
2. Development of Land Based Ocean Industry including for the generation of renewable energy to replace fossil fuel;
3. Increase means and resources at the regional level for research and implementation of plans and strategies on coastal zone management including erosion processes. In this respect it is also important to strengthen the Regional Fisheries Management Organisations.
4. Provide assistance to ensure domestic fishing and related industries of SIDS accounts for a greater share of the benefit than is currently realised of the total catch and value, in particular for highly migratory stocks harvested within the EEZs of SIDS and within proximate geographical areas including high seas, as appropriate.
5. Eliminate subsidies that contribute to illegal, unreported and unregulated fishing and to over capacity while completing the efforts undertaken at the World Trade Organisation to clarify and improve its disciplines on fisheries subsidies. There is also need for a carve out for subsidies for SIDS to develop its fishing capacity and fish processing plants.

Source:
MAURITIUS AND MARINE TOURISM

• The importance of coming up with an MSP for since the past few years there has been a sharp increase in economic activities throughout the maritime zones which has led to an increase in the demand for marine space. (2017)

• The MSP is the comprehensive knowledge process that can formulate coordinated policies for the sustainable utilisation of marine resources and contribute to the effective management of marine activities, and marine and coastal resources by creating a framework for efficient, sustainable and evidence-based decision-making.

• It is in line with the implementation of the 2030 UN Agenda for Sustainable Development and Sustainable Development Goal 14 which concerns ‘life below water’ and aims at conserving and sustainably using the oceans, seas and marine resources for sustainable development.

• Government is committed to make the ocean economy an important industrial pillar to sustain economic diversity, job creation and wealth generation, he stated, adding that to this end, it is leveraging on one of the largest assets of the country, which is the Exclusive Economic Zone.

Source: http://www.govmu.org/English/News/Pages/A-Marine-Spatial-Plan-is-crucial-for-the-development-of-the-ocean-economy,-says-Minister-Mentor.aspx
MOZAMBIQUE AND MARINE TOURISM

- Mozambique seascape is characterized by huge diversity of ecosystems like mangrove forests, coral reefs, seagrass, beaches, estuaries and the open sea. The coastline is interrupted in some locations by nine international rivers, and many seasonal and intermittent rivers that drain into the Indian Ocean.

- Twenty three percent of the marine Mozambican jurisdictional waters was declared Marine Protected Areas which cover four specific geographical areas namely Quirimbas National Park, Primeiras and Segundas Islands in the north, Bazaruto National Park and Ponta d'Ouro Special and Partial Reserve. All drive the tourism sector.
In view to overcome these constrains Mozambique Government has initiated a process to regulate the use of seascape which will be seconded by the development of Marine Spatial Planning for the benefit of the environment and coastal communities.

For this purposes it will be important to initiate a coastal and marine integrated management approach bringing together all relevant coastal and marine actors and engage them in a comprehensive development methods that allows mapping the ocean use, coordinate activities among all coastal and marine users and interests and consequently decrease potential seas conflict which is now arising.

It is expected that the management plans and strategies in place are effectively implemented in particular the Marine Protected Areas and consequently the threats of environment will be reduced.
The conservation NGO, African Parks recently signed an agreement to manage Bazaruto Archipelago National Park in Mozambique. (2018)

The NGO said recent illegal fishing and unregulated tourism had threatened the ecosystem and its economic value. Park revenues have taken a hit, adding to the burden of local communities already struggling with poverty.

African Parks added: “Nearly 6 000 people live on three of the five islands found in the park, and they depend on resources from the sea to survive.”

The National Administration of Conservation Areas of Mozambique has enlisted the help of the conservation NGO African Parks (which manages more than a dozen protected areas in eight other countries on the continent) to run Bazaruto Archipelago National Park for the next 25 years.
The government set aside the 1 430-sqkm reserve in 1971. In an email to African Parks supporters, Fearnhead described Bazaruto as “a critical sanctuary for numerous species of marine megafauna, including dolphins, sharks, whales, whale sharks, manta rays and turtles”. Around 2 000 fish species call the park home, along with some of the last remaining dugongs in the western Indian Ocean.

Celmira Frederico Pena da Silva, Vice Minister of Land, Environment and Rural Development in Mozambique, welcomed the partnership. “Together, we can finally elevate Bazaruto to its rightful position as one of Africa’s greatest marine sanctuaries.”
OMAN AND MARINE TOURISM

- The coasts of Muscat have become a destination of those who want to enjoy swimming and deep and shallow diving, snorkelling as well as for bird watching, dolphin watching and enjoying the sunrise in the serene environment in camps.
- As for diving, the Sultanate is one of the most famous diving destinations in the region. Due to its diverse marine life and the vast choice of beaches, islands, bays and caves.
- The most important diving areas around the capital Muscat are Al Khairan, Al Fahl Island, Dimaniyat Islands, Bay of Al Maqabra in Old Muscat and Al Jissah. Each of these sites have at least 11 different diving spots, each with its own diversity.
- Marine activities also contain watching dolphins a few kilometres from the Muscat coast.
- Omani whales and dolphins are of about 20 species and the most common dolphins are Sabnar dolphins. There is large population of up to several hundred dolphins living in the waters around Muscat.
Marine tourism in Oman has become an important platform for small and medium enterprises (SMEs) with more opportunities yet to be tapped.

The marine tourism companies are run by former fishermen who faced difficulties in the fishing industry but found a new role as entrepreneurs using their skill with the knowledge of the sea.

“We think this is an important sector for Oman. This is an area we think can generate a lot of opportunities for Omanis as owners of business as well as employees. Today we are proud to see Omanis operating the vessels and providing services for nationals and tourists coming to Oman. We think there are possibilities to find new opportunities within this sector. “We want to encourage more Omanis to take up the opportunities in this sector which will also fulfil Oman’s vision for tourism. The Ministry of Agriculture and Fisheries is building new fishing ports and they are dedicating part of it for marine tourism. “We are seeing interest from SMEs in marine tourism in Salalah, Al Sharqiyah and Musandam,” said Khalifa said al Abri, Chief Executive Officer of Riyada.
Recently the Marina and the Marine Tourism companies reached a sustainable agreement on how the companies formed by the locals should be operated. “A proposal was submitted to His Majesty and received his blessings as these professions are very important to move forward in a sustainable way because His Majesty has a long vision not just for tourism but involving locals in tourism. Development is nothing until the locals are involved in it. “Some of these companies have been working for a few years now, but with Marina Bandar al Rowdha coming into the picture we are going to see a transition in an important way.

Source:  
The archipelago, which consists of 115 islands basking in the eternal summer of the Indian ocean some 1500 kilometres from the East African mainland, owes its singularity to its remote location and the fact that it is a cradle of biodiversity.

The Seychelles is the last refuge for so many plant and animal species teetering on the brink of extinction. But there is hope for these species and continuing to welcome record numbers of visitors, as the islands have done this year, could be an integral part of it all.
SEYCHELLES AND MARINE TOURISM

- Coral Gardening

In a bid to mitigate the devastating effects of coral bleaching on marine life as a result of climate change, groups all over the Seychelles like the “reef rescuers” have mobilised and are taking decisive action. “Coral gardening” involves a two-pronged approach: first, suitable donor colonies of coral are selected, many of which are detached from their reef with no chance of survival. These are then reared to transplantable size in purpose-designed nurseries. Step two involves transplanting the fledgeling coral into degraded reefs using new techniques which maximise the scale of the restoration.
SEYCHELLES AND MARINE TOURISM

• UNESCO listed Natural reserves

The Seychelles is perhaps best known for its pioneering work in creating natural reserves which now make up around 50% of its entire landmass. A visit to any one of them promises some truly unforgettable encounters with nature. A shining example is the Cousin Island Special Reserve, which also comprises a world renowned Marine Protected Area (MPA) managed by Nature Seychelles and the BirdLife partner in Seychelles. The island was once a coconut plantation but thanks to years of meticulous ecological restoration, its ecosystems are back and thriving.
SEYCHELLES AND MARINE TOURISM

• The Seychelles are also leading the way in defending the ocean.
• The Marine Spatial Planning Initiative (MSP) is the first marine conservation plan of its type in the Indian Ocean.
• By clearly enforcing bans on fishing activities in 30 percent of the island’s Exclusive Economic Zone (EEZ), the initiative will, as marine biologist Jude Bijoux explained, “provide a clear map that will guide marine-related industries on areas where they are allowed to pursue their normal activities and areas where they are forbidden to do so.”
• The success of the MSP in allowing the fishing industry to continue its crucial contribution to the local economy whilst combating over-exploitation could soon become a template for other island nations that face a similar set of problems.

The government will establish a large marine protected area within the archipelago in the Indian Ocean which is 210,000 km², nearly 15% of Seychelles’ exclusive economic zone. (2018)

The reserve is part of the blue economy concept, in which Seychelles plans to develop its economy. This can only be effective if the private sector partners the government to ensure the implementation of the programme.

The Seychelles government and the World Bank want to advance the program of maximizing funding for the development of the blue economy, with the aim of attracting investment to increase the resilience of ocean economies in Africa. Reason for the holding of an international conference on “Financing Sustainable and Climate-Resilient Ocean Economies in Africa”. Mark Lundell is the director of operations at the World Bank.

By 2020, nearly one-third of Seychelles’ waters will be protected under a “marine spatial plan”, which will prevent unregulated or illegal fishing, as well as oil and gas exploration and development. mining and dredging in deep waters.

**SINGAPORE AND MARINE TOURISM**

- Tourists expected to spend $27.1b in 2018
- Singapore is also projected to welcome 17.1 million visitors.
- The Singapore Tourism Board (STB) forecasts tourists to spend $27.1b to $27.6b in 2018, a 1-3% improvement from 2017.
- The neighboring country of Singapore has expressed its interest in developing marine tourism in Natuna, Anambas and Lingga, three beautiful yet hidden regencies in Riau Islands province.
- Natuna regency is located around 600 kilometers to the northeast of Singapore. It encompasses 272 small islands, 76 of which are occupied.
- Anambas is located around 325 kilometers to the east of Singapore. Twenty six of its 255 small islands are occupied. Meanwhile, Lingga regency is approximately and has 377 islands. Around 285 of them are occupied.
- More than 900,000 Singaporean tourists visit Riau Islands every year. (Jakarta Post)
SINGAPORE AND MARINE TOURISM

• 2016- The government might soon collaborate with the Singapore government to promote cruise tourism by modernising infrastructure at all major and minor ports.

• Yachting tourists are a high-potential market segment that the government aims to promote since they are high-end spenders with four times the spending power of other segments.

• In working towards this aim, we have also invested heavily in our cruise infrastructure over the past few years — spending 500 million US dollars on the Marina Bay Cruise Terminal alone, which was opened in 2012. The decision of TUI Cruises to make Singapore its seasonal port for cruises in South East Asia is a huge boost and a chance for the people in my home country.”
• In 2017, 4.8 million foreign tourists from 34 countries visited Thai national marine parks.
• Some 5.6 million are expected in 2018. The number of Thai tourists is unlikely to exceed 2 million.
• Soft coral is easily damaged. Mr Thon, one of the country's top marine ecologists, urged tourists and divers to avoid it.
• Pattaya is home to the largest marina in Southeast Asia, the Ocean Marine Yacht Club and is poised to host the Ocean Pattaya Boat Show which was held from the 23rd until the 26th of November 2017, with the objective to drive strategic growth for the regional marine industry.

THAILAND AND MARINE TOURISM

- Thailand’s marine parks are located in three regions: The Andaman Sea region on the west coast of Southern Thailand, the west coast of the Gulf of Thailand, and the coast of East Thailand. To date, there are about 26 marine parks, 21 that are legally recognized and five others in different stages of the legislation process.

- Of the lot, four parks have been proposed for World Heritage status: Mu Koh Tarutao, Mu Koh Surin, Mu Koh Similan, all three of which are popular scuba diving destinations, and Phang Nga Ba. In 2011, Similan welcomed 75 people a day on average. The number has since jumped to 6,000 tourists a day.

- In 2018, under a plan to protect marine resources from swift deterioration, the country will now cap the number of foreign visitors to its marine parks at 6 million a year.
YEMEN AND MARINE TOURISM

- Yemen is characterized with a range of geographical structures along its maritime coasts varied between rocky, sandy and muddy beaches, in addition to the flat coastal areas.
- This diversity of beaches was among the reasons that led to the formation and prosperity of many biological species such as coral reefs, sea-grass basins, Mangroves, open water and coastal environment.
- This environment exists along the coast of the Red Seastarting from of Jazan in the north to RasIissa near Hudeidah and from Al-Khawkha to the Bab Al-Mandab in TaizGovernorate, while coral reefs are exist along the southern coastnear Mayyunisland, RasImran and Shokra, as well as near Socotra island, Bir Ali, BelhafandMukalla beach.
- Coral reefs are considered as the most important coastal environments that offer - as an ecosystem- a lot of benefits through their various interactions with other ecosystems like the sea-grass and Mangrove.
YEMEN AND MARINE TOURISM

• Over the next period, Yemen will witness the concomitance of the Government undertaking to complete some of the infrastructure projects with diligent activity towards setting up various private tourism projects, such as hotels, restaurant, tourism villages and complexes, diving centers and tourist transport projects. In the event that this promising sector is exploited, the number of tourists will rise from the 73,000 in 2000 to an estimated two million tourists in 2025 (by an annual growth rate that exceeds the world’s average) and eventually revenues will rise up to an estimated $ 2 – 3 billion. (Yemen's Strategic Vision 2025)
Tourism plays a prominent role in Sri Lanka’s post-war economy, generating $US 2.2 billion in revenue in 2015, with coastal tourism making up a large proportion of that.

Tourism plays a crucial role in coastal economies, and while recreational beaches are widely marketed, other activities such as scuba diving, snorkeling and marine safaris are growing in popularity and are directly dependent on thriving marine ecosystems.

The Bar Reef Marine Protected Area, which is the richest and most diverse marine protected area in Sri Lanka is estimated to provide **livelihood options to over 15,000 people** in the area through tourism activities. As tourism expands to remote and untouched marine environments it is vital that biodiversity is protected from overexploitation. In addition to threats from climate change and coastal erosion, marine debris or litter poses a challenge to both biodiversity and tourism in Sri Lanka.
Marine debris will be a growing problem for the tourist industry in Sri Lanka, not only as the resultant biodiversity loss affects activities such as scuba diving, whale watching and snorkeling, but also destroys the recreational value of beaches as stretches of pristine coast become polluted with litter.

This has already affected popular tourist beaches in Mount Lavinia and Negombo, and beaches in the relatively untouched North and East will be also trashed and degraded due to intensified tourism.

Carrying out waste audits and introducing sustainable practices such as waste segregation, wastewater reuse, composting and responsible disposal of waste are all methods in which hotels can reduce their contribution to marine litter.

SRI LANKA AND MARINE TOURISM

• Discussing the potential importance of marine tourism as an indirect export, Malwatte said: “Tourism in Sri Lanka has seen a 17% increase in the last six years, but we want to develop more activity-related sectors such as marine tourism, as this sector is a valuable indirect export earner for the county.

• The government is very keen to change this and open marinas in key positions to attract the transient yachts that pass Sri Lanka. We also need marinas to act as bases for boats involved in marine tourism to increase the numbers of tourists coming to enjoy water sports.
Our studies have also identified the need to establish clear regulations for leisure boating with regard to manufacturing standards, licensing and registration and we are about to commission a project with consultants to generate proposals as to how this should be enacted,” Malwatte said.

“We already have a boatbuilding training school in Colombo supported by the Economic Development Board, which not only trains local boatbuilders, but also receives students from overseas.
What is known about the Sri Lankan population is that the two biggest threats currently are entanglements in fishing gear that result in drowning, and death from ship collisions. The blue whales’ preferred feeding ground off the south coast of Sri Lanka is in one the world’s busiest shipping lanes.

In the past ten years, there was been a 300 per cent increase in shipping traffic, and collisions have killed an undetermined number of whales. The Sri Lanka National Aquatic Resources Research and Development Agency estimated that up to 20 blue and sperm whales were being killed annually by ships, but the number could be deceptive as many whales sink when dead and their corpses are not tallied. One estimate even puts the number of blue whale deaths as high as 56 a year! The solution to the shipping collision is simple: move the shipping lanes out 50km – it will make no appreciable difference in time or fuel and will keep the ships out of the whales’ foraging area.

However, in the past three years, another threat to the Sri Lankan blue whales has become glaringly apparent: the harassment and forced behavioural changes caused by out-of-control tourism. The whale-watching business and especially the illegal ‘swim-with—whales’ tours are an unlicensed, unscrupulous racket. In the fishing village of Mirissa a booming and clearly unregulated whale watching industry has developed in the past few years.
SRI LANKA AND MARINE TOURISM

• Today, the scene on the ocean mid-morning off Mirissa is one of dozens of boats chasing after a few whales. Once a whale surfaces to breathe, the entirety of the flotilla of these boats races to get as close as possible. For an animal trying to breathe, having a horde of boats closing in from all directions is stressful, and the whales often abandon their feeding and escape to areas away from the chaos.

• In other parts of the world, where whale watching has been an established activity and a code of conduct created or environment laws passed by governments, whale watching can be a relatively non-intrusive activity, bringing humans out to appreciate whales. But in places where permits are disregarded, the operators who act irresponsibly drag the entire industry down. And this is what has been occurring off the coast of Sri Lanka.

Source: http://divemagazine.co.uk/eco/8038-the-whales-of-sri-lanka
SOMALIA AND MARINE TOURISM

• Once, in the 1960s and 70s, it was known as the “Pearl of the Indian Ocean.” That was before decades of armed conflict and instability drove visitors away from Mogadishu, the capital of Somalia, leaving a once-thriving tourism a distant memory.

• It is one of the world’s most dangerous countries, plagued by political infighting, violence, and terrorism.

• The United Nations World Tourism Organization has never recorded the number of people who visit the country since it started collecting data on tourism in 1995.

• Governments across the world also advise their citizens to avoid traveling to the country, for fear of kidnapping or attack. Somalia’s reputation as a tourist destination with pristine beaches completely disintegrated following the start of the civil war in 1991.
When we look at ecotourism, the areas that tourists can go to are beaches; at the same time we have a place where the river and the sea join each other in Goobweyn near Kismaayo. In Baidoa we have waterfalls, we have hot springs in Bossaso. We have caves and white san.

It will take decades to make Somalia a viable tourism destination that can compete with the likes of Uganda, Tanzania and neighbouring Kenya. But the federal government’s Ministry of Information, Culture and Tourism, is moving forward with plans to promote the country and put Somalia firmly back on the map of international tourism.

“The (tourism) department is quite active now, and we are working to have locals understand the value of this industry,” said Mr. Baffo. “Somalia is ready to welcome the world, Somalia is ready to host events and conferences on the continent.”

Source: https://unsom.unmissions.org/after-years-conflict-somalia-eager-recapture-former-glory-tourism-destination
SOMALIA AND MARINE TOURISM

Somali Maritime Resources (2013)

• Somali maritime resources are, on initial inspection, difficult to quantify. Much of the survey data is outdated and firsthand accounts are anecdotal in nature. Nonetheless, even the most conservative estimates suggest these resources represent significant economic opportunities.

• Although there may be others, those resources specifically identified in this strategy are: Renewable marine living resources such as fish, crustaceans, mollusks, algae; Non-renewable resources such as minerals, gas and oil; Port infrastructure; Human capital/resources; The maritime environment; Business and trade; Maritime fleet; Potential travel and tourism; Renewable energy
Sustainable Fisheries (fish and marine life):

- **Short-term** – Stocks assessed and local experts appointed to lead development of fishing policy. Training and equipment available to local fishermen. IOTC (Indian Ocean Tuna Commission) joined to the benefit of the Somali people alongside the rest of East Africa.

- **Medium-term** – Fleet, port, processing and export infrastructure developed. Fishing sector personnel appropriately trained. Local fish markets with some regional and global export potential developed. Establishment of fisheries institution for the management of the industrial fisheries and revenue from licensing.

- **Long-term** – Full value chain in the fishing sector is developed, with the ability to trade domestically as well as to export. Somali capability to effectively manage the fisheries sector, including adequate monitoring, control and surveillance, as well as enforcement capacities and the ability to prevent IUU fishing and respond fully to fisheries crime.
SOMALIA AND MARINE TOURISM

• The maritime environment represents to Somalis not only a life line to international markets and commerce, but also a major source of revenue from fishing and aquaculture, the extraction of non-renewable marine based resources and eventually, we hope tourism. Whilst Somalis are not natural fish eaters, during times of famine and shortages of food the sea can be critical sources of food for our communities.
PART III: CONCLUSIONS AND POLICY IMPLICATIONS
1. Big potential for marine tourism in IORA countries
2. Linkage with Blue Economy
3. Environmental protection
4. Sustainability
5. Inclusiveness
6. Accelerated Technological Change and Marine Tourism
7. Artificial Intelligence and its impact on Marine Tourism