



OCEAN CENTRES KENYA

PUTTING SAFETY AT THE HEART OF SUSTAINABILITY

Fostering a safe and sustainable ocean economy in Kenya

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FOREWORDS

Kenya's relationship with the ocean is economic, environmental and deeply social. The ports of Mombasa and Lamu connect the country and the wider region to international trade, while fisheries and aquaculture support food security, employment and coastal livelihoods. At the same time, new technologies, changing shipping requirements and prospective ocean industries are creating opportunities for investment, skills development and enterprise growth.

Kenya's national development priorities and National Blue Economy Strategy 2025–2030 articulate this ambition. Realising it, however, depends not only on expanding ocean industries, but also on how they are governed, financed and operated. Growth cannot deliver lasting value if it exposes workers and communities to harm, leaves infrastructure and ecosystems vulnerable, or fails to build public and investor confidence.

Safety must therefore be treated as both a strategic development priority and a responsible business issue. This is why the UN Global Compact Network Kenya is proud to host Ocean Centres Kenya. The Ten Principles of the United Nations Global Compact provide a practical foundation for responsible conduct across human rights, labour, the environment and anti-corruption. Through Ocean Centres Kenya, the Network has applied these principles to the particular risks, responsibilities and opportunities shaping Kenya's ocean economy.

The initiative has shown that although safety challenges differ across industries, many of their underlying causes are systemic. Addressing them will require stronger coordination, credible data, prepared institutions and sustained investment. This report brings together the evidence

generated through the initiative and sets out practical directions for business, government and finance.

I thank the Foundation for the Global Compact and Lloyd's Register Foundation for their instrumental support, as well as every institution, expert and stakeholder who contributed to this work. Global Compact Network Kenya remains committed to convening the partnerships needed to translate these findings into safer operations, stronger livelihoods and responsible investment across Kenya's ocean economy.



Judy Njino
Executive Director
UN Global Compact
Network Kenya



FOREWORDS

When we began Ocean Centres Kenya, our task was not to arrive with a predetermined account of what safety should mean for Kenya's ocean economy. It was to create the conditions in which the people who regulate, operate, finance, study and depend on that economy could examine the question together and define the issues that mattered most in their own context.

Through workshops, institutional outreach, technical discussions and wider knowledge exchange, stakeholders examined safety across Shipping and Ports, Fishing and Aquaculture, Offshore Renewables, and Finance and Investment. The Blue Safety Wheel helped connect worker protection with operational and infrastructure safety, environmental and climate risk, governance and compliance, and access to finance. Looking through these connected dimensions allowed stakeholders to distinguish industry-specific challenges from issues requiring coordination across several sectors.

This report therefore reflects a human-centred approach to safety within the ocean economy. It captures what stakeholders brought into the process, identifies where their experiences converged, and translates that evidence into opportunities, recommendations and potential directions for action. Its true value will be determined by whether those directions are tested and converted into practical improvements.

I am grateful to every participant who contributed knowledge, challenged assumptions and shared experience throughout this journey. The next phase belongs to this wider community. It must take us from diagnosis to implementation, and from a shared understanding of safety to safer systems, livelihoods and investments across Kenya's ocean economy.



Olive Mumbo
Former Country Lead
Ocean Centres Kenya

WHY PUT SAFETY AT THE HEART OF SUSTAINABILITY

The Ocean Centres Kenya initiative is a multi-stakeholder platform supported by Lloyd's Register Foundation and the United Nations Global Compact to advance safer, more sustainable, and inclusive ocean economy development. Bringing together industry, government, finance, academia, civil society, and coastal communities, the initiative is anchored on the principle of **"Putting Safety at the Heart of Sustainability."**

1. Safety makes sustainable growth possible. A sustainable ocean economy depends on the safety of ocean workers and coastal communities whose lives and livelihoods rely on it.

This dimension focuses on worker protection, health, and safety-by-design in line with Government of Kenya occupational safety priorities implemented through agencies such as the Directorate of Occupational Safety

and Health Services. It emphasizes protecting vulnerable groups—particularly youth and women in coastal communities such as Mombasa County—through skills development, decent work opportunities, and dignity in employment.

2. Safe operations and resilient infrastructure protect people and help reduce environmental risks, supporting healthier ocean ecosystems.

This dimension supports the Government of Kenya's environmental sustainability commitments by integrating climate resilience, pollution prevention, and ecosystem protection. It aligns with national efforts to address marine

degradation, overfishing, and climate change impacts, reinforcing evidence-based approaches to safeguarding Kenya's coastal and marine ecosystems for long-term sustainability.

3. A safer, more responsible ocean industry reduces risk, builds investor confidence, and helps unlock sustainable blue finance and long-term growth.

In alignment with Government of Kenya blue economy objectives under Kenya Vision 2030, safety is reframed as a strategic de-risking mechanism that enhances investment confidence. Occupational Safety and Health

(OSH) compliance is positioned as a cornerstone of operational stability, supporting efforts to mobilize capital into productive sectors of the blue economy, as prioritized in national development planning.

THE OCEAN CENTRES INITIATIVE

The **Ocean Centres initiative** is hosted by the UN Global Compact, the world's largest corporate sustainability initiative, and supported by Lloyd's Register Foundation, a global charity dedicated to engineering a safer world.

For the Ocean Centres initiative, safety and sustainability cannot be addressed separately. Safety is not only a matter of compliance or risk response; it is an enabling condition for sustainable development, climate resilience, investment and long-term prosperity. In this context, climate adaptation is also a safety strategy: by reducing exposure to hazards, strengthening resilience and enabling systems to cope with changing conditions, it helps prevent harm to people, infrastructure and communities. There is no blue economy without blue economy workers - fishers, port workers, seafarers - delivering their challenging jobs safely, supported by adequate standards, equipment and skills.

This safety-sustainability nexus is also increasingly relevant for unlocking finance and investment. As financial institutions, insurers and investors integrate operational, social, governance and reputational risks into their assessments, safety-related considerations are becoming more important within due diligence, environmental, social and governance (ESG) assessments and investment decision-making processes.

Creating a **Safe and Sustainable Ocean Economy** is therefore not only a social imperative, but also an economic one. By helping stakeholders understand these interconnected risks and opportunities, the Ocean Centres seek to strengthen investor confidence, reduce barriers to finance and support investment in sustainable ocean development.

The Ocean Centres were set up in seven countries: Brazil, Ghana, Kenya, India, Bangladesh, Indonesia and the Philippines. The programme focuses on four key Action Areas:



The Ocean Centres initiative was officially launched during the UN Ocean Conference in Nice, France, in June 2025. Following the global launch, each participating country organised its own national launch and initiated a series of eight multi-stakeholder workshops, convening organisations from government, industry, the financial sector, academia, trade unions and civil society.

These dialogues were designed to identify and address the priorities, challenges, solutions, and opportunities shaping each country's transition towards a **Safe and Sustainable Ocean Economy**, including those related to climate change, the energy transition, emerging technologies and digitalisation.

This report forms part of a broader body of knowledge developed through the Ocean Centres initiative across the seven countries listed above. Together, the seven national reports

and the accompanying Global Report capture the key priorities, challenges, opportunities and recommendations emerging from locally led, multi-stakeholder engagement.

Each report was co-created through a series of in-person and online dialogues, reflecting the knowledge, experiences and perspectives voluntarily shared by participants in each country. Drafts were subsequently reviewed by Ocean Centres members and the respective National Safety Committee, whose feedback helped strengthen the accuracy, relevance and contextual grounding of the final report.

We invite readers to explore the full collection of reports and join us in advancing knowledge, partnerships and investment, implementing the recommendations, and working collaboratively towards safer and more sustainable ocean economies.



EXECUTIVE SUMMARY

Kenya's ocean and inland waters are central to trade, food security and livelihoods. Maritime transport carries 90% of international trade, worth over US\$3 billion annually. Fisheries and aquaculture support over 4 million people and generate KES 30.4 billion in fish-production value. Yet IUU fishing costs about KES 90 billion annually, cold-

chain and data systems remain weak, and women make up 1.2% of seafarers. Ocean Centres Kenya positions safety as an economic enabler: stronger systems can reduce losses, improve reliability and strengthen risk information for lenders and insurers, supporting inclusive and investable blue-economy growth.

Ocean Centres Kenya by the Numbers

8 NATIONAL WORKSHOPS

27.5
hours

498
Individuals

Note: Under "Organizations by Sector", "Others" includes individuals who participated in the workshops without representing a specific organisation or sector.

Organisations by Sector

113 Civil Society, NGOs, and Multi-Stakeholder Platforms

112 Private Sector

70 Others (Unknown Sector)

55 Government & Public Institutions

51 Community, Indigenous, Women, or Youth-led Organisations

44 Academia, Research, and Think Tanks

25 Labour Unions & Professional / Sector Associations

21 Finance & Investment

7 Intergovernmental and International Organisations

LAUNCH EVENT

5.5
Hours

88
Individuals

106 OFFICIAL MEMBERS

99
Organisations
7
Individuals

Three Things you Need to Know About Ocean Centres Kenya

1

Maritime transport carries 90% of Kenya's international trade, valued at over US\$3 billion annually. The ports of Mombasa and Lamu also serve as gateways to an Eastern and Central African market of more than 300 million people.

2

Fisheries and aquaculture support over 4 million people across Kenya's value chain. Annual fish production stands at 163,605 metric tonnes, with an estimated value of KES 30.4 billion.

3

Illegal, unreported and unregulated (IUU) fishing costs Kenya about KES 90 billion annually. It depletes fish stocks, threatens food security and undermines the livelihoods and long-term resilience of fishing communities.

Cross-cutting Findings from the Blue Safety Wheels Presented in “Outputs”



- 1** Recurring risks include fatigue, drowning, inadequate protective equipment, hazardous cargo exposure and limited emergency preparedness.
- 2** Common challenges include ageing vessels, infrastructure corrosion, navigation gaps, weak maintenance, limited cold-chain capacity and risks from new offshore technologies.
- 3** Pollution, spills, flooding, changing weather and currents, declining fish stocks, water contamination and ecosystem disruption affect workers, infrastructure, production and coastal livelihoods.
- 4** Fragmented responsibilities, uneven enforcement, inadequate incident reporting, weak information-sharing and gaps in sector-specific standards limit accountability and coordinated action.
- 5** Informality, inadequate operational records, limited insurance and underinvestment in safety-critical systems increase perceived risk and restrict access to appropriate finance.

Opportunities for Safe Blue Growth

- Shipping:** Build transition-ready vessel operations and workforce competence around navigation, digitalisation, decarbonisation and alternative marine fuels.
- Ports:** Use safety-led modernisation, asset-integrity systems, climate resilience and better management of port-community interfaces to strengthen operational reliability.
- Fishing:** Combine small-craft safety, vessel and incident data, post-harvest systems and enterprise organisation to protect livelihoods and improve financial visibility.
- Aquaculture:** Embed biosecurity, water-quality management, safe equipment, cold-chain systems and reliable production data as the sector expands.
- Offshore Renewables:** Establish safety, environmental, institutional and workforce readiness before commercial development reaches scale.

Finance and Investment Implications of Safety Challenges

- Shipping:** Fleet renewal, alternative fuels and regulatory transition create significant capital, insurance and technology risks.
- Ports:** Deferred maintenance, climate exposure, hazardous-fuel readiness and operational disruption affect asset value and infrastructure finance.
- Fishing:** Informality, seasonal earnings, limited records and exposure to uninsured losses constrain credit and insurance.
- Aquaculture:** Biological risk, inadequate production data and capital requirements for biosecurity and cold-chain systems affect investment readiness.
- Offshore Renewables:** Limited operating experience, regulatory uncertainty, specialised safety requirements and inadequate site data increase early-stage project risk.

A CALL TO ACTION: KEY RECOMMENDATIONS AT A GLANCE

The recommendations below highlight the priority actions emerging from the findings of this report. They provide an at-a-glance overview for the business, government and finance sectors, while the complete set of recommendations is presented in the chapter A Call to Action: Recommendations by Action Area.



Business

- Embed operational safety into daily operations through checklists, personal protective equipment (PPE), routine drills and workforce training.
- Strengthen small and medium-sized enterprises (SMEs), Beach Management Units (BMUs), cooperatives and supply chains through safety standards, certification and skills development.
- Adopt green and digital technologies while ensuring a just transition that protects workers and coastal livelihoods.
- Build a proactive safety culture that improves productivity, competitiveness and investment readiness.



Government

- Invest in safer maritime infrastructure, including navigation aids, emergency response systems, landing sites and port safety equipment.
- Strengthen OSH and maritime governance through improved institutional coordination and effective implementation.
- Expand accessible safety communication using Kiswahili materials, SMS alerts and community-based awareness programmes.
- Develop national safety data systems to support risk assessment, planning and evidence-based policymaking.



Finance

- Integrate safety performance into lending, insurance pricing, ESG due diligence and investment decisions.
- Expand inclusive safety financing through micro-insurance, cooperative funds and blended finance for small-scale operators.
- Incentivise safety investments by recognising OSH performance as a driver of reduced risk and greater investability.
- Support financing mechanisms that accelerate green and digital transition while promoting sustainable blue economy growth.

A full-page background image featuring a wind turbine on a beach at sunset. The sky is a mix of orange, pink, and blue, with a bright light source on the left creating a lens flare effect. The ocean is calm, and the wind turbine stands prominently in the foreground.

“ Safety is a precondition of all sustainable business practices, and the role of UN Global Compact is to provide business and governments with clear guidance on how to embrace safety in their sustainability journey ”

Erik Giercksky

Head, Ocean Stewardship Coalition
United Nations Global Compact

INTRODUCTION

About this Report

This report presents actionable strategies to support safe, inclusive and sustainable participation in Kenya's blue economy. It consolidates the outcomes of a national launch event and eight stakeholder workshops held across Nairobi, Mombasa, Kilifi, Lamu and Kwale, bringing together diverse actors from the maritime ecosystem. Combining technical maritime expertise with indigenous knowledge and lived experience,

the report identifies priority safety challenges and proposes practical, locally grounded solutions. Focusing on four Action Areas—Fishing and Aquaculture, Shipping and Ports, Offshore Renewables, and Finance and Investment—it positions Occupational Safety and Health (OSH) as a foundation for resilient ocean governance, coordinated action, inclusive economic growth and a safer, more competitive blue economy.

Who is this Report for?

1

Business and Industry: This includes shipping and logistics companies, port operators, fishing and aquaculture enterprises, suppliers, contractors and businesses operating across related value chains. The report helps these actors understand how safety affects workers, operations, productivity, environmental performance and investment readiness, and identifies practical actions they can take.

2

Government and Regulators: This includes national and county governments, maritime and fisheries authorities, occupational safety institutions, environmental agencies and other public bodies responsible for policy, infrastructure, enforcement and emergency response. The report highlights where clearer regulations, stronger coordination, better data and public investment are needed.

3

Finance and Investment Actors: This includes banks, insurers, investors, development finance institutions and other providers of capital. The report shows how safety conditions influence risk, insurability and investment confidence, and where appropriate financial products and de-risking mechanisms could support safer ocean enterprises and projects.

More broadly, the report is a strategic reference for all actors working to advance safer blue growth in Kenya.



Our Two Priority Areas

Ocean Centres Kenya examined safety across all four Action Areas and identified Shipping and Ports and Fishing and Aquaculture as the two areas for immediate implementation focus. Both sectors are recognised in the National Blue Economy Strategy 2025–2030 — Shipping and Ports under Direction Four (Shared Prosperity: Maritime Transport and Trade) and Fishing and Aquaculture under Direction One (Sustainable Utilisation: Fisheries, Aquaculture and Aquatic Ecosystems) — and both offer practical opportunities to move from identifying challenges to testing and implementing solutions.



Shipping and Ports emerged as Ocean Centres Kenya's first implementation priority because the sector anchors Kenya's position as a regional trade and logistics hub, carrying an estimated 90% of the country's international trade. The sector's economic significance, operational risk and existing investment momentum create a clear opportunity to embed safety into modernisation, improve reliability and strengthen Kenya's maritime competitiveness.



Fishing and Aquaculture emerged as the second priority because of its direct importance to food security, coastal livelihoods and inclusive growth, supporting more than four million people across the wider value chain. Consultations highlighted persistent risks affecting fishers, aquaculture workers, traders and processors. Addressing these gaps would protect lives and livelihoods while reducing losses, improving productivity and strengthening the resilience and sustainability of Kenya's blue-food systems.



BACKGROUND

Why does Ocean Centres Kenya exist?

Ocean Centres Kenya exists to close the gap between ocean-economy ambition and safe implementation. Growth in shipping, ports, fisheries, aquaculture and emerging ocean industries creates opportunities for trade, employment and investment, but can also expose

workers, communities, infrastructure and marine ecosystems to new or intensified risks. The initiative provides the mechanism for examining these connected risks and translating evidence into practical recommendations, partnerships and potential interventions.

Why a multistakeholder collaborative platform?

No single institution or sector controls all the conditions that determine safety across the ocean economy. Operational decisions, infrastructure, environmental management, regulation, skills and finance are distributed across different actors. Bringing businesses,

public institutions, finance, academia, labour, civil society and coastal communities together make it possible to compare perspectives, identify underlying causes, clarify responsibilities and develop responses that are both technically credible and workable in practice.

Why Locally Led?

The risks experienced around a major port, an artisanal fishing community, an aquaculture enterprise or an emerging offshore project are not the same. Locally led engagement allows solutions to reflect Kenya's operating conditions, languages, institutional arrangements and

community knowledge. It also gives those directly affected by safety decisions, the workers, Beach Management Units, women, youth and coastal communities, a meaningful role in defining problems and shaping responses.

Why Long-term?

Systemic change cannot be created through isolated or short-term interventions. It requires sustained relationships, institutional learning, better information and continued testing of practical solutions. Ocean Centres Kenya

therefore seeks to preserve the knowledge and partnerships established through the initiative, enabling stakeholders to continue collaborating, developing interventions and tracking progress beyond the initial workshop series.



OCEAN CENTRES KENYA: JOURNEY TO DATE

Governance Structure

Ocean Centres operates through a collaborative governance model that combines global strategic coordination with country-level leadership, ensuring methodological consistency across the seven participating countries while empowering

locally led implementation. In addition to supporting Ocean Centres with funding, Lloyd's Register Foundation facilitates access to relevant knowledge and networks.

- **UN Global Compact Network Kenya (GCNK):** Serves as the national convenor, institutional host and country-level leader of Ocean Centres Kenya.
- **Ocean Centres Kenya Country Lead:** Provides day-to-day programme management, national coordination, stakeholder mobilization, activity delivery, reporting and follow-up.
- **Safety Steering Committee:** Supports the Country Lead by providing strategic and technical oversight, reviewing emerging priorities and evidence, and guiding the development of credible recommendations and interventions.
- **Stakeholder Participation:** Ocean Centres Kenya brings together three stakeholder groups that participate in workshops, dialogues, working groups and knowledge exchanges, contributing practical experience and helping to shape findings, recommendations and potential interventions:

Official Ocean Centres Kenya Members: Individuals and institutions formally registered as members of the initiative and committed to sustained participation in its work.

Participants: Businesses participating in the UN Global Compact through GCNK, contributing private-sector experience, responsible-business perspectives and potential implementation capacity.

Wider Stakeholders: Government institutions, regulators, financial institutions, academia, research and training institutions, labour and professional organizations, civil society, coastal communities, development partners and other relevant sector actors.

Together, this structure connects programme leadership and technical oversight with an inclusive base of stakeholders whose different mandates, knowledge and experience are necessary to turn dialogue into coordinated and practical action.



Stakeholder Engagement

Stakeholder engagement in Kenya was designed to build a representative national network around the four Action Areas and progressively move participants from awareness of the initiative to contributing evidence and shaping possible action. The national launch provided the initial convening point. This was followed by stakeholder mapping across official Ocean Centres Kenya members, Participants and wider stakeholders, identifying the policy, operational, technical, financial, worker and community perspectives needed.

As the work progressed, bilateral meetings, institutional outreach and pre-workshop mobilization helped refine the workshop focus, address representation gaps and bring in contributors with direct knowledge of the issues. The eight workshops then provided structured spaces for these perspectives to be examined together. Across the series, 498 attendance instances were recorded, including 112 from the private sector and 113 from civil society and multi-stakeholder platforms, alongside government,

community, academic, labour, finance and international actors.

The engagement database provided a basis for retaining stakeholder expertise and identifying members of the Safety Steering Committee, helping to establish a mechanism for continuity beyond the workshop series. Following its constitution, the Committee remained engaged through follow-up discussions that clarified emerging issues, identified additional evidence and sustained relationships across the initiative.

The strategy therefore achieved more than broad participation. It built a balanced evidence base, connected policy with operational and lived realities, and translated diverse perspectives into the report's findings and recommendations. Most importantly, it established a connected stakeholder network whose members continue to engage, exchange knowledge and collaborate beyond the workshop series.



Capacity Building

Ocean Centres Kenya adopted a collaborative capacity-building approach that moved beyond traditional training to strengthen institutional knowledge, cross-sector collaboration, and practical problem-solving. The objective was to strengthen stakeholders' understanding of ocean safety, expose participants to different sector perspectives and develop the collective ability to identify risks, examine their underlying causes and shape practical responses.

This took place through the national launch, the eight-workshop series, technical presentations, facilitated discussions, working sessions, bilateral engagements and cross-country exchanges. Participants brought policy knowledge,

operational experience, technical expertise, investment perspectives and lived experience into the same learning environment.

The process built capacity at individual and collective levels. It broadened understanding of safety beyond compliance, created a shared language and strengthened cross-sector relationships for continued collaboration. It also helped stakeholders identify where their institutions could act, where additional expertise was needed and where practical, coordinated responses were required across Kenya's ocean economy.

The Methodological Innovation

Ocean Centres Kenya applied a locally led, stakeholder-driven method that moved from practical experience to structured analysis and action. Stakeholder mapping and targeted outreach identified the key institutions, experts, businesses, workers and community actors linked to each Action Area. Within each workshop, technical input set the context before facilitated group work examined the conditions stakeholders faced, the causes and consequences of identified risk, existing responses and remaining gaps. This allowed policy, operational, financial, technical and community perspectives to be considered together.

The Blue Safety Wheel provided the common framework to analyze sector-specific challenges, recurring risks and opportunities for coordinated action across the five dimensions. Participation in national, regional and international forums added external reference points and comparative

learning, which were consolidated with workshop insight to shape the report's findings, opportunities and recommendations. Together, this created an outward-looking process grounded in Kenyan realities.

Evidence Synthesis and Limitations: The findings in this report reflect the knowledge and experiences of participating stakeholders and should not be interpreted as a statistically representative national survey or an independent compliance audit. Findings concerning Offshore Renewables describe anticipated risks and readiness requirements because commercial activity has not yet reached scale in Kenya. Recommendations proposing new regulations, institutions or financing arrangements will therefore require further assessment of mandate, feasibility, cost and potential duplication before implementation.



Workshops

In-country workshops

WORKSHOP 1 (MOMBASA)

Date: 25 September 2025

Action Area: Shipping and Ports

Title: “Smart, Safe, and Inclusive Ports: Future-Proofing Kenya’s Maritime Trade”

Focus: IMO decarbonisation and digitalization, port efficiency, safety, and inclusive maritime trade systems.

WORKSHOP 2 (NAIROBI)

Date: 14 October 2025

Action Area: Finance and Investment

Title: “Financing the Blue Economy” to integrate safety and ESG standards into investment frameworks.

Focus: Financing mechanisms to support sustainable blue economy growth and job creation.

WORKSHOP 3 (VIRTUAL)

Date: 24 October 2025

Action Area: Offshore Renewables

Title: “Strengthening Occupational Safety and Health (OSH) in Offshore Renewables and Ocean-Based Industries”

Focus: Safety systems and risk management in emerging offshore energy and ocean industries.

WORKSHOP 4 (KILIFI)

Date: 18 December 2025

Action Area: Fishing and Aquaculture

Title: “Strengthening Ocean Safety and Governance in Kenya’s Marine Fisheries”

Focus: Illegal, Unreported, and Unregulated (IUU) fishing and artisanal fisher safety.

WORKSHOP 5 (VIRTUAL)

Date: 29 January 2026

Action Area: Finance and Investment

Title: “Financing the Blue Economy in Kenya: Integrating Safety, Risk and Investment”

Focus: Integrating safety, labour standards, ESG performance and risk management into financing decisions, while addressing data gaps and access-to-finance barriers affecting coastal SMEs and community enterprises.

WORKSHOP 6 (MOMBASA)

Date: 26 February 2026

Action Area: Fishing and Aquaculture

Title: “Safer Livelihoods in Fishing and Aquaculture”

Focus: Occupational Safety and Health (OSH) and ILO decent work principles.

WORKSHOP 7 (LAMU)

Date: 01 April 2026

Action Area: Shipping and Ports

Title: “Living with the Port: Safety, Livelihoods, and Shared Responsibility in Lamu’s Maritime Space”

Focus: The relationship between port development, community livelihoods, maritime safety, and emerging risks from alternative fuels.

WORKSHOP 8 (DIANI)

Date: 08 April 2026

Action Area: All Action Areas

Title: “Culminating and Validation Workshop”

Focus: Retrieve missing data, consolidate unaddressed sector-specific insights, and ensure community perspectives were integrated into the final national report.

Cross-country Workshops

Coordinated by the Ocean Centres Global Team, the dialogues brought together participants from Brazil, Ghana and Kenya for comparative learning and cross-country knowledge exchange.

CROSS-COUNTRY INTERACTIVE DIALOGUE 1 (VIRTUAL)

Date: 2 December 2025

Participating Ocean Centres: Brazil, Ghana and Kenya

Action Area: Finance and Investment, Shipping and Ports, and Fishing and Aquaculture

Title: “Unlocking Blue Finance in Brazil, Ghana and Kenya”

Focus: Comparative approaches to mobilising investment for decarbonised shipping, green port infrastructure and sustainable seafood systems, including international and blended-finance mechanisms.

CROSS-COUNTRY INTERACTIVE DIALOGUE 2 (VIRTUAL)

Date: 16 May 2026

Participating Ocean Centres: Brazil, Ghana and Kenya

Action Area: Shipping and Ports

Title: “Maritime Decarbonisation in Brazil, Ghana and Kenya”

Focus: Practical implementation pathways for maritime decarbonisation, including regulatory frameworks, alternative fuels, port modernisation, safety considerations and workforce readiness.





“ Africa’s blue economy is a major driver of economic growth and development, and we must use safety data as a de-risking tool and ‘alternative collateral’ to attract private capital for growth. ”

Eugene Klerk
Head of Sustainability Insights,
Standard Chartered Bank

OUTPUTS

Blue Safety Wheel

The Blue Safety Wheel is the common analytical framework adopted throughout this report to assess safety challenges across the ocean economy. It examines safety through five complementary dimensions, as you can see below, providing a structured approach to analyzing safety across sectors. The following challenges were consolidated from diagnostic exercises, stakeholder engagement processes, and workshop discussions, and represent systemic vulnerabilities affecting shipping, ports, fishing, aquaculture, and offshore renewables.



1: Fatigue, navigation gaps and limited readiness for new marine fuels expose seafarers and maritime workers to harm.

2: Interactions between commercial vessels and fishing craft create collision risks, compounded by vessel condition and weak navigation, communication and emergency response.

3: Oil and chemical spills, emissions and hazardous fuels threaten marine ecosystems and ocean-dependent livelihoods.

4: Operators and regulators must keep pace with international decarbonisation, digitalisation and alternative-fuel requirements.

5: Fleet modernisation and cleaner technologies require substantial investment, while weak operational and safety records limit financiers' and insurers' ability to assess and price risk.





- 1:** Cargo handling, port expansion and exposure to hazardous materials and alternative fuels create risks for workers, contractors and neighboring communities.
- 2:** Vessel traffic, equipment condition, infrastructure corrosion and preparedness for fire, explosion and spill incidents affect the reliability and safety of port operations.
- 3:** Pollution, flooding, sea-level rise and damage to surrounding ecosystems can disrupt port operations and affect nearby livelihoods.
- 4:** Port safety requires coordination across maritime regulation, environmental oversight, labour protection, emergency response and community engagement.
- 5:** Modernization, maintenance, retrofitting and alternative-fuel infrastructure require long-term capital. Unclear or inadequately measured safety liabilities can increase investment costs.



- 1:** Fishers face drowning, limited access to lifejackets and other protective equipment, unstable small craft, long working hours, manual-handling injuries and slips and falls.
- 2:** Poor vessel condition, limited navigation and communication equipment, weak distress-response arrangements and interaction with larger vessels increase risks at sea.
- 3:** Storms, changing currents, extreme weather and declining fish stocks can force fishers into longer, more distant and more dangerous operations.
- 4:** IUU fishing, uneven enforcement, incident under-reporting and gaps between formal requirements and artisanal fishing realities weaken safety arrangements.
- 5:** Informality, seasonal earnings, limited financial records and weak insurance coverage restrict investment in safer vessels, equipment and technology.



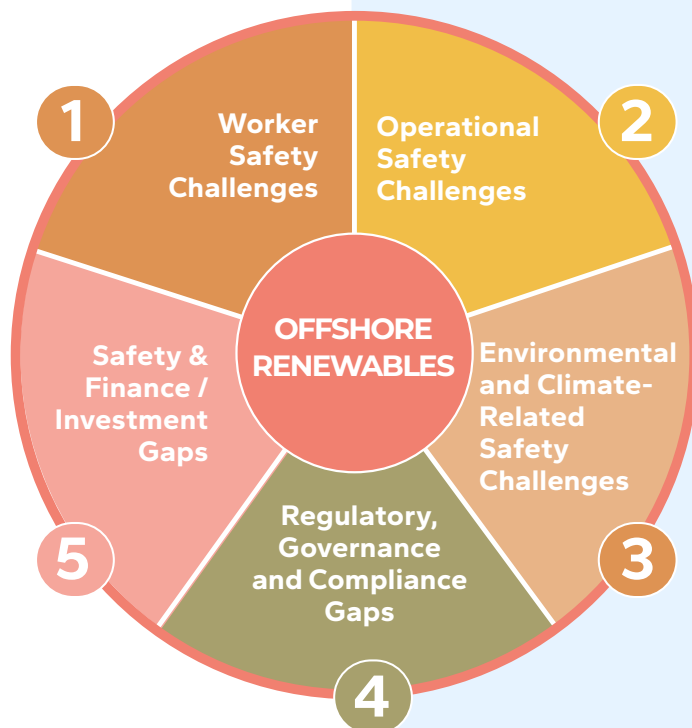
1: Workers may be exposed to pond drowning, unsafe chemical handling, waterborne disease, physical strain and electrical or machinery hazards in wet environments.

2: Weak biosecurity, inadequate water-quality controls, unsafe equipment and unreliable cold-chain systems affect safety, product quality and business continuity.

3: Contaminated water, disease outbreaks, waste, flooding and changing climatic conditions can affect workers, production systems and surrounding ecosystems.

4: Smaller operators may lack formal safety procedures, consistent inspection, recognized certification and access to clear technical guidance.

5: Biological risk, limited collateral and inadequate production and safety data constrain insurance and investment in safer production and cold-chain systems.



1: Future operations could involve working at height, heavy machinery, noise, vibration, physical strain and exposure to extreme offshore conditions.

2: Seabed conditions, turbine siting, specialized equipment, remote operations and emergency-response limitations will require early risk assessment and planning.

3: Installation, operation and decommissioning could affect marine habitats and interact with fishing, conservation, shipping and other ocean uses.

4: Clear institutional responsibilities, marine-specific standards, technical competence and coordinated approval and emergency-response arrangements will be required before the sector scales.

5: Regulatory uncertainty, limited local expertise, specialized training requirements and high insurance and emergency-response costs could increase early-stage investment risk.

National Cross-Cutting Safety Challenges Across Ocean Industries

Five messages connect the different industries:

1 People are often the first point at which wider system weaknesses become visible.

PPE gaps, insufficient training, fatigue and limited emergency preparedness frequently reflect deeper operational, financial or governance problems.

2 Safety information is fragmented.

Limited incident reporting and inconsistent operational data make it harder to understand risk, direct regulation, design insurance products or make informed financing decisions.

3 Institutional coordination affects outcomes.

Many risks sit across maritime, labour, environmental, county and sector-specific mandates and cannot be addressed effectively by one institution acting alone.

4 Environmental and climate pressures intensify existing risks.

Extreme weather, changing currents, flooding, pollution and ecosystem degradation affect workers, infrastructure, production and livelihoods simultaneously.

5 Insufficient investment in safety can become self-reinforcing.

Informality and weak data increase perceived risk; perceived risk restricts finance and insurance; limited finance then prevents enterprises from improving vessels, equipment, infrastructure and safety systems.

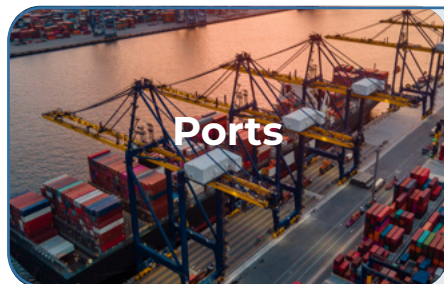


Opportunities for Safe Blue Growth

The opportunities for safe blue growth in Kenya's ocean economy are driven by the need to align safety improvements with innovation, investment, and sectoral transformation. Strengthening safety systems across shipping, ports, fishing, aquaculture, and emerging offshore renewables creates pathways for increased productivity, improved market access, and inclusive economic development while supporting a more resilient and sustainable blue economy.



- **Transition-ready vessels:** integrate alternative-fuel risk assessment, safe handling and bunkering, fire response and pollution control.
- **Safer, lower-emission operations:** strengthen navigation, collision prevention and data-driven vessel management.
- **Competence and assurance:** connect training and practical sea-time to employment while using verified safety performance to support compliance, insurance, market access and fleet-modernisation finance.



- **Safety-led port modernisation:** integrate asset integrity, corrosion, traffic, maintenance and operational data at Mombasa and Lamu.
- **Climate and fuel readiness:** build resilience, specialised competence and emergency response into infrastructure.
- **Safer port-community interfaces:** manage fishing routes, small craft, pollution risks and emergency communication.



- **Integrated small-craft safety:** combine vessel identification, navigation lights, communications, distress alerts, life jackets and practical procedures.
- **Shared maritime-space management:** improve traffic awareness and coordination between artisanal and commercial vessels.
- **BMU-led formalisation:** strengthen landing-site safety, cold chains, training and shared equipment while using records to improve insurance and finance.



- **Professionalised production:** combine biosecurity, water-quality and chemical controls, machinery safety and climate-informed siting.
- **Shared infrastructure:** use producer clusters to improve cold-chain, processing and technical services.
- **Decision-grade data:** strengthen production, safety and traceability records for certification, markets, insurance and credit.



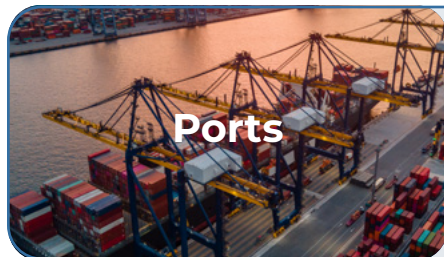
- **Safety-by-design regulation:** integrate worker protection, environmental safeguards and emergency readiness into project approvals.
- **Marine-risk capability:** assess seabed stability, extreme weather, installation activity, vessel movements and competing ocean uses.
- **Workforce and investment readiness:** build specialist skills and credible assurance to reduce risk and strengthen Kenya's offshore investment proposition.

Finance and Investment Implications of Safety Challenges Across Ocean Industries

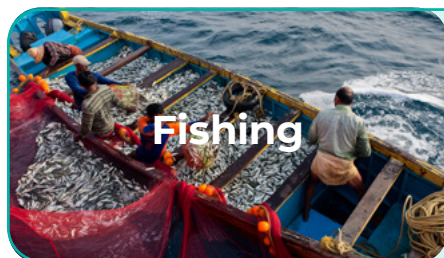
Safety challenges across Kenya's ocean economy have direct and far-reaching implications for finance and investment decisions. Across sectors, weak safety systems increase operational risks, raise costs, reduce insurance viability, and limit access to capital. As a result, safety is increasingly becoming a key determinant of investability, influencing how investors, insurers, and financial institutions assess and price risk in the blue economy.



- Fleet condition, maintenance, navigation capability, workforce competence and emergency preparedness influence operating continuity, environmental liability and the residual value of maritime assets.
- Fleet renewal, digitalisation and transition to lower-emission fuels require substantial capital. Financing assessments will increasingly depend on credible transition plans, asset-integrity records and evidence that new technical risks can be managed.



- Infrastructure condition, corrosion, climate exposure and emergency readiness affect downtime, lifecycle costs and the reliability of port revenues and regional supply chains.
- Prospective investment in alternative-fuel infrastructure will require credible safety cases, clear allocation of liability and demonstrated response capability before lenders and insurers can price the associated risks confidently.



- Seasonal income, informality, limited vessel ownership and inadequate financial, incident and operational records make risk and repayment capacity difficult to assess.
- Uninsured injury, vessel loss, severe weather and post-harvest losses can destabilise household and enterprise income. Aggregated records and financing structures through BMUs, cooperatives and value-chain groups can improve financial visibility and spread risk.



- Disease outbreaks, poor water quality, weak biosecurity, equipment failure and unreliable cold chains can create production losses and volatile cash flows.
- Consistent production, traceability and risk-management data are therefore important for insurance and credit assessment, particularly where smaller producers require shared infrastructure or technical support.



- Because the sector is still emerging, regulatory, site, technology, environmental and emergency-response uncertainties can increase project-development costs and perceived risk.
- Specialized studies, workforce preparation, safety assurance and response capability require early-stage capital before projects can meet conventional financing thresholds.

A CALL TO ACTION: RECOMMENDATIONS BY ACTION AREA

Based on the findings of this report, the following recommendations provide a practical roadmap for action across each Ocean Centres Action Area. While they emerged from a broad multi-stakeholder dialogue involving government, industry, the financial sector, academia, trade unions and civil society, they are primarily directed to businesses, governments and the finance sector, recognizing their capacity to shape policy, mobilize investment and drive implementation at scale. Their successful implementation, however, will depend on the continued collaboration of all sectors of society engaged in the Ocean Centres Initiative.

To support implementation, the recommendations are organized into two indicative time horizons according to their expected level of complexity, coordination and investment requirements. While some actions can be initiated immediately using existing capacities, others require longer-term planning, institutional strengthening and broader collaboration.

SHORT-TERM ACTIONS (UP TO ONE YEAR)

Actions that can be initiated in the near term using existing resources and institutional capacities. They can address immediate gaps, such as reviewing regulations, strengthening safety procedures, and launching training.

MEDIUM- TO LONG-TERM ACTIONS (BEYOND ONE YEAR)

Actions requiring broader coordination, policy reform, institutional strengthening or sustained investment over time. They involve structural reforms like new regulatory frameworks, infrastructure modernisation, and Blue Finance enablement.





Shipping and Ports

The immediate priority is to close operational and emergency-readiness gaps while preparing Kenya's maritime gateway for digitalization, decarbonization and alternative marine fuels.

Short Term Recommendations

BUSINESS	GOVERNMENT	FINANCE
• Review and update procedures for navigation, cargo handling, fatigue, hazardous materials, fire, spills and emergency response. • Establish integrated asset-integrity and safety-assurance systems covering inspections, maintenance, incidents, near misses and corrective-action tracking. • Conduct scenario-based drills involving shipping operators, port workers, contractors, emergency responders and affected coastal communities.	• Establish a joint inspection, information-sharing and incident-response protocol among maritime, port, occupational safety, environmental and county authorities. • Assess navigation aids, vessel-traffic arrangements and emergency-response capability, prioritizing gaps that present the greatest immediate risk. • Issue interim risk-based guidance for the storage, handling, bunkering and emergency management of emerging marine fuels.	• Incorporate vessel condition, maintenance history, worker competence, emergency preparedness and environmental liability into maritime credit and insurance assessments. • Provide technical assistance and targeted finance for safety-critical maintenance, digital navigation, port equipment and climate-resilience improvements. • Pilot financing or insurance incentives linked to independently verified improvements in safety, maintenance and environmental performance.

Medium-Long Term Recommendations

BUSINESS	GOVERNMENT	FINANCE
• Embed safety by design into fleet renewal, port expansion, automation, digital systems and alternative-fuel infrastructure. • Build long-term workforce competence in digital maritime operations, alternative fuels, asset integrity and emergency response.	• Develop an integrated regulatory pathway for alternative marine fuels covering approvals, technical standards, worker protection, environmental safeguards and emergency response. • Strengthen maritime education, sea-time access, certification, inspection capability and interoperable maritime-safety data systems. • Integrate climate resilience, small-craft safety and community livelihoods into long-term port and maritime-infrastructure planning.	• Mobilize long-term and blended finance for fleet renewal, climate-resilient ports, digital systems and alternative-fuel infrastructure. • Develop financing and insurance products that recognize verified improvements in asset integrity, safety performance and climate resilience.

Fishing and Aquaculture

The immediate priority is to reduce preventable harm and production losses through practical, accessible measures while strengthening the conditions required for insurance, finance and market access.

Short Term Recommendations

BUSINESS	GOVERNMENT	FINANCE
• Introduce practical small-craft safety packages combining pre-departure checks, lifejackets, navigation lights, communication tools, first aid and distress procedures. • Apply basic occupational-safety, biosecurity, water-quality, chemical-handling and machinery controls across aquaculture facilities, landing sites and markets. • Use BMUs, cooperatives and producer organizations to coordinate training, shared safety equipment, incident reporting and operational records.	• Develop interim fishing and aquaculture safety protocols with fishers, BMUs, producers and counties, ensuring that requirements are practical and locally applicable. • Strengthen risk-based inspections, IUU fishing controls, marine emergency communication and accessible incident-reporting arrangements. • Integrate fisheries and aquaculture safety into county programmes, BMU governance, extension services and landing-site management.	• Pilot pooled accident insurance and lending arrangements that reflect seasonal fisheries and aquaculture cash flows. • Use BMUs, cooperatives and value-chain aggregation to reduce transaction costs and support group purchase or leasing of safety-critical equipment. • Combine finance for vessels, protective equipment, biosecurity and cold-chain improvements with appropriate technical assistance.

Medium-Long Term Recommendations

BUSINESS	GOVERNMENT	FINANCE
• Institutionalize vessel maintenance, incident reporting, traceability, worker protection and emergency preparedness across fisheries enterprises and BMUs. • Invest collectively in landing, processing, cold-chain, storage and communication infrastructure.	• Establish an integrated fisheries and aquaculture safety framework connecting national regulation, county implementation and BMU governance. • Strengthen vessel registration, casualty investigation, incident data, traceability and safety monitoring while keeping compliance accessible to artisanal operators. • Invest in safer landing sites, marine communications, search and rescue, market infrastructure and climate-resilient aquaculture systems.	• Scale insurance products covering vessel loss, injury, weather disruption, stock mortality and other sector-specific risks. • Mobilize blended and concessional finance for safer vessels, landing infrastructure, cold-chain systems and resilient aquaculture production.



Offshore Renewables

The priority is to establish regulatory, technical, workforce and emergency readiness before commercial offshore renewable-energy development begins.

Short Term Recommendations

BUSINESS

- Conduct early readiness and risk assessments covering site conditions, worker access and transfer, installation, vessel movements, weather, emergency response and decommissioning.
- Define competence requirements and project-specific emergency arrangements for workers, contractors, vessel operators and responders.
- Include occupational safety, environmental protection and competing uses of ocean space within feasibility studies and project design.

GOVERNMENT

- Complete an institutional and regulatory gap assessment covering energy, maritime, occupational safety, environment, security and emergency-response mandates.
- Develop a phased offshore-readiness roadmap identifying requirements before project approval, construction and commercial operation.
- Issue interim minimum guidance on worker safety, competence, emergency response, environmental assessment and marine-space coordination.

FINANCE

- Fund technical assistance for feasibility studies, site data, environmental baselines, safety cases and credible project preparation.
- Require clear allocation of construction, worker-safety, environmental and emergency-response responsibilities during project due diligence.
- Consider risk-sharing support for technically credible early-stage projects that are not yet suitable for conventional commercial debt.

Medium-Long Term Recommendations

BUSINESS

- Implement lifecycle safety-management systems covering design, construction, operation, maintenance and decommissioning.
- Develop Kenyan suppliers and specialists in marine logistics, engineering, inspection, maintenance, environmental monitoring and emergency response.

GOVERNMENT

- Establish a comprehensive offshore regulatory framework with clear institutional responsibilities, competence standards and proportionate assurance requirements.
- Develop specialized inspection, certification, safety-data and emergency-coordination capabilities before commercial projects reach scale.
- Align offshore development with Marine Spatial Planning, fisheries protection, environmental safeguards and coastal-community interests.

FINANCE

- Mobilize blended finance, guarantees and other risk-sharing instruments for projects meeting credible technical, safety and environmental thresholds.
- Link financing to independent assurance and demonstrated readiness at defined project-development milestones.



Finance and Investment



The priority is to make safety risk more visible, measurable and usable in financing decisions while improving access to capital for safety-critical investments.

Short Term Recommendations

BUSINESS

- Treat safety expenditure as part of core operating and capital budgets rather than as a discretionary corporate social responsibility cost.
- Strengthen financial, operational, incident and compliance records so that investors and insurers can assess performance and risk more accurately.
- Aggregate smaller projects through cooperatives, clusters and value-chain structures to create commercially viable financing propositions.

GOVERNMENT

- Map existing blue-economy funds, incentives and financing programmes before establishing additional mechanisms.
- Develop an implementation roadmap for a national blue-finance framework covering sustainability, safety, inclusion and sector-specific risk.
- Introduce a common set of safety, environmental and social indicators for use in public project preparation and financing programmes.

FINANCE

- Integrate relevant safety, labour and environmental indicators into credit appraisal, investment due diligence and insurance underwriting.
- Build the capacity of credit officers, investment teams and underwriters to assess maritime, fisheries, aquaculture and offshore risks.
- Pilot aggregated lending, pooled insurance and guarantee arrangements for coastal SMEs and community enterprises, supported by technical assistance.

Medium-Long Term Recommendations

BUSINESS

- Institutionalize integrated financial, safety, environmental and labour reporting, supported by independently verifiable performance evidence.
- Develop investable project pipelines with clear revenue models, risk allocation, implementation capacity and measurable outcomes.

GOVERNMENT

- Develop a blue-finance taxonomy that defines eligible activities and establishes safeguards against unsafe or environmentally harmful investment.
- Establish interoperable data systems covering enterprise performance, safety incidents, compliance, environmental risk and public investment.
- Introduce proportionate incentives and risk-sharing mechanisms for verified investments in safety, resilience and environmental performance.

FINANCE

- Mobilize pension funds, insurers, asset managers and development-finance institutions around credible blue-economy project pipelines.
- Expand blue bonds, sustainability-linked lending, blended finance and guarantee instruments where projects meet clear eligibility and assurance requirements.
- Move from one-off due diligence to lifecycle monitoring, verification and corrective action for financed blue-economy projects.



CASE STUDIES

These case studies show how the safety challenges and opportunities identified through Ocean Centres Kenya appear in practice, drawing on national infrastructure, industry collaboration and locally led interventions.

The first two examine **Shipping and Ports**—reflecting strategic maritime and trade investments—while the last two cover **Fishing and Aquaculture**, highlighting community livelihoods, production systems, and safety interventions. Together they illustrate Kenya’s shift toward a more inclusive, resilient, and safety-focused blue economy.

1 CASE STUDY: LAPSSET Corridor Development Plan – Lamu Port

Lamu Port is an anchor project within the LAPSSET Corridor and part of Kenya’s ambition to establish a second major transport corridor connecting the country to regional markets. Kenya Ports Authority envisages a fully developed port comprising 23 berths, with the initial phase covering three berths for containerized, general and bulk cargo.

For Ocean Centres Kenya, Lamu Port illustrates how major maritime infrastructure can create economic opportunities while also changing the risks experienced within the surrounding maritime space. During the Lamu workshop, stakeholders raised concerns about interactions between commercial vessels and fishing craft, access to traditional fishing areas, pollution exposure and weaknesses in emergency communication. Participants also considered the additional safety requirements that could arise from handling alternative marine fuels.

Viewed through the Blue Safety Wheel, these issues are interconnected. Protecting workers and contractors must be considered alongside vessel-traffic management, emergency preparedness, infrastructure integrity, environmental safeguards, institutional coordination and the safety and livelihoods of neighboring communities.

The central lesson is that a technically sound port does not, by itself, create a safe port system. Safe development also depends on how port operators, vessels, workers, fishing communities, regulators and emergency responders coordinate their activities and manage shared risks. Lamu therefore provides an important setting for linking port expansion with community safety, environmental responsibility and operational resilience.



2 CASE STUDY: Turning Maritime Training into Operational Competence

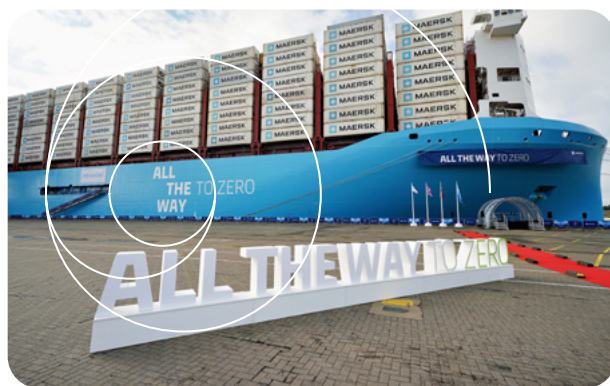
Kenya's maritime ambitions depend not only on modern ports and vessels, but also on a workforce with the practical competence to operate them safely. While maritime education provides the necessary technical foundation, cadets must complete supervised sea-time to qualify, gain operational experience and progress into professional seafaring roles. Limited access to training berths can therefore create a significant gap between classroom learning and employment.



The central lesson is that maritime training systems must extend from the classroom to the vessel. Partnerships between training institutions, maritime authorities, port organizations and shipping companies can help close the sea-time gap, improve employability and develop the skilled workforce required for Kenya's expanding maritime economy. The inclusion of women also demonstrates how workforce readiness and more inclusive access to maritime careers can be advanced together.

The cadet programme developed by Kenya Ports Authority and Maersk responds directly to this challenge. Through the programme, ten Kenyan cadets (including six women) were provided with fully funded, 12-month sea-time placements aboard Maersk vessels. The placements allow cadets to apply their training in real operating environments and develop practical competence in vessel operations, emergency procedures, safety culture and teamwork.

For Ocean Centres Kenya, the programme illustrates the connection between workforce development and operational safety. Competence cannot be established through certification alone; it requires structured practical experience, effective supervision and exposure to the conditions in which safety decisions are made.



3

CASE STUDY:

Stella Maris Kenya – Strengthening Safety In Fishing And Aquaculture

Small-scale fishing and related value-chain activities support livelihoods across Kenya's coast, but they also expose fishers, processors and traders to risks that are closely connected to informality, limited equipment, insecure incomes and weak access to formal protection systems. The work of Stella Maris Kenya and Oceans Alive Foundation illustrates how safety interventions can be adapted to these everyday realities.

Stella Maris Kenya works with fisherfolk and Beach Management Units to strengthen safety awareness, first-aid capability and safer fishing practices. Its approach connects practical training and access to essential equipment with advocacy for stronger welfare and support systems. By working through trusted community structures, it helps make safety information more accessible and relevant to the conditions experienced by small-scale fishers.



4

CASE STUDY:

Oceans Alive Foundation – Women's Safety And Inclusion In Kenya's Coastal Fisheries

The Oceans Alive Foundation's SHE (Social Health and Economic Empowerment) Programme in Kilifi advances sustainable fisheries, occupational safety, and women's economic empowerment. Its Mama Karanga Pamoja Project targets women fish traders, improving workplace safety, livelihoods, and their participation in fisheries governance.

The project delivers training on hygiene, safe fish handling, and post-harvest management, and provides eco-friendly cooking stoves, protective gear for beach clean-ups, improved sanitation, processing equipment, and solar cold storage to reduce smoke exposure and post-harvest losses.

These interventions improve food safety, health, and income stability for women-led businesses. The programme also tackles gender-specific harms, including sexual and gender-based violence (SGBV) linked to "sex for fish," through gender-rights awareness, reproductive-health education, survivor referral services, and strengthened BMU reporting and protection systems. By promoting women's governance roles and alternative livelihoods (climate-smart kitchen gardens, Trash-for-Cash), Oceans Alive boosts household resilience and environmental conservation, showing how safety, gender inclusion, and resource management can sustain coastal fisheries.

KEY ACHIEVEMENTS

- 1** Established a global–local platform for a safe blue economy, linking international partners with Kenya’s coastal implementation.
- 2** Built a national multi-stakeholder network through eight regional workshops involving government, industry, finance, and coastal communities.
- 3** Strengthened technical credibility through global partnerships and maritime safety expertise.
- 4** Applied a standardised, inclusive co-design methodology across all engagements, including Kiswahili-based facilitation.
- 5** Developed a harmonised national safety diagnostic framework across all key ocean economy sectors.
- 6** Reframed safety as a driver of investment through “alternative collateral” and emerging blue finance approaches.
- 7** Consolidated national evidence and recommendations from all workshops into a unified knowledge base.
- 8** Increased visibility and trust in the initiative as a national platform for ocean governance and safety.
- 9** Laid early foundations for national safety literacy across maritime education, training, and community systems.



CONCLUSIONS

Kenya's ocean-economy ambitions will be realised only if safety develops at the same pace as maritime trade, fisheries production, new technologies and investment. Through Ocean Centres Kenya, stakeholders examined safety not as a standalone compliance issue, but as a system connecting the protection of people, the reliability of operations and infrastructure, environmental resilience, institutional effectiveness and access to finance.

The process revealed that many of the underlying constraints are shared across industries: fragmented responsibilities, limited incident and operational data, uneven enforcement, gaps in workforce competence and emergency preparedness, and insufficient investment in safety-critical systems. These weaknesses translate into preventable harm, operational disruption, environmental exposure and greater uncertainty for businesses, insurers and investors.

The response must reflect the different stages of Kenya's ocean industries. Shipping and Ports and Fishing and Aquaculture require immediate

implementation attention because of their current importance to trade, food security, employment and coastal livelihoods. Finance and Investment must enable progress across these sectors by supporting safety improvements and more informed risk assessment. Offshore Renewables requires anticipatory action so that governance, competence, environmental safeguards and emergency readiness are established before commercial development reaches scale.

Ocean Centres Kenya has established a shared evidence base, a clearer set of priorities and a network capable of carrying the work forward. The next phase must translate this foundation into practical interventions, stronger data and reporting, improved emergency and workforce capability, and investment-ready solutions that respond to Kenya's operating realities.

The measure of progress will not be further dialogue alone, but whether safer decisions, systems and investments become established practice across Kenya's ocean economy.

“The measure of progress will not be further dialogue alone, but whether safer decisions, systems and investments become established practice across Kenya's ocean economy.”



ACKNOWLEDGEMENTS

The Ocean Centres Kenya extends its sincere appreciation to all partners, institutions, and stakeholders whose strategic, technical, financial, and community contributions made the establishment of the centre and the successful delivery of the national launch and regional workshops possible.

This initiative has been made possible through the support of global partners, national and county government institutions, regulatory agencies, technical experts, and a wide range of stakeholders across the blue economy. Their combined efforts provided strategic direction, policy alignment, technical expertise, and operational support, ensuring strong coordination between global frameworks and Kenya's national priorities for a safe and sustainable ocean economy.

Special recognition is extended to coastal communities, including artisanal fishers, youth, women-led enterprises, and local maritime actors, whose lived experiences and indigenous knowledge were central to shaping the insights and recommendations contained in this report. Their participation ensured that the initiative remains grounded in practical realities and locally relevant solutions.

The initiative also acknowledges the invaluable contribution of facilitators, technical advisors, and implementation teams who supported the planning, coordination, and delivery of all engagements. Collectively, these contributions reflect a shared commitment to strengthening safety, inclusion, and sustainability within Kenya's blue economy.

To learn more about Global Compact Network Kenya and its programmes, visit: www.globalcompactkenya.org

Judy Njino

Executive Director

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TESTIMONIALS



"The Ocean Centres Kenya serves as a multi-stakeholder hub uniting science, policy, innovation, and community voices to tackle overfishing, pollution, and climate change."

Excerpt from the welcoming address at the launch of Ocean Centres Kenya, English Point Marina, Mombasa, August 2025.

Amb. Nancy Karigithu

Special Envoy and Advisor on Maritime and Blue Economy,
Executive Office of the President

"Africa's blue economy is a major driver of economic growth and development; we must use safety data as a de-risking tool and 'alternative collateral' to attract private capital for growth."

Excerpt from remarks delivered during the 5th Ocean Centres Kenya Workshop on Financing the Blue Economy (virtual).

Eugene Klerk

Head of Sustainability Insights,
Standard Chartered Bank



"As Lamu Port advances, we must integrate human-centered safety approaches and emergency response protocols for alternative fuels such as ammonia."

Excerpt from remarks delivered during the 7th Ocean Centres Kenya Workshop (Lamu) – Lamu Maritime Safety Dialogue.

Albert Karisa Lucas

Maritime Transport Specialist,
Kenya Ports Authority





"Coastal communities are not passive beneficiaries but active stewards; our livelihoods, culture, and resilience must be at the centre of marine ecosystem management."

Excerpt from remarks delivered during the Coastal Community Voices Fireside Chat at the Ocean Centres Kenya National Launch.

Judith Akinyi
Seafood Vendor

"Enhancing fisher protection requires sustained capacity-building; safety awareness is a core driver of sustainability and blue growth."

Excerpt from remarks delivered during the 4th Ocean Centres Kenya Workshop (Kilifi) – Technical Safety Workshop on Fishing and Aquaculture.

Duncan Spencer
Head of Advice and Practice,
Institution of Occupational Safety and Health (IOSH)



"A sustainable ocean economy is impossible without safety, equity and protection for the people who sustain it. Putting safety at the heart of sustainability ensures growth that is resilient, inclusive and investable."

Excerpt from remarks delivered at an Ocean Centres Kenya event.

Vanessa Harwood-Whitcher
Chief Executive,
Institution of Occupational Safety and Health (IOSH)

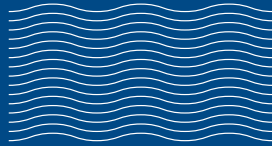


ANNEXES

To ensure that the main report remains concise and accessible, these Annexes provide supplementary information and supporting materials for readers wishing to explore specific topics in greater depth.

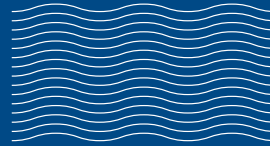
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Members



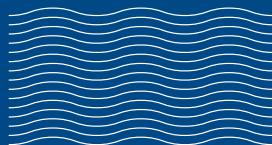
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