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NAVIGATING GEOPOLITICAL TURBULENCE: STRATEGIES FOR STRENGTHENING SUPPLY CHAIN RESILIENCE IN SOUTH AFRICA'S MARITIME INDUSTRY

SOLOMZI TSHONA[†]

In an era characterised by escalating conflicts and geopolitical volatility, the global maritime industry faces unprecedented challenges that threaten its operational continuity and strategic significance. This paper aims to examine the imperative of protecting the maritime value chain amidst multifaceted threats, with a specific focus on policy perspectives essential for safeguarding the industry's future.

Utilising a comprehensive research approach, this study integrates qualitative analysis of contemporary policy documents, case studies, and expert interviews to provide a nuanced exploration of the complex landscape surrounding maritime security and operational resilience. By analysing the interplay of geopolitical dynamics, regulatory frameworks, and technological advancements, the research seeks to elucidate strategies and frameworks aimed at fortifying the industry against emergent risks and vulnerabilities.

The structure of the paper is designed to facilitate a systematic examination of key issues and policy imperatives shaping the maritime domain, with a specific and deliberate focus on South Africa's maritime industry. The introductory section sets the context by outlining both the global and South African geopolitical dynamics, highlighting how shifts in regional power, trade routes, and security alliances directly influence South Africa's strategic maritime interests. By anchoring the discussion in South Africa's unique position situated along critical sea lanes, operating major ports, and serving as a gateway to the African continent the introduction establishes the national relevance of the study.

Subsequent sections provide a detailed analysis of the diverse threats confronting the South African maritime value chain, including piracy

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in the Mozambique Channel, maritime terrorism risks, illicit trafficking along the Western and Eastern seabords, geopolitical rivalries affecting the Indian and Atlantic Oceans, and environmental hazards that impact South African ports, fisheries, and coastal communities. Each theme is contextualised within South Africa's maritime governance architecture, industry vulnerabilities, and policy limitations. This approach ensures that the proposed framework is not merely global in orientation but is directly responsive to the realities and challenges shaping South Africa's maritime security, economic resilience, and blue economy development.

Drawing upon contemporary literature and empirical evidence, the paper critically evaluates existing policy frameworks and institutional mechanisms designed to address maritime security challenges, while also identifying gaps and areas for improvement. Through comparative analysis and examination of best practices, the study explains pathways for enhancing international cooperation, regulatory compliance, and technological innovation to mitigate risks and supports the resilience of the maritime industry.

In conclusion, the paper integrates key insights and proposes a holistic policy framework aimed at enhancing the protection and sustainability of the maritime value chain in an increasingly volatile geopolitical environment. Emphasising the importance of multilateralism, regulatory coherence, and capacity-building initiatives, the proposed framework seeks to empower stakeholders to navigate the complex challenges confronting the maritime sector with resilience and foresight.

[Keywords] Maritime industry, policy perspective, maritime security, geopolitical dynamics, regulatory frameworks, technological innovation, resilience, sustainability

I INTRODUCTION

The maritime industry serves as a vital artery of global commerce, facilitating the movement of goods, resources, and people across continents.¹ However, amidst an evolving geopolitical landscape and a myriad of emerging threats, safeguarding the maritime value chain has become an imperative of paramount

¹ I Ali 'The World's Maritime Industry in the 21st Century: Challenges, Expectations, and Directions' 2 (2025) *South East Asian Marine Sciences Journal* at 64–75 available at <https://doi.org/10.61761/seamas.2.2.64-75>

importance.² This paper aims to delve into the complexities of maritime security and operational resilience, with a specific focus on policy perspectives essential for safeguarding the industry's future.

In recent years, the escalating conflict in the Red Sea has caused significant disruptions along the Suez Canal route, with direct consequences for the global and South African maritime supply chain. We examine specific case examples such as the Houthi attacks on commercial vessels in 2023–2024 and the subsequent rerouting of cargo traffic around the Cape of Good Hope to enhance the empirical depth of the analysis.³ These concrete illustrations strengthen the qualitative approach and provide clearer insight into how regional instability directly affects maritime security and trade flows.

The maritime domain has been confronted with many threats that pose significant challenges to its stability and security. From piracy and maritime terrorism to geopolitical rivalries and environmental hazards, the maritime value chain is vulnerable to a diverse array of risks. These threats not only endanger the safety of maritime assets and personnel but also disrupt global trade flows and economic stability.⁴

To address these challenges, a comprehensive understanding of the interplay between geopolitical dynamics, regulatory frameworks, and technological advancements is essential.⁵ Through qualitative analysis of contemporary policy documents, case studies, and expert interviews, this study seeks to provide a nuanced exploration of the complex landscape surrounding maritime security and operational resilience.

² E O Olaniyi, M C Solarte-Vasquez & T Inkinen 'Smart Regulations in Maritime Governance: Efficacy, Gaps, and Stakeholder Perspectives' 202 (2024) *Marine Pollution Bulletin* 116341 (11 April 2024) available at <https://doi.org/10.1016/j.marpolbul.2024.116341>

³ C Bacrot & M Faure 'Red Sea Crisis and Implications for Trade Facilitation in Africa', *UNCTAD Transport and Trade Facilitation Newsletter* 101 (2024) Art 118 (17 April 2024) available at <https://unctad.org/>

⁴ Y Jin, Y Feng, C Liu & S Li 'Navigating the digital seas: Legal challenges and global governance of maritime cyber operations' *Frontiers in Marine Science, Policy and Practice Reviews* (29 August 2025) *Solutions for Ocean and Coastal Systems* Vol. 12 available at <https://doi.org/10.3389/fmars.2025.1616906>

⁵ S G Chari 'Power, Pixels and Politics: The Geopolitics of Emerging Technologies in the Digital Age' 25(2) 2025 *London Journal of Research in Humanities and Social Science* 1–99.

This paper examines key maritime security challenges through a South African lens, using recent disruptions in the Red Sea and Suez Canal as concrete examples of how global instability directly impacts South Africa's ports and shipping routes. By highlighting cases such as the rerouting of vessels around the Cape of Good Hope and increased pressure on local maritime infrastructure, the introduction establishes the relevance of these issues for national policy. The analysis also identifies gaps in South Africa's regulatory and institutional frameworks, drawing attention to persistent weaknesses in interagency coordination, enforcement capacity, and technological readiness. This provides a sharper context for the detailed examination that follows, ensuring the study is grounded in current maritime developments and specific regional challenges.

II NAVIGATING THE MAIN FACTOR OF THE GEOPOLITICAL TURBULENCE

The global maritime industry is confronting unprecedented challenges due to escalating conflicts and geopolitical volatility. These multifaceted threats jeopardise the operational continuity and strategic significance of the maritime value chain. In this context, it becomes imperative to examine and understand the policies necessary for safeguarding the future of the maritime industry.⁶ The overarching problem is to identify and analyse the policy perspectives essential for protecting the maritime value chain amidst the complex and evolving landscape of geopolitical uncertainties and threats.⁷

a) The anchorage in the lack of theory application

The global maritime industry plays a critical role in facilitating international trade and commerce. However, the operational continuity of the maritime value chain is increasingly threatened

⁶ N U Kilinc *The Future of the Global Maritime Sector and Logistics: A TechnoEconomic and Geopolitical Analysis* Research Report, September 2025, available at DOI:10.13140/RG.2.2.10450.62404

⁷ D Rasshyvalov, Y Portnov, T Sigaieva, O Alboshchii, & O Rozumnyi 'Navigating geopolitical risks: Implications for global supply chain management' 7 2024 *Multidisciplinary Reviews* available at <https://doi.org/10.31893/multirev.2024spe017>

by escalating conflicts and geopolitical volatility.⁸ This paper evaluates the impact of these factors on maritime operations, focusing on their implications for shipping, logistics, and port activities. By analysing the interplay between geopolitical dynamics and maritime infrastructure, the research seeks to provide insights into the challenges facing the maritime industry and identify strategies for enhancing its resilience.

Khan stated that escalating conflicts and geopolitical volatility have long been recognised as destabilising forces in the maritime domain.⁹ Geopolitical tensions, territorial disputes, and military confrontations can disrupt maritime trade routes, leading to delays, increased costs, and heightened security risks.¹⁰ Moreover, geopolitical instability may undermine investor confidence and deter infrastructure development projects in key maritime hubs.¹¹ These factors collectively contribute to uncertainty and volatility in the maritime value chain, affecting stakeholders across the supply chain.

The analysis reveals that escalating conflicts and geopolitical volatility exert profound effects on the operational continuity of the maritime value chain. Disruptions in key shipping lanes, such as the Strait of Hormuz and the South China Sea, can lead to significant delays and disruptions in maritime trade.¹² Moreover, heightened security threats, including piracy and maritime terrorism, pose risks to vessels and cargo, necessitating

⁸ S Balasubramanian 'Geopolitical risks in maritime shipping: Challenges and strategic adaptations for primary chokepoints' 23(S6) 2025 *Lex Localis – Journal of Local Self-Government* 988–1001 available at <https://doi.org/10.52152/801897>

⁹ K Khan, C Su, R Tao & M Umar 'How do geopolitical risks affect oil prices and freight rates?' (2021) 215 *Ocean & Coastal Management* 105955 available at <https://doi.org/10.1016/j.ocecoaman.2021.105955>

¹⁰ A Dawar & Y Bai 'Impact of geopolitical risk on the maritime supply chain: A regional analysis of the effects on global trade' (2024) 13(3) *International Journal of Supply Chain Management* 42–53 available at <https://doi.org/10.59160/ijscm.v13i3.6245>

¹¹ A M Khan 'The geopolitics of global infrastructure projects: Challenges and opportunities for health and wellbeing' *Oxford Open Infrastructure and Health* (2024) 2 available at <https://doi.org/10.1093/ooih/ouae006>

¹² M Gonçalves 'Maritime trade growth to stall in 2025 on geopolitical volatility and higher costs' *Global Trade Review* (24 September 2025) available at <https://www.gtreview.com/news/global/maritime-trade-growth-to-stall-in-2025-on-geopolitical-volatility-and-higher-costs/> (accessed 26 November 2025).

increased security measures and insurance premiums.¹³ Geopolitical tensions may also impact port operations, with potential implications for container handling, cargo storage, and customs clearance procedures.¹⁴

Despite these challenges, the research identifies several adaptive strategies and resilience-building measures that can help mitigate the impact of geopolitical volatility on the maritime value chain. Enhanced risk management protocols, investment in technological innovations such as block chain and satellite tracking systems and strengthened international cooperation mechanisms are cited as effective approaches for addressing the uncertainties associated with geopolitical instability.¹⁵

The escalating conflicts and geopolitical volatility present formidable challenges to the operational continuity of the maritime value chain. By assessing the implications of these factors on maritime operations and identifying adaptive strategies for resilience, this paper contributes to a deeper understanding of the complex dynamics shaping the maritime industry.¹⁶ Moving forward, proactive measures and collaborative efforts among stakeholders will be essential for safeguarding the resilience and sustainability of the maritime value chain in an era of geopolitical uncertainty.

The maritime industry plays a crucial role in global trade and commerce, but it is confronted by various threats that

¹³ M M O Ehizuelen 'Assessing the possible influence of maritime piracy on African Continental Free Trade Area (AfCFTA) in Nigeria' (2025) 10 *Journal of Shipping and Trade* 30 available at <https://doi.org/10.1186/s41072-025-00215-1>

¹⁴ L Kishore, Y P Pai, E Geetha et al 'The impact of dynamic capabilities on shipping port performance: A serial-mediation of sustainability practices based on dynamic capability view' (2025) 6, *Discover Sustainability* 429 available at <https://doi.org/10.1007/s43621-025-01235-4>

¹⁵ S Hosseini Shekarabi, R Kiani Mavi & F Romero Macau 'Supply chain resilience: A critical review of risk mitigation, robust optimisation, and technological solutions and future research directions' (2025) 26 *Global Journal of Flexible Systems Management* at 681–735 available at <https://doi.org/10.1007/s40171-025-00458-8>

¹⁶ 'Adapting to change: Agile strategies for a new era of maritime trade' (2025) *AngloEastern – News and Insights* (23 May 2025), available at <https://www.angloeastern.com/news-and-insights/adapting-to-change-agile-strategies-for-a-new-era-of-maritime-trade/> (accessed 26 November 2025).

jeopardise its operational continuity and stability.¹⁷ This paper aims to analyse existing policy frameworks addressing key threats to the maritime industry, namely piracy, maritime terrorism, geopolitical rivalries, and environmental hazards. By critically evaluating these policies, we aim to identify gaps and propose recommendations for enhancing the industry's resilience. Existing policy frameworks:

- Piracy: The International Maritime Organization (IMO) has established the International Ship and Port Facility Security (ISPS) Code to enhance the security of ships and port facilities. The code requires ships and ports to implement security measures to prevent acts of piracy and maritime terrorism.¹⁸
- Maritime terrorism: The United Nations Security Council has passed numerous resolutions, such as Resolution 2249, which calls upon member states to take measures to prevent terrorist acts at sea (UNSC, 2015). Additionally, the International Ship and Port Facility Security (ISPS) Code includes provisions for countering maritime terrorism.¹⁹
- Geopolitical rivalries: Geopolitical tensions between states can disrupt maritime trade routes and pose security challenges. Existing policies focus on diplomatic efforts to mitigate tensions and ensure the safe passage of vessels through disputed waters.²⁰
- Environmental hazards: The International Maritime Organization (IMO) has implemented various conventions and regulations, including the MARPOL Convention,

¹⁷ Ali op cit note 1 at 64–75.

¹⁸ E C Gkika, D Drosos, A Kargas & F Komisopoulos 'The International Ship and Port Facility Security (ISPS) Code and port-industry stakeholders' satisfaction' in A Kavoura, V A Briciu & A Briciu (eds) *Strategic Innovative Marketing and Tourism. ICSIMAT 2024*. (Springer Proceedings in Business and Economics. Cham: Springer 2025) available at https://doi.org/10.1007/978-3-031-81962-9_85

¹⁹ International Maritime Organization (2008) 'Sixteenth OSCE Economic and Environmental Forum – Part 1: Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment', Background Paper, Maritime Security Section, IMO, Vienna, 28–29 January EE.FIO/3/08.

²⁰ B Eriksson & W J Boonstra 'Toward contested seas? A review of geopolitical trends at sea in the 21st century' (2025) 12(3) *Journal of Asian and African Studies* available at <https://doi.org/10.1177/20530196251334759>

to address environmental hazards such as oil spills and pollution from ships (IMO, n.d.).²¹

While international frameworks such as the IMO's ISPS Code, MARPOL, and related UN Security Council resolutions provide essential global guidance on piracy, maritime terrorism, geopolitical tensions, and environmental hazards, a South African-focused analysis requires attention to domestic policies governing the maritime sector.²² South Africa has established significant national frameworks, including the South African Maritime Security Strategy (SAMSS), the Maritime Transport Policy (2017), and the National Oceans and Coastal Information Management System (OCIMS), all of which guide maritime governance, safety, and environmental protection. Additionally, legislation such as the Merchant Shipping Act, the Maritime Zones Act, and the National Ports Act regulates ship safety, port security, and territorial waters.²³ However, gaps remain in enforcement capacity, interagency coordination (particularly between SAMSA, Transnet, and the South African Navy), and technological surveillance infrastructure. Integrating these national frameworks into the analysis ensures that the paper aligns with its stated focus on South Africa's maritime industry.

Existing policy frameworks have made significant strides in addressing threats to the maritime industry. The ISPS Code, for example, has improved security measures at ports and onboard vessels, reducing the incidence of piracy and maritime terrorism. However, challenges persist, particularly in areas with weak governance and enforcement mechanisms.²⁴

²¹ International Maritime Organization (IMO) (1973) *International Convention for the Prevention of Pollution from Ships (MARPOL)*, Protocols 1978 and 1997 (Annex VI). EIF: 2 October 1983 (Annexes I and II). Available at [https://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-\(MARPOL\).aspx](https://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-(MARPOL).aspx) (accessed 26 November 2025).

²² M S Islam 'Maritime security in a technological era: Addressing challenges in balancing technology and ethics' (2024) 6(1) *Mersin University Journal of Maritime Faculty* available at <https://doi.org/10.47512/meujmaf.1418239>

²³ Republic of South Africa, Department of Environmental Affairs (2017) National Framework for Marine Spatial Planning in South Africa: The Marine Spatial Planning Framework 2017 *Government Gazette* No 40860 of 26 May 2017.

²⁴ Islam op cit note 22.

Despite efforts to counter piracy and maritime terrorism, incidents continue to occur, especially in regions such as the Gulf of Guinea and the Horn of Africa. Geopolitical rivalries also pose ongoing challenges, with disputes over territorial waters and exclusive economic zones leading to heightened tensions and potential risks to maritime security.²⁵ Additionally, environmental hazards remain a significant concern, with shipping activities contributing to marine pollution and ecosystem degradation.²⁶

The effectiveness of existing policies is hampered by gaps in implementation, inadequate resources, and lack of coordination among stakeholders. Moreover, emerging threats such as cyber-attacks on maritime infrastructure highlight the need for continuous adaptation and innovation in policy frameworks.²⁷

The existing policy frameworks have made progress in addressing threats to the maritime industry, but significant challenges remain. Enhancing international cooperation, strengthening regulatory compliance, and investing in technological innovation are essential for mitigating risks and safeguarding the maritime value chain. By critically evaluating current policies and proposing targeted interventions, policymakers can work towards a more secure and resilient maritime environment.²⁸

Maritime security is paramount for the protection of global trade routes, maritime infrastructure, and the prevention of illicit activities such as piracy and terrorism at sea. While various policy frameworks and institutional mechanisms

²⁵ P Maluki, & F Njoki 'Maritime security concerns in the emerging global order: An African view on the Red Sea' *Journal of International Affairs and Security* (May 2025) available at <https://doi.org/10.23071/jias.2024.31.1.2>

²⁶ V Kolovoyiannis, A A Mazioti, M Potiris et al 'Modelling the impact of present and future maritime transport on marine pollution at an environmentally sensitive coastal ecosystem (Saronikos Gulf, eastern Mediterranean)' (2025) 219 *Marine Pollution Bulletin* available at <https://doi.org/10.1016/j.marpolbul.2025.118335>

²⁷ E A Tachie-Menson 'Investigating the intersection of maritime and cyber-crime in the Gulf of Guinea' (2023) 51(3) *Scientia Militaria: South African Journal of Military Studies* at 89–112 available at <https://doi.org/10.5787/51-3-1427>

²⁸ M B Khaskheli, S Wang, X Zhang, D Baloch et al 'Technology advancement and international law in marine policy: Challenges, solutions and future prospective' (2023) *Frontiers in Marine Science* 10 available at <https://doi.org/10.3389/fmars.2023.1258924>

exist to address maritime security challenges, there are gaps and areas for improvement that require attention. This paper aims to identify these gaps and propose recommendations for enhancing current policy frameworks and institutional mechanisms related to maritime security.²⁹

b) Gaps and areas for improvement

A critical gap in current maritime security policy frameworks is the lack of effective coordination and collaboration among stakeholders. Maritime security involves multiple actors, including national authorities, regional organisations, international agencies, and private sector entities. However, fragmentation among these actors, both domestically and internationally, often leads to poor information sharing and disjointed responses to threats at sea.³⁰ Without a coordinated approach, the detection and mitigation of maritime risks such as piracy, smuggling, and illegal fishing become inconsistent and less effective, leaving vulnerabilities in global maritime security systems. Strengthening networks, establishing joint operations, and fostering collaboration across jurisdictions are therefore essential for improving the responsiveness and efficiency of maritime security measures.³¹

Another major area requiring improvement is capacity building. Many countries, particularly in the developing world, lack sufficient resources, infrastructure, and skilled personnel to enforce maritime security policies effectively.³² This limitation creates gaps in surveillance, law enforcement, and regulatory oversight, allowing illicit activities to continue unchecked. Capacity constraints not only weaken national maritime security but also undermine regional and international

²⁹ S Lartey 'Maritime security and trade routes challenges in the 21st century: Future recommendations' *Lab: Solomon Lartey's Lab* (September 2024).

³⁰ United Nations Office on Drugs and Crime (UNODC) (2019) *Maritime Crime and Piracy: Threat Assessment and Prevention*. Vienna: UNODC.

³¹ R McCabe 'Environmental drivers of maritime insecurity: Governance, enforcement and resilience in the western Indian Ocean' (2023) 23(3) *Conflict, Security & Development* at 237–265 available at <https://doi.org/10.1080/14678802.2023.2256251>

³² C Bueger, T Edmunds & R McCabe 'Maritime security, capacity building, and the Western Indian Ocean', in *Capacity Building for Maritime Security* (Cham: Springer 2021) available at https://doi.org/10.1007/978-3-030-50064-1_1

efforts, as maritime threats often transcend national boundaries. Investing in training, technological support, and institutional development is vital to enhance the ability of these nations to maintain secure and resilient maritime domains.³³

Technological integration represents both a challenge and an opportunity for contemporary maritime security. The rapid advancement of technologies, including autonomous vessels, remote sensing, and digital communication systems, has transformed maritime operations.³⁴ However, current policy frameworks often lag behind these innovations, leaving gaps in the protection of critical maritime infrastructure against emerging threats, such as cyber-attacks or sabotage. There is a pressing need for policies that not only encourage the adoption of advanced technologies but also ensure their secure and ethical use, thereby strengthening maritime situational awareness and operational efficiency.³⁵

Finally, legal frameworks governing maritime security require significant improvement. Many existing laws are outdated or insufficient to address the complex, modern threats encountered at sea. Ambiguities in jurisdiction and enforcement mechanisms can be exploited by criminals, undermining legal accountability and reducing the deterrent effect of national and international regulations.³⁶ Harmonising and modernising legal frameworks at both national and international levels is essential to provide clarity, close loopholes, and enable coordinated enforcement against maritime crimes, ensuring that the legal system supports rather than hinders maritime security operations.

Research indicates that despite global efforts to improve maritime security, significant gaps persist in current policy frameworks and institutional mechanisms. The United Nations

³³ A Sarjito, & A W Azhar 'Examining the implications of maritime policy on national defense strategies' (2023) 2(1) *Policy and Maritime Review* available at <https://doi.org/10.30649/pmr.v2i1.40>

³⁴ Islam op cit note 22.

³⁵ E O Olaniyi, M C Solarte-Vasquez & T Inkinen 'Smart regulations in maritime governance: Efficacy, gaps, and stakeholder perspectives' *Marine Pollution Bulletin* 202 (May 2024) available at <https://doi.org/10.1016/j.marpolbul.2024.116341>

³⁶ Y Jin, Y Feng, C Liu & S Li 'Navigating the digital seas: Legal challenges and global governance of maritime cyber operations' 12 (29 August 2025) *Frontiers in Marine Science* available at <https://doi.org/10.3389/fmars.2025.1616906>

Office on Drugs and Crime (UNODC) reports that maritime crime continues to pose substantial challenges worldwide, with piracy, armed robbery, and illicit trafficking remaining prevalent in many maritime regions.³⁷ While these global perspectives are critical, it is equally important to examine the South African context, given the focus of this study. In South Africa, national institutions have undertaken targeted initiatives to address maritime security challenges. The South African Maritime Safety Authority (SAMSA) plays a central role in regulating maritime operations, ensuring compliance with safety and security standards, and coordinating search and rescue operations.³⁸ The Department of Transport provides strategic oversight and policy development,³⁹ while the South African Navy contributes to maritime domain awareness, deterrence, and enforcement against illicit activities along the coastline.⁴⁰ Furthermore, Operation Phakisa's Ocean Economy initiative seeks to integrate economic development with security considerations, enhancing coordination across government departments and stakeholders.⁴¹ Including these national efforts provides a more comprehensive understanding of how South Africa is addressing maritime security gaps within the broader global context.

However, the lack of coordination among maritime stakeholders is identified as a key barrier to effective maritime security. Fragmentation in governance structures and information-sharing mechanisms undermines efforts to address maritime security threats comprehensively.⁴² Furthermore, capacity building remains a critical issue, particularly in developing countries with limited resources and infrastructure.

³⁷ United Nations Office on Drugs and Crime (UNODC) (2019) *Maritime Crime and Piracy: Threat Assessment and Prevention*. Vienna: UNODC.

³⁸ South African Maritime Safety Authority (SAMSA) (2023) *Annual Report 2022/23*, available at <https://www.samsa.org.za/annual-report-2022-23> (accessed 26 November 2025).

³⁹ Department of Transport, Republic of South Africa (2022) *Maritime Policy Framework*. Pretoria: Department of Transport.

⁴⁰ South African Navy (2021) *Maritime Security Operations Report*. Pretoria: Department of Defence.

⁴¹ Department of Environment, Forestry and Fisheries (2020) *Operation Phakisa: Unlocking the Ocean Economy*. Pretoria: Government of South Africa.

⁴² P A D Dzokoto, *Organisational resilience: A study of the resilience of maritime stakeholders in Ghana* (MSc Dissertation World Maritime University, 2024).

Many coastal states lack the capabilities to patrol their maritime territories effectively, allowing criminal activities to thrive in these regions.⁴³ The integration of technology into maritime security frameworks is essential for enhancing situational awareness and response capabilities. However, the adoption of new technologies often outpaces regulatory frameworks, leaving gaps in cybersecurity and data protection.⁴⁴

The identified gaps and areas for improvement in current maritime security policy frameworks are crucial for strengthening the resilience of the maritime domain. Addressing issues such as coordination, capacity building, technological integration, and legal frameworks requires concerted efforts from national governments, international organisations, and maritime industry stakeholders. While these challenges are recognised globally, the South African context provides important insights into how targeted interventions can be implemented locally. For example, the South African Maritime Safety Authority (SAMSA) plays a key role in regulating maritime operations and ensuring compliance with safety and security standards.⁴⁵ The Department of Transport provides strategic oversight and policy development to support coordinated maritime governance,⁴⁶ while the South African Navy contributes to maritime domain awareness, deterrence, and enforcement against illicit activities along the coastline.⁴⁷ Initiatives such as Operation Phakisa's Ocean Economy programme further enhance inter-agency coordination and integration of economic development with maritime security objectives.⁴⁸ By addressing these gaps through both global best practices and localised interventions, policymakers in South Africa can enhance the effectiveness of maritime security measures, safeguard critical maritime

⁴³ C Bueger, & T Liebetrau 'Critical maritime infrastructure protection: What's the trouble?' 155 (September 2023) *Marine Policy* available at <https://doi.org/10.1016/j.marpol.2023.105772>

⁴⁴ T H Sime 'A critical reflection on African maritime cybersecurity frameworks' 51(3) (2023) *Scientia Militaria: South African Journal of Military Studies* available at <https://doi.org/10.5787/51-3-1426>

⁴⁵ South African Maritime Safety Authority (SAMSA) (2023) *Annual Report 2022/23*, available at <https://www.samsa.org.za/annual-report-2022-23> (accessed 26 November 2025).

⁴⁶ Department of Transport op cit note 39.

⁴⁷ South African Navy op cit note 40.

⁴⁸ Department of Environment, Forestry and Fisheries op cit note 41.

infrastructure, and contribute to the resilience of the national and regional maritime domain.

A robust policy framework is essential for fortifying the resilience of the maritime industry against emerging challenges and threats. This paper proposes a comprehensive policy framework that emphasises international cooperation, regulatory compliance, and technological innovation to enhance the resilience of the maritime industry.

Policy Framework Components – International Cooperation: Strengthening international cooperation is paramount for addressing transnational maritime challenges effectively. This framework advocates for the establishment of collaborative mechanisms, such as joint maritime patrols and information-sharing platforms, to enhance maritime domain awareness and facilitate coordinated responses to security threats.⁴⁹

- **Regulatory compliance:** Effective regulatory frameworks are essential for promoting safety, security, and environmental sustainability in the maritime industry. The proposed policy framework calls for harmonising and strengthening existing regulations, including the International Ship and Port Facility Security (ISPS) Code and the International Convention for the Prevention of Pollution from Ships (MARPOL), to ensure consistent and comprehensive enforcement across jurisdictions.⁵⁰
- **Technological innovation:** Embracing technological innovation is critical for enhancing the resilience and efficiency of maritime operations. This policy framework encourages investment in advanced technologies such as unmanned maritime systems, satellite surveillance, and block chain-based solutions to improve situational

⁴⁹ N M Khan 'Cooperation in the implementation of international laws on maritime crime prevention and control by the coast guard of Southeast Asian countries' *Integrated Journal for Research in Arts and Humanities* 4(5) (September 2024) at 196–206 available at <https://doi.org/10.55544/ijrah.4.5.29>

⁵⁰ O A Bakare, R Aziza, N S Uzougbo & P Oduro 'A legal and regulatory compliance framework for maritime operations in Nigerian oil companies' 12(1) (September 2024) *Open Access Research Journal of Science and Technology* at 92–103 available at <https://doi.org/10.53022/oarjst.2024.12.1.0117>

awareness, streamline logistics, and mitigate cybersecurity risks.⁵¹

Research indicates that international cooperation is essential for combating maritime threats effectively. Collaborative initiatives, such as the Djibouti Code of Conduct and the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), have demonstrated the efficacy of multilateral approaches in addressing maritime security challenges.⁵² Furthermore, regulatory compliance plays a vital role in ensuring the safety and sustainability of maritime activities. The implementation of international conventions and standards, coupled with effective monitoring and enforcement mechanisms, is critical for promoting best practices and preventing maritime incidents.⁵³

Technological innovation offers opportunities to enhance the resilience and competitiveness of the maritime industry. Emerging technologies, including autonomous vessels, predictive analytics, and digital platforms, have the potential to optimise operational efficiency, reduce environmental impacts, and strengthen cybersecurity measures.

The proposed policy framework underscores the importance of international cooperation, regulatory compliance, and technological innovation in fortifying the resilience of the maritime industry. By fostering collaboration among stakeholders, ensuring adherence to robust regulatory standards, and leveraging cutting-edge technologies, policymakers can enhance the industry's ability to navigate evolving challenges and sustain its strategic significance in the global economy.

⁵¹ S A Argyroudis, S A Mitoulis, E Chatzi et al 'Digital technologies can enhance climate resilience of critical infrastructure' 35 (2022) *Climate Risk Management* available at <https://doi.org/10.1016/j.crm.2021.100387>

⁵² M F Hosen 'Piracy: Assessing threats to global trade and legal responses through case studies' 16(4) (November 2024) *Pakistan Journal of Criminology* at 1167–1188 available at <https://doi.org/10.62271/pjc.16.4.1167.1188>

⁵³ M Baig, K Lagdami & M Mejia 'Enhancing maritime safety: A comprehensive review of challenges and opportunities in the domestic ferry sector' 6(3) (February 2024) *Maritime Technology and Research* available at <https://doi.org/10.33175/mtr.2024.268911>

III REVIEWING LITERATURE

The escalating conflicts and geopolitical volatility pose significant threats to the operational continuity and strategic significance of the maritime value chain. This section critically examines the literature to elucidate how these factors undermine maritime operations and highlight specific events of geopolitical volatility threatening the maritime industry. The escalating conflicts in key maritime regions disrupt trade routes and shipping lanes, leading to increased risks and costs for maritime operators.⁵⁴ For example, tensions in the South China Sea have raised concerns about freedom of navigation and territorial disputes, affecting the movement of goods and vessels in the region.

Geopolitical volatility contributes to the proliferation of piracy and maritime terrorism activities, threatening the safety and security of maritime assets and personnel.⁵⁵ Events such as the resurgence of piracy off the coast of Somalia underscore the persistent threat posed by geopolitical instability to maritime operations. Geopolitical conflicts and trade tensions disrupt global supply chains, impacting the flow of goods and commodities through maritime routes.⁵⁶ Events such as the trade war between the United States and China have led to fluctuations in shipping volumes and increased uncertainty for maritime stakeholders.

Geopolitical volatility complicates regulatory compliance and enforcement efforts, leading to inconsistencies in maritime governance and security measures. Heightened tensions between states may impede efforts to coordinate maritime security initiatives and implement international conventions effectively. Escalating conflicts and geopolitical volatility increase the risk of environmental accidents and pollution incidents in maritime regions. Instances of oil spills and marine pollution resulting

⁵⁴ Oxford Analytica 'Shipping is vulnerable to more severe disruption ahead' (2024) *Expert Briefings* available at <https://doi.org/10.1108/OXAN-DB286795>

⁵⁵ Z He, C Wang, J Gao & Y Xie 'Assessment of global shipping risk caused by maritime piracy' 9(10) (October 2023) *Heliyon* available at <https://doi.org/10.1016/j.heliyon.2023.e20988>

⁵⁶ K C R Hajarath 'Geopolitical trade tensions and their strategic impact on global supply chains' 2(2) (April 2025) *International Journal of Global Innovations and Solutions*, available at <https://doi.org/10.63412/69q6b447>

from geopolitical tensions exacerbate ecological damage and pose long-term threats to marine ecosystems.

Policy frameworks include international agreements such as the International Maritime Organization's (IMO) International Ship and Port Facility Security (ISPS) Code to counter piracy and maritime terrorism. However, criticisms point to gaps in enforcement and coordination among states, leading to ineffective implementation and continued vulnerability of maritime assets.⁵⁷

Policy frameworks related to geopolitical rivalries often rely on diplomatic negotiations and international law, such as the United Nations Convention on the Law of the Sea (UNCLOS). However, challenges arise from the lack of mechanisms for resolving disputes and enforcing maritime boundaries, exacerbating tensions and increasing the risk of maritime incidents. Policy frameworks addressing environmental hazards include conventions like the International Convention for the Prevention of Pollution from Ships (MARPOL). Despite these regulations, gaps in enforcement and inadequate response mechanisms contribute to continued pollution incidents and ecological damage.

There is a need for improved coordination and cooperation among states and international organisations to address maritime security challenges comprehensively. Enhancing information-sharing mechanisms and promoting joint exercises can strengthen responses to piracy, terrorism, and environmental emergencies.⁵⁸

Many states, particularly in the developing world, lack the resources and capabilities to enforce maritime security measures effectively. Capacity-building initiatives focusing on training, infrastructure development, and technology transfer are crucial for enhancing the resilience of maritime communities and combating

⁵⁷ D M Aiken, J Kotta & U P Tapaninen 'Exploring the multifaceted challenges and complexities involved in the effective implementation of maritime conventions' 17(2) (2025) 478 *Sustainability* available at <https://doi.org/10.3390/su17020478>

⁵⁸ T Liebetrau & C Bueger 'Advancing coordination in critical maritime infrastructure protection: Lessons from maritime piracy and cybersecurity' 46 (September 2024) *International Journal of Critical Infrastructure Protection* available at <https://doi.org/10.1016/j.ijcip.2024.100683>

emerging threats.⁵⁹ Embracing technological innovation is essential for improving maritime security and resilience. Investments in surveillance systems, satellite monitoring, and cybersecurity infrastructure can enhance situational awareness and facilitate early detection of security threats. Additionally, leveraging block chain technology can enhance transparency and accountability in maritime transactions, reducing the risk of illegal activities.⁶⁰

To mitigate risks and bolster the resilience of the maritime industry, policymakers must prioritise international cooperation, regulatory compliance, and technological innovation. Strengthening coordination mechanisms, investing in capacity building, and promoting innovation can address gaps in current policy frameworks and enhance the industry's ability to respond to evolving threats effectively.

Furthermore, promoting transparency and accountability in maritime governance, enhancing enforcement mechanisms, and fostering partnerships between governments, industry stakeholders, and civil society are essential for fostering a collaborative approach to maritime security. By addressing these challenges and implementing targeted solutions, the maritime industry can navigate geopolitical volatility and environmental hazards with greater resilience and foresight.⁶¹

The identified research gap highlights the need for a comprehensive examination of policy perspectives aimed specifically at safeguarding the maritime value chain amidst escalating conflicts and geopolitical volatility. While existing literature addresses various aspects of maritime security, there is a lack of in-depth analysis focusing on the interplay between geopolitical dynamics, regulatory frameworks, and technological advancements in protecting the industry.

⁵⁹ L Li 'Building up a sustainable path to maritime security: An analytical framework and its policy applications' 15(8) (2023) *Sustainability* available at <https://doi.org/10.3390/su15086757>

⁶⁰ J Chukwunweike, J U Mba & C A Kadiri *Enhancing maritime security through emerging technologies: The role of machine learning in cyber threat detection and mitigation* (August 2024) available at <https://doi.org/10.55248/gengpi.5.0824.2401>

⁶¹ I Lukumbagire, B Matovu, A Manianga, R R Bhavani & S Anjana 'Towards a collaborative stakeholder engagement pathway to increase ocean sustainability related to marine spatial planning in developing coastal states' 15 (April 2024) *Environmental Challenges*.

While the research gap is valid and important, it may oversimplify the complexities of addressing maritime security in the context of escalating conflicts and geopolitical volatility. The maritime industry operates within a dynamic geopolitical landscape influenced by diverse factors such as state interests, power struggles, and regional alliances. Simply focusing on policy perspectives may overlook broader systemic issues and socio-political dynamics that shape maritime security outcomes.⁶²

An innovative approach to addressing this gap involves adopting a multidisciplinary lens that integrates political science, international relations, maritime law, and technology studies. By examining historical and contemporary events of geopolitical volatility and their impact on maritime security, researchers can identify patterns, trends, and key drivers of instability in different regions. Drawing from case studies of geopolitical crises, such as territorial disputes in the South China Sea, the Gulf of Aden, and the Strait of Hormuz, researchers can analyse the strategies employed by state and non-state actors to assert maritime influence and control. This analysis can shed light on the role of maritime security policies in shaping geopolitical dynamics and vice versa.⁶³

Furthermore, researchers can explore innovative solutions that go beyond traditional policy frameworks. This may include examining the potential of emerging technologies such as artificial intelligence, block chain, and satellite imaging for enhancing maritime domain awareness, intelligence gathering, and risk management. Collaborative initiatives involving governments, industry stakeholders, and research institutions can explore the feasibility and effectiveness of integrating these technologies into maritime security strategies.

Disputes over territorial claims and maritime boundaries between China and neighbouring countries have led to heightened tensions and increased militarisation in the region.⁶⁴

⁶² D N Tsailas 'Risks and threats in the 21st century maritime security' 6(1) 2025 *Security Science Journal* at 106–144 available at doi: 10.37458/ssj.6.1.7

⁶³ M H Mmako *A critical analysis of the United States – China geopolitical contest in the Indo-Pacific region: Implications for Africa's regional inclusion* (Master's dissertation, University of Pretoria 2024).

⁶⁴ A Yunanto 'Analysis of the South China Sea: Resource potential and future conflict risks for ASEAN countries' 2025 6(10) *Devotion*

Escalating tensions between Iran and the United States have raised concerns about the safety of shipping lanes in the Strait of Hormuz, a critical chokepoint for global oil transportation. Territorial disputes in the Arctic – the melting of Arctic ice has sparked competition among Arctic nations for access to natural resources and shipping routes, leading to geopolitical rivalries and security concerns

While the research is categorised as applied research aiming to provide practical insights for improving port efficiency in turbulent maritime environments, there may be limitations to this classification. The practical insights and recommendations derived from the research may have broader implications beyond the immediate efficiency of ports. The interconnected nature of the maritime industry suggests that improvements in port efficiency can have ripple effects throughout the entire maritime value chain, impacting areas such as trade flows, supply chain resilience, and economic development.⁶⁵

Furthermore, while the research aligns with strategic management and transport economics, its focus on improving efficiency in turbulent maritime environments may also intersect with fields such as risk management, resilience theory, and international relations. Understanding how organisations within the maritime industry strategically navigate challenges requires consideration of not only economic factors but also geopolitical dynamics and regulatory frameworks that shape the operational environment.⁶⁶

Tensions among littoral states, including China, Vietnam, the Philippines, and others, over territorial claims in the South China Sea have led to increased military presence and the potential for maritime conflicts, disrupting trade routes and impacting maritime security (Valencia et al, 2019). Egypt's Suez canal authority was closely monitoring the impact of tensions in the Red Sea after recent attacks by Yemen's Houthis on vessels

Journal of Community Service at 1077–1093 available at <https://doi.org/10.59188/devotion.v6i10.25551>

⁶⁵ J Shuimu, J Xie & H Tang 'The impact of competition on operational efficiency of ports: Empirical evidence from Chinese coastal port-listed companies' 2022 46(1) *Research in Transportation Business & Management* available at DOI: 10.1016/j.rtbm.2022.100939

⁶⁶ M Koray, E Kaya & M H Keskin 'Determining logistical strategies to mitigate supply chain disruptions in maritime shipping for a resilient and sustainable global economy' 2025 17(12) *Sustainability* available at <https://doi.org/10.3390/su17125261>

in the southern part of the basin. Since November 19, 2018, 55 ships have rerouted via the Cape of Good Hope, while 2,128 have crossed the canal in the same period, Yusri Mohamed, (Reuters 2023). Escalating tensions between Israel and the Palestine in the Red Sea region have raised concerns about the safety of shipping lanes and the potential for disruption to oil and gas supplies, highlighting the vulnerability of maritime operations to geopolitical instability (BBC, 2021). Russia's assertive actions in the Arctic, including military build-up and claims to Arctic territory, have raised concerns among Arctic states and stakeholders about security and sovereignty in the region, impacting maritime activities and resource exploration (Brigham, 2018).

IV RESEARCH METHODOLOGY

This paper adopted a comprehensive and multidisciplinary methodology to address the challenges faced by the maritime industry in a geopolitically volatile environment. The following are the methods used to gather data for the purpose of writing the paper

Qualitative analysis: The research utilises qualitative analysis of contemporary policy documents, and case studies to provide a nuanced understanding of the complex landscape surrounding maritime security and operational resilience. This approach allows for in-depth exploration of policy perspectives, regulatory frameworks, and technological advancements shaping the maritime domain.⁶⁷

Comparative analysis: Through comparative analysis of existing policy frameworks and institutional mechanisms, the research evaluates their effectiveness in addressing maritime security challenges. By examining best practices and identifying gaps, the study seeks to elucidate pathways for enhancing international cooperation, regulatory compliance, and technological innovation in the maritime industry.⁶⁸

⁶⁷ D M Aiken, J Kotta & U P Tapaninen 'Exploring the multifaceted challenges and complexities involved in the effective implementation of maritime conventions' 2025 17(2) *Sustainability* available at <https://doi.org/10.3390/su17020478>

⁶⁸ I Okafor-Yarwood, O Eastwood, N Chikowore & L De Oliveira Paes 'Technology and maritime security in Africa: Opportunities and

- Synthesis and proposal: Drawing upon contemporary literature and empirical evidence, the research synthesises key insights and proposes a holistic policy framework aimed at enhancing the protection and sustainability of the maritime value chain. Emphasising the importance of multilateralism, regulatory coherence, and capacity-building initiatives, the proposed framework seeks to empower stakeholders to navigate the complex challenges of the maritime sector with resilience and foresight.⁶⁹

Therefore, the paper falls under the category of applied research and descriptive research approach as it focuses on the practical application of policy perspectives to address real-world challenges faced by the maritime industry. By integrating insights from strategic management, geopolitics, and regulatory studies, the research provides valuable guidance for policymakers, industry stakeholders, and academics navigating the complexities of the maritime sector in a geopolitically volatile environment.⁷⁰

V CONCLUSION

This study underscores that South Africa's maritime industry operates within an increasingly complex and volatile geopolitical landscape, where escalating conflicts, territorial disputes, piracy, maritime terrorism, and environmental hazards pose substantial risks to the continuity and resilience of the maritime value chain. Through an in-depth analysis of both global and national policy frameworks, as well as empirical case studies, this paper highlights the critical interplay between geopolitical dynamics, regulatory mechanisms, and technological innovation in shaping maritime security outcomes. The findings demonstrate

challenges in the Gulf of Guinea' 2024 (160) *Marine Policy* available at <https://doi.org/10.1016/j.marpol.2023.105976>

⁶⁹ M A Uwaga & E Ogunbiyi 'Evaluating the effectiveness of global governance mechanisms in promoting environmental sustainability and international relations' 6 (May 2024) *Finance & Accounting Research Journal* at 763–791 available at <https://doi.org/10.51594/farj.v6i5.1151>

⁷⁰ A Mishra, N Gupta & G K Jha 'Supply chain resilience: Adapting to global disruptions and uncertainty' 5(2) (April 2024) *International Journal of Innovative Research in Engineering* 189–196 available at <https://doi.org/10.59256/ijire.20240502025>

that while existing international instruments such as the IMO's ISPS Code, MARPOL, and relevant UN Security Council resolutions provide foundational guidance for combating piracy, terrorism, and environmental risks, significant gaps persist in enforcement, coordination, and technological integration. South Africa's domestic policies, including the South African Maritime Security Strategy, the Maritime Transport Policy, and initiatives like Operation Phakisa, provide essential direction for maritime governance; however, weaknesses in interagency collaboration, surveillance capacity, and legal clarity hinder their full effectiveness.

To navigate these challenges, the paper proposes a holistic policy framework emphasising three core pillars: enhanced international cooperation to address transnational threats; strengthened regulatory compliance to ensure safety and sustainability; and the strategic adoption of technological innovations to improve situational awareness, logistics efficiency, and cyber resilience. By integrating global best practices with locally tailored interventions, stakeholders including government agencies, port authorities, the maritime industry, and regional partners can proactively mitigate risks and enhance operational continuity.

Ultimately, fortifying South Africa's maritime resilience requires a multidimensional approach that combines policy coherence, capacity building, technological adaptation, and multilateral collaboration. Such a strategy not only safeguards the nation's critical maritime infrastructure but also strengthens its strategic position as a gateway to Africa, ensuring the sustainability, security, and competitiveness of the maritime industry amidst an era of heightened geopolitical uncertainty.

NOTES TO CONTRIBUTORS

I INTRODUCTION

The editors of *Journal of Ocean Governance in Africa (JOGA)* – *Amalwandle Ethu* ('Our Seas' in isiXhosa) under the editorship of the South African International Maritime Institute (SAIMI), welcome the submission of manuscripts in English for publication, provided that the topic under discussion relates to ocean governance, including the law of the sea and maritime law, as it applies either in the whole African continent, in a specific African region or in one or more African States.

JOGA accepts manuscripts of four types. These are:

- (a) **Articles.** Articles are the feature pieces of each issue of *JOGA*. They provide a detailed analysis of the topic under discussion. Articles should not exceed 12 000 words (including references). Longer manuscripts will only be considered in exceptional circumstances. All references must be footnoted. Each article must be accompanied by an abstract of not more than 200 words. The abstract should summarise rather than introduce the article. In addition, the article should include appropriate keywords.
- (b) **Notes.** Notes are shorter, more focused pieces. They may discuss any specific issue, development, event, instrument or decision of interest to ocean governance in Africa. Notes should be between 3 000 and 8 000 words long. Longer notes are not considered. Notes do not include an abstract or keywords. All references must be footnoted.
- (c) **Updates and reports.** Updates are brief descriptions of legal or policy developments which have taken place at the continental, regional or domestic level. Reports are brief summaries of events that have taken place or research that has been undertaken or is in progress. Updates and reports should not exceed 3 000 words. They do not include an abstract or keywords. All references must be footnoted.
- (d) **Book reviews.** Book reviews are critical discussions of scholarly books on any topic relating directly or indirectly to ocean governance as it applies either in the whole African continent, in a specific African region or in one or more African States. Reviews should be between 2 000 and 5 000 words long. Longer reviews are not considered. All references must be footnoted.

A manuscript will be considered for publication:

- (a) only on the assurance that it has not, in whole, in part or in substance, been published or submitted for publication elsewhere;
- (b) on the understanding that it may be submitted in confidence to at least two expert referees for evaluation; and
- (c) on the understanding that the editors reserve the right to make whatever changes they consider desirable:
 - (i) to bring the manuscript into the house style of *JOGA*;
 - (ii) to eliminate errors of typing, grammar, syntax, punctuation, spelling, idiom and the like;
 - (iii) to eliminate ambiguity, illogicality, tautology, circumlocution and redundancy;
 - (iv) to produce accuracy and coherence;
 - (v) to improve the mode of expression and style of writing; and
 - (vi) to avoid possible criminal or civil liability.

Authors are required to prepare their manuscripts very carefully to avoid the need for the editors to exercise extensively their right to make changes. In particular, authors are asked to acquaint themselves with the house style of *JOGA* and to check their manuscripts carefully against the guidelines that follow.

NOTE: Regrettably, a manuscript that does not accord with the house style of *JOGA* will be returned to the author(s) immediately, with a request that the manuscript be amended to conform to the house style. The quality of the piece will normally not be assessed before this has occurred.

II HOUSE STYLE

(a) General

What follows in this document are the stylistic requirements that most commonly require the attention of the authors and editors of *JOGA*. This document is merely a general guide because it is not possible to cover every possible referencing and stylistic issue. Where this document does not provide assistance, authors are requested to either:

- (i) consult previous issues of *JOGA* and to see how a similar stylistic issue has been dealt with;

- (ii) consult the main *House Style for Juta Publications*, which may be found at <https://www.jutajournals.co.za/jolga-style-guide/>; or
- (iii) contact the editors for advice at Joga@saimi.co.za (the email address for the editing team).

(b) Matters of presentation and layout

(i) Page layout

The page should have 2.54 cm margins all round (top, bottom, left, right). Line spacing should be 1.15. The text must be right-justified.

All paragraphs (including those that come after long quotations) should be indented except the very first paragraph of a piece and any paragraph appearing immediately after a heading, subheading or sub-subheading.

There is no space after each paragraph except when the paragraph is followed by a heading (in which case there must be two line spaces after the paragraph) or a subheading or sub-subheading (in which case there must be one line space after the paragraph).

(ii) Font and type

A Times New Roman font is used by JOGA. The text must be in 12 point font. An 11 point font must be used for all indented quotations, ie long quotations of more than 40 words, which are preceded and followed by a 6 point space. Footnotes must be in 10 point font, with line spacing being 1.00 and the text being right-justified.

Italics are used for emphasis, for case names, names of journals and titles of books, plays, operas and films, names of ships and the titles of paintings and other works of art as well as for web sites and other electronic references. Italics are *not* used for foreign words. All italics in direct quotations are reproduced, however.

(iii) Titles of articles, notes, updates and book reviews

Titles of articles are in italics, right-aligned and always in caps in 14 point font. A line is left between the title and the author's initial(s) and surname, which are not in italics, are right-aligned and in 12 point font. The author's degrees are given in a footnote to the symbol † (and, in the case of a second author, ††) and

may be followed, in a separate sentence, by acknowledgements. The author's designation and affiliation appear immediately under his or her name, in italics, 12 point font and sentence case.

Titles of notes are in caps with, if applicable, case names in italics on a separate line. A line is left between the title and the author's initial(s) and surname, which are again in caps. The author's designation appears immediately under the name, in italics and sentence case. Degrees are not given but acknowledgements may be made in a footnote to the symbol † appearing after the author's surname.

Titles of updates are left-aligned and in bold. The first line indicates the relevant State, region or organisation in caps. The second line is in sentence case and contains the title of the update, which may be limited to the title of the relevant legal or policy instrument(s). The author's initial(s), surname, designation and affiliation are given in a footnote to the symbol †.

Titles of book reviews are left-aligned. The first line contains the title of the review in sentence case and in bold. The second line contains the reference to the book reviewed in sentence case and in the format in which the reference would appear if it were in a footnote with, in addition, the thirteen digits ISBN number. The initial(s), surname, designation and affiliation of the author of the review are given in a footnote to the symbol †.

(iv) Headings

All headings are left-aligned (other than headings of sections of *JOGA*). Main headings are in caps and bold. The headings in articles are numbered in roman numerals (e.g. 'I INTRODUCTION'). Subheadings and sub-subheadings are in sentence case. (a), (b), (c) are used for subheadings, which must be in bold. (i), (ii), (iii) are used for sub-subheadings, which must be in italics. Authors should avoid, wherever possible, going beyond sub-subheadings.

(v) Lists

(a), (b), (c) should be used for a list under a main heading and (i), (ii), (iii) should be used for a list under a subheading. Bullet points should only be used under sub-subheadings. Full sentences should start with a cap and end with a full stop. Phrases must start with lower case and end with a semi-colon (and a full stop right at the end of the list).

We use ‘first’ (not firstly); thereafter ‘secondly’, ‘thirdly’.

(c) Spelling, grammar and other related matters of style or convention

(i) Spelling and capital letters

JOGA uses the ‘s’ form of English spelling (e.g. recognise, emphasise, analyse, realise, organisation, but assets are ‘realized’). We say ‘in so far as’ and not ‘insofar as’; ‘moneys’ and never ‘monies’.

Capital letters are used in all proper names (e.g. South Africa, Constitutional Court). They are also used in the English official title of legislation and international instruments as well as to distinguish between two different meanings of a word (e.g. ‘Act’ (the statute) and ‘act’ (the deed); ‘Agreement’ (the treaty) and ‘agreement’ (the act of agreeing); ‘Constitution’ (the supreme statute) and ‘constitution’ (the act of constituting); ‘Convention’ (the treaty) and ‘convention’ (the general agreement); ‘Protocol’ (the treaty) and ‘protocol’ (the formalities of a procedure); ‘State’ (the country) and ‘state’ (the condition or position)). Finally, capital letters are used by tradition in a few other cases, such as ‘Parliament’ (the highest legislative body) and ‘President’ (the head of a State).

Please note: Caps are not used for court, appeal court, judge, judge of appeal, committee, board, council, municipality, province, premier, etc. (When in doubt, use lower case.)

Examples:

The appeal was upheld by the Supreme Court of Appeal in 2011.

It is likely that the appeal court will turn down the appeal. In terms of art 3 of the Treaty Banning Nuclear Weapon Tests in the Atmosphere, in Outer Space and Under Water,

...

The Nelson Mandela Bay Municipality is facing a number of challenges. Nevertheless, the Municipality has recorded several successes. Likewise, most other municipalities have ...

... within the jurisdiction of the Minister of Home Affairs. No other minister may ...

... the already-ratified Conventions could be given effect ...

... there has been a 'follow-up' agreement to the 1990 Treaty in the form of the 1998 Protocol ...

(ii) Numbers, dates, percentages, currencies

Use words for all numbers between one and twenty and for all approximations ('about two hundred years', 'a thousand ways'). Numbers higher than twenty must be in figures.

All numbers in tables and graphs are in figures. So are legislative provisions ('par 4'), ages ('5 years old'), percentages (*JOGA* uses the words 'per cent' in the text ('10.4 per cent'), and only uses the figure % in footnotes, tables and when it appears in a quote) as well as measurements, quantities and amounts ('12 nm', '6 cm', '40 km', 'ZAR 5 million'). It is advisable also to use figures where a lot of numbers appear in a piece, as a consistent style looks better. A space (not a comma) is used in large numbers, as for instance in '42 567'. Where a 'rand and cents' figure is used, the cents should be connoted by a short hyphen ('ZAR 456-45'). For other currencies, use USD, GBP, €, ¥.

A sentence should never begin with figures, ie recast the sentence or use words.

Dates and centuries: 'on the 4th of July 2008' (but 'on 4 July 2008' in Internet references and 'of 4 July 2008' in references to legal instruments); 'in the 1980s' (not 1980's – there is no apostrophe); 'in the 20th century'.

JOGA uses the long dash – (known in the publishing trade as the 'em rule') where the author wishes either: (i) to tack a word, phrase or clause onto the end of a sentence for emphasis; or (ii) to mark off a 'by the way' remark in much the same way as a parenthesis, but generally to give it greater emphasis.

Examples:

His expertise and loyalty are available – at a price.

A policy shift is necessary to protect third parties – possibly unsophisticated entrepreneurs – who enter into pre-incorporation contracts.

In other circumstances, the short hyphen [-] must be used.

Examples:

Jean-Jacques.

Seven-year-old boy.

(iv) Quotations

Quotations are reproduced exactly, including all original italics and original punctuation, notwithstanding that the original forms might not comply with the *JOGA* style.

Quotations appear in single quotation marks. Quotations within quotations appear in double quotation marks. Back to single for the rare quotation within a quotation within a quotation.

Short quotations appear as part of the text. Long quotations, ie quotations of more than 40 words, are isolated from the text by being indented from both the left margin and the right margin.

Whenever a quotation is introduced by other words, the quotation should start with lower case (using square brackets to indicate an alteration where necessary). Ellipses need not be used at the start of a quotation but must be used in the middle and at the end of a quotation to indicate missing words. We use three dots for any missing word(s). We do not include in a quotation of up to 40 words the full stop at the end of that quotation. (Thus ‘right [...]’. and not ‘right [...].’)

(d) Requirements for referencing standard legal sources*(i) International instruments*

A reference to an international instrument must include the year of adoption and official name of the instrument (if not mentioned in the text) as well as the reference to where the instrument has been published, including the *UNTS*, *ILM* and *LOS* references, if applicable. (See below for referencing style in the case where the instrument is only available on the Internet.) In addition, the reference must mention: the date of adoption (date, month and year); the date when the instrument came into effect or the fact that the instrument has not come into effect (‘EIF: not yet’); and the status of the instrument with regard to the State(s) concerned (e.g. ‘signed in 2002’ or ‘ratified in 2010’). In footnotes, ‘UNGA’ is used instead of ‘UN General Assembly’ and ‘UNSC’ instead of ‘UN Security Council’.

Examples:

1982 UN Convention on the Law of the Sea [1833 *UNTS* 3, (1982) 21 *ILM* 1245; adopted: 10 December 1982; EIF: 16 November 1994]. South Africa ratified the Convention in 1997.

2000 Constitutive Act of the African Union [2158 *UNTS* 3; adopted: 11 July 2000; EIF: 26 May 2001]. South Africa ratified the Act in 2003.

Please note: The title of a Protocol must include the title of the instrument to which the Protocol constitutes an addition (e.g. ‘the 2008 Protocol to the 2000 Constitutive Act of the African Union on the Statute of the African Court of Justice and Human Rights’).

Please also note: Do not abbreviate the word ‘section’ when it is used to refer to: (a) a division within one of the seventeen parts of the UN Convention on the Law of the Sea; or (b) any similar division within another instrument.

(ii) Cases

All case names are to appear in italics. A shortened name should be used consistently in the main text, with the full name and citation being given in a footnote the first time the case is referred to. Additional parties are referred to using ‘and Another’ or ‘and Others’).

Examples:

M/V ‘Saiga’ (No 2) (Saint Vincent and the Grenadines v Guinea) 1999 ITLOS Reports 10 at 23.

Broad (Pty) Ltd v Thin 2008 (4) SA 456 (SCA) 15.

Page references (with marginal letters) may be given. Paragraph references must be provided when paragraphs are numbered. If the case is not reported in a published set of law reports (either at all, or has not as yet been published in this manner due to the decision being very recent), the author should please provide some form of citation for the purposes of reference. This could be a JOL or JDR citation, or a neutral citation used by the courts and SAFLII.

With the proliferation of electronic databases and neutral citations, there is less and less call for an author to refer to a case as being unreported. However, where it is necessary to do so, the *JOGA* uses two basic styles for unreported cases, the date being the date of judgment: '*Dlamini v Jacobs* (NPD) unreported case no 98/05 of 3 August 2006' or '*Dlamini v Jacobs* (NPD) unreported case no 98/05 (3 August 2006)'. In addition, the placement of the word 'unreported' may be varied in accordance with the structure of the sentence, e.g. 'in the unreported case of *Dlamini v Jacobs* (NPD) case no 98/05 of 3 August 2006 ...'.

A full set of standard case abbreviations and citations may be found in the *House Style for Juta Publications*.

(iii) Books

All the author's initials and surname must be given as they appear on the title page of the book or on the title page of the chapter / relevant page of the article. For instance, 'John D Smith' must appear as 'J D Smith' and not as 'John D Smith' or 'J Smith'.

In a reference, the co-authors of any work (book, article, chapter, whatever) take an ampersand (e.g. 'J Smith & M Dlamini'). We cite up to three authors (e.g. 'J Smith, M Dlamini & R Pillay'). Thereafter use 'et al' (e.g. 'J Smith et al'). Avoid as much as possible to refer to authors in the text (rather give whatever credit is required in a footnote).

If the named persons are the authors of the book, then no more need be said. But if these are the editors, then the abbreviation (ed) or (eds) must appear after the last surname.

Book titles take the title case and appear in italics. If it is the first edition of the book, then no edition need be referred to; it will be assumed that it is the first edition. If the book is in an edition after the first, the number of the edition must appear after the title ('2 ed', '3 ed', '4 ed', not '2nd ed', '3rd ed', '4th ed').

The year of publication must appear in brackets after the title (in the case of first editions) or edition.

The precise page number(s) where the authority was found comes next, if necessary. If the book operates by numbered paragraphs (which may be connoted either by 'par' or by '\$'), then this will be a sufficient reference. If it is necessary to refer to both paragraph and page, then do so as follows: 'par 27 at 160'. This latter method should be used only where absolutely necessary. Where the reference is generally to a chapter in

the book, this should be indicated by using the whole word (not 'ch').

Examples:

John D Smith & Sipho Dlamini *Hand's Law of Arbitration* 5 ed (2006) 115.

P Q R Boberg *The Law of Delict: Aquilian Liability* (1984) chapter 3.

(iv) Chapters in books

Where an author refers to a chapter in a book written by a specific author (most commonly in a book constituted of chapters by experts on a common theme and which have been collected and edited by a general editor or editors), then both the chapter and the book must be referenced in full the first time the work is cited.

The author must be referred to exactly as he or she was in the book and the titles of chapters in collections are always in sentence case and roman. The book is to be cited as above.

Example:

M Bear & D Bear 'Too hot, too cold, just right?' in M Goldilocks (ed) *The Politics of Cookery* 3 ed (2004) 23–27.

Some works (especially encyclopaedias and loose-leaf books) can give problems. Try to follow this style:

A J Kerr 'Lease' in W A Joubert (founding ed) *The Law of South Africa* (1999) XIV first reissue par 164.

Joe Bloggs 'Executive government' in S Woolman et al (eds) *Constitutional Law of South Africa* 2 ed (Service 12) 6-18.

(v) Journal articles

All the author's initials and surname must appear exactly as they appear in the journal being cited (the rules apply as for books).

The title of the article must appear in sentence case, in roman, and within single inverted commas.

The year (in brackets, except where there is no volume number), the volume (where relevant), the issue (in brackets and only where page numbers start again at page 1 in each

issue) and the title of the journal must be supplied. The title of the journal must be in italics.

The names of journals should only be abbreviated in the following cases:

AGR	African Geographical Review
AJICL	African Journal of International and Comparative Law
AJIL	American Journal of International Law
AJLS	African Journal of Legal Studies
AJMS	African Journal of Marine Science
ASR	African Security Review
AYIL	African Yearbook of International Law
CILSA	Comparative and International Law Journal of Southern Africa
EJIL	European Journal of International Law
ICLQ	International and Comparative Law Quarterly
IJMCL	International Journal of Marine and Coastal Law
ILM	International Legal Materials
JAL	Journal of African Law
JAUS	Journal of African Union Studies
JIML	Journal of International Maritime Law
JMA	World Maritime University Journal of Maritime Affairs
JMLC	Journal of Maritime Law and Commerce
JSAS	Journal of Southern African Studies
LA	Law in Africa
LMLJ	Loyola Maritime Law Journal
MLJ	Maritime Law Journal
MP	Marine Policy
OCLJ	Ocean and Coastal Law Journal
OCM	Ocean and Coastal Management
ODIL	Ocean Development and International Law
OY	Ocean Yearbook
RAAMT	Revue Africaine des Affaires Maritimes et des Transports
SAJIA	South African Journal of International Affairs
SAJMET	South African Journal of Maritime Education and Training
SAJMS	South African Journal of Marine Science
SAYIL	South African Yearbook of International Law

TMLJ Tulane Maritime Law Journal
 UNTS United Nations Treaty Series

The numbers of the first and last pages always need to be indicated, followed, if applicable, by the number of the page(s) being referred to.

Examples:

G Abraham 'Lines upon maps: Africa and the sanctity of African boundaries' (2007) 15 *AJICL* 61–82.

E de Coning & E Witbooi 'Towards a new "fisheries crime" paradigm: South Africa as an illustrative example' (2015) 60 *MP* 208–215 at 211.

(vi) Theses

D B Hamman *River and Maritime Boundaries between South Africa and Namibia* (unpublished PhD thesis, University of Cape Town, 1991) 134.

(vii) Newspapers

Angela Jones 'Nuclear reactor in trouble' *The Star* 24 May 2005 at 2.

(viii) White papers, etc

The White Paper on Energy Policy (GN 3007 in *GG* 19606 of 17 December 1998).

(ix) Law Commission papers

South African Law Commission Issue Paper 20 (Project 123) *Protected Disclosures* (2002) par 3.

South African Law Commission Discussion Paper 107 (Project 123) *Protected Disclosures* (2004) par 56.

South African Law Commission (Project 123) *Report on Protected Disclosures* (2007).

(x) The South African Constitution

The long citation (used when referring to the Constitution for the first time) is simply 'Constitution of the Republic of South Africa, 1996'. The interim Constitution is 'the Constitution of the Republic of South Africa Act, 1993 (Act 200 of 1993)'.

(xi) Legislation

Give the short title and year in the text (e.g. ‘the Maritime Zones Act, 1994’ or ‘the Maritime Zones Act, 1994 (MZA)’ (when you are referring to the Act and/or its specific provisions more than once)) and indicate the number and year of the statute in a footnote (e.g. ‘Act 15 of 1994’). Thereafter, use the acronym (e.g. ‘Section 4 of the MZA’, ‘See s 5–6 of the MZA’).

Use abbreviations for ‘section’, ‘subsection’, ‘paragraph’, ‘subparagraph’ and ‘article’ (but never at the start of a sentence): section = ‘s’, subsection = ‘ss’, paragraph = ‘par’, subparagraph = ‘subpar’, article = ‘art’. The abbreviations are the same for the plurals. Please note that the above words are not abbreviated when they are not referring to a legislative provision.

Use ‘annex’, ‘appendix’, ‘chapter’, ‘part’, ‘schedule’ and ‘title’.

(xii) Delegated legislation

A proclamation is cited as follows: Proc R46 in GG 24567 of 31 January 2003.

Regulations are cited by referring to the notice in which they appear, e.g. ‘the Merchant Shipping (Navigation Bridge Visibility) Regulations, 2004 (GN R1199 in GG 26878 of 15 October 2004)’. A regulation is abbreviated to reg, as in reg 5(1) (but not at the start of a sentence).

(xiii) Internet references

Wherever possible, a published and authoritative source should form the basis of a reference. When it is not possible, authors may refer to websites, provided that the authors consider carefully how authoritative the source of the information is before using it.

Where an Internet reference is to be used, it must appear as follows:

Example:

African Union ‘Decision on maritime security in Africa’ (AU Doc. EX/CL/Dec. 60 (III) 2003, available at [http://www.au.int/en/sites/default/files/ex%20CL%20DEC%2020%20-%202074%20\(III\)%20_E_0.pdf](http://www.au.int/en/sites/default/files/ex%20CL%20DEC%2020%20-%202074%20(III)%20_E_0.pdf), accessed on 16 September 2013).

North Atlantic Treaty Organisation *Operation Ocean Shield Fact Sheet* (2012) (available at http://www.nato.int/nato_static/assets/pdf/pdf_topics/1889-12_Factsheet_OOS_en.pdf, accessed on 17 December 2013).

Please note: the URL must appear in italics, in black and must NOT be underlined.

When it is not possible to ascertain the date of the document or page to which one refers, '(no date)' must be used after the title of the document or page.

Where an author has accessed a published source on the Internet (e.g. a journal article accessed through WestLaw), the original citation should be given, and there is no need to refer to the URL. The exceptions to the above rule are newspaper articles accessed from the Internet, or resources such as law commission reports etc. from other countries, which may not be obviously or easily accessible to interested readers. For convenience, authors are strongly encouraged to give a URL reference over and above the reference to the published source.

(e) The use of footnotes

Authors are encouraged to use footnotes to elaborate on points that would otherwise clutter the main text of the contribution. The other important purpose of footnotes is to provide the relevant references without cluttering the text.

In footnotes, a reference to any authoritative source (which must comply with the house style described above) is given once in full. Apply the relevant requirements for referencing standard legal sources (see (d) above).

Thereafter a book, chapter, journal article, newspaper article, law commission report, thesis will be cited by author(s) and a cross-reference (using 'op cit') to the FIRST footnote, where the full reference appeared. An abbreviated reference to the work may be used to provide further guidance where appropriate (e.g. several of an author's works are cited sporadically in an article).

Examples:

Smith & Dlamini op cit note 5 at 67.

Dugard *International Law* op cit note 13 at 234.

See Ali op cit note 14 at 33, who expresses

Cases are also cited using the cross-referencing method, but ‘supra’ is used.

Examples:

Nottebohm supra note 12 par 34.

Supra note 16 at 365G–H.

For consecutive references to the same work, ‘ibid’ is used with or without a page number or paragraph reference as appropriate.

Examples:

Ibid.

Ibid at 45.

Ibid par 45.

(f) Miscellaneous

A name should appear in full before any acronym is used for it. The acronym must be introduced immediately after the full name it is referring to (e.g. ‘the Benguela Current Commission (BCC) governs ...’). (*JOGA* uses ‘LOSC’ for the 1982 UN Convention on the Law of the Sea and ‘UNCLOS I’, ‘UNCLOS II’ and ‘UNCLOS III’ for the UN conferences on the law of the sea.) However, this does not apply, in the footnotes, to acronyms that are very well known (e.g. AU, BRICS, EAC, ECOWAS, EEZ, EU, FAO, ICJ, ILO, IMO, ITLOS, NGO, OAU, PCA, SADC, UN, UNEP and US or USA).

If at all possible, avoid starting a sentence with an acronym or any other kind of abbreviation.

Where an entire sentence appears in parentheses, the full stop is placed inside the second bracket. (Here an entire sentence is bracketed.)

When giving starting and ending page numbers and paragraph numbers, do not remove figures (e.g. ‘34–35’ and not ‘34–5’).