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- Taking the floor at the opening ceremony,
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- Your structure in all MDS communication media,
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- Interview in the SMD Journal by the RTS,
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- Taking the floor during the visit of the President of the Republic,
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10 000 000 F CFA

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- Your logo on the various communication media

5 000 000 F CFA

Name :	Tel. :
First Name :	Email :
Organism :	
OFFICIAL PARTNER <input type="checkbox"/>	PARTNER VILLAGE OF FISHERMEN <input type="checkbox"/>
GOLD SPONSOR <input type="checkbox"/>	SILVER SPONSOR <input type="checkbox"/>
BRONZE SPONSOR <input type="checkbox"/>	





Fishing and Maritime Economy: Stakes and Challenges For The Emergence

The theme of the 2015 edition comes in four sub-themes:

SUB-THEME 1 - AQUACULTURE AND FISHERIES: A COMPLEMENTARITY FOR FOOD SECURITY

The choice of this sub-theme is based on facts such as:

- 75% of the nutrient contribution of the population, in terms of animal protein derives from the Fishing and Aquaculture;
- population growth and openness to external markets have increased demand for fish products, facing the bottom trend of the resource;
- various categories of «strategic» fish products in the Senegalese diet are increasingly intended for export and tend to become inaccessible to local populations.

The Aquaculture should therefore play a bridging and complementarity role in front of the increasingly deficit of Fishing products noted. According to the World Bank, in 2030, 62% of the fish consumed will be produced by Aquaculture.

SUB-THEME 2A - INTERNATIONAL MARITIME TRANSPORT AND COASTAL NAVIGATION: WHICH STRATEGIES FOR REAL PRESENCE OF AFRICA

The Maritime transport is the mode of mass transport of goods. With seven billion tonnes in 2010 to ports, it is one of the safest and least polluting means. Containerization and the emergence of mega ships (Panamax container ships, Super Panamax) call for changes in the physical configuration of ports, construction of modern infrastructure and superstructures.

Despite their importance, the Senegalese maritime transports are still dominated by foreign multinationals. In fact, since liberalization of the sector that led to the disappearance of maritime conferences and thus the end of the Harmonized cargo allocation system, national shippings have all disappeared in the entire African continent, and thereby subjecting Africa and especially the Senegal, to the diktat of the aforesaid multinationals.

Thus, the development and modernization of the national fleet, domestic and international shipping lines, the sub-regional coastal navigation and rehabilitation of our ports remain challenges, so as the sea-river transport become one of the pillars of Senegalese economic development. Also,

does it matter that the State of Senegal strengthen the incentives already taken in the fiscal and administrative plan, in order to promote a greater dynamism of the private sector in investments towards the fishing sector and the maritime economy, for a better presence of Africa.

The Port of Dakar, which has been open to commercial traffic since 1865, is a crossroads for many sea routes linking Europe, Asia, North America, South America and Africa South of the Sahara.

As such, it constitutes the prerequisite for the major part of foreign trade, both in terms of supply of goods and exports, needed for the development of the National economy. Therefore, the maritime transport accounts for over 95% of Senegal's trade, mainly through the port of Dakar. Despite this privileged position, competitiveness should be based not only on cost control of port transit, but also on the cost and delivery conditions of the cargo to the hinterland countries (Mali, Burkina Faso, Niger).

SUB-THEME 2 B: DYNAMICS OF PORT CONCESSIONS IN AFRICA: COMPETITIVENESS AND REGULATION

Containerization and the appearance of huge ships (Panamax container ships, Super Panamax) call for changes in the physical configuration of ports, construction of modern infrastructure and superstructures.

If port concessions mechanisms hitherto explored in Africa have optimized the management of the concerned ports, by rendering their logistic platforms more efficient, safer and more secure, in such a way that they reach a rating standards never equaled, the fact remains that they have created gaps. That is why, port concessions call for a necessary regulation to ensure economic sovereignty of States, the management of freight rates, the free flow of port stakeholders and the preservation of jobs.

Indeed, the community of port stakeholders is various and many services have had to be liberalized. Moreover the prices of products delivered to consumers depend on transportation costs and handling. So how to conciliate port optimization via concessions and preservation of national interests such as economic sovereignty and managing the cost inflation of port transit, preservation of jobs and the household portfolio, if not by the regulation ?





Thus, this theme should allow panelists to talk about interests such as:

- Economic sovereignty and regulatory;
- Management and modernization of ports regarding: innovative financing; standardization; services certification; competition.
- Free competition and protection of users' interests (the community of port stakeholders) and end consumers (households).

SUB-THEME 3: Extension of the continental shelf beyond 200 nautical miles: challenges and opportunities for African States

It is established that the future of humanity lies in the sea bed due to the importance of the richness they contain and which consist of a biodiversity mainly characterized by high genetic and taxonomic richness, in addition to Traditional biological resources; Renewable energy resources (wave energy, biomass ...) and non-renewable (oil, gas ...) and mineral resources (polymetallic nodules, polymetallic sulphides, cobalt-rich ferromanganese encrusting, titaniferous sand ...)

Aware of these challenges, the world major powers have engaged in a race to compete for the maritime areas. This

situation has led the United Nations Convention on the Law of the Sea, also called Montego Bay Convention, signed in 1982, to bring order.

However, this Convention, in Article 76 offers to any coastal state, which wants the opportunity to claim a territorial sovereignty beyond 200 nautical miles. To this end, many coastal States have initiated the process to develop and submit to the UN Continental Shelf Limits Commission a request to that effect. It is in this context that a number of African coastal States have initiated in the 2000s the process of extension of their continental shelf beyond 200 nautical miles.

Meanwhile, given the complexity of the case, particularly concerning technical aspects and the high interest cost related to the acquisition of data (seismic campaigns, surveys ...), the seven coastal states of West Africa (Cape Verde, Gambia, Republic of Guinea, Guinea-Bissau, Mauritania, Senegal and Sierra Leone) have adopted a joint submission as part of a unique partnership. Thus, through an exemplary sub-regional cooperation in these seven states have been able to develop and file a joint submission before the Commission on the Limits of the Continental Shelf, on September 25th, 2014, in New York during the 69th session of the General Assembly of the United Nations.





The 2015 edition

THE EXHIBITION SHELF

The exhibition shelf will house the performance of professionals in charge of Fishing, Aquaculture, maritime transports and port activities. It will mainly focus on the following products and services:

- fishing equipment and marine security;
- Aquaculture and Fish breeding,
- Fishing products and sea bed;
- the equipment and processing plant, packaging and packing, cleaning and disinfection;
- Construction and ship repair;
- the equipment of port facilities and logistics;
- the Refuelling / shipchandling;
- sea bed diving and water sports equipment;
- the Shipping;
- Training;
- The Sport fishing;
- Research.

THE FORUM

The Forum is a space for exchanges, focused on a general theme. It will focus on three specific sub-themes related to the various sub-sectors of the Ministry of Fishing and Maritime Economy.

B to B MEETINGS

These are business meetings between promoters, operators and members of professional organizations. For this purpose, a space will be fitted out as a framework for exchange between supply and demand for goods and services for project developers, development partners, structures and NGOs of consultancy and supervision.

The exhibition will also be the meeting place for employers and job seekers.

SITES VISIT

UA program of strategic sites visit for the development of fishing sector and Maritime Economy of Senegal is also proposed.

By these travels, Fishing industry-tours are provided, port facilities and shippings, yards of naval repair, etc.





Maritime Exhibition of Dakar

Maritime Exhibition of Dakar is a framework for exchange and international partnerships in the areas of Fishing and Maritime Economy. The objective is to promote the harmonious development of the Fishing, Aquaculture, maritime transport and port activities, and related sectors:

- By the advent of a world-class business environment, specifically for the fishing sector and the maritime economy;
- establishing a framework for reflection on the problems of the fishing sector and the maritime economy;
- better integration of sub regional policies in the areas of Fishing, Aquaculture and Maritime Economy;
- developing a network of partnerships between Africa and the rest of the world to boost investment and wealth creation;
- the financing of programs, projects and business plans, with development partners;
- modernization and competitiveness of the fishing industries, port infrastructure and maritime transport;
- valorizing marine resources and the diversification of export markets;
- a sub-regional network of research, technical and university education, as well as a sustainable professional insertion;
- business development and information exchange between markets and suppliers

The content of the 2015 edition of the Maritime Exhibition of Dakar is built around an exhibition shelf, a thematic forum, a B to B meeting place, and site visits.

