



**REVOLUTIONARY GOVERNMENT OF ZANZIBAR
MINISTRY OF INFRASTRUCTURE, COMMUNICATION AND
TRANSPORTATION**



**ZANZIBAR MARITIME
STRATEGY FOR IMPLEMENTING
IMO INSTRUMENTS
2019 - 2023**

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APPROVAL OF THE STRATEGY

The Zanzibar Maritime Strategy for Implementing IMO Instruments
2019 – 2023 is approved By:

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Abbreviations

ABNJ	Areas Beyond National Jurisdiction
AG	Attorney General
AIMS	Africa Integrated Maritime Strategy
AU	African Union
CSO	Company Security Operations
COLA	Commission for Lands
EA	Environmental Assessment
EEZ	Exclusive Economic Zone
EIA	Environmental Impact Assessment
GDP	Gross Domestic Product
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
COLREG 1972	Convention on the International Regulations for Preventing Collisions at Sea, 1972
DoFD	Department of Fisheries Development
HOR	House of Representative
IHO	International Hydrography Organization
ILO	International Labor Organization
IMO	International Maritime Organization
IMSAS	IMO Member State Audit Scheme

IMDG	International Maritime Dangerous Goods Code
INTERVENTION	International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969
ISPS	International Ship and Port Facility Code.
IUU	Illegal, Unregulated and Unreported fishing
JKU	Jeshi la Kujenga Uchumi
KMKM	Kikosi Maalumu Cha Kuzuia Magendo
LRIT	Long Range Identification and Tracking of Ships
LOAD LINE 1966	International Convention on Load Lines, 1966.
M & E	Monitoring and Evaluation
MACEMP	Marine and Coastal Environment Management Project
MARPOL 73/78	International Convention for the Prevention of Pollution from the Ships, 1973 as modified by the Protocol of 1978.
MCA	Marine Conservation Area
MLC	Maritime Labor Convention
MoICT	Ministry of Infrastructure Communication and Transportation
OPRC	International Convention on Oil Pollution Preparedness, Response and Co-operation
PFSO	Port Facility Security Operations
PSC	Port State Control
BLM	Baraza la Mapinduzi
RGoZ	Revolutionary Government of Zanzibar
RO	Recognized Organization
SAR	Search and Rescue

SD	Special Departments
SDGs	Sustainable Development Goals
SOLAS	International Convention for the safety of life at Sea
SSCO	Ship Security Operations
STCW	International Convention on Standards on Training, Certification and Watchkeeping for Seafarers
TASAC	Tanzania Shipping Agencies Corporation
TONNAGE 1969	International Convention on Tonnage Measurement of Ships, 1969.
TMA	Tanzania Meteorological Agency
TWGL	Technical Working Group level
TZIRS	Tanzania Zanzibar International Register of Shipping
UNCLOS	United Nations Convention on the Law of the Sea
UNCTAD	United Nations Conference on Trade and Development.
URT	United Republic of Tanzania
VTS	Vessel Traffic Services
ZDMC	Zanzibar Disaster Management Commission.
ZEMA	Zanzibar Environmental Management Authority
ZMA	Zanzibar Maritime Authority
ZPC	Zanzibar Ports Corporation
ZPRSG III	Zanzibar Poverty Reduction Strategy and Growth.
ZPRA	Zanzibar Petroleum Regulatory Authority
ZURA	Zanzibar Utility Regulatory Authority

EXECUTIVE SUMMARY

An overview of Zanzibar maritime industry

Zanzibar is an archipelagic State on the Western Indian Ocean, just 26 nautical miles off the coast of mainland Tanzania. Zanzibar is a semi-autonomous part of the United Republic of Tanzania (URT). Zanzibar depends heavily on maritime transportation. Over 98 per cent of Zanzibar international trade passes through the seas. Furthermore, maritime sector offers plenty of opportunities for Zanzibar to grow through blue economic initiatives. Potentially, high seas fishing, maritime transportation, tourism and oil and gas are examples of marine related activities that stimulate the economic growth of Zanzibar. The purpose of this Strategy is to implement the main goals of the IMO instruments, so as to ensure Zanzibar's national and international obligations and responsibilities as a Flag, Port and Coastal State. Furthermore, the strategy identifies the targets, programs and activities that will help Zanzibar focus on its priorities, compliance and response to the challenges and commitments related to the implementation of the IMO instruments.

Maritime legal framework

The political setup of the URT allows maritime affairs to be outside the parameters of the 'Union Matters'. Thus, Zanzibar spearheads its maritime affairs almost independently from that of the URT. This is a sole reason why there are two competent maritime administrations using two independent sets of maritime legal frameworks in the URT. By its very nature, however, maritime affairs take an international view. For that reason, in the URT, all maritime issues that need international attention, including adoption, ratification, accession, or denunciation of IMO Instruments, are dealt with at the URT level. In its capacity as a Coastal State, Zanzibar performs Flag State and Port State roles using its own maritime legal framework.

Maritime Governance

Zanzibar Maritime Authority (ZMA) is one of the two maritime administrations of the URT and is responsible for regulating, monitoring and coordinating all maritime activities and related marine safety and environment matters in Zanzibar. This is done through a well co-ordinated architectural setup involving all maritime stakeholders of Zanzibar and mainland Tanzania.

Objectives of the Strategy

The overall objective of this maritime strategy is to prepare and enhance Zanzibar's capacity to meet its national and international obligations and responsibilities as a Flag, Port and Coastal State. The Specific or Objectives include as follows:

1. To accelerate adoption, incorporation, mainstreaming, implementation and enforcement of IMO instruments,

2. To enhance the level and capacity of maritime safety and security,
3. To ensure compliance in the protection of marine environment and coastal zones, and
4. To engage in empowerment programs and capacity building of seafarers and other supporting staff and employees in the maritime sector.

CHAPTER ONE

1. INTRODUCTION

1.1. Zanzibar Maritime Heritage

Zanzibar is an archipelagic State in the Western Indian Ocean region and a semi-autonomous part of the United Republic of Tanzania (URT). It is located approximately 26 nautical miles off the coast of mainland Tanzania. The importance of maritime industry to the Zanzibar economy is underscored by the archipelago's rich seafaring and trade history. Although it is difficult to provide a downscaled and statistically disaggregated data profile to establish precisely the contribution of maritime industry to the Zanzibar economy, it is certain that the maritime industry provides Zanzibar with the gateway to global trade, and plays a huge role in the domestic socio-economic dynamics as well.

Moreover, over 98 per cent of Zanzibar's international trade by volume is carried out through sea routes. Maritime transport is the most dependable mode of transportation for passengers and cargos within Zanzibar. In 2017, maritime transport constituted about 76 per cent of passenger traffic between Zanzibar's Islands and Islands and mainland Tanzania.

There are other main related sectors directly linked to the maritime economy of Zanzibar. Fisheries is a key marine sector engaged by people from all walks of life. In 2017, it contributed about 5.1 per cent of the Zanzibar's GDP. The MACEMP's Social-Economic Study Report of 2009 showed that over 76 per cent of coastal communities in Zanzibar were engaged in artisanal fishing, seaweed farming and in coastal tourism.

Despite being the driving force of the Zanzibar's socio-economic dynamics, the Zanzibar maritime industry struggles to achieve effective implementation of the IMO instruments in terms of its capabilities and overall performance in compliance with the requirements of the instruments. This is because the maritime sector in Zanzibar has been affected by inadequate level of strategic prioritization and awareness compared to the shipping industry, fisheries and coastal tourism. The absence of integration and linkages between these sectors have affected the overall visibility of the maritime sector and how it is contributing significantly to the Zanzibar's economy.

It is important to note that Maritime affairs are not among the "Union Matters" of the URT. For that reason and in its capacity as a Flag State, Port State and Coastal State, Zanzibar deals with its own maritime affairs almost independently from the URT. This dual maritime affairs' system in the URT requires both parts of the 'Union' to have their own maritime sets of legal frameworks.

1.2. Maritime Administration in Zanzibar

The Revolutionary Government of Zanzibar (RGoZ) under Act No. 3 of 2009 established a special maritime administration to cater for the maritime governance needs of Zanzibar. The administration is known as the Zanzibar Maritime Authority (ZMA). Ever since, ZMA has become an IMO recognised maritime competent administration of Zanzibar. Thus, ZMA has the responsibility among others, of monitoring, regulating and coordinating activities in the maritime industry of Zanzibar. In this case, ZMA has general responsibilities on Flag State, Port State and Coastal State in Zanzibar. More importantly, ZMA performs Flag State roles by ensuring that all safety, security and

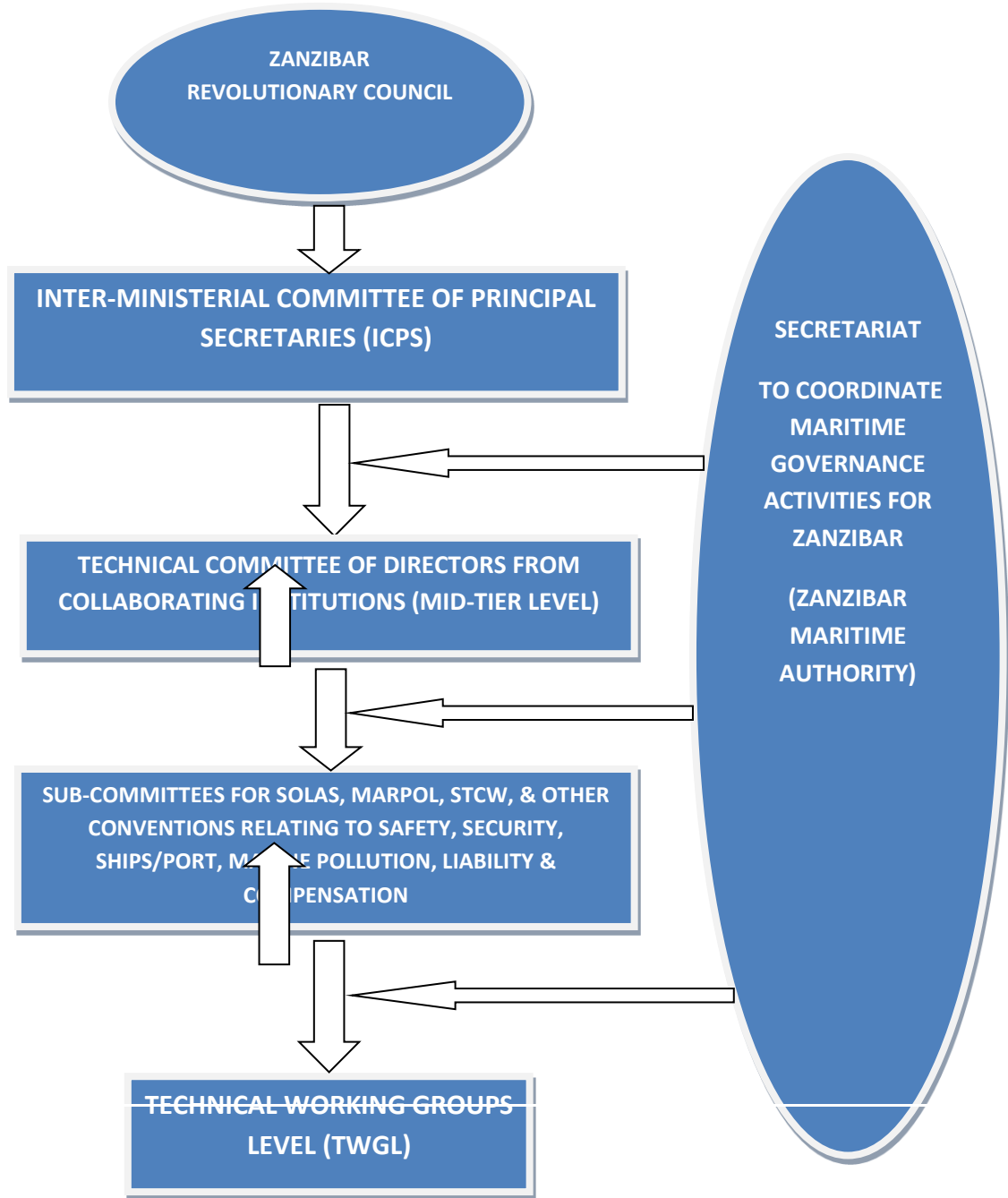
environmental measures are fully applied on Tanzania Zanzibar Ships in accordance with the national and international maritime regulations.

Because maritime affairs are outside the parameters of the “Union matters”, the URT has two competent maritime administrations that perform the Flag State roles. This situation has made ZMA on the one part of the “Union” perform Flag State roles in Zanzibar, while the Tanzania Shipping Agencies Corporation (TASAC) on the other part of the “Union” performing Flag State roles on behalf of Mainland Tanzania. For that reason, the ZMA’s Flag State mandate ends up on the Tanzania Zanzibar ships.

ZMA has two ship registries, domestic and international ship registries. Therefore, in Tanzania, there are two domestic registries; one at Zanzibar under ZMA and the other one on the mainland Tanzania side under TASAC. TASAC and ZMA work largely in harmony through a high level of technical cooperation between themselves.

ZMA intends to be the best maritime transport regulator in Africa. This will be achieved by regulating and ensuring safe navigation, pollution prevention at sea and enforcing national, regional and international legal provisions.

Figure 1: Coordination of the Technical Working Group Level (TWGL) Meeting



1.3. Cooperating for a safe and environmentally-friendly maritime sector in Zanzibar

ZMA and other Government institutions related to Zanzibar maritime domain cooperate within the framework of ocean economy on enhancing the implementation of monitoring and information system for maritime governance, and efficient communication and coordination links between the authorities. ZMA constantly takes steps towards developing an effective and efficient coordinating system for monitoring and tracking mechanisms used for maintaining maritime safety, maritime security and protection of the marine environment.

There are three tiers of cross-sectoral collaboration in addressing maritime governance in Zanzibar. The lower tier is known as the Technical Working Group Level (TWGL) involving experts and technicians from related institutions (mostly Departments, Corporations, Agencies, and Authorities) and the representatives of safety, security and environment components of the maritime domain. The next tier involves the Inter ministerial Committee of Principal Secretaries (ICPS) from the Ministries related to safety, security and environment components. This Mid-Level Tier of cross-sectoral collaboration promotes mainstreaming of tools and instruments needed to address the implementation of IMO related Conventions, Protocols, Codes, Guidelines, Standards, and Best Practices, including technical and legal dimensions of the maritime activities and services. The apex decision-making platform is the Zanzibar Revolutionary Council (ZRC) that endorses and decrees for the implementation of all IMO instruments. The Council is the highest decision-making body

chaired by the President of Zanzibar and Chairman of the Revolutionary Council; and involves all Ministers of the Government.

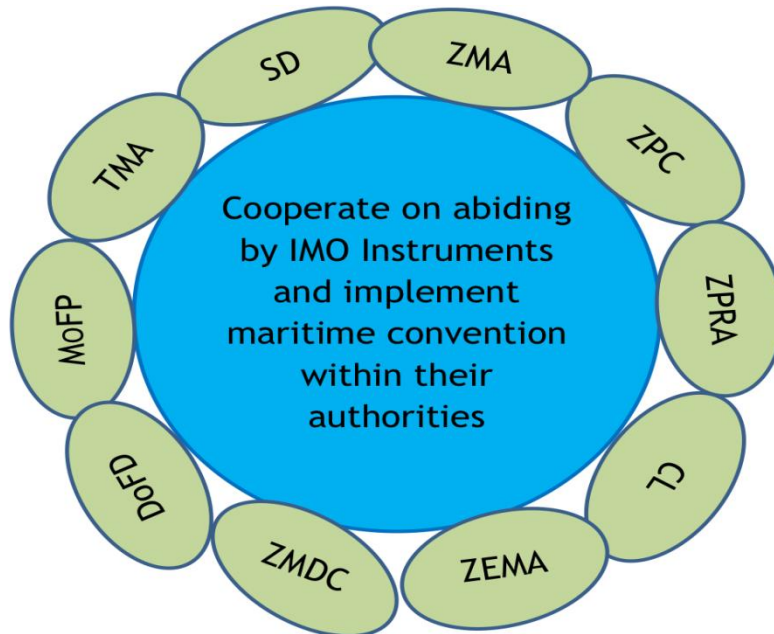
1.3.1. Coordination of the Technical Working Group Level (TWGL) Meetings

The meetings of the TWGL (lower tier) are held periodically. Issues are presented, consensus reached, and recommendations for decisions forwarded to the respective managing committees of the Ministries involved; ready for review and validation at the Inter-ministerial Committee of Principal Secretary level (ICPS). The ICPS (Mid-level) works under the Chairmanship of the Chief Secretary, who then recommends for a preparation of a white paper for a cabinet referral at the Revolutionary Council (RC). The decisions are then approved by the ZRC. All the proceedings at all tiers of consultations/meetings are recorded in accordance with the provision of the meetings. If necessity arises extraordinary meetings can be organized in order to discuss and deal with the urgent issues.

1.3.2. Targets of the TWGL

- Collaborate on constantly reviewing and fulfilling the commitments and responsibilities of Zanzibar in relation with maritime activities;
- Within their respective sectoral authority, improve the performance and implementation capacity in order to enhance the competitiveness of Zanzibar in maritime sector and the overall ocean economy;
- Cooperate and coordinate effectively among all relevant sectors involved in maritime safety, security and environment, and ocean economy, with the aim of maintaining a stable regulatory framework as shown in Figure 2.

Figure 2: Technical Working Group Level (TWGL)



Zanzibar Maritime Authority (ZMA) discharges Flag state and Port State responsibilities in line with IMO instruments and codes. It also regulates activities on shipping in sea waterways to ensure safety of navigation; and as part of its safety and environmental responsibilities, it is tasked with investigating maritime casualties such as loss of lives resulting from overloading on boats, collision and like accidents and take the appropriate actions. In partnership with other public agencies and institutions, ZMA ensures prevention of marine pollution and protection of the marine environment. ZMA also deals with matters pertaining to maritime search and rescue operations in collaboration with the Maritime Anti-Smuggling Unit (KMKM), Zanzibar Ports Corporation (ZPC), TASAC and other relevant agencies within the URT as elaborated in the Search and Rescue Plan (SAR) plan for Zanzibar.

The Zanzibar Ports Corporation (ZPC) is a public entity, which has full autonomy for operations and development of ports in Zanzibar, according to the Zanzibar Ports Corporation Act, No 1 of 1997. ZPC is responsible for planning, managing, building and operating Zanzibar seaports. Moreover, ZPC has been mandated to take charge of maintenance, repair, positioning of all navigation aids including light houses in Zanzibar.

The **Zanzibar Petroleum Regulatory Authority (ZPRA)** is empowered to regulate upstream petroleum exploration including offshore oil and gas operations. Its relevance to IMO instruments is focused around marine oil spill contingency and response plans and implementation, in alignment with MARPOL Convention and other related instruments on maritime safety and security, liability and compensation matters.

The **Commission of Lands (CoLA)** implements UNCLOS instruments in maritime boundary delimitation and marine spatial planning according to the Land Commission Act, No 6 of 2015.

Zanzibar Environmental Management Authority (ZEMA)
According to the Zanzibar Environmental Management Act, No.3 of 2015, ZEMA is responsible for implementing integrated coastal zone management regulations, coordinating issues pertaining to declaring and responding to environmental emergencies, implementing multilateral environmental agreements related to marine conservation. ZEMA is also charged with issuing environmental permits and pollution abatement notices for controlling waste disposal and wastewater discharges, atmospheric emissions, deposits or other source of pollutants and issuing directives, procedures or warnings for the purpose of controlling noise.

ZEMA has the authority to regulate Environmental Assessments (EA) for proposed undertakings which have significant environmental effects, and is responsible for ensuring environmental clearances of all activities in Zanzibar in accordance with the Environmental Management Act and Regulations

The **Disaster Management Commission** implements the provisions of the Disaster Risk Reduction and Management Act No.1 of 2015 on disaster risk planning, reduction, response, rescue, recovery and management including marine/maritime disaster events.

The **Department of Fisheries Development (DoFD)**. According to Fisheries Act No. 7 of 2010, DoFD is responsible for ensuring the sustainability of fisheries, welfare of fishermen and protection of marine habitats. Relevant to the IMO instruments, DoFD is involved in the fight against illegal, Unreported and Unregulated fishing (IUU), management and regulation of marine conservation areas (MCAs) and protection marine biodiversity within Zanzibar waters.

The **Ministry of Finance and Planning (MoFP)** ensures macroeconomics stability for promotion of sustainable economic growth and development of Zanzibar through engagement of the Zanzibar Development Vision 2020, Zanzibar Poverty Reduction and Strategic Growth (III), Strategy and Implementation Plan – specific to implementation of the ocean economy in alignment with Sustainable Development Goals, and in particular, SDG 14.

The Tanzania Meteorological Agency (TMA). The Agency is responsible for providing Marine Meteorological and Oceanographic services supporting safety of life and property at sea and prevention of

marine pollution. TMA issues marine weather forecasts on daily basis and warnings of severe conditions in oceans for the safety of life, property and marine operations within the URT territorial waters, EEZ and in the high seas. TMA observes, collects, archives and disseminate meteorological data and related information research for climatological and climate issues, aviation and other consultancy services,

The office of the **Special Departments (SD)** includes KMKM, and Fire and Rescue Service. These are forces along with Tanzania's People Defense Forces and Police force which are involved in addressing Zanzibar's maritime security, maintenance of territorial integrity, prevention of criminal and illegal activities offshore, management of marine resources and the protection and preservation of the marine environment, and participation in peace marine rescue support operations, disaster and humanitarian aid to civil authorities.

CHAPTER TWO

2. VISION AND MISSION, GOAL, OBJECTIVES, STRATEGIES AND TARGETS

2.1 Vision

An effective maritime transport system that is safe, secure, reliable, economically sound, environmentally friendly and well regulated for sustainable socio-economic development of Zanzibar.

2.2 Mission

To meet the needs of Zanzibar's international trade through a safe, secure, reliable, effective, well regulated, environmentally efficient and integrated maritime transport system that aligns with national, regional and international maritime legal framework and strategic objectives of Zanzibar.

2.3 Overall Goal

To ensure that Zanzibar as a Party of URT meets its international obligations and responsibilities as a Flag State, Port State and Coastal State.

4. Objectives, Strategies and Targets

Zanzibar has four main objectives and several targets to be achieved in its five year maritime strategy.

Objective one: Implementation and Enforcement of IMO Instruments.

Zanzibar participates in the IMO activities under the umbrella of the URT. The URT became a member of the IMO through accession of the 1948 Convention on International Maritime Organization on 8 January 1974. Ever since, the URT has ratified and domesticated all major maritime instruments issued by the IMO and ILO. The most important IMO's Instruments ratified and domesticated by URT are SOLAS 1974, MARPOL 1973/78, STCW 1978, COLREG 1972, LOAD LINE 1966 and TONNAGE 1969.

In June 2017, the URT further strengthened its maritime legal framework by ratifying and domesticating the ILO's Maritime Labor Convention (MLC 2006). Zanzibar through various relevant institutions in the maritime industry, under the leadership of ZMA, has an overall responsibility of making sure that all domesticated maritime instruments are implemented and enforced. The need for ratification of any maritime instruments in Zanzibar starts with ZMA. After thorough discussions with relevant maritime stakeholders, ZMA raises the need of URT to ratify the said instrument through the Ministry of Infrastructure, Communication and Transportation of Zanzibar (MoICT). The MoICT then tables the matter to the ICPS. The ICPS tables the matter to the Cabinet for approval. Finally, the Revolutionary Government of Zanzibar (RGoZ) notifies the URT on the importance of ratifying the convention in question.

Strategies for objective one.

- 1.1 Incorporating maritime conventions into national legislations effectively.

- 1.2 Review and update existing regulations systematically to ensure that they meet their intended objectives efficiently and effectively.
- 1.3 Develop a framework for implementation of IMO supplementary instruments for enabling the effective implementation of the IMO instruments.
- 1.4 Enhance regulatory process and enforcement mechanism of maritime safety, security and marine environment protection.
- 1.5 Setting clear framework for implementation and regulatory environment for merchant vessels industry.

Targets for objective one.

- 1.1.1 Ensure national legislations are in compliance with all relevant maritime instruments.
- 1.2.1 Ensure existing regulations are systematically reviewed and verified to meet international obligations effectively.
- 1.3.1 Ensure the IMO supplementary instruments are developed and implemented.
- 1.4.1 Ensure that all Tanzania Zanzibar ships are in compliance with international maritime safety, security standards and marine environment standards.
- 1.5.1 Update the formal written agreements with recognised organisations and systematically monitor the work performed by ROs.
- 1.5.2 Issue circulars of instructions to ROs on how to improve performance and monitoring of their performance.
- 1.5.3 Draw up a penalty system to enforce legal action against ships which are not in compliance with the IMO instruments.

- 1.5.4 Improve the efficiency and productivity of ship survey and inspection services through changes to working practices and better prioritization.
- 1.5.5 Provide fair, adequate and consistent Port State Control over the ships in order to meet the objectives of the inspection.
- 1.5.6 Develop safer and environmentally friendly shipping procedures for overcoming shortcomings in the performance of Port State Control officers and promote integrity, professionalism and transparency among them.
- 1.5.7 Develop the inspection database by keeping records and statistics which assists in identifying the risk areas to be checked at each inspection.
- 1.5.8 Ensure PSC inspections are implemented timely, effectively and efficiently.
- 1.5.9 Comply with mandatory security regime on maritime and port related security requirements outlined in SOLAS and ISPS Code by granting certificates and verifying security plan of ships and port.
- 1.5.10 Consider amendments of legislation, regulation, rules and administration guideline of commercial Shipping.

Objective two: Maintaining Maritime Safety and Security

Zanzibar is a maritime nation. Therefore, maritime safety and security are key ingredients to Zanzibar's social and economic prosperity. Zanzibar depends on maritime transport for facilitating social and economy activities. For that reason, incidents at sea may have profound consequences for society, economy, and the environment. ZMA has an overall responsibility of ensuring that Zanzibar shipping

sector maintains a high safety, security, healthy and environmentally compliant performance level by developing various regulations on maritime safety and environmental protection. Thus, safety and security at sea are highly prioritized issues for Zanzibar.

While offshore oil and gas exploration activities in the East African region at large and Zanzibar in particular, are at their peak, Zanzibar commitments towards implementation of ISPS Code and safety provision are profoundly important towards its emerging economy. Therefore, Zanzibar needs to take decisive, preventive and response measures to protect its maritime domain against potential marine catastrophes on human beings, wildlife and the environment. Both environmental and economic considerations apply in this respect, since pollution accidents may have negative economic consequences, for example, on fisheries and tourist industries.

The efforts made to increase safety at sea take into account a number of other considerations such as blue economy initiatives. The prosperity of blue growth increases when Zanzibar is associated with quality shipping, environmental protection and a high level of safety. Hence, it will be quite simply more attractive for ship-owners to transfer ships to the URT flag via ZMA. It will also attract more maritime related investments in the country. For example, ZMA runs an international ship registry known as the Tanzania Zanzibar International Register of Shipping (TZIRS). From 2014 to 2016 consequentially, TZIRS was ranked by the United Nations Conference on Trade and Development (UNCTAD)'s Review of Maritime Transport Report as among the world's top 35 registries by tonnage and the second largest in Africa just after Liberia's. Thus, it is in the interest of

Zanzibar to enforce safety measures as stipulated by SOLAS and other national and international safety standards at sea.

Strategies for objective two

- 2.1 Ensure that Tanzania Zanzibar ships comply with the requirements of the IMO instruments and national legislations.
- 2.2 Enhance the process of registering, licensing and administering ships for the purpose of meeting national and international obligations on maritime safety
- 2.3 Enforce maritime standards for safety of ports in Zanzibar and ships within the Zanzibar ports area.
- 2.4 Enforce security measures on board Tanzania Zanzibar ships and port facilities in Zanzibar according to ISPC code.
- 2.5 Regulate hydrographic services, lighthouses and navigational aids according to the national and international standards.
- 2.6 Promote and communicate through human element principles, maritime safety culture, and heightened marine environment awareness against marine pollution.
- 2.7 Ensure coordinating and conduct Search and Rescue operations and other related matters.
- 2.8 Ensure approval of marine safety equipment and marine equipment service providers.

Targets for objective two

- 2.1.1 Instruct flag state control officers to conduct flag state inspection effectively.
- 2.1.2 Improve ROs oversight.
- 2.1.3 Enhance follow-up of foreign port state inspection of Tanzania Zanzibar ships.

- 2.1.4 Analyse the inspection results that took place on board ships flying the flag of URT in other countries.
- 2.1.5 Monitor the building process of new ships which are going to fly the flag of the URT
- 2.2.1 Ensure all registered vessels of national and international proprietorship meet the requirements of national and international obligations related to safety and environment
- 2.3.1 Conduct expanded inspections on the vessels with a high ship risk profile
- 2.3.2 Assess qualifications of the pilots in order to ensure pilotage services are efficient, safe and in appropriate level.

- 2.4.1. Ensure that Tanzania Zanzibar ship and port facilities are thoroughly inspected for security matters.

- 2.4.2. To ensure security awareness and training to ships personnel and port facilities.

- 2.5.1 Evaluating and monitoring the performance of national LRIT centre, determining damaged or broken lights, fog signals, buoys and navigational aids that affect main shipping lanes.
- 2.5.2 Use risk assessment techniques to identify hazards and risks and put in place suitable risk control measures to ensure that the appropriate emergency plans are in place and well-practiced.
- 2.5.3 Organise trainings on operating emergency situations for the vessel traffic services (VTS) for officers.

- 2.5.4 Ensure VTS operators' qualifications up to date based on the international standards.
- 2.5.5 Ensure that operating procedures for routine and emergency situations are established in a timely manner.
- 2.5.6 To build a database on detained ships in case of disclosed deficiency that are clearly hazardous to maritime safety, health and environment.
- 2.5.7 Cooperate and participate along with appropriate organizations on matters related to International Hydrographic Organisation.
- 2.6.1 Inspect ships to ensure seafarers are provided with adequate working and living conditions as well as general community.
- 2.6.2 Administer training programmes with IMO model courses on monitoring & compliance for seafarers so as to ensure that they meet the requirements of STCW.
- 2.6.3 Combat unlawful practices associated with certificates of competency and equivalent endorsements.
- 2.6.4 Ensure the certificates and endorsements are provided in accordance with the STCW.
- 2.6.5 Cooperate with experts assigned by Marine Institutes and training centres in analysing and studying IMO instruments on SOLAS, MARPOL & STCW.
- 2.6.6 Ensure human factors such as fatigue are managed and controlled according to IMO guidelines.
- 2.6.7 Ensure that appropriate measures are taken in case of breach of maritime transport provisions in the Code of Administrative Offences.
- 2.7.1 Organise trainings for Search and Rescue Officers in accordance with SAR Convention.

- 2.7.2 Draw up a SAR Operations plan.
- 2.7.3 Exchange practice and experience in SAR operations as well as organise trainings in the territorial waters in Zanzibar.
- 2.7.4 Develop a SAR Co-operation Plan between SAR services and the passenger ships.
- 2.7.5 Develop a database for marine pollution, safety, marine casualties and marine incidents.
- 2.8 Ensure that investigators receive trainings for acquiring the necessary knowledge, understanding and proficiency in marine pollution prevention, marine safety investigations, and other related instruments.
 - 2.8.1 Verify that the marine equipment carried on board ships comply with safety requirements that have been developed by IMO with regard to design, construction and performance.

Objective three: Protection of the Marine Environment and the Coastal Zone

Zanzibar's efforts to protect marine environment and its coastal zone align with the national, regional and international obligations including existing legislations in alignment with multilateral environmental agreements (MEAs). The Zanzibar Maritime Transport Act No.5 of 2006, Zanzibar Environmental and Management Act No.3 of 2015, Zanzibar Fisheries Act No.7 of 2010, Deep Sea Fishing Authority Regulations of 2009, are good examples of Zanzibar's & URT, respectively, commitment towards protection, conservation and safeguarding of its marine domain. A good and sustainable marine environment is critical for Zanzibar to enjoy responsibly the depth and the wealth of her ocean resources as stipulated in the Sustainable

Development Goal (SDG) 14- Life under Water, and other related SDGs.

Protection, conservation and safeguarding of coastal and marine environment against any form of land-based or marine sources of pollution are also among the key objectives of the Zanzibar Vision 2020, and in alignment with the themes of the Zanzibar Poverty Reduction Strategy and Growth (ZPRSG III). This also included in key policies and strategies such as ZMA's Strategic Action Plan, Zanzibar Environment Policy (2013), Zanzibar Fisheries Policy and Management Strategy (2014), Zanzibar Oil and Gas (Upstream) Policy (2016) and Disaster Management Policy (2011).

Strategies for objective three,

- 3.1 Prevent or minimize the pollution risk from ships both accidental and from routine operations.
- 3.2 Improve pollution incidents preparedness and response capabilities in line with ORPC Convention
- 3.3 Implement and enforce MARPOL Convention appropriately, share the responsibilities with the entities concerned and formulate guidance and procedures for effective.
- 3.4 Develop and encourage effective ways of raising public awareness on conservation and protection of marine environment among the maritime and other related stakeholders.
- 3.5 Develop capacity, training, and resources awareness for maritime related issues pertaining to environmental conservation and protection of biodiversity in areas beyond national jurisdiction (ABNJ).

Targets for objective three

- 3.1.1 Ensure the availability of adequate port reception facilities that meet the needs of users and of the environment, without causing undue delay to the ships.
- 3.1.2 Develop MARPOL Annexes-related regulations for protection of marine environment and improvement of more environmentally compliant port reception facilities.
- 3.1.3 Ensure availability of marine pollution prevention guidelines, codes and standards for users and operators of maritime domain, including port reception facilities.
- 3.2.1 To develop and adopt marine oil spill response and contingency plan for Zanzibar.
- 3.2.2 Establish organizational framework for preparedness and combating oil pollution incidents in Zanzibar.
- 3.2.3 To set up national procedures for vetting of oil carriers.
- 3.3.1 Promote the usage of cleaner fuels or techniques needed to ensure a distinct reduction in emissions.
- 3.3.2 Develop a systematic database for MARPOL and other marine pollution related instruments to simplify and harmonise use of environmental data on ships sailing in the territorial waters of Zanzibar, including database for ships carrying dangerous or polluting goods, sewage discharge and garbage disposal, and levels of ship-borne atmospheric emissions.
- 3.3.3 Introduce standard measures against fuel oil suppliers that deliver fuel oil which is not consistent with the stated details on the bunker delivery note.
- 3.4.1 Ensure flag state personnel conducting IMDG Code related duties are trained accordingly

- 3.4.2 Ensure providing awareness program to seafarers and ship owners and other institutional stakeholders on marine environmental pollution.
- 3.5.1 Provide policy and technical awareness programs to maritime related stakeholders on conservation and management of the seabed, water column and the ocean surface in ABNJ.

Objective four: Empowerment and capacity building of employees in the maritime sector

As of 1 January 2017, the world commercial fleet consisted of 93,161 vessels, with a combined tonnage of 1.86 billion dwt, worth US\$ 829 billion. This huge undertaking would have been impossible without over 1.5 million dedicated seafarers who make the world trade possible. Thus, seafarers have significant contributions in enforcing the IMO instruments into the world shipping. At the end of 2017, the Zanzibar fleet consists of 266 vessels of 100 GT or more with 690,967 GT which is equivalent to 0.04% of the total world tonnage.

The safety and security of life at sea, the protection of the marine environment and efficient flow of world trade depend to the large extent on the well trained, experienced and dedicated teams of seafarers and supporting staff. To achieve that target however, maritime employers and all other relevant maritime stakeholders including maritime administrations would need to incorporate their recruitment strategies with SDG-4 (inclusive and equitable quality education and promote lifelong learning opportunities for all) and STCW's provisions in their recruitment plans.

The evidence suggests that there is currently an oversupply of seafarers on international labor market, mostly for ratings. Zanzibar is no exceptional to that. It is within the missions of ZMA to boost employment opportunities to Zanzibar's seafarers and maritime experts. However, that would require elevating their employability in the first place. That target would be achieved by providing best and affordable maritime educations and working experience to seafarers and other employees.

It is within the ZMA missions that the quality of social lives for seafarers and their families are met. In that regards, MLC provisions are matters of priority to ZMA over the ships flying the URT flag.

Strategies for objective four

- 4.1 Develop human resources capacity for managing maritime sector efficiency and effectively.
- 4.2 Develop effective maritime administration to ensure the safe, secure and environment – friendly flow of maritime trade.
- 4.3 Build strong relationship with other IMO member states to improve maritime safety, marine environment protection and to agree on recognition of seafarers documents.

Targets for objective four.

- 4.1.1 Ensure that the maritime training programmes continuously focus on quality and career opportunities.
- 4.1.2 Promote high quality employment in line with the STCW Convention to meet current and future worldwide demand for qualified seafarers.
- 4.1.3 Employ qualified people with relevant experience and organize systematic, periodic and formal training program for increasing proficiency and updating knowledge of employees.

- 4.1.4 Establish new Institution Training which facilitate, coordinate and provide training for seafarers according to the STCW instruments.
- 4.2.1 Ensure that the maritime administration works effectively in considering administration procedures on providing services.
- 4.2.2 Establish an online registry of ships.
- 4.2.3 Continue providing effective LRIT services to the Tanzania Zanzibar ships.
- 4.3.1 Analyze and update formal written agreements with ROs to reflect the developments of the applicable international instruments.
- 4.3.2 Cooperate with port state control regimes and international organization to participate in seminars and trainings for developing and enhancing applied procedures.
- 4.3.3 Encourage the signing of Memorandum of Understanding on recognition of seafarers` certificates with other IMO member states.

CHAPTER THREE

3. INTEGRATING MARITIME SECTOR WITH SUSTAINABLE DEVELOPMENT

Maritime Transport is the most efficient mode of international trade, and Zanzibar, as a regional gateway, has an historic role of participation, both as an archipelagic and island Flag State, in international shipping and sea trade. International shipping greatly benefits Zanzibar by importing and transiting food, commodities, raw materials, energy and consumer goods reliably and effectively. As IMO member states are encouraged to establish the necessary institutions and build the relevant capacities to better harness the potential represented by the Blue Economy, African states are also encouraged to address the African Union (AU) 2050 African Integrated Maritime Strategy (AIMS), and the Maritime Transport Charter.

The Blue Economy includes Harvesting of living aquatic resources; Extraction of nonliving resources and generation of new energy resources; Commerce and trade in and around the ocean; Protection of marine environment and biodiversity; Culture and heritage; and Knowledge. Working together with all maritime and blue economy stakeholders is indispensable to the functioning of ZMA. As the principal institution responsible for maritime administration, ZMA aims to contribute towards integrated maritime governance through the

implementation of all relevant SDG goals, including Sustainable Development Goal 14 and its targets, which is central to implementation of IMO instruments. SDG 14 on life under water is about ensuring conservation and sustainable use of the oceans, seas and marine resources.

As such, ZMA strives to implement the IMO instrument by taking leadership in linking the maritime sector with SDGs, contributing to blue growth. ZMA's priorities can therefore be summarized as follows: safe, secure and efficient shipping on clean oceans. This means that ZMA's priorities relate to most of the SDG14 targets particularly as regards IMO-related environmental conventions. Implementing and enforcing these conventions and regulations actively addresses marine pollution and protection of marine and coastal ecosystems. In addition, ZMA accommodates the linkages between the IMO treaty regime and the United Nations Convention on the Law of the Sea (UNCLOS) for navigational safety, the safety of life at sea, including the design, construction, equipment and manning of ships; the protection of the marine environment; maritime security; liability and compensation for maritime casualties; and response systems for search and rescue.

CHAPTER FOUR

4. MONITORING AND EVALUATION

4.1. Rationale for planning, monitoring and evaluation

Monitoring and Evaluation (M&E) helps track the implementation progress to achieve stated objectives and demonstrate results for corrective action and accountability for this strategic action. In this context M&E will have to be consistent with the overall progress of implementation and corrective action plan in reporting the required IMSAS auditing format for the strategy to implement the IMO instruments. The responsibility for compiling, monitoring and evaluating implementation of this falls in the hands of M&E Unit of the Ministry of Infrastructure, Communication and Transportation along with all other institutions responsible for safety, security, environment and development planning. Such M&E shall also be used to advise the Government and help guide the country towards informed decision-making process in implementing the IMO instruments.

4.2. Implementation modality

The Monitoring and Evaluation (M&E) activities associated with this strategy to implement the IMO instruments will be guided by the objectives, tasks and targets related to:

1. Implementation and enforcement of IMO instruments.
2. Maintaining maritime safety and security.
3. Protection of the marine environment and the coastal zone

4. Empowerment and capacity building of employees in maritime sector

Impacts and corrective measures set forth will be monitored and assessed over time against targets and benchmarks that are established. Monitoring and evaluation will be carried out at all levels required under IMSAS Audit Scheme.

4.3. Approach

The approach in implementing this strategy will be guided by:

1. A series of measurable feedbacks on actions taken to enhance performance on from the following:
 - a) Safety of Life at Sea
 - b) Prevention of Pollution from Ships.
 - c) Standards of Training, Certification, and Watch keeping for Seafarers
 - d) Load lines
 - e) Tonnage Measurements of Ships; and
 - f) Regulations for preventing collisions at sea
2. Periodic Publication of the overall state of the Maritime sector in Zanzibar.
3. Performance of various actors at all levels in relation to fulfilling their mandate, executing their roles and responsibilities and effectiveness of their plans and activities in delivering services and attaining the stated objectives, targets and tasks.

Specifically, the implementation of each objective will be structured in such a way that the Outcome, Outputs, Main Actors, and Time Frame will be designed in the intervention program that is to be developed in the immediate future.

4.4. Time for Review.

The review will be tracking progress on implementation of the milestones and targets mentioned. The review will focus on determining whether the planned targets are achieved and find out whether they are on track, off track, or at risk. This strategy will be reviewed after two years from date of approval.

ANNEX 1 : PERFORMANCE MEASUREMENT FRAMEWORK

Objective one: Implementation and enforcement of IMO Instruments.

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
1. Incorporating maritime conventions into national legislations effectively.	Ensure national legislations are in compliance with all relevant maritime conventions	2021	Have effective legislations	ZMA, MoICT, AG, HoR, ZPC
			Legislation ratio	
2. Review and update existing regulations systematically to ensure that they meet their intended objectives efficiently and effectively	Ensure existing regulations are systematically reviewed and verified to meet international obligations effectively.	2021	Existing regulations are updated and reviewed.	ZMA, MoICT, AG, ZPC

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
3. Develop a framework for implementation of IMO supplementary instruments for enabling the effective implementation of the IMO conventions.	Ensure the IMO supplementary instruments are developed and implemented.	2021	Administrative guidance and instruments published Supplements adopted and mainstreamed.	ZMA, AG, MoICT, ZPC, ZEMA, ZPRA, DoFD
4. Enhance regulatory process and enforcement mechanism of maritime safety, security and marine environment protection.	Ensure that all Tanzania Zanzibar ships are in compliance with international maritime safety, security standards and marine environment standards.	2020	Flag State Control follow up	ZMA
			Strengthened Penalties for substandard ships and individuals	
			Incident follow-up	

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
			Port State control detention follow-up Port State control deficiency follow-up Fleet loss ratio Detention ratio Countermeasures taken for substandard ships	

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
			Environment non-compliant cases recorded and action taken.	
5. Setting clear framework for implementation and regulatory environment for merchant vessels industry.	Update the formal written agreements with recognised organisations and systematically monitor the work performed by ROs.	2020	RO delegation and monitoring Agreement conclusion with ROs. Communication with ROs Instruction for ROs developed	ZMA, MoICT

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	Issue circulars of instructions to ROs on how to improve performance and monitoring of their performance.	2020	Administrative guidance published/ Circular issued	ZMA
			Instruction for ROs	ZMA
	Draw up a penalty system to enforce legal action against ships which are not in compliance with the IMO instruments	2020	Administrative guidance published	ZMA, MoICT, AG
	Improve the efficiency and productivity of ship survey and inspection services through changes to working	2022	Flag State Control inspection procedure	ZMA

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	practices and better prioritization		<p>Training program for Flag State surveyors.</p> <p>Qualification of Flag State surveyors</p> <p>Supplementary or additional survey for flagged Ships.</p> <p>Strengthened Penalty regulation for substandard ships</p>	

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	Provide fair, adequate and consistent Port State Control over the ships in order to meet the objectives of the inspection.	2020	Port State control Procedures	ZMA,
			Port State Control detention follow up	
			Port State Control deficiency follow up	
	Develop safer and environmentally friendly shipping procedures for overcoming shortcomings in	2022	Qualification and training of Port State Officer	ZMA

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	the performance of Port State Control officers and promote integrity, professionalism and transparency among them.		Administration guideline for PSC are in place	
	Develop the inspection database by keeping records and statistics which assists in identifying the risk areas to be checked at each inspection.	2022	Periodic publication of statistical data and records on TZIR compliance.	ZMA
	Ensure PSC inspections implemented timely,	2020	Communication with flag state.	ZMA

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	effectively and efficiently.		Instruction for masters and owners. Port State Control detention follow up Port state control deficiency follow up	
	Comply with mandatory security regime on maritime and port related security requirements outlined in SOLAS and ISPS Code by granting certificates and verifying security plan of	2022	Approval of Port Facility Security Plans Approval of Ship Security Plans	ZMA, ZPC

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	ships and port.		<p>Trainings on PFSO, CSO, SSCO</p> <p>Issues of ship security Certificate</p> <p>Guidance for audit and review security plan</p> <p>Guidance for preparation of security plan</p>	
	Consider amendments of legislation, regulation, rules	Every year	Legislations published	ZMA, MoICT, AG

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	and administration guideline of commercial Shipping.		Administrative guidance published	

Objective two: Maintaining maritime safety and security

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
<p>1. Ensure that Tanzania Zanzibar ships comply with the requirements of the IMO instruments and national legislations</p>	<p>Instruct flag state control officers to conduct flag state inspection effectively.</p>	<p>Every year</p>	<p>Number of received prevention and violation notifications</p>	<p>ZMA</p>
			<p>Penalty regulation for substandard ships</p>	
			<p>Flag State inspection rates.</p>	
			<p>Flag State inspection procedures.</p>	

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Improve ROs oversight.	2022	RO contracts and circulars Instructions for ROs Communication with ROs Agreement conclusion with ROs Procedure ROs oversight Existence deficiencies from RO audit Supplementary survey for flagged ships	ZMA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
			ROs audit report/Performance reports	
	Enhance follow-up of foreign port state inspection of Tanzania Zanzibar ships.	Quarterly	PSC detention follow-up	ZMA
			Flag State control follow up	
			PSC deficiency follow up	
			Incidents follow up	
Number of measures taken by the administration with regard to violation of regulations				

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Analyse the inspection results that took place on board Tanzania Zanzibar ships in other IMO member states.	Every year	<p>Number of PSC inspections resulting in a detention</p> <hr/> <p>Number of PSC deficiencies</p> <hr/> <p>Flag state control inspection rate</p> <hr/> <p>Flag State control inspection procedure</p>	ZMA
	Monitor the building process of new Tanzania Zanzibar ships.	Quarterly	Number of flag state controls over high and medium risk ships	ZMA,

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
			<p>Counter measures for substandard ships</p> <hr/> <p>Number of measures taken by the administration with regard to violation of regulations/ Instructions</p>	
2. Enhance the process of registering, licensing and administering ships for the purpose of meeting national and international obligations on maritime safety.	Ensure all registered vessels of national and international proprietorship meet the requirement national and international obligations on maritime	Quarterly	Number of measures taken by the administration with regard to violation of regulations.	ZMA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	safety.		<p>Number of ships that received notice of infringement.</p> <hr/> <p>Flag State control follow-up</p> <hr/> <p>Port State Control detention follow-up</p> <hr/> <p>Port State control deficiency follow-up</p> <hr/> <p>Manning certificates issued.</p>	

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
			Procedures of withdraw/Suspension/Cancellation of certificates	
3. Enforce maritime standards for safety of ports in Zanzibar and ships within the Zanzibar ports area.	Conduct expanded inspections on the vessels with a high ship risk profile.	Quarterly	Number of Flag State controls over high and medium risk ships.	ZMA,
			IMO Supplements compliance surveyed for flagged ships.	
	Assess qualifications of the pilots in order to ensure pilotage services are efficient, safe and in appropriate	2021	Standard for qualification of pilots Manning level	ZMA, ZPC

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	level.		<p>Standard for issuing certificates for pilots</p> <p>Qualification and training for pilots</p> <p>Accident follow up</p>	
4 Enforce security measures on board Tanzania Zanzibar ships and port facilities in Zanzibar according to ISPC code.	Ensure that Tanzania Zanzibar ship and port facilities are thoroughly inspected in security matters.	Every year	<p>Number of inspected ships</p> <p>Prevention of unauthorized accesses to ships and ports facilities.</p> <p>Detections of illegal devises and substances</p>	ZMA, ZPC, MoICT

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	To ensure security awareness and training to ships personnel and port facilities	Every year	Number of personel trained. Number training conducted	ZMA, ZPC
5. Regulate hydrographic services, lighthouses and navigational aids according to the national and international standards	Evaluating and monitoring the performance of national LRIT centre, determining damaged or broken lights, fog signals, buoys and navigational aids that affect main shipping lanes.	2021	Navigational incidents Navigational deficiencies Fleet loss ratio/Detention Ratio Flag state control follow-up. Reporting to IMO	ZMA, ZPC

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
			Providing statistical data.	
	Use risk assessment techniques to identify hazards and risks and put in place suitable risk control measures to ensure that the appropriate emergency plans are in place and well-practiced.	2021	<p>Administrative regulations and guidance published.</p> <p>Emergency plans are in place</p> <p>Validation of national legislations</p> <p>Follow-up for a non-conformity from periodical evaluations.</p>	ZMA, MoICT, ZPC, AG

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Organise trainings on operating emergency situations for the vessel traffic services (VTS) officers.	Quarterly	Training program for vessel traffic services (VTS) Officers implemented.	ZMA, ZPC
	Ensure VTS operators' qualifications up to date based on the international standards.	Quarterly	Training requirements for VTS Officer carried out.	

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Ensure that operating procedures for routine and emergency situations are established in a timely manner.	2023	Administrative guidance published	ZMA, ZPC
	To build a database on detained ships in case of disclosed deficiency that are clearly hazardous to maritime safety, health and environment.	2022	Periodic publication of statistical data and records on HSE compliance inspections.	ZMA, ZPC, ZEMA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors			
	Cooperate and participate along with appropriate organizations on matters related to International Hydrographic Organisation	Quarterly	Level of participation at the IHO Meetings.	ZMA, ZPC, MoICT, LC			
6. Promote and communicate through human element principles, maritime safety culture, and heightened marine environment awareness.	Inspect ships to ensure seafarers are provided with adequate working and living conditions as well as general community	Quarterly	<table border="1"> <tr> <td data-bbox="1329 764 1736 946">Standard qualification for of seafarers</td> <td data-bbox="1736 764 1950 1299" rowspan="3">ZMA</td> </tr> <tr> <td data-bbox="1329 946 1736 1101">The level training of seafarers</td> </tr> <tr> <td data-bbox="1329 1101 1736 1299">Standards for issuing certificates for seafarers</td> </tr> </table>	Standard qualification for of seafarers	ZMA	The level training of seafarers	Standards for issuing certificates for seafarers
Standard qualification for of seafarers	ZMA						
The level training of seafarers							
Standards for issuing certificates for seafarers							

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
			Safety awareness through national TV, radio and flyers	
	Administer training programmes with IMO model courses on monitoring & compliance for seafarers so as to ensure that they meet the requirements of STCW..	Quarterly	<div data-bbox="1329 592 1736 820">Training and assessment of seafarers for certification</div> <hr/> <div data-bbox="1329 820 1736 1042">Training program for seafarers</div>	ZMA,

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors						
	Combat unlawful practices associated with certificates of competency and equivalent endorsements	Quarterly	Procedure of withdraw/Suspension/cancellation of certificates	ZMA						
	Ensure the certificates and endorsements are provided in accordance with the STCW.	Quarterly	<table border="1"> <tr> <td data-bbox="1329 732 1738 932">Standards for issuing certificates for seafarers</td> <td data-bbox="1738 732 1948 932">ZMA</td> </tr> <tr> <td data-bbox="1329 932 1738 1117">Recognition of certificates and seafarers</td> <td data-bbox="1738 932 1948 1117"></td> </tr> <tr> <td data-bbox="1329 1117 1738 1295">Standards for qualification of seafarers.</td> <td data-bbox="1738 1117 1948 1295"></td> </tr> </table>	Standards for issuing certificates for seafarers	ZMA	Recognition of certificates and seafarers		Standards for qualification of seafarers.		
Standards for issuing certificates for seafarers	ZMA									
Recognition of certificates and seafarers										
Standards for qualification of seafarers.										

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Cooperate with experts assigned by Marine Institutes and training centres in analysing and studying IMO instruments on SOLAS, MARPOL & STCW	Every year	Training program for seafarers and maritime expert	ZMA, MoICT
			Training and assessment within the Maritime Institution	
			Level of training of seafarers	
			Qualification of instructors and supervisor	
	Ensure human factors such as fatigue are	Quarterly	Administrative guideline published	ZMA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	managed and controlled according to IMO guidelines.		Commentary regulation published	
	Ensure that appropriate measures are taken in case of breach of maritime transport provisions in the Code of Administrative Offences.	Quarterly	Documented administration procedure and legislation	ZMA
7. Ensure coordinating and conduct Search and Rescue operations and other related matters	Organise trainings for Search and Rescue Officers in accordance with SAR Convention.	Every year	Training program for Search and Rescue Officers Training standards for administrative personnel	ZMA, KMKM, ZPC, MoICT, ZEMA, ZDMC, Fire and Rescue Services

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Draw up a SAR Operations plan.	2020	Documented administration guideline and procedure for Search and Rescue	ZMA, KMKM, ZPC, MoICT, ZEMA, ZDMC, Fire and Rescue Services
	Exchange practice and experience in SAR operations as well as organise trainings in the territorial waters in Zanzibar.	Every 2 years	Practical training of SAR conducted	ZMA, ZPC, KMKM

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Develop a SAR Co-operation Plan between SAR services and the passenger ships.	2021	Administrative guideline and procedures published	ZMA, KMKM, ZDMC, ZPC
	Develop a database for marine pollution, safety, marine casualties and marine incidents.	2021	Providing data Statically	ZMA
	Ensure that investigators receive trainings for acquiring the necessary	Every years 2	Training program for flag state investigators	ZMA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	knowledge, understanding and proficiency in marine pollution prevention, marine safety investigations, and other related instruments.		<p>Number of marine safety investigator trained</p> <p>Training and Qualification of requirement for flag state investigators</p> <p>Qualification requirement for flag state investigators</p>	
8. Ensure approval of marine safety equipment and marine equipment service providers.	Ensure that the marine equipment carried on board ships comply with safety requirements that have been developed by IMO with	Every years	<p>Validation of national legislations</p> <p>Flag state Control inspection procedure</p>	ZMA,

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	regard to design, construction and performance.		<div data-bbox="1329 345 1736 483">Communication with ROs</div> <hr/> <div data-bbox="1329 483 1736 573">Instruction for ROs</div>	

Objectives three : Protection of the marine environment and the coastal zone

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
1. Prevent or minimize the pollution risk from ships both accidental and from routine operations	Ensure the availability of adequate port reception facilities that meet the needs of users and of the environment, without causing undue delay to the ships.	2023	Ration in improvement and corrective measures recorded during ship inspections.	ZMA, ZPC
			Follow-up for environmental non conformity from periodic evaluations and action taken.	

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Develop MARPOL Annexes-related regulations for protection of marine environment and improvement of more environmentally compliant port reception facilities	2021	Validation of relevant national legislations and regulations on MARPOL Annexes and other related environmental actions.	ZMA, ZPC, MoICT, AG
	Ensure availability of marine pollution prevention guidelines, codes and standards for users and operators of maritime domain, including port reception facilities	2021	Number of pollution prevention guidelines, codes, established and disseminated.	ZMA, MoICT, ZPC

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
			Administrative guidelines and procedures on MARPOL Annexes published	
2. Improve pollution incidents preparedness and response capabilities in line with ORPC Convention	To develop and adopt marine oil spill response and contingency plan for Zanzibar.	2022	Marine oil spill response and contingency plan for Zanzibar prepared and integrated.	ZMA, MoICT, ZEMA, ZDMC, ZPC, ZPRA, SD
	Establish organizational framework for preparedness and combating oil pollution incidents in Zanzibar.	2022	Organizational framework established Reporting to IMO	MoICT, ZMA, ZPC, ZEMA, ZURA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	To set up national procedures for vetting of oil carriers.	2020	<p>Administrative guideline and procedures published</p> <p>Register of oil carriers are in place</p>	ZMA, ZURA
3. Implement and enforce MARPOL Convention appropriately, share the responsibilities with the entities concerned and formulate guidance and procedures for	Promote the usage of cleaner fuels or techniques needed to ensure a distinct reduction in emissions	2021	<p>Number of severe spills of bulk liquid reported/documentated.</p> <p>Reported number of cases on releases of noxious substances in the marine environment</p>	ZMA, ZURA, ZEMA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
effective.			Certificate and special rules on inspection of ship.	
	Develop a systematic database to simplify and harmonise use of environmental data on ships carrying dangerous or polluting goods, sewage discharge and garbage disposal, and levels of ship-borne atmospheric emissions.	2023	Database system to monitor movement of dangerous goods and hazardous substances/wastes prepared.	ZMA, ZPC
			Providing statistical data	

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
	Introduce standard measures against fuel oil suppliers that deliver fuel oil which is not consistent with the stated details on the bunker delivery note	2022	Administrative guideline/Legislation and procedures published.	ZMA, ZURA

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
<p>4. Develop and encourage effective ways of raising public awareness on conservation and protection of marine environment among the maritime and other related stakeholders.</p>	<p>Ensure flag state personnel conducting IMDG Code related duties are trained accordingly</p>	<p>Every 2 years</p>	<p>Training programs for flag State investigators and environmental marine experts on MARPOL, INTERVENTION, Civil Liability, London Convention, UNCLOS, SDG 14, OPRC, Ballast Water Management.</p> <hr/> <p>Training and Qualification of requirement for flag state investigators</p>	<p>ZMA, ZPC, ZEMA</p>

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
			Qualification requirement for flag state investigators	
	Ensure providing awareness program to seafarers, and ship owners and other institutional stakeholders on marine environmental pollution.	Every year	Training, capacity and knowledge sharing program for seafarers, ship owners, and other environment-related stakeholders.	ZMA, ZEMA
			Environmental awareness club for marine environmental pollution established	

Strategies	Targets	Time limits	Key Performance Indicators	Key Actors
<p>5. Develop capacity, training, and resources awareness for maritime related issues pertaining to environmental conservation and protection of biodiversity in areas beyond national jurisdiction (ABNJ),</p>	<p>Provide policy and technical awareness programs to maritime related stakeholders on conservation and management of the seabed, water column and the ocean surface in ABNJ.</p>	<p>2022</p>	<p>Number of Awareness communications, and Training program for maritime stakeholders on seabed, water column and the ocean surface in ABNJ organized.</p>	<p>ZMA, ZEMA, DoFD</p>
			<p>Training program for flag state surveyors seabed, water column and the ocean surface in ABNJ carried out.</p>	
			<p>Training program for Flag State investigators.</p>	

Objective four: Empowerment and capacity building of employees in the maritime sector.

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
1. Develop human resources capacity for managing maritime sector efficiency and effectively.	Ensure that the maritime training programmes continuously focus on quality and career opportunities	Quarterly	Training standard for administrative personnel.	ZMA, MoICT
			Training program for Flag State surveyors and auditors	
			Training program for Flag State investigators	
	Promote high quality employment in line with the STCW Convention to	2020	Standards for qualifications of seafarers	ZMA

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	meet current and future worldwide demand for qualified seafarers.		<p>The level of training of seafarers</p> <hr/> <p>Assigning responsibilities between maritime Organizations.</p> <hr/> <p>Customer satisfaction</p> <hr/> <p>Number of documented policy and procedures.</p>	

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	Employ qualified people with relevant experience and organize systematic, periodic and formal training program for increasing proficiency and updating knowledge of employees.	Every year	<p>Qualification of flag state surveyors</p> <hr/> <p>Qualification and training of flag state investigator</p> <hr/> <p>Assigning responsibilities of personnel</p> <hr/> <p>Training program for administrative staff and maritime expert.</p> <hr/> <p>Training standards for administrative personnel</p>	ZMA

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
	Establish new Institution Training which facilitate, coordinate and provide training for seafarers according to the STCW instruments	2023	Administration guideline, procedure and legislation established.	ZMA, MoICT, AG
			Establish of new institution of maritime training and seafarers	
2. Develop effective maritime administration to ensure the safe, secure and environment – friendly flow of maritime trade	Ensure that the maritime administration works effectively for considering administration procedures on providing services.	Quarterly	Time to respond to and correct non-compliance.	ZMA
			Number of documented policies and procedures.	

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
			Degree of compliance, number of corrective actions which have been resolved or unresolved.	
			Procedures for checking credential of administrative personnel.	
			Number of human resources/ staff related deficiencies	
			Internal and external audits on an annual basis.	

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
			Assigning responsibilities of personnel	
			Assigning responsibility of administrations	
			Customer satisfaction	
	Establish an online registry of ships.	2020	Online registry are in place	ZMA
	Continue providing effective LRIT services to the Tanzania Zanzibar ships.	2023	Communication performance	ZMA,ZPC

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
3. Build strong relationship with other IMO member states to improve maritime safety, marine environment protection and to agree on recognition of seafarers documents.	Analyze and update formal written agreements with ROs to reflect the developments of the applicable international instruments.	2021	Formal written agreement with ROs	ZMA
			Agreement conclusion with ROs	
	Cooperate with port state control regimes and international organization to participate in seminars and trainings organized by them for developing and enhancing the applied procedures.	Every year	The level of Inter organizational cooperation	ZMA, ZPC , MoICT
Engagement with international counterparts			ZMA	

Strategies	Targets	Time limits	Key Performance Indicator	Key Actors
			Number of employees attended the trainings per year.	
	Encourage the signing of Memorandum of Understanding on recognition of seafarers' certificates with other IMO member states	2022	Recognition of certificates and standards for qualification of seafarers	ZMA, AG, MoICT