



# IHO Capacity Building Programme

## TECHNICAL VISIT REPORT

### The State of Hydrography and Nautical Charting in The United Republic of Tanzania



Ministry of Lands, Housing and Human Settlements Development  
Tanzania Shipping Agencies Corporation  
Tanzania Petroleum Development Corporation  
Tanzania Port Authority  
Zanzibar Maritime Authority  
Zanzibar Port Corporation



October 2022

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## ABBREVIATIONS

AtoN	Aids to Navigation
CBSC	IHO Capacity Building Sub-Committee
ENC	Electronic Navigational Chart
GMDSS	Global Maritime Distress and Safety System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IHO	International Hydrographic Organization
IMO	International Maritime Organization
IMSAS	IMO Member State Audit Scheme
INT	International
MSDI	Maritime Spatial Data Infrastructure
MSI	Maritime Safety Information
NHC	National Hydrographic Committee
PCA	Primary Charting Authority
RHC	Regional Hydrographic Commission
SOLAS	[United Nations] Convention for the Safety of Life at Sea

## EXECUTIVE SUMMARY

A Technical Visit (TV) to The United Republic of Tanzania, henceforth referred to as URT, was conducted on behalf of the IHO by Mr Tim Lewis and Ms Lucy Fieldhouse, both from the UK Hydrographic Office (UKHO). The visit focused on the recommendations raised from a previous IHO technical visit conducted in 2012 and establishing the current capability and future plans for hydrography in the URT.

The team met with the representatives of the some of the main stakeholders identified from the previous visit. Due to the geographic extent and numerous locations of governmental departments, the TV team convened a workshop for key stakeholders in Dar es Salaam to maximise benefit from the modest available resources. Stakeholders travelled from Dodoma and Zanzibar to join their counterparts in Dar es Salaam to take part in this visit for which the TV Team were very grateful. This dedication by stakeholders demonstrates the importance which is placed upon development in the hydrographic field. This combined workshop of stakeholders from the URT's National Hydrographic Committee (NHC) enabled a useful discussion to take place and the team were able to outline the benefits of IHO Membership and the value of regular meetings of the NHC to enable the development of the URTs capabilities and the opportunities that this will provide to strengthen the Country's economy and resilience.

It was clear that there is an immediate requirement to foster improved communication and collaboration between the stakeholders by reestablishing the NHC with Terms of References to be developed at the earliest opportunity. The Ministry of Lands, Housing and Human Settlement undertook to set up a meeting schedule to take this forward.

It was also clear that the MSI capability is limited. This is due to lack of equipment and trained staff.

Several recommendations were made during the visit and are provided in this report.

### SCOPE OF THE VISIT

This TV focused upon the hydrographic capability of the URT, that of the Mainland and the Island of Zanzibar.

The Great Lakes of Tanzania, whilst discussed, were primarily out of the scope of this visit. However, it is recognised that collaboration and improved governance in the maritime environment will also contribute to the management and care of these inland water bodies.

It is important to note that within the Southern African and Islands Hydrographic Commission (SAIHC) a dedicated African Great Lakes and Rivers Sub-Working Group (AGL&RsWG) was established in 2021 to provide support in the development in these important areas. URT forms part of this important group.

### TECHNICAL VISITS

2006	IHO Technical Visit
2007	IHO Technical Visit
2010	West Indian Ocean Marine Highway (WIOMH) Technical Visit.
December 2012	Technical and Advisory Visit, raised at SAIHC Meeting and included in the IHO CB Workplan for 2012. TV led by SANHO and UKHO.

Terms of Reference for this Technical Visit can be seen at **Annex A**.

The schedule of events are outlined at **Annex B**.

The URT was audited by the IMO March 2019 has been audited by both the IMO and IALA since the previous IHO funded TV conducted in 2012.

It was proposed for this TV to be a Joint Technical Mission with IALA however due to travel commitments the IALA visit was postponed.

The Recommendations and Outcomes of the 2019 IMSAS audit have not been seen by the IHO TV team, so consequently have not been able to be considered in the formation of this report.

## **STAKEHOLDERS MET / ENGAGED WITH ON THIS TV**

The following stakeholders were met during this TV. The roles and responsibilities of the organisations are examined at Section 10.

- Ministry of Lands, Housing and Human Settlements Development (MoLHHSD)
- Tanzania Shipping Agencies Corporation (TASAC)
- Tanzania Petroleum Development Corporation (TPDC)
- Tanzania Port Authority (TPA)
- Zanzibar Maritime Authority (ZMA)
- Zanzibar Port Corporation (ZPC)

The list of contacts are at **Annex C**

## **GENERAL AWARENESS IN THE COASTAL STATE**

The URT is a member of the IMO.

The URT is a member of IALA.

The URT is not a member of the IHO. The benefits of IHO Membership and the process for proceeding with membership were explained during the TV.

There is a good understanding of the obligations required under the International Convention of SOLAS and the importance of hydrography by the Stakeholders of the URT. However, there are limited resources to fulfil these, and support is required. This is evidenced through the limited MSI capability and capacity to conduct hydrographic surveys beyond mainland port limits. UK is recognised as the Primary Charting Authority (PCA), who create and maintain a range of analogue and digital charts, publications and associated services. A formal MOU is under review between URT and UK. Further supporting activity to the URT is provided by India who share strong bilateral ties in the field of hydrography. An MOU between India and URT was signed in 2019.

Challenges exist within the republic where SOLAS is a United Republic responsibility, but hydrography is held as a national issue, undertaken at present by Tanzania and Zanzibar independently. This demonstrates the importance of regular engagement of the NHC to enable closer collaboration.

## **IHO/RHC MEMBERSHIP OF THE UNITED REPUBLIC OF TANZANIA**

The URT is not currently a member of the IHO. A recommendation from the IHO TV conducted in 2012 was for URT to become a Member of the IHO and to engage actively in the Southern African and Islands Hydrographic Commission. URT attended the 16<sup>th</sup> meeting of SAIHC in 2019 with support from the IHO CBSC Fund.

## **INTERNATIONAL OBLIGATIONS OF THE URT**

As an IMO member, URT is fully aware of their obligations as a coastal state. They are now committed to putting in place an NHC that covers their MSI and data capture requirements, thus fulfilling IHO CB phase 1 & 2. However there remains a lack of equipment to fully meet the MSI component.

Many of the international obligations of the URT are met through third party support such as the PCA partnership.

There is a long-term vision that in the future The URT will undertake their own charting responsibilities.

## **CERTIFIED PERSONNEL**

MoLHHSD

- 1 Cat 'A' Hydrographer

TPA

- 2 Cat 'A' Hydrographer
- 1 Cat 'B' Hydrographer

## **HYDROGRAPHIC SURVEY & NAUTICAL CARTOGRAPHY CAPABILITY**

TASAC are the agency responsible for maritime matters with the TPA undertaking responsibilities for the ports and approaches. Currently, there are 2 members of TPA staff trained to Cat 'A' level. The URT does not currently have any surveying capability outside of its ports and any surveys are conducted by third parties.

There is no Nautical cartography capability (paper or digital) within URT beyond ad hoc products made for pilots, using AutoCAD.

## **MSI RESPONSIBILITY**

It is evident that whilst MSI obligations are understood, there is still much to be done to develop this capability. Stakeholders currently communicate some information between them, but this is not formalised.



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# REPORT OF TECHNICAL ASSISTANCE VISIT TO THE UNITED REPUBLIC OF TANZANIA *October 2022*

## Reference(s):

- A. IHO Publication M-2 *The Need of National Hydrographic Services* - Version 3.0.7 Jun 18
- B. IHO CB Procedure 9: *Guidelines to Conduct Technical Visits*
- C. IHO CB Technical Visit Report for The United Republic of Tanzania (2012)
- D. Tanzania National Report, 16<sup>th</sup> SAIHC meeting – Cape Town, South Africa Sep 2019

In 2012 an IHO TV was conducted by the then SAIHC Chair and a representative of the UK Hydrographic Office (UKHO). The TV raised a number of recommendations to assist the URT in developing its capabilities.

This aim of this TV was to revisit those recommendations outlined in the Report from the visit conducted in 2012 and to establish to what extent they have been addressed, focusing on MSI capabilities. The visit also aimed to identify where assistance can be provided to help the URT in its hydrographic capability development.

## 1. Background.

At the 16<sup>th</sup> meeting of the SAIHC it was requested that the CB Coordinator submit a request for an IHO Funded Technical Visit to be undertaken at the earliest opportunity to the URT. A Proposal was submitted to the Capacity Building Sub-Committee (CBSC) and funding for the visit was secured in 2021. Limitations in travel due to the global COVID-19 pandemic delayed the planned visit until 2022.

## 2. Composition of the Team.

The RHC TV Team is comprised by:

Name	Role
Mr Tim Lewis, UK Hydrographic Office Head of Partnering and Engagement Middle East & Africa, SAIHC MSDIWG Chair	Team Leader
Ms Lucy Fieldhouse, UK Hydrographic Office International Building Manager, SAIHC CB Coordinator	Co-team Leader

IHO Secretariat and UKHO liaised over the booking of Accommodation and Flights. Logistics including meeting arrangements and timetabling of the TV, were coordinated by the British High Commission and the Ministry of Foreign Affairs.

## **PART A - OVERALL ASSESSMENT OF THE SITUATION IN REGION**

### 3. Efficacy of the Technical Visit.

The terms of reference for this TV can be found at **Annex A**.

This TV was a follow up visit to assess the progress of recommendations raised during the TV conducted in 2012 by the then SAIHC Chair and now IHO Director Abri Kampfer and Mr Bob Wills (UKHO). A review of the recommendations and a summary of the progress of each can be found in **Annex D**.

There has been little progress in implementing the recommendations from the 2012 TV. Whilst the NHC has met since the TV a regular calendar of meetings has not been established and little coordination between stakeholders has been developed. The Stakeholders all fully support the immediate reimplementation of the NHC.

#### **4. Cooperative Arrangements and Potential.**

##### **a. Regional Organisations and Collaboration.**

The URT is a member of the following regional organisations that offer opportunities for collaboration and capacity building.

**International Maritime Rescue Federation (IMRF)** - International non-governmental organisation (NGO) working to develop and improve maritime search and rescue (SAR) capacity around the world. In December 2019 the IMRF and the IMO held The East Africa SAR Regional Meeting, hosted by the Tanzania Shipping Agencies Corporation (TASAC) in Dar es Salaam, Tanzania and including SAR professionals from Kenya, Tanzania, Somalia, Uganda, and the Seychelles.

**Southern African Development Community** – The URT is a founding Member State of the Southern African Development Community (SADC), having been 1 of the 9 countries that form the SADC Conference in Zambia in April 1980. The SADC objectives are stated in Article 5 of the SADC Treaty (1192) these are to achieve economic development, peace, and security, alleviate poverty, enhance the standards and quality of life of the peoples of the Southern Africa. These objectives will be achieved through equitable and sustainable development.

**Port Management Association Of Eastern & Southern Africa (PMAESA)** of which TPA is a member. PMAESA is an association of port authorities, maritime authorities, and government line ministries in Eastern and Southern Africa. The benefits of being a PMAESA member are wide and implicit in the Association's Vision.

The Association's prime objective is to promote exchange of best practice ideas, experience, and information between members, in the port, transport and trade arenas with the rest of the world.

**Association of African Maritime Administrations (AAMA)** The association aims progress the maritime agenda as envisaged in the African Maritime Transport Charter; To strengthen cooperation at the regional, continental and international levels in harmonizing policies and goals necessary for the growth of the African Maritime Sector and enhancement of continental collaboration; To lay a firm foundation for regular consultations to enable African Maritime Administrations to build joint positions on issues of common concern in the maritime sector; and To promote sharing of best practices among the African Maritime Administrations in the overall management and operation of maritime authorities and other maritime entities in the continent.

**SAIHC** – URT is an Associate Member of the IHO RHC SAIHC. This group fosters regional collaboration and sharing of information, expertise and through the IHO Capacity Building (CB) funds enables URT to Phase 0 and Phase 1 CB funded support. URT last attended the annual SAIHC meeting in 2019.

b. Defense and Security Arrangements.

The URT Navy is responsible for SAR, fishery protection, other EEZ maritime patrols and operations to counter traffic in narcotics and illegal migration.

The State has designated the following as SAR units:

- The Tanzania People's Defense Force
- Tanzania Police Force
- Tanzania Ports Authority
- Zanzibar Ports Authority
- Anti- Smuggling Unit (KMKM).

A bill addressing SAR and anti-smuggling is currently with Government.

c. Primary Charting Authority.

UKHO is currently the recognized Primary Charting Authority (PCA) for URT. This has never been formalized through a Memorandum of Understanding (MOU) or Bilateral Arrangement (BA). The IMO audit recommended that URT sign an MOU with the UKHO. This was emphasized by the TV and URT proactively supported this recommendation. The efforts of India in assisting Tanzania through improved hydrography is widely acknowledged. India, the PCA and URT should liaise closely to ensure close collaboration to avoid duplication.

## **PART B – TANZANIA ASSESSMENT**

### **5. RHC Involvement.**

URT is not currently a member of the IHO but has attended Southern African and Islands RHC (SAIHC) Meetings and sits as an Associate Member of SAIHC. URT were represented at the 16<sup>th</sup> meeting of SAIHC held in 2019, in Cape Town, South Africa. Due to the impact of COVID a face-to-face meeting of SAIHC was not held again until the 18<sup>th</sup> meeting of SAIHC in May 2022, Maputo Mozambique. Online meetings of SAIHC held in 2020 and 2021 were not attended by URT.

### **6. Preliminary Liaison.**

The assistance provided by the Ministry of Foreign Affairs and the Ministry of Lands Housing and Human Settlements Development contributed directly to the success of the visit and much effort was put into arranging unscheduled meetings with newly identified stakeholders.

The TV team would like to record their sincere appreciation for this support.

### **7. Points of Contact.**

The lead point of contact is correct in the current IHO Yearbook P-5 (**Annex E**) which is Director of Surveys and Mapping Mr Mansour HAMDOUN, within the Ministry of Lands, Housing and Human Settlements Development (MoLHHSD).

The Tanzanian Port Authority (TPA) contact is Aggrey Nhnyete, Principal Hydrographer.

Following the change in government and staff succession within the agencies, many of the key stakeholders from the 2012 TV were no longer in post. There was limited awareness of the 2012 and the visit recommendations. Therefore, the TV team ensured each new stakeholder was fully aware of IHO Publication M-2 and the importance of an NHC and MSI. The TV also enabled engagement with the Maritime Authorities who have responsibility for maritime issues in Zanzibar.

## **DESCRIPTION OF MARITIME ACTIVITIES**

### **8. National Maritime Affairs.**

The MoLHHSD are responsible for National Maritime Affairs but delegate the responsibility to TASAC and to ZMA. The TPA and the ZPC are responsible for the Ports and approach channels (along with AtoN) and currently contract out any hydrographic surveys.

It was widely acknowledged amongst the stakeholders the strengthening of the activities of the NHC will greatly improve collaboration and build more cohesive capability.

There are hopes that a greater awareness of the importance and the opportunities of the maritime (and riverine) environment and can offer is occurring through the development of the Lake Ports.

### **9. Trade and Maritime Traffic.**

This report provides details of trade and maritime traffic for the URT<sup>1</sup>.

The Port of Dar es Salaam and Zanzibar are URTs main ports and handle over 95% of the country's cargo traffic

## COASTAL PORTS OF URT

- **Dar es Salaam** is the principal port of Tanzania. The types of vessels regularly calling at Dar es Salaam are Bulk Carrier (24%), Container Ship (20%), Vehicles Carrier (13%), General Cargo (7%), Oil/Chemical Tanker (6%). The port is divided into General Cargo Terminal, Container Terminal, Grain Terminal and Oil Terminal. The maximum length of the vessels recorded to having entered this port is 279 meters and the maximum draught is 14.8 meters. Development of the port is in progress as was outlined in a study undertaken in 2009 which led to the development of the National Ports Master Plan (PMP). The Dar es Salaam Maritime Gateway Project (DMGP) will see the modernization of the port including the strengthening and deepening of berths, dredging of entrance channels and improved access and construction of a new terminal jetty enabling the port to handle Post Panamax vessels.

- **Mtwara** is a Medium-sized Port of Tanzania. The types of vessels regularly calling at MTWARA are Bulk Carrier (42%), General Cargo (26%), High Speed Craft (5%), Landing Craft (5%). The deep-water quay is dredged to -9.5 metres chart datum. There are no tidal restrictions for vessels entering and leaving the harbour, but there is an enforcement length restriction of 175 metres due to the shape of the channel.

A sheltered anchorage exists in the inner bay (basin) with good holding ground of – 20 metres. The basin can accommodate six vessels of 175 metres. The number of vessels can be increased if numerous shoal patches are removed.

- **Tanga** is a small seaport in terms of volume of cargo handled and the longest serving port in East Africa. The types of vessels regularly calling at TANGA are Sailing Vessel (46%), Oil Products Tanker (10%), Tug (6%), Ro-Ro/Passenger Ship (3%), High Speed Craft (3%) The port has 2 shallow water berths. There are no tide restrictions on entering or leaving the port and the wide deep entrance channel can accommodate vessel of any size or draught. Navigation of vessels in the port is limited to daytime only and discharging and loading of cargo is dependent upon the use of ship cranes.

- **Zanzibar** is a Medium-sized Port. The types of vessels regularly calling at the port are Sailing Vessel (30%), General Cargo (16%), Passenger Ship (12%), Container Ship (10%), Ro-Ro/Passenger Ship (8%). The maximum length of the vessels recorded to having entered this port is 222 meters and the maximum draught is 10.1 meters.

**PORTS OF THE GREAT LAKES** are the responsibility of the TPA, these are:

**Lake Nyasa Ports.** The Major ports in Lake Nyasa are:

Mbamba Bay Port has a jetty suitable for light cargo with plans to expand the port following the building of new vessels and the development of Mtwara Corridor. Land acquisition process is in progress aiming to acquire 128 acres which will allow construction of berths and other port facilities. Traffic forecast for 2028 is estimated at 50,000 tons.

Itungi Port is identified to be the Passenger Terminal which will also handle light cargoes. The Port has a berth with 70 metres and is the head office of Lake Nyasa ports. It is facing the

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<sup>1</sup> Source: TPA <https://www.ports.go.tz/index.php/en/> Location nomenclature as stated in source.

siltation problem, but the controlling mechanism seems to succeed. The Port has a dredging machine which enabled to increase water depth in the entrance channel and at the quay side. Traffic forecast for 2028 is estimated at 10,000 tons.

Kiwira Port has been established as cargo terminal. It has a jetty and temporary Ramp. The Kiwira Port is equipped with handling machines like mobile crane, forklifts and grabs. The Port currently receives various vessels from Malawi which loads export traffic of Clinker. Kiwira Port is a home port for two cargo barges, MV RUVUMA and MV NJOMBE which are owned by TPA. Traffic forecast for 2028 is estimated at 150,000 tons.  
<https://www.ports.go.tz/index.php/en/ports/lake-nyasa>

**Lake Tanganyika Ports** - Specification Cargo terminal, Passenger terminal and Oil jetty  
 The major ports in Lake Tanganyika are the Kigoma port, Kibirizi, Kipili, Kasanga, Kagunga, Kabwe and Kirando.

**Lake Victoria Ports** - The major ports in Lake Victoria are:  
 Mwanza South Port  
 Mwanza North Port.

Both Ports are connected to road and railway in the country and neighbouring countries and have many facilities including Weighbridge, Oil tanks, Workshops and Passenger Lounge to support various operations within the Lake. Apart from these Two Main ports, the Lake has got many other Ports which work together to facilitate different services within Lake Victoria.

#### Port calls, time spent in ports, vessel age and size in 2021

	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU) per container ship	Max size (GT) of vessels
All Ships	1 290	2.9	17	23 974	24 127	2 857	72 707
Liquid Bulk Carriers	321	2.87	17	17 618	29 507	..	65 696
Liquefied Petroleum gas carriers	..	..	..	..	..	..	..
Liquefied natural gas carriers	..	..	..	..	..	..	..
Dry bulk carriers	173	5.26	10	28 643	49 096	..	38 203
Dry breakbulk carriers	324	0.38	22	5 154	6 864	..	37 441
Roll-on/roll-off ships	177	..	15	54 886	21 566	..	72 707
Container ships	295	3.32	16	30 274	..	2 857	51 872
Passenger ships	..	..	..	..	..	..	..

[Source: [UN Conference on Trade and Development](#). Last accessed: 14 Mar 23]

## 10. Responsibility for Safety of Navigation.

The following organisations were met during the TV. Below highlights their core areas of responsibility.

### Tanzania Shipping Agencies Corporation - TASAC

TASAC is the authority responsible for:

The regulation of maritime administration, maritime environment, safety and security.

- i. Administering the Merchant Shipping Act;
- ii. Exercising port state control of all foreign ships and flag state control of ships registered in Mainland Tanzania;
- iii. Regulating and approving marine services safety equipment's and marine services providers;
- iv. Regulating of ferries;
- v. Coordinating National Search and Rescue (SAR) matters and prevention of marine environmental pollution from ships including operation of Maritime Rescue Coordination Centres (MRCC) in URT;
- vi. Regulating and coordinating the protection and preservation of marine environment;
- vii. Disseminating information and creating awareness on matters related to maritime environment, safety and security; and

The Regulation of Maritime Transport Services:

- i. Issue, renew and cancel licences;
- ii. Establish standards for regulated goods and regulated services;
- iii. Establish standards for the terms and conditions of supply of the regulated goods and services;
- iv. Regulate rates and charges;
- v. Monitor the performance of the regulated service providers;
- vi. Facilitate the resolution of complaints and disputes;
- vii. Monitor and superintend the conduct and practices of shipping lines and other regulated service providers;
- viii. Monitor freight rates and surcharge so as to ensure there is correct application during the period of their validity;
- ix. Call for, register and appraise freight rates, currency and bunker adjustment factors and other charges or surcharges in relation to maritime transport services;
- x. Require all ships loading or discharging cargo in Mainland Tanzania ports to submit to the Corporation

### **Tanzania Port Authority - TPA**

The Tanzania Ports Authority (TPA) was established by the Ports Act No. 17 of 2004 as landlord Port Authority. TPA is the authority responsible for operating a system of ports serving the Tanzania hinterland and the landlocked countries of Malawi, Zambia, Democratic Republic of Congo (DRC), Burundi, Rwanda and Uganda.

TPA currently performs the role of both a Landlord and Operator with the main functions of promoting the use, development and management of ports and their hinterlands, entering into contracts for the purpose of delegating the powers of the Authority (through licensing and concession of ports services).

TPA administers a diverse system of Tanzania's Mainland Sea and inland water ways (Lake Ports).

Objectives of TPA:

- i. To establish and coordinate system of Harbours.
- ii. To provide facilities relating to Harbours and provide harbour services.
- iii. With the approval of the Minister, to construct and operate new Harbours.
- iv. To construct, operate and maintain beacons and other navigational aids.
- v. To carry on the business of stevedore, wharf age or lighter man.
- vi. To act as a warehouseman to store goods, whether or not the goods have been or are to be, handled as cargo or carried by the Authority.



- vii. To consign goods on behalf of the other persons to any place either within or outside the United Republic.
- viii. With the approval of the Minister, to act as carriers of goods or passengers by land or sea.
- ix. To provide amenities or facilities that the Authority considers necessary or desirable for persons making use of the facilities or services.

### **Tanzania Petroleum Development Corporation - TPDC**

Tanzania Petroleum Development Corporation (TPDC) is the National Oil Company of Tanzania, wholly owned by the Government of Tanzania, with all its shares held by the Treasury Registrar. TPDC was established through the Government Notice No.140 of 30th May 1969 under the Public Corporations Act No.17 of 1969 as amended. The Petroleum Act, 2015 has given the TPDC mandate to undertake Tanzania's commercial aspects of petroleum operations in the upstream, midstream and downstream and participating interests of the Government in the petroleum and natural gas agreements.

TPDC is the authority responsible for:

- i. carrying out specific petroleum and natural gas operations as stated in the Petroleum Act, 2016
- ii. Advising the Government on policy matters pertaining to the petroleum industry;
- iii. Promoting and monitoring the exploration for oil and gas;
- iv. Participating in petroleum reconnaissance, exploration and development projects;
- v. Conducting research and the development of the oil and gas industry in the country;
- vi. Managing the exploration and production data;
- vii. Carrying out specialised operations in the petroleum value chain using subsidiary companies;
- viii. Handling the Governments commercial participating interests in the petroleum sub sector;

### **Zanzibar Maritime Authority – ZMA**

The ZMA was established under Act No.3 of 2009 of the House of Representatives and charged with the responsibility of monitoring, regulating and coordinating activities in the maritime industry in Zanzibar and assigned responsibilities to administer the Maritime Transport Act no.5 of 2006 ensuring safe and environmentally sustainable maritime transport services.

The objective of the Authority is to create a harmonious and enabling environment within the maritime industry which will ensure the provision of safe, secure and efficient shipping operations in Zanzibar. This objective is fulfilled through ZMA investigating maritime casualties such as loss of lives resulting from overloading on boats, collision etc and take the appropriate actions. In partnership with other public agencies and institutions, we ensure the prevention of marine source pollution and protection of the marine environment.

### **Zanzibar Port Corporation - ZPC**

ZPC is a parastatal Organization established under the Act of Parliament in 1997. In accordance with the Act. ZPC is an autonomous organization which is responsible for managing, operating, and developing ports of Zanzibar. ZPC operates under the Ministry of infrastructure and Communication. ZPC expected to perform the role of an operator in terms of commercial activities of port sector on the Islands of Zanzibar (Unguja and Pemba).

ZPC works to:

- i. promote the development of the port sector for enhance socio-economic well-being of Zanzibar.
- ii. ensure that the corporation is operated efficiently, economically and with due regard to safety and security.
- iii. promote all reasonable facilities for the handling and warehousing of Cargo and other goods.
- iv. insure efficient and effective financial administration of the Corporation in accordance with existing national laws and regulation

## **11. Defence Force Responsibilities.**

The Tanzania People's Defence Force (TPDF) is the military force of the URT. The Navy is commanded by the Navy Chief of Staff. Training possibilities have been explored between the TPDF and the South African Navy. Navy bases are in Dar-Es-Salaam, Mtwara, Zanzibar and Mwanza on Lake Victoria.

Whilst the Navy were not part of this Technical Visit it appears that it does not have any hydrographic surveying capability, however, India has reported that thirteen personnel from Tanzania Navy have undergone training in various hydrographic courses at NIH, Goa.

## **12. Coastal Zone Management and Environmental Protection.**

URT has adopted an **Integrated Coastal Management (ICM)** approach demonstrated through its national ICM strategy (2003), and in the ICM policy of 1999. One of the ICM support programmes initiated for Africa was the Regional Programme for the Sustainable Management of the Coastal Zones of the Indian Ocean Countries (RECOMAP). This created funding opportunities under the support of the European Union (EU) to help the implementation of ICM initiatives in URT.

In Tanzania, the ICM approach was adopted in the 1990s under the coordination of the National Environmental Management Council (NEMC). The NEMC created a unit known as the Tanzania Coastal Management Partnership (TCMP); and assigned to it the responsibility of spearheading the process that would allow development of the ICM policy and its strategy in the country. The policy was in place in 1999, and the strategy was developed in 2003.

ICM encourages participatory natural resources management; encourages information collection through participatory processes; attracts creativity and learning through monitoring of coastal and marine resources; encourages collective decision-making; provides a useful space for capacity building through training and knowledge exchange; and resolves conflicts by creating a space for harmonization of sectoral policy and structural aspects necessary for the management of coastal resources (TCMP, 1999).

URT has a **National Marine Oil Spill Contingency Plan** this includes spill control and cleaning modes, methods of reporting oil spill incidents, the establishment of a response headquarters and the formation of national and regional response teams. A project to develop a digital environmental sensitivity map of the country's coastline is also underway. TPDC were involved in the development of the plan. Overall responsibility for response to oil spills lies with TPA in close liaison with TPDC.

In 2020 Zanzibar hosted a 3-day workshop with brought together IMO and Nairobi convention focal points responsible for oil spill preparedness to strengthen regional cooperation in response to marine pollution incidents. The workshop built on the progress previously made in the region with the implementation of several capacity building initiatives including two

World Bank funded projects implemented by the Indian Ocean Commission (IOC). These projects had led to a regional agreement for the development of a regional contingency plan promoting cooperation, linked to the Nairobi Convention and its Emergency Protocol.

**The Marine Parks and Reserves Unit** was established under the Marine Parks and Reserves (MPRU) Act 29 of 1994. The MPRU is Managed by the Board of Trustees whose role among other things is to oversee management of marine parks and reserves operating under auspice of MPRU, formulating policies on Marine Protected Areas (MPAs) and related facilities, and advise the responsible Minister (currently the Minister Of Agriculture, Livestock and Fisheries) on approval, revision and amendment of general management plan of any Marine Parks including other legislative matters pertaining to the conservation and Management of Coastal and Marine resources.

The URT has established other Environmental policies such as the National Environment Policy and the National Fisheries policy which also address protection of the marine environment.

## **OUTLINE C-55 ANALYSIS**

### **13. Status of surveys within the National Maritime Zone.**

TPA survey and maintain the ports through dredging operations. Previous surveys have been passed to the PCA for inclusion in SOLAS compliant navigational products. Furthermore, ten surveys were carried out by Indian Navy ships since 2013 mapping important harbours of URT namely Zanzibar, Mkoani, Tanga and Pemba.

### **14. Collection and Circulation of Nautical Information.**

TPA and ZPC are the primary organisations responsible for the data collection. In addition, TASAC in their capacity as the SOLAS responsible organisation, state that safety information is shared with the NAVAREA Coordinator. It is acknowledged that data collection outside of the port limits is sparse.

The circulation of nautical information can be limited with only some information reaching the PCA and NAVTEX capability is limited to receive information but not to transmit. Mainland –TPA issue Local Notices to Mariners are issued within Port Limits by PTA. Zanzibar – There is port cooperation and weather warnings are issued by telephone or VHF, however, no dedicated coordinator has been identified.

### **15. Survey Capability.**

Survey capability has not noticeably improved since the previous TV in 2012. The TPA currently has multi Beam echo sounding capability to conduct surveying within the port limits. Acquisition of equipment and training of personnel is required to build capability within URT. The one-day consolidated single venue TV workshop did not afford the opportunity to fully investigate wider survey capability.

### **16. Independent Chart Production Capability.**

No independent Chart production is taking place within URT, however charts to support the TPA pilots and dredging work are produced using AutoCAD and are maintained locally. No charting capability within Zanzibar exists and any requirements for local charts are met through contract with the mainland.

During the TV discussions, the stakeholders mentioned their long-term aspirations to eventually take over the responsibility for the charting, which will require support. There is an opportunity to develop and sign a PCA transition MOU with the current PCA, UKHO. This has been raised by the PCA as a transition vehicle.

## **PROPOSALS FOR COORDINATION AND CAPABILITY BUILDING**

### **17. National Hydrographic Committee.**

A key recommendation from the TV conducted in 2012 was the reconvening of the URT NHC that had met approximately 6 Years prior to that event. Efforts to meet have been challenging, and since the previous TV, a number of interlocutors have been relocated to Dodoma. The impact of COVID on engagement has further limited progress. Though the NHC met in 2018 it appears that little progress has been made with the development of clear Terms of Reference. The MoLHSD remain the lead on this group who will be able to engage and coordinate with all of the stakeholders.

It is a priority recommendation of this TV that the NHC develop and endorse appropriate ToRs and that a plan of future meetings is developed with stakeholders committing to engaging in these meetings. This will provide a vehicle to identify opportunities for collaboration and sharing of resources and encourage a cohesive United approach.

### **18. Phase 1 Hydrographic Capability: MSI Organization and GMDSS.**

Work to develop Phase 1 Capability has been undertaken within the URT however the TV Team recommend that more focus is placed up on developing robust capability through identification of Points of Contact and National Coordinators.

#### **a. MSI (Navigational Warnings).**

Little to no MSI data is being promulgated beyond that shared with the NAVAREA Coordinator. This is in part hindered as there is no dedicated MSI Coordinator identified and there is limited capability to transmit safety information.

Attendance at the regional IHO Funded MSI course activity scheduled for 2023 will help to address this. URT are strongly recommended to nominate participants on any future funded MSI activities to build further capability.

Closer sharing of information with PCA partners is strongly encouraged to ensure that navigational products are fully up to date to support SOLAS obligations.

#### **b. Information on Ports and Harbours.**

The TV discovered that TPA and ZPC share information within their respective port areas with the PCA.

As part of the TV M-2 'The Need for National Hydrographic Services' was shared with stakeholders and reviewed to ensure that all relevant information would be considered for sharing.

#### **c. GMDSS Status**

The URT has established 2 Rescue Coordination Centres:  
 Maritime Rescue Coordination Centre (MRCC) – Dar es Salaam  
 Lakes Rescue Coordination Centre - Mwanza.

The URT MRCC has the following facilities:  
 Global Maritime Distress and Safety System (GMDSS) capabilities for authorities ashore as well as shipping in the vicinity of vessel in distress.  
 VHF – MRCC guards channel 16 (156.8 Mhz) and channel 70  
 MF – MRCC is fitted with MF facilities capable of receiving and transmitting on a range of frequencies.  
 SAR Radar transponder is the main means in the GMDSS of locating vessels in distress.

**Table 1: Status of GMDSS in local waters.**

Master Plan	A1 Area	A2 Area	A3 Area	NAVTEX	SafetyNET	Notes
No	No	No	No	No	NAVAREA VIII messages	

## 19. Phase 2 Hydrographic Capability: Survey.

### a. Provision of Survey Data.

The URT has limited capability for the collection of Hydrographic Survey data outside of its port's limits, through TPA and ZPC. The PCA has not received any data collected within URT outside TPA activities.

### b. Survey Capability.

The URT has limited hydrographic survey equipment capability, but they do have three trained Cat 'A' hydrographic surveyors and One Cat 'B' hydrographic surveyor within TPA. Developing and implementing a five-year data collection plan will help to consolidate the learning through practical application, however it is recognized that TPA is actively operating to collect data.

#### MoLHHSD

- 1 Cat 'A' Hydrographer

#### TPA

- 2 Cat 'A' Hydrographer
- 1 Cat 'B' Hydrographer

URT is a member of the Port Management Association Of Eastern & Southern Africa (PMAESA). This type of regional meeting could be used to request assistance through it objective of regional collaboration.

Membership of IHO would unlock phase two and three Capacity Building opportunities. Other SAIHC members in the region could be approached to request assistance.

### c. Potential for Regional Activity.

With the exception of the regional port meetings and the African Great Lakes and River Sub Working Group (AGL&Rs-WG), minimal regional activity is undertaken and there is a limited awareness of activities being undertaken by the neighbouring states.

**20. Phase 3 Hydrographic Capability: Chart Production.**

There remains no chart production capability in URT. The UKHO is the PCA for URT waters. In accordance with the IMO recommendations following the IMSAS audit conducted a MOU between the UKHO and the relevant authorities in URT is in progress. The URT have a sound understanding of the importance of sending information to their PCA to ensure that nautical information is regularly made available worldwide.

For chart coverage: See **Annex F**

**21. Summary of the Assessment of the National Hydrographic Capability.**

Table 2 summarizes the assessment of the national hydrographic capability.

**Table 2: Assessment of National Hydrographic Capability.**

IHO Member	RHC	NHC	Phase 1 Capacity	Phase 2 Capacity	Phase 3 Capacity	Notes
No	SAIHC Associate Member	Yes (no regular schedule of meetings)	Partial	Partial/No	No	1 to 4

Notes:

1. An NHC was formed following previous Technical Visit but does not regularly convene. The Chair of the NHC sits from the parent ministry, the MoLHSD. TASAC will oversee the IMO and Merchant Shipping Obligations and will undertake the MSI coordinator role.
2. Work is underway to develop a systematic 5-year survey programme.
3. URT Phase 3 Capacity is currently met through its PCA partnerships.
4. It is unlikely that The URT will have the resource to provide assistance to other states in the short term.

**PROPOSALS FOR ASSISTANCE**

**22. Training**

It is recommended that URT prioritize capability building in Phase 0 and Phase 1 spheres.

MSI training is required to strengthen the capability in this area. Attendance at a regional activity would benefit The URT and they are strongly encouraged to nominate a participant at the next IHO funded MSI Course.

Chart awareness Training to the relevant stakeholders to increase awareness of the information it is necessary to share to support safety of navigation within URT waters.

Hydrographic Governance Training to increase awareness across all relevant Stakeholders and across all levels to raise the importance of Hydrography for Coastal State development.

**23. Equipment.**

The reinvigoration of the NHC should urgently review the types of survey equipment currently required to ensure the needs of all stakeholders can be met and to assist in disposing of URT's SOLAS obligations.

A full audit, led by the NHC will confirm the current inventory, and will inform the equipment requirements and identify resources that may be shared across the hydrographic community.

## **24. Funding.**

The specific subject of funding was not tabled during this condensed one-day workshop. However, it would be beneficial for the NHC to investigate the current level of funding, and whether this meets the requirements for hydrographic development across URT.

IHO Publication M-2 was not known by all of the Stakeholders within the URT. The document was shared during the TV to support the reconvening of the NHC and to support discussions of the scope of the Committee and the benefits its meeting will bring. The importance of hydrography to coastal states is understood by stakeholders met during the TV but the lack of awareness at higher levels has impeded development. Improving this awareness will help link to the Blue Economy initiatives, which in turn may unlock wider funding.

The role of IHO CBSC was outlined and the proposal process for Capacity Building Submissions was also discussed. As a Non-Member of the IHO the URT can access funded Phase 0 and Phase 1 activities and URT are strongly encouraged to nominate participants for activities where funding can support URT attendance.

## **FOLLOW-UP ACTIONS**

### **25. Immediate Formation of an NHC and Development of a National Hydrographic Strategy.**

It is recognised that URT has an NHC, however, it is not presently active. Stakeholders of the NHC have been recognized. All stakeholders agreed that an NHC should be revived as a matter of urgency. To facilitate this Example ToRs of existing NHCs will be shared with the Chair for consideration.

The formation of a National Hydrographic Strategy will be a key action that the NHC should address so that there is a cohesive approach to the development of hydrography for the URT.

As part of this collaborative approach, it was emphasized that all stakeholders need to keep the MSI coordinator informed of relevant activity.

MoLHSD are to liaise with all stakeholders and arrange a schedule of meetings of the NHC.  
Action: **MoLHSD.**

### **26. Encouragement of IHO and RHC Membership.**

Since the COVID Pandemic URT has not participated in SAIHC meetings despite being eligible for IHO funding support to attend. Whilst amongst the stakeholders who participated in this TV the benefits of joining the IHO are acknowledged this needs to be further progressed at Ministerial Level. Action: **RHC and IHO Secretariat.**

## **27. Encouragement of Effective and Timely Collection and Promulgation of Hydrographic Information.**

- a. All stakeholders are now fully aware of the NAVAREA coordinator and the role this plays. Action: **URT to report to the next SAIHC.**
- b. The TV reconfirmed that an identified MSI coordinator (TASAC) should contact the NAVAREA VIII coordinator at least once every 3 months to maintain communication. Action: **TASAC.**

## **28. Encouragement of Development of Hydrographic Capability.**

The following steps should be considered to assist with the development of hydrographic capability:

- a. The NHC should continue to develop a 5-year survey plan, identifying where hydrographic data and capability can best benefit URT.
- b. The NHC should undertake a gap analysis to determine the ability to deliver on the 5-year plan with the existing resources, identifying where equipment and training is required.
- c. The NHC should commit to regional IHO engagement to maximise collaborative opportunities.
- d. URT should consider purchase of a central data storage facility that allows access by all NHC stakeholders.



## **CONCLUSIONS**

### **29. Cooperative Opportunities.**

It is recognized that funding and access to data collection facilities is a significant challenge for URT, however this TV proved to be very successful in discussing collaboration between URT stakeholders. Whilst short in length, bringing all key stakeholders together to one venue fostered a collaborative and open dialogue. There is now a real understanding of the value of revitalizing NHC and the benefits it will deliver by working together. There is a greater realization of the need to ensure changes in the maritime area are reported to the MSI coordinator for onward dissemination to the PCA and NAVAREA coordinators.

The SAIHC meetings, and its working groups along with the IHO CB allocations are useful vehicles for cooperation and collaboration and will assist the URT to build capability. For example, the AGL&RSWG activity and the provision of MSI training courses to increase awareness and capability.

### **30. National Hydrographic Committees (NHCs).**

The reestablishment and continued operation of an NHC in the URT is essential to ensure the long-term improvement of MSI and general hydrographic capability and a vehicle for recognizing the importance of hydrography at Ministerial level.

With the correct focus, the NHC would be well placed to identify solutions addressing the issues raised in a prioritized order to meet all stakeholders' requirements. This will prevent duplication of effort and will ensure that the MSI coordinator is aware of all relevant information.

It should be considered that sub-working group meetings of the NHC Stakeholders are convened to allow more technical discussions to be undertaken to develop technical cooperation.

## RECOMMENDATIONS

### 31. Actions.

- a. Ensure all relevant data is passed to the MSI coordinator in a timely manner.
- b. MSI coordinator to ensure regular contact (minimum of once every three months) is maintained between them, the PCA and the NAVAREA II coordinator.
- c. Convene NHC
  - i. Set the terms of reference for the NHC to include all stakeholder requirements
  - ii. Formalise the roles and responsibilities of those involved in the NHC focusing on the needs of SOLAS and ensuring the reduction in duplicating effort.
- e. Encourage data sharing between stakeholders and consider the implementation of a data storage system that allows access by all relevant stakeholders so that data can be collected once and used many times for the benefit of the URT.
- f. Share IMO IMSAS Recommendations where appropriate to leverage support and funding
- g. Establish MOUs, formalised arrangements with PCA Partners
- h. URT should become a full member of the IHO to benefit from activities that will support development of hydrographic capability.
- i. Engage with SAIHC including the African Great Lakes and Rivers Working Group

### 32. RHC Follow up Actions.

- a. Encourage URT via TASAC / TPA to report at the next SAIHC its status on MSI delivery and any further developments.
- b. Identify training opportunities (including on the job training) for Cat 'A' and Cat 'B' Hydrographic survey courses.
- c. Encourage relevant stakeholders to attend IHO funded MSI Course scheduled 2023 for SAIHC region to build domestic capability.


### 33. Follow up Opportunities.


- SAIHC19 Meeting, Mauritius, 28-31 August 2023

### 34. Preparations for Next RHC Conference.

Note specific recommendations for liaison action by the RHC Chair.

- a. Last Technical Visit Assessment
- b. Technical Visit Recommended Actions

<b>DATE</b>	<b>25 April 2023</b>
<b>RHC Technical Visit Team Leader</b>	Mr. Tim Lewis
<b>SIGNATURE</b>	

<b>RHC Technical Visit Co-team Leader</b>	Ms. Lucy Fieldhouse
<b>SIGNATURE</b>	

**Annex List:**

- A. Terms of Reference of the RHC Technical Visit Team.
- B. Summary of Events
- C. List of Contacts
- D. Update on 2012 TV Recommendations
- E. P-5 IHO Yearbook Template update
- F. PCA Chart and ENC Coverage

**DISTRIBUTION:** Chair RHC  
**INFORMATION:** IHO Secretariat / visited coastal State

**TERMS OF REFERENCE OF THE RHC TECHNICAL VISIT TEAM**

1. The Technical Visit Team, comprising members of the staff from the UK Hydrographic Office, are to carry out a visit to The United Republic of Tanzania to discuss issues of mutual interest in the fields of hydrography and Maritime Safety Information (MSI).

**Preparation.**

2. The members of the Technical Visit team, with the assistance of the Ministry of Foreign Affairs, are to plan the team visit having obtained access to material available from each related organisation, the International Hydrographic Organisation Secretariat, and the information supplied by The United Republic of Tanzania.

**Work Objectives.**

3. The Team is to:
  - Obtain access to decision making levels of government in each country visited and liaise with senior officials, emphasizing the importance of hydrography to coastal states and, hence, the need to include hydrographic and associated charting activities within National Plans;
  - Assess the National capacities to plan and execute the collection and rendering of hydrographic data to enable the production of charts and publications both locally and through the supply of data to Hydrographic Offices with international chart folios;
  - Consider and advise on measures which can be taken to improve the capacity of nations to carry out the above;
  - Emphasize the basic importance of a national system for the collection of data, such as engineering drawings and local Notices to Mariners, which have an effect on the interests of mariners;
  - Advise on the assistance to be gained from close liaison with the IHO, IMO and funding agencies to enable viable and sustainable capability to be maintained;
  - Assess the development and progression on the recommendations raised under the IHO Technical Visit conducted in 2012.

**Report.**

4. A report on the activities and recommendations of the Team is to be submitted to the Chair of the RHC (Regional Hydrographic Commission).

**SUMMARY OF EVENTS FOR THE VISIT TO THE UNITED REPUBLIC OF TANZANIA**

The TV was announced through the British High Commission (BHC) to the Ministry of Foreign Affairs (MFA) through Note Verbale (NV).

In response to the NV, the MFA indicated a desire to hold this in one location, rather than visiting the various dispersed venues across URT. Therefore, the scheduled programme for this TV was limited to a one-day centrally located workshop. The BHC hosted this at Umoja House, Hamburg Avenue, P.O. Box 9200, Dar es Salaam, Tanzania.

The TV took place on 14<sup>th</sup> October 2022.

**TECHNICAL VISIT PHOTOGRAPH**



**Picture with some of the delegation present and BHC representative, Umoja House.**

## LIST OF CONTACTS

Organisation	Name	Email Address
<b>Ministry of Lands, Housing and Human Settlements Development</b> <b>www.lands.go.tz</b> P O Box 2908 Dodoma University of Dodoma Road, National Audit Office, 6th floor	Geofrey Kameta	<a href="mailto:geofrey.kamtea@lands.go.tz">geofrey.kamtea@lands.go.tz</a>
	Edwin E Nkinzo	<a href="mailto:edwin.nkinzo@lands.go.tz">edwin.nkinzo@lands.go.tz</a>
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	Al Amin Omar Juma	<a href="mailto:aaalam@hotmail.com">aaalam@hotmail.com</a>

## UPDATE ON 2012 TV RECOMMENDATIONS

The following recommended actions were identified in the 2012 IHO Technical Visit for consideration by the relevant authorities. Updates, where established during the 2022 TA are written below in *italics*.

### **The Government of Tanzania** should:

- a. Formally designate a National Hydrographic Authority (NHA) to be responsible for coordination and ensuring the provision of appropriate nautical charting services for Tanzania in accordance with the requirements of the International Convention on the Safety of Life at Sea (SOLAS), and in accordance with the principles established by the IHO.

*Complete. MoLHHSD is the formal NHA and is reflected in IHO P-5. MoLHHSD were present during the 2022 TV.*

- b. Allocate regular funding and travel support for the National Hydrographic Authority to fulfil the duties of the Office and to represent Tanzania in appropriate forums, and in particular, to attend relevant meetings of the SAIHC and IHO.

*Not complete. URT has not attended recent SAIHC and related IHO meetings, however it was not evidenced that this is purely due to funding, as funding opportunities were available through IHO CB.*

- c. Formalize and strengthen relations with the primary charting authority through bilateral agreements with the Ministry of Lands, Housing and Human Settlements Development (MoLHHSD) and / or TPA.

*In progress. Draft MOUs are under discussion with TPA and MoLHHSD and the PCA.*

- d. Formalize the authority of the National Hydrographic Committee (NHC) within the Tanzanian government structure.

*Incomplete. NHC has met and limited progress has been made, however there are no evident Terms Of Reference or regular meetings. PCA has offered to provide example ToRs to URT.*

### **The National Hydrographic Committee** should:

- e. Should propose to the government of Tanzania to formalize the authority of the National Hydrographic Committee within the Tanzanian government structure.

*In progress, establishment of ToRs will support this.*

- f. Raise awareness with senior members of government of national hydrography and its potential benefits to the economy of the country.

*Ongoing. During the 2022 TV, it was highlighted by attendees that overall senior level of awareness is low but has improved demonstrated through port development schemes.*

- g. Should propose to the government of Tanzania that the MoLHHSD be formally constituted as the National Hydrographic Authority.

*Complete. MoLHHSD is the formal NHA and is reflected in IHO P-5. MoLHHSD were present during the 2022 TV.*

h. As a matter of urgency improve MSI coordination in Tanzania seeking assistance from other national hydrographic offices if necessary.

*Ongoing. Whilst MSI information is shared, overall coordination is limited.*

i. Develop a five-year survey programme for Tanzania.

*Underway. URT has discussed development of a five-year Hydrographic Survey Plan in coordination with India.*

j. Invite additional ministries and authorities to join the NHC.

*In progress, establishment of ToRs will support this.*

k. Maintain the momentum of national hydrography through regular meetings as allowed for in its Terms of Reference.

*Some progress, however regular meetings do not appear to be in place. No ToRs in place or provided.*

l. To review its Terms of Reference in the light of recommendations in this report.

*In progress, establishment of ToRs not in place. Existing examples of ToR will be provided as a template to build on.*

m. Develop and monitor a coordinated training plan such that the IHO Cat B surveyors – from whichever department – can gain the necessary professional experience and that the NHC propose financial means whereby this training can be achieved.

*No training plan evidenced. This will need to be developed across all URT stakeholders.*

n. Develop a process whereby government hydrographic staff engages in whatever survey operations are taking place within the country – government and commercial – to ensure that their professional development is maintained.

*No processed evidenced during the 2022 TV.*

o. Review the charting of all marine parks and reserves areas and inform the primary charting authority of the limits of those uncharted.

*In progress. PCA is in liaison with the responsible organization to get this reviewed and updated.*

p. Review all bathymetric data of Tanzania's waters and ensure that is sent to the primary charting authority at the earliest opportunity.

*Limited progress, outside TPA. PCA is awaiting wider data gathered within URT waters to update products and services.*



**The National Hydrographic Authority should:**

q. Liaise with the regional Geographic and Technical Lead (North, South & East Africa and Mediterranean) at the UKHO to ensure that new navigationally significant information is forwarded and included in existing charts of Tanzania.

*Ongoing. There is regular communication in place with TPA, however this is only one stakeholder across the URT.*

r. Conclude a MoU or a Cooperation Arrangement with the Primary Charting Authority (UKHO).

*Draft MOU has been exchanged for consideration.*

**TASAC should:**

s. Formally establish the post of the National MSI Coordinator.

*TV was informed that MSI coordination is taking place across URT.*

t. Establish a good working relationship between the NAVAREA VIII coordinator in India and the national MSI coordinator.

*TASAC informed the TV meeting that there is good communication with NAVAREA VIII Coordinator.*

**The Tanzania Port Authority should:**

u. Post the commissioning of MBES, and possibly later by MoLHHSD, request that national hydrographic offices with staff experienced in MBES methods are invited to Tanzania to review survey practices.

*No evidence regarding to indicate this has occurred. The NHC could formalise through the development of a Training Needs Analysis (TNA).*

v. Conclude a MoU or a Cooperation Arrangement with the Primary Charting Authority (UKHO).

*Draft MOU between UKHO as PCA is in the final review stage with TPA; initial draft of MOU with MoLHHSD has been shared for review.*

## P-5 IHO YEARBOOK TEMPLATE UPDATE

**United Republic of Tanzania / République-Unie de Tanzanie**

Country information / Informations sur le pays / Información sobre el país

<b>National day</b> -Fête nationale -Fiesta nacional	9 December
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**HYDROGRAPHIC SURVEYS SECTION - Directorate of Surveys and Mapping**

Contact information / Informations de contact / Información de contacto

<b>National Hydrographer or equivalent</b> -Hydrographe national ou équivalent -Hidrografo Nacional o equivalente	Director of Surveys and Mapping Mr Mansour HAMDOUN  Tel: +255 767280102 Fax: +255 2124576  Agency address: Ministry of lands, Housing and Human Settlements Development- Po box 2968, DODOMA, 40477, United Republic of Tanzania
<b>Other point(s) of contact</b> -Autre(s) point(s) de contact -Otros punto(s) de contacto	Director Hydrography, Mr Mazula MANYASA
<b>Web site</b> -site web -sitio web	<a href="http://www.lands.go.tz">http://www.lands.go.tz</a>

Agency information / Information sur l'agence / Información sobre la agencia

<b>Top level parent organization</b> -Organisme mère -Organización asociada de nivel superior	Ministry of Lands, Housing and Human Settlements Development
<b>Principal functions of the organization or the department</b> -Attribution principales de l'organisme ou du département -Principales funciones de la Organización o el departamento	Definition of National hydrographic policy and the provision of the secretariat for the National Hydrographic Committee (NHC).

Last updated : September 2019 Dernière mise à jour : septembre 2019 última actualización septiembre 2019

## TANZANIA PORTS AUTHORITY, Direction des ports de la Tanzanie

### Contact information / Informations de contact / Información de contacto

<b>National Hydrographer or equivalent</b> <b>-Hydrographe national ou équivalent</b> <b>-Hidrógrafo Nacional o equivalente</b>	Acting Director General Eng Maden J. KIPANDE  Tel: +255 22 213 0390 E-mail: dg@tanzaniaports.com or prm@tanzaniaports.com  Agency address: PO box 9184, DAR ES SALAAM, United Republic of Tanzania
<b>Other point(s) of contact</b> <b>-Autre(s) point(s) de contact</b> <b>-Otros punto(s) de contacto</b>	Hydrography Manager, Mr Ignatious K. NHNYETE Tel: +255 22 212 9342, +255 785 006 617 (Mob) Fax: +255 22 211 3432 E-mail: nhnyete@tanzaniaports.com
<b>Web site</b> <b>-site web</b> <b>-sitio web</b>	<a href="http://www.tanzaniaports.com">http://www.tanzaniaports.com</a>

### Agency information / Information sur l'agence / Información sobre la agencia

<b>Date of establishment</b> <b>-Date de mise en place</b> <b>-Fecha de constitución</b>	1969
<b>Top level parent organization</b> <b>-Organisme mère</b> <b>-Organización asociada de nivel superior</b>	Ministry of Infrastructure Development
<b>Principal functions of the organization or the department</b> <b>-Attribution principales de l'organisme ou du département</b> <b>-Principales funciones de la Organización o el departamento</b>	Hydrographic surveys in ports, Maintenance and improvement of navigational aids in harbours and along the coast of Tanzania, Dredging to maintain depths at channels and berths, Notices to mariners and Oceanographic studies.
<b>Total number of staff employed</b> <b>-Effectifs totaux</b> <b>-Número total de personal empleado</b>	For details consult the WEB site : <a href="http://www.tanzaniaports.com">http://www.tanzaniaports.com</a>
<b>Total number of paper charts published</b> <b>-Nombre total de cartes papier publiées</b> <b>-Número total de cartas de papel publicadas</b>	(Chart Area of coverage) Own waters of Tanzanian Coast, British Admiralty Charts are used.

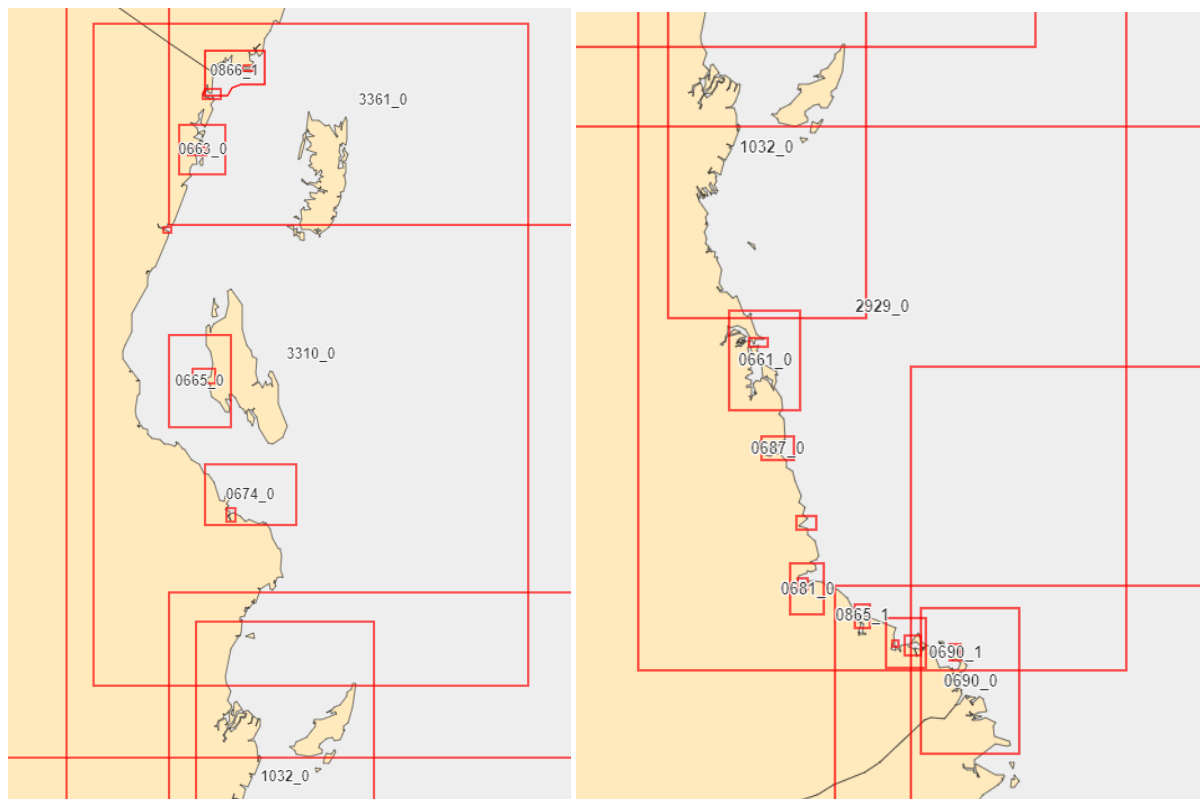
*Last updated : July 2013*

*Dernière mise à jour : juillet 2013*

*última actualización julio 2013*

## CHART AND ENC COVERAGE

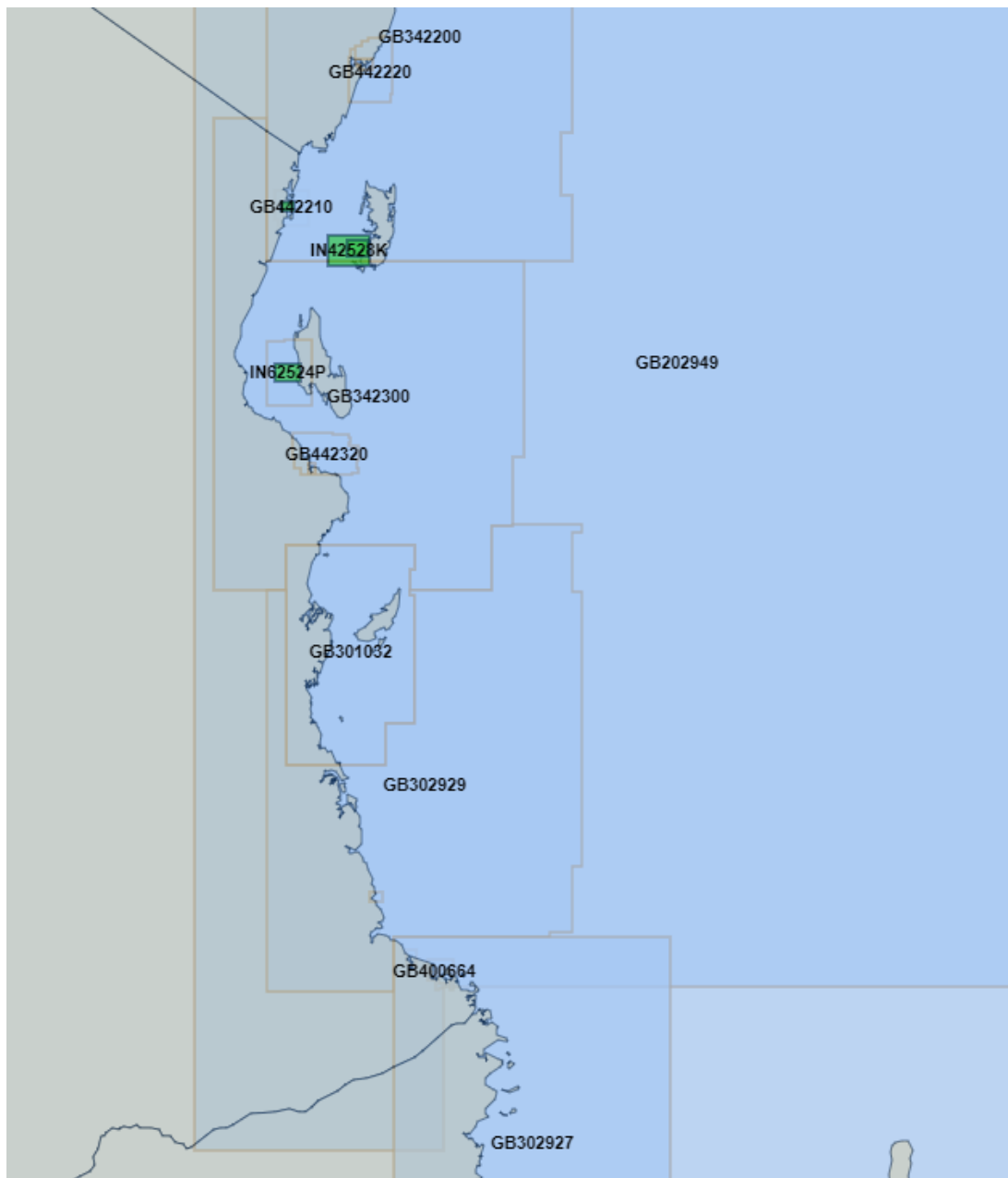
## Chart Coverage



Scale	Title	Country	Publication / Edition
1:1 000 000 (at Lat 25°00')	Mtwara to Lamu	GB 2949 (INT 7056)	Pub: 2020 Edition: 3
1:350 000 (at Lat 12°00')	Mafia Island to Pemba Island	GB 3310 (INT 7690)	Pub: 2018 Edition: 2
1:350 000 (at Lat 12°00')	Pemba Island to Lamu	GB 3361 (INT 7700)	Pub: 2002 Edition: 2
1: 350 000 (at Lat 12°00')	Mtwara to Mafia Island	GB 2929 (INT 7680)	Pub: 2003 Edition: 1
1:150 000 (at Lat 8 00)	North Mafia Channel to Kilwa Point	GB 1032	Pub: 2004 Edition: 2
1:75 000 (at Lat 9°)	Approaches to Kilwa Kisiwani Harbour	GB 661	Pub: 2009 Edition: 2
1:35 000	Kilwa Kisiwani Harbour		
1:50 000	Approaches to Zanzibar	GB 665 (INT 7695)	Pub: 2012 Edition: 2
1: 50 000	Approaches to Dar es Salaam	GB 674 (INT 7691)	Pub: 2000 Edition: 3
1:50 000 (at Lat 4°40')	Plans in Tanganyika	GB 866	Pub: 1931

1: 25 000	and Kenya Moa or Gomani Bay to Funzi Bay	(Depths in Fathoms)	Edition: 1
1: 25 000	Moa Bay or Gomani Bay		
1:37 500	Wasin Channel		
1:37 500	Approaches to Tanga	GB 663 (INT 7698)	Pub: 2015 Edition: 2
1: 12 500	Zanzibar Harbour	GB 3211 (INT 7696)	Pub: 2015 Edition: 4

### ENC Coverage



### Released ENC's

ENCs	Producer	Scale	Issued	Last update
GB442210	UKHO	22 000		13/01/2022
GB442310	UKHO	45 000		31/01/2022
IN62524P	INDIA	12 000		31/01/2022
IN62693T	INDIA	12 000		31/01/2022
IN42528K	INDIA	45 000		4/01/2022
IN52528H	INDIA	22 000		4/01/2022
GB342200	UKHO	350 000		2/08/2021
GB202949	UKHO	700 000		14/04/2023
GB58650C	UKHO	12 000		29/11/2021
GB342300	UKHO	350 000		9/03/2023
GB442320	UKHO	45 000		9/03/2023
GB54232A	UKHO	4 000		22/03/2021
GB301032	UKHO	90 000		25/01/2021
GB302929	UKHO	350 000		25/01/2021
GB58650B	UKHO	12 000		29/11/2021
GB50865A	UKHO	12 000		15/03/2021
GB50664B	UKHO	12 000		8/03/2021
GB302927	UKHO	180 000		25/01/2021
GB400664	UKHO	22 000		8/02/2021
GB50664B	UKHO	12 000		8/03/2021
GB50664A	UKHO	12 000		15/12/2022

In addition to the PCA chart coverage India has achieved the following:

- a) Six navigational charts and seven ENC's were published based on these surveys.