



Tanzania

TANZANIA

1. Country Overview

Tanzania, officially known as the United Republic of Tanzania (URT) is a sovereign State formed after a union of two independent states of Tanganyika and Zanzibar in 1964. Is located between Latitude 6° 22' 22.17" S and Longitude 34° 53' 32.94" E. Borders Uganda to the north, Kenya to the northeast, Mozambique and Malawi to the south, Rwanda, Burundi and the Democratic Republic of Congo to the west; Zambia to the southwest. In the east shares maritime border of Indian Ocean with Comoros and the Seychelles.

The total territorial area of Tanzania is 945,087 km² whereas 93.51% is occupied by land and 6.49% is water with a coastline of 1424 km.

The country's highest point is Mount Kilimanjaro with 5,895 metres (19340.55 ft) while the lowest point found in Indian Ocean with 0 metres (0 ft). Tanzania population is estimated to be 63.58 million according to the United Nations on Population data of September 2022, with a growth rate of 2.9%. Official languages are Swahili and English.

2. Economic activities categorization

The Gross Development Product (GDP) of Tanzania grew at 4.90% in 2021 from 4.8% in 2020. Driven sectors contributing to economy were mostly agriculture and services on the supply side and final consumption and investment on the demand side. In which the share of services sector in the GDP was 34.34% whereby maritime sector is included.

The major downside risks relate to new COVID-19 variants which disrupts economic activities. The government plans for mitigation is by increasing public awareness and uptake of vaccines.

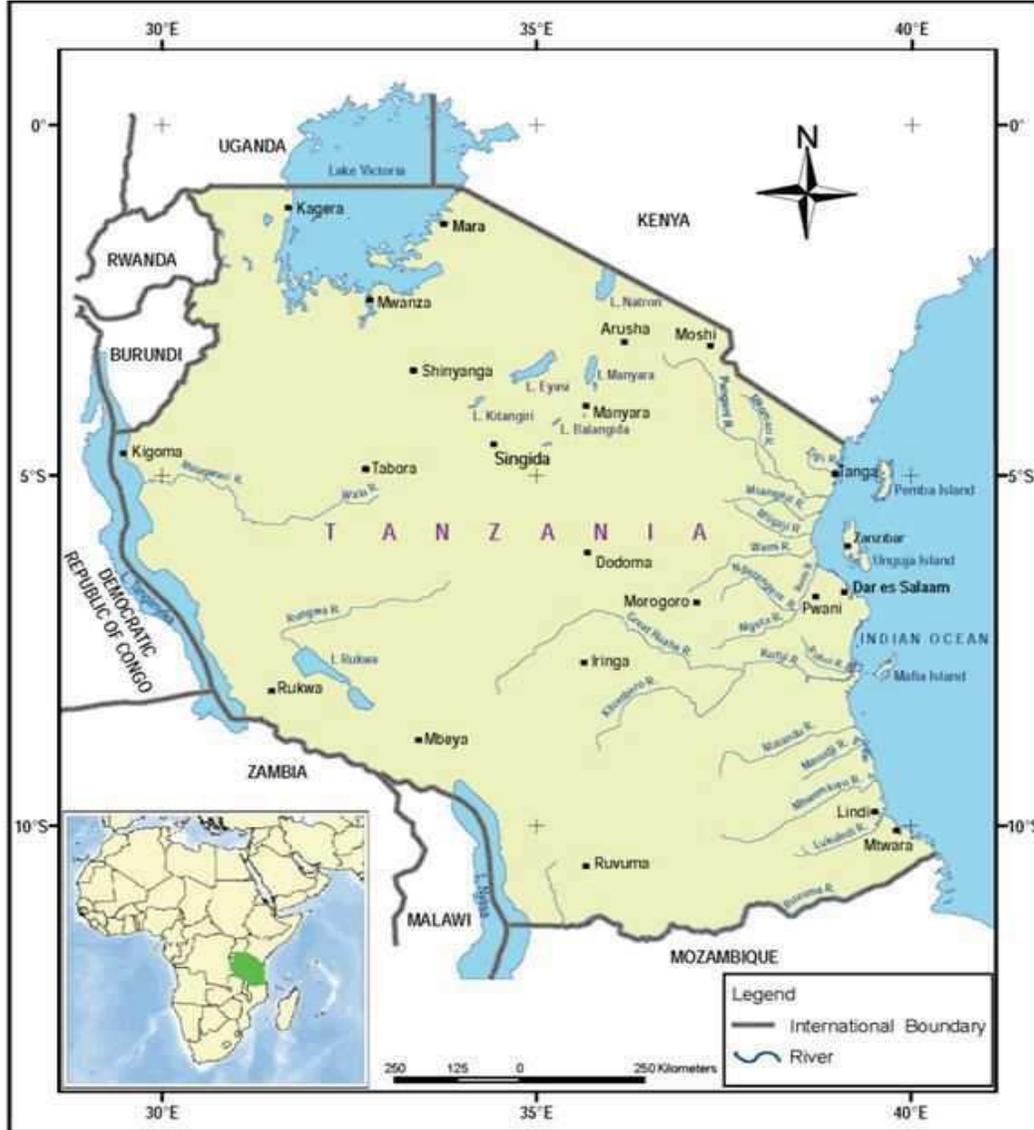
With transport sector continue to be a key to economic growth, GDP is further projected to grow at 5.0% and 5.6% in 2022 and 2023 this is due to improved performance in tourism and the reopening of trade corridors including maritime related activities.

3. State Administration

The State administration is provided under the constitution of the URT which recognizes the existence of two separate State administrations being the United Republic Government in Mainland Tanzania and the Revolutionary Government of Zanzibar in Tanzania Zanzibar.

3.1. Maritime administration

According to the URT Constitution, issues relating to maritime administrations are managed outside the parameters of the "Union". Thus, maritime administration is divided between two ministries namely Ministry of Works and Transport (MoWT) and Ministry of Infrastructure Communication and Transport (MoICT) using two independent maritime legal frameworks.

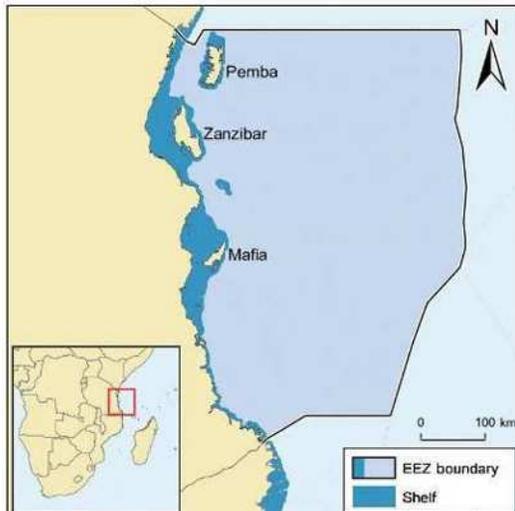


Tanzania maritime map

The country as a maritime State, undertakes maritime activities comprising of navigation in Indian Ocean and inland waters including great lakes namely Victoria, Tanganyika and Nyasa as well as major rivers, which are Ruvuma, Rufiji, Wami, Pangani and Kagera. All the mentioned major rivers drain their waters into the Indian Ocean except Kagera river flows into lake Victoria. In addition, there are other minor lakes and rivers.

Tanzania archipelagos and the EEZ

Tanzania has an Exclusive Economic Zone (EEZ) area of 223,000km² and has two archipelagos of Zanzibar and Mafia whereby Zanzibar consisting of two large Islands of Unguja and Pemba, famous in coastal tourism.



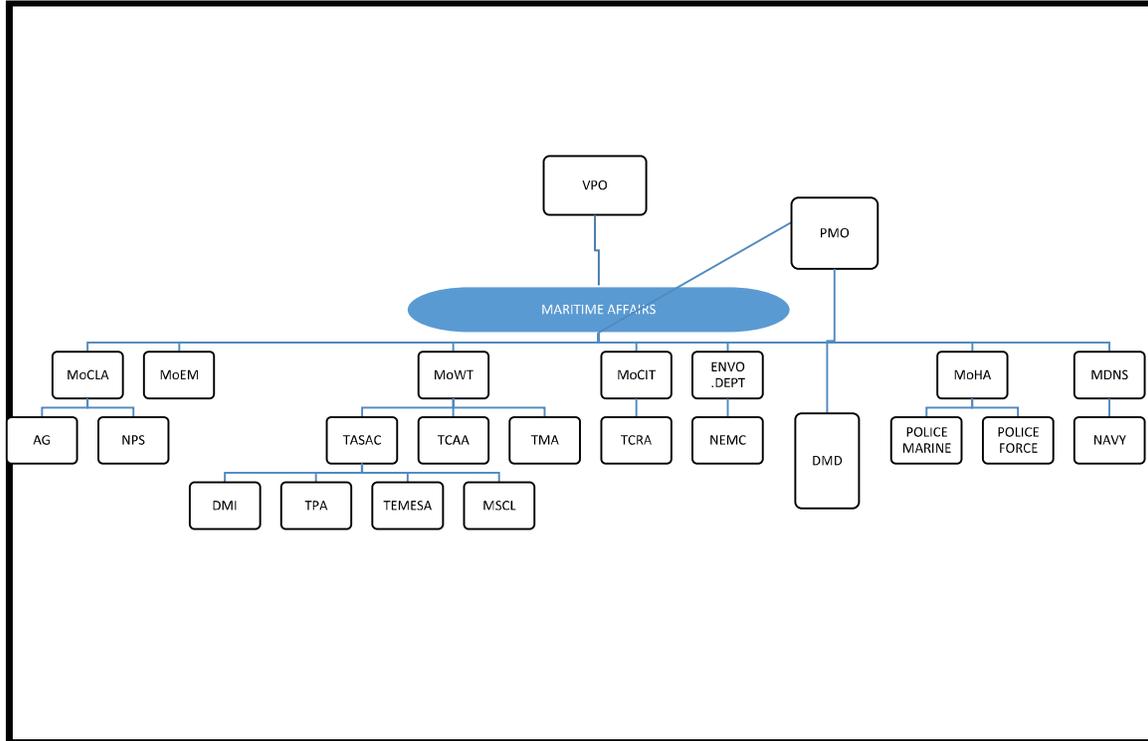
Tanzania EEZ



Tanzania archipelago

3.1.1 Maritime administration – Mainland Tanzania

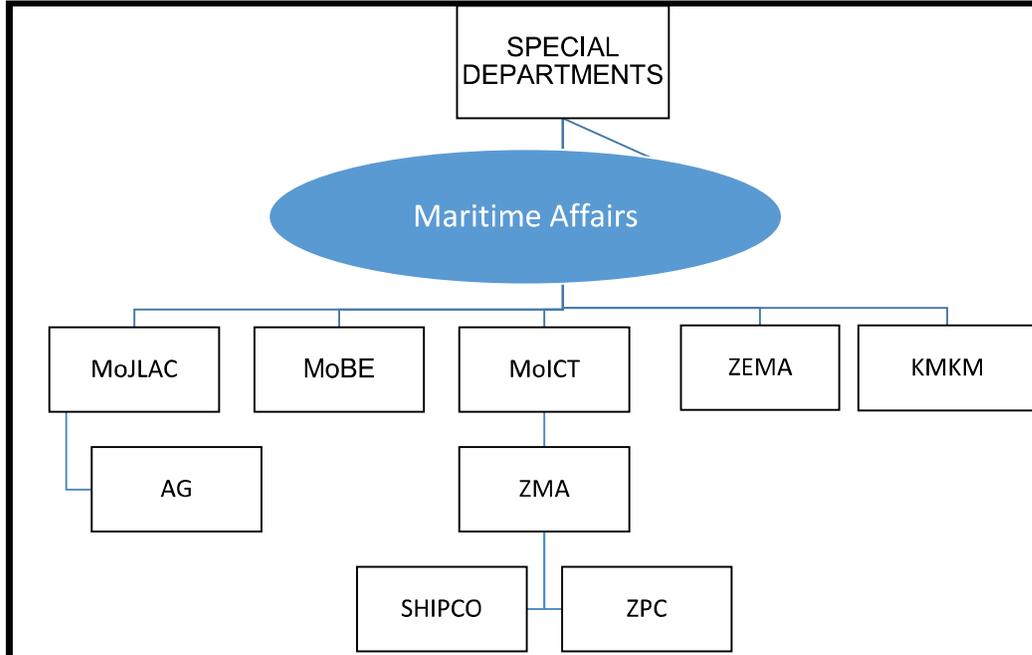
The MoWT established Tanzania Shipping Agencies Corporation (TASAC) under Merchant Shipping Act 2003 to regulate shipping activities including formulating of maritime transport policies and National overall strategy for the implementation of the IMO instruments; overseeing all maritime administration functions related to safety, security and pollution prevention; facilitating and coordinating ratification of IMO conventions; coordinating preparation of relevant acts and making regulations and coordinating evaluation; assessment of the implementation of the National Transport Policy with inclusion of maritime transport and Strategies; preparing new legislation and improving existing legislation related to the implementation and enforcement of the mandatory IMO instruments.



Maritime administration – Mainland Tanzania

3.1.2 Maritime Administration – Tanzania Zanzibar

In Tanzania Zanzibar the MoICT through Maritime Transport Act No. 5 of 2006 established Zanzibar Maritime Authority (ZMA) charging with the responsibility of regulating, monitoring and coordinating all maritime activities and related marine safety and environment matters in Tanzania Zanzibar except Seafarers registration which is being done by TASAC whereas ZMA issues seaman's discharge book. Tanzania has about 10460 seafarers.



Maritime administration – Mainland Zanzibar

4. Ships Registration

Ship registration, likewise, for other maritime activities is being done under two maritime administrations on each part of the union (Tanzania Mainland and Tanzania Zanzibar). In Tanzania Mainland, TASAC is doing ships' registration under a Close Register, whereby registration is limited to Tanzanian nationals while in Tanzania Zanzibar the Register is Open for all nationals and foreigners as well, under the Tanzania Zanzibar International Register (TZIR) which is operated by ZMA. Tanzania has a total of 322 merchant fleet, whereby 49 vessels with total GT of 72,126 have been registered in the Mainland Tanzania and 273 vessels with total GT of 388,482 have registration of TZIR.

5. Ports and Shipping

Ports are government owned and operated by the Tanzania Ports Authority (TPA) under MoWT and Zanzibar Ports Cooperation (ZPC) under MoICT.

TPA is mandated to operate sea and inland ports whereas, its major seaports include Dar es Salaam, Tanga and Mtwara while major inland ports are Mwanza North and South, Bukoba, Kigoma and Kyela. ZPC major ports are Malindi, Mkokotoni and Pemba.



Dar es Salaam port which is a principal port has a rated capacity for 4.1 million tons of dry cargo, 6.0 million tons of bulk liquid cargo, 3.1 million tons of general cargo and 1 million tons of containerised cargo. It handles 90% of the country's cargo traffic while the remainder goes primarily to Mtwara, Tanga, and Malindi port of Zanzibar. The port has twelve deep-water berths out of which four berths are dedicated for container handling operations, seven berths for general cargo operations, Kurasini Oil Jetty (KOJ) at the southern part of the port for handling liquid cargo vessels and single Buoy for handling crude oil vessels.

Dar es Salaam port

Almost 35 percent of all cargo is transit cargo to the neighboring landlocked countries of Malawi, Zimbabwe, Zambia, Democratic Republic of Congo (DRC), Burundi, Rwanda and Uganda.

In addition to seaports mentioned, TPA operates inland ports situated on lake Victoria, Tanganyika and Nyasa. Whereby local and traffic with the neighbouring countries of Uganda, Kenya, Malawi, Mozambique, the Democratic Republic of Congo, Burundi and Rwanda is conducted.

Ports authorities are also responsible for providing hydrographic services, establishing and maintaining aids to navigation (AtoN) in port areas, investigating reported incidents of pollution in port areas, providing of vessel traffic services, providing of security services in established port facilities and port reception facilities.

6. Maritime Transport

6.1. Seagoing vessels

Tanzania in partnership with China established Chinese - Tanzanian Joint Shipping Company (SINOTASHIP) for sea going ships. SINOTASHIP plays a role of exclusive agent of China COSCO shipping Group in Tanzania by providing full supply chain services including container, bulk and specialised cargo sea transportation, integrated logistics such as hinterland transportation, warehousing and customs clearance for all import and export customers.

6.2. Zanzibar Shipping Corporation

Zanzibar Shipping Corporation (SHIPCO) is a wholly owned government entity which was established to serve shipping needs of the people and goods, between the islands of Unguja and Pemba, and between islands and other ports of East and Eastern Africa.

SHIPCO operates four (4) owned vessels to provide variety of services in shipping industry. It offer sea transportation services of passengers and goods traffics. It also offers agency services to local and foreign vessels calling Zanzibar.

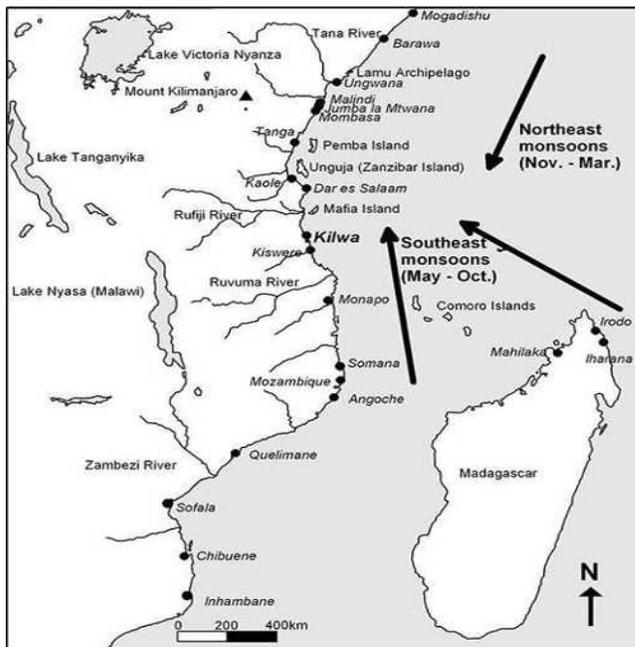
6.3. Inland Shipping

Transportation within inland waters is carried by a State owned company namely Marine Services Company Limited (MSCL) and private sector players. MSCL provide local services and to the neighbouring Burundi, DR Congo, Zambia and Malawi. It has total fleet of sixteen (16) vessels with carrying capacity ranging from 200 to 1200 passengers and 100 to 1000 Tonnes for cargo ships. Nine (9) vessels are for conveyance of passenger and cargo while seven (7) are for cargo only.

6.4. Coastal or short sea shipping

East Africa has a long history of connections to the global marketplace through coastal shipping as compared to other modes of transport

Hence, there are several companies which offer transport services of cargo and passengers along the coast of Tanzania. These include fast passenger ferries with a speed range 25 knots up to 40 knots which operates between Dar es Salaam and Zanzibar.



However, besides having TASAC and ZMA in regulation of maritime, it is still a challenge to regulate coastal shipping as compared to other modes. This is because it is characterised with small crafts owned and operated by individuals with limited knowledge of shipping regulations.

Yet, coastal and lake traffic is a lifeline for many of the populations residing within the areas.

6.5. Ferry Services

The Tanzania Electrical, Mechanical and Electronics Services Agency (TEMESA) under the auspices of the MoWT is in charge for provision of



Ferry Magogoni – Kigamboni

efficient and safe ferry services for passengers and vehicles from one point to another in the country.

7. Meteorological services

Tanzania Meteorological Agency (TMA) is the sole provider of meteorological services through transmitting weather information and warnings and collects, processes, archives and disseminates meteorological data and related information in the whole country. It also provides marine meteorological services to shipping, fishing, and other marine activities within territorial waters and adjacent high seas, and issues severe weather-related warnings and advisories.

8. Seafarers and Maritime Education and Training

Dar es Salaam Maritime Institute (DMI) under MoWT is responsible for providing training to seafarers and maritime administrative staff. DMI also provide technical advice on maritime matters and conducting research and consultancy on activities related to the maritime sector.

DMI has a special unit which supports its graduates in establishing employment contracts. The unit is known as "DMI Crewing Agency".

Tanzania has ratified the Maritime Labour Convention, 2006 (MLC 2006), as amended in 2017. Thus, manifests the government's commitment to ensure that seafarers working and living conditions on board vessels is protected by law to ensure that are in good condition and in accordance to the requirement of the convention.

9. Search and Rescue

Search and Rescue services is being undertaken through partnering aeronautical and maritime authorities. Since Tanzania Civil Aviation Authority (TCAA) which is under MoWT is responsible for civil aviation, hence, it partners with TASAC and ZMA in coordinating search and rescue services, receiving distress signals and information, coordinating investigation of marine accidents or incidents by aircraft, and managing the implementation of the National Aeronautical and Maritime Search and Rescue Plan.

10. Other Ministries performing Maritime related activities

In addition to the two Ministries and their related agencies described above, there are several public service and government agencies under different ministries from those which are responsible for maritime that deals with maritime related affairs in both sides of the Union. This framework facilitates effective and smooth running of maritime affairs in the country.

10.1. Maritime security

The Tanzania Police Force (TPF) through Marine Unit under the Ministry of Home Affairs and Naval Command of Tanzania People's Defense Force (TPDF) – which operates under the auspices of the Ministry of Defense and National Service conduct surveillance in territorial and coastal waters respectively, they receive information on marine accidents or pollution incidents as well. In addition, TPF - Marine Unit exercises enforcement (board ships) and collect evidence. For prosecution and legal finish the players are the Office of National Prosecuting Services (NPS) and Police force respectively.

Moreover, Special Anti-Smuggling Unit (Kikosi Maalum cha Kuzuia Magendo - KMKM) is an armed enforcement body for Tanzania Zanzibar. The unit which is under the President's Office, Regional Administration, Local Governments and Special Departments was established by Act No.1 of 2003 to be responsible for security of the territorial waters of Zanzibar in prevention of smuggling and protection of marine natural resources and the environment.

10.1.1. Beach Management Units (BMUs).

The government has created local Beach Management Units (BMU's) to improve local fisheries, security as well as marine conservation management within their localities.



These community units are involved in surveillance and maritime domain awareness programmes. Through the said programmes, they do gain capacity to become first responders in case of incidents and accidents in their localities. They are also responsible to promote maritime safety and security and environment preservation within their areas.

10.2. Communication affairs

The Ministry of Foreign Affairs and East African Cooperation (MOFAEC) is responsible for relations with international organisations including IMO. It facilitates all communication between IMO and the URT and deposits instruments of ratification with IMO.

The Tanzania Communications Regulatory Authority (TCRA) operates under the Ministry of Communications and Information Technology (MoCIT) is responsible for regulating communication affairs in the country. TCRA coordinates all communication matters regulated under the International Telecommunication Union (ITU) relating to ships. It also issues call signs, Maritime Mobile Service Identities (MMSIs) to ships flying the flag of the State as well as radio station licenses.

10.3. Marine Environment Protection and Preservation

Maritime sector through maritime administration is having responsibilities to combat marine oil spill and prevent and conserve marine environment but the country's mandate on environment administration is being undertaken by two entities in the Mainland and Zanzibar. The National Environment Management Council (NEMC) under the Vice President's Office (Environment) and Zanzibar Environmental Management Authority (ZEMA) under the auspices of Special Departments in Zanzibar are responsible for providing advice on all matters pertaining to environmental conservation, protection, enforcement and management in Mainland Tanzania and Tanzania Zanzibar respectively.

10.4. Maritime Disaster Management

Tanzania Disaster Management Department (PMO-DMD) which operates under the Prime Minister's Office and Zanzibar Disaster Management Commission (ZDMC) which was established under the under the auspices of Special Departments are responsible for disaster management in their respective areas by coordinating national response to major marine accidents and pollution incidents.

10.5. Hydrographic Services

The Ministry of Lands, Housing and Human Settlements Development (MoLHSD) in Mainland Tanzania and Ministry of Land and Housing Development (MOLHD) in Tanzania Zanzibar provide hydrographic services in their respective areas.

10.6. Legal framework

Matters in relations to legal verification of laws and regulations are being undertaken by the Attorney General's Office (AGO) under the Ministry of Constitutional and Legal Affairs for Mainland Tanzania and the Attorney General's Chambers (AGC) under the auspices of the President's Office, Constitution, Legal Affairs, Public Service and Good Governance for Tanzania Zanzibar.

These Offices are responsible in ratification of all laws related to maritime and enacting national legislation by vetting draft legislation and agreements, drafting new laws, giving advice on draft agreements and maritime legal issues, and publishing legislation and policies through Government notices.

10.7. Fisheries

The country has adopted the blue economy drive therefore the efforts to upsurge related activities goes to fisheries as well. In Tanzania mainland the Ministry of Livestock and Fisheries (MOLF) is responsible to support and build capacity to develop manage, and regulate the fisheries resources sustainably while in Tanzania Zanzibar similar responsibilities are under Ministry of Blue Economy (MoBE).

Over 98% of the fishing is conducted by small-scale fishermen and women in major lakes (Victoria, Tanganyika and Nyasa), the minor lakes, dams.

The Fisheries Sector generate different types of employment to national and non-citizen. About 200,000 people are employed in fisheries and 4 million people in the allied nodes of the value chain of fishing. Employments' opportunities include fishing, artisanal boatbuilding, net mending, fish processing, distribution, trade and aquaculture.

Currently there is no dedicated fishing port, however currently, the country is at the final stage of engaging a contractor for construction of a modern fishing port in Kilwa.

10.7.1. DSFA

The Deep Sea Fishing Authority (DSFA) is established under section 5 of the Deep Sea Fisheries Management and Development Act No 5. 2020 with the aim of protecting and regulating of deep sea fishing. DSFA is operating under the umbrella of the MOLF charged with formulation, implementation and monitoring of national policy and strategies concerning the conservation, management of fisheries, development and sustainable use of fishery resources and monitoring activities relating to fisheries in the Exclusive Economic Zone (EEZ) and all areas in which the URT exercises its jurisdiction for the purpose of effective control of fishing and related activities of nationals of the Tanzania in areas beyond national jurisdiction.

10.8. Offshore facilities

Natural gas production is at its early stage whereby the first natural gas discovery was in Songo songo Island followed by Mnazi Bay in Lindi and Mtwara Region respectively.

Construction of the pipeline in Songo songo began in 2003 and was completed in May 2004. There are 842 kilometers of gas transmission pipelines and the gas produced is processed for power generation and industrial use of which 58 km is utilised for industrial customers in Dar es Salaam. The produced gas is also used for household, institutions, and natural gas vehicles.

According to the data of 2017 from the Ministry of Energy and Minerals (MoMM) the discovered natural gas reserves amount to 57.54 trillion standard cubic feet (TCF).

The country is not producing crude oil and has not experienced a recent commercial oil discovery.

Tanzania consumes about 35,000 barrels of refined oil products per day in which all of it is imported.

11. WMU Graduates

We “Tanzanians” are very grateful to be part of a large family of World Maritime University which has about 5634 alumni from 171 countries and territories of the world. Although we are still working on the data base, but, Tanzania is still less privileged of the opportunity of sending her students to WMU. The challenge is the capability of funding for training hence depending on sponsorship from foreign organisation, partners and friends which is not enough.

We are also proud of our government for its recognition of WMU Sasakawa ALUMNI. Beside, our small number i.e. ten (10) in total, five (5) of us serves in senior positions in the maritime sector and the two who have retired, were also serving in decision making position.

Through Tanzania National Development Vision 2025 and the Five-Year Development Plan (FYDP II) the country focus is to become an industrial economy by 2025. With Maritime transport as a significant drive in economy growth, hence, it is inevitable to have a well trained personnel to undertake maritime activities as required.

It is therefore our request to the Ocean Policy Research Institute, the Sasakawa Peace Foundation to consider increasing a number of Tanzanian students for sponsorship, with the aim of



achieving well trained and adequate people at the helm then enable the country in pursuit of the goals articulated in its plan.

We believe through the continual support we will be able to achieve the nations' goal of economic and social development through maritime industry.

12. Relationship with Japan

Tanzania and Japan has been in good diplomatic relationship since the establishment of diplomatic relations with Japan in 1961 after Tanzania independence. In the following year, 1962 Japan International Cooperation Agency (JICA) opened its office in Tanzania. Through JICA, Tokyo International Conference on African Development (TICAD) and Ocean Policy Research Institute, the Sasakawa Peace Foundation, just to mention a few, Japan has been supporting development of Tanzania in general and capacity building in maritime sector in particular.

We pray that this relation live longer and never end.

13. Comments

WMU Sasakawa Fellow's Networks are important meeting because they facilitates the participants with learning from seeing in the fields and sharing of experience from each other. They should also be taken seriously as method of auditing ourselves; assessing on where we are in comparison to where we wanted to be after the graduation.

It is also an important gathering as they facilitates meeting old friends and making friendship with new ones.



Togo

Togo Report: Overview of Maritime Situation and Related Entities in Togo

I- Country Overview:

Togo is a small country located in West Africa, bounded on the north by Burkina Faso, on the south by the Gulf of Guinea, on the east by Benin, and on the west by Ghana. Opening to the Atlantic Ocean to the south, Togo enjoys a small coastline of 50 km with an area of 56,785 km² and has around 9 million inhabitants. Togo is characterized by relief consisting mainly of two savannah-covered plains, separated by the Togo mountain range, which is oriented from northeast to southwest. The plain of Oti is located in the northern part of the country. It is a vast flood plain with very low altitudes of 200 m on average. It is drained by the Oti and its tributaries.

The plain of Mono is the largest plain located in the south of the country. It comprises two units on either side of the Tsévié-Kouvé line. To the north of this line, the plain gradually rises towards the vicinity of Tchaoudjo. To the south of this line lies the eastern plain covered with red sandy-clay deposits, rich in phosphate and marshy in places. It constitutes the coastal sedimentary plateau or plateau of the bar land, which is cut by small plateaus. The plateau is also crossed diagonally by the marshy area of Togblékopé. It ends with a rectilinear cliff of Tokoin about 20 m high which dominates the 50 km long sandy coastline cut by lagoons and lakes. The two main rivers are the Oti River in the north and the Mono River in the Centre-south (Figure 1).

Togo has two types of climates. The north has a sub-Saharan climate that alternates between a rainy season (from May to October) and a dry season the rest of the year. The south has a milder sub-equatorial climate with two rainy seasons.



One of the major maritime characteristics of Togo is the presence of small lagoons, lakes, dams, and rivers. They cover 50 km over a length of 600 km from south to north.

The country has two main ports. One port opens to the sea by a wharf (open seaport of KPEME) at 35 km south-east of Lomé and specializes in the export of phosphate. The other, the Autonomous Port of Lomé, is delimited by docking works and other port facilities.

It is around these ports that economic and social activities have developed, which have greatly increased the occupation of the coastal zone.

This vast expanse of water is little controlled. Navigation on the lagoons remains traditional and informal. The whole of the inland waters is almost unexplored. They are neither recorded nor marked out.

In Togo, 70% of the economic activities are linked to the sea front and the country gets more than 75% of its tax revenues from it. Maritime trade at the Port of Lomé platform accounts for a significant share of government revenue. In 2019, customs revenues at the Port of Lomé accounted for 80% of total maritime activities and 60% of state revenues.

In 2019, freight traffic increased from 22,117 million tons to 22,610 million over one year.

As for the fishing sector, it represents 4.5% of the GDP and employs more than 20,000 people. Each year, fisheries production is estimated at 20,000 tons but it reached a peak of 37,000 tons between 2018 and 2019, according to statistics from the Directorate of Fisheries and Aquaculture (DPA).

II- Togolese Maritime Situation Overview:

1- - Maritime Risks and Country Challenges:

1.1. Climate Change, Maritime Boundaries, Fishing, and Tourism Activities

The erosion of the Togolese coastline has increased in recent years to the point that many villages built along the coastline are at risk of disappearing.

Kossi Agbavi, a village located more than 30 km from Lomé, the capital city, is one of the most affected villages. Here, the advance of the sea is real. According to a study by the West African Coastal Observation Mission (MOLOA) conducted in 2015, between 1.8 and 5 meters of coastal loss are recorded per year.

As a result, the locality risks being completely wiped off the map within the next twenty years if no protective action is taken.

Since the construction of the hydroelectric complex of Akosombo in Ghana (west of Togo), and that of the Autonomous Port of Lomé (PAL) in 1963, more than 500 linear meters of land have been swallowed up by the sea in the agglomeration, including many fishing villages, roads, and infrastructure.

Today, the majority of the coastal population has become tenants. They are forced by the sea to abandon their homes to find rentals, even though they have lost their income-generating activities.

On the coast, a dozen localities are now in danger of disappearing in view of the alarming forecasts presented by the Togolese government in its communication in 2015 before the United Nations Framework Convention on Climate Change.

These forecasts indicate a rise in sea level between 0.10 and 0.17 m by 2025, 0.19 and 0.34 m by 2050, 0.29 and 0.55 m by 2075, and 0.33 and 0.75 m by 2100.



Figure 1 to 3: Overflow of the sea in Aného, Togo, June 11, 2017





Overflow of the sea in Aného, Togo, June 11, 2017



Figure 4: Beach affected by coastal erosion at the Ramatou Hotel (east of PAL) in November 2003

1.2: Maritime Boundaries Delimitation

Togo has a maritime space and lagoon area estimated at 16,100 km², which represents about 30% of the area of the national territory. Maritime spaces may also be added to these areas, such as the territorial sea, the contiguous zone, the exclusive economic zone, and the extended continental shelf.

These maritime areas offer many opportunities to the country in terms of wealth, employment, and positioning in international trade, if it is well managed, defended, and protected.

Thus, in order to fully exercise its sovereignty, control over the limits of Togo's maritime borders is an essential prerequisite.

By relying on the United Nations Convention on the Law of the Sea, Togo wishes to have a fair and equitable delimitation of its maritime borders.

Thus, for the delimitation of its maritime spaces, Togo has adopted laws No. 2016-007 of March 30, 2016, relating to maritime spaces under national jurisdiction and 2016-028 of October 11, 2016, on the merchant marine code, and set up a national commission of maritime borders since 2016. Since the creation of the Maritime Boundary Commission, Togo has undertaken negotiations with Benin and Ghana and the work to date has progressed significantly.

1.3: Fishing Sector

The annual production of fish at the national level is estimated at more than 70,000 tons per year. This low production is due to overfishing, poor catching techniques, and the natural poverty of the maritime waters in terms of fish products. Indeed, the natural continental shelf of Togo is too narrow to allow upwelling, a natural phenomenon that is favorable to fish life, and that can be observed in neighboring countries.

The artisanal maritime fishing sector is the most dynamic in Togo, to the detriment of a declining industrial fishery. Fisheries production is based on a larger pelagic stock and a very limited demersal stock. According to FAO (2019), about fifteen oceanographic surveys were carried out from 1959 to 2015 to assess the pelagic and demersal stocks in Togolese waters. They estimated the biomass of some clupeids such as *Sardinella aurita* and *Sardinella maderensis* at 4,000 tons and *Engraulis encrasicolus* at 2,500 tons. The biomass of the group of Carangidae, Scombridae, etc., is estimated at 2,500 tons.

1.4: Tourism Sector

Overall, tourism is the most poorly developed of almost all the social and economic development sectors in Togo. The low interest granted to this sector constitutes a real loss of earnings when one realizes that Togo has important tourist sites to develop. The sector is characterized, as a result, by a vacuum of legal text framing its management, although the sector is the subject of clear mentions in strategic policy documents related to the maritime sector, including the National Strategy for the Sea and the Coast (SNML), the Strategic Framework for the Development of the Maritime and Coastal Economy, and the Master Plan for Coastal Development (SDAL). However, a framework law on tourism is currently being prepared. It is

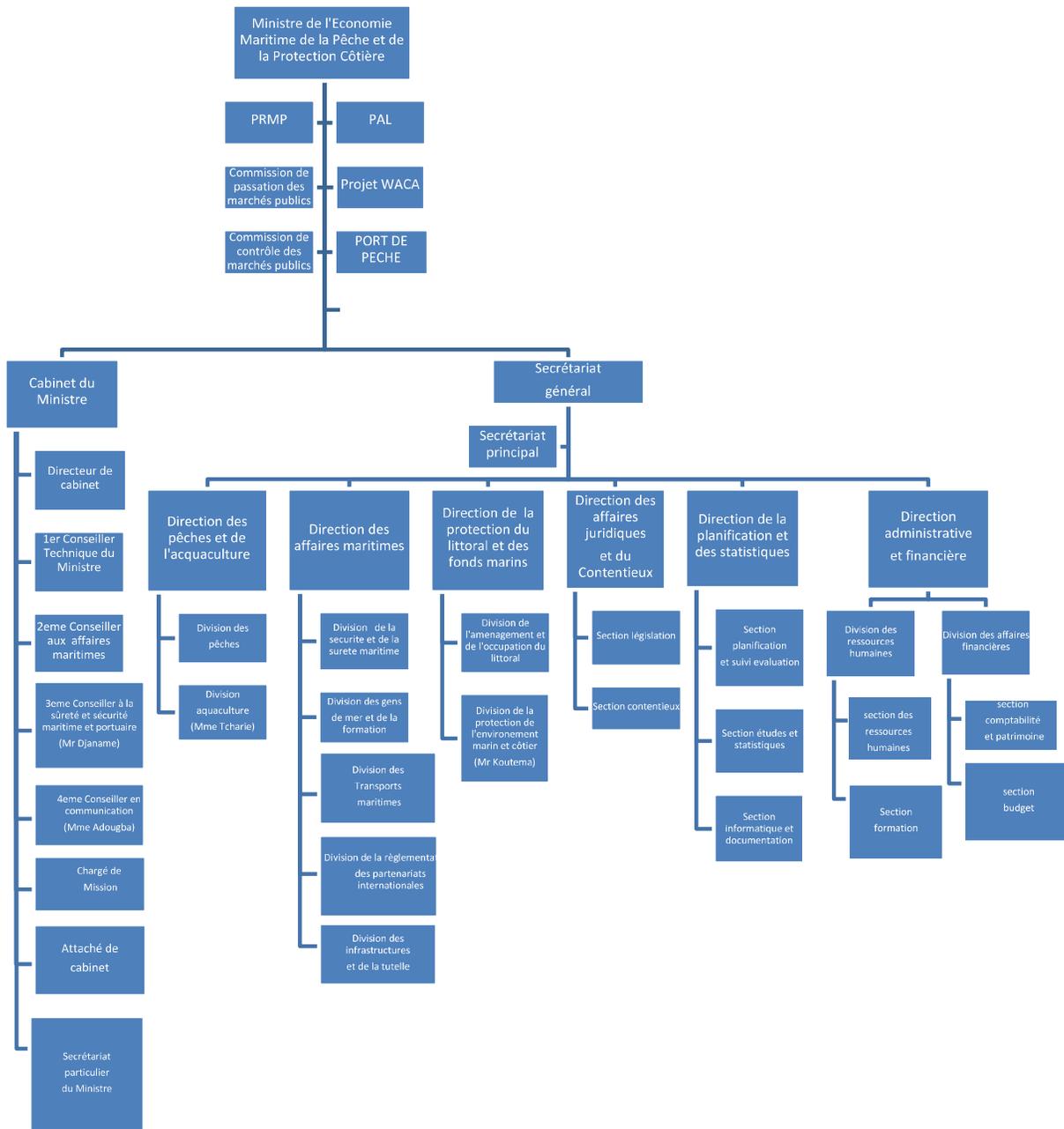
hoped that this law will be quickly adopted so that Togo can have a framework for guiding real initiatives for the sustainable development of tourism in all its forms, including seaside and coastal tourism in Togo. This is because the absence of a law framing the sustainable management of the tourism industry sector will lead to a strong impact of the sector's activities on marine and coastal areas, and the economic and social benefits that the sector could provide would be slowed down within a few years.

2. Maritime Sector Organizational Scheme

2.1. Ministry of Transport

Acting under the authority of the Prime Minister, the Ministry of Maritime Economy, Fisheries and Coastal Protection implements the Government's policies on the sea and the coast at national and international levels, particularly in the fields of maritime economy, fisheries and coastal protection, in collaboration with the ministries and institutions involved.

Figure 5: Ministry of Maritime Economy Organizational Chart



2.1.1. Directorate of Maritime Affairs

The Directorate of Maritime Affairs is in charge of the implementation of the State's maritime affairs policy as well as the implementation of the provisions of the Merchant Marine Code, international conventions, and other legislation and regulations in force.

It ensures, among other things, the following missions:

- The administration of ships and floating equipment: monitoring the registration of fishing, commercial, pleasure and service ships and boats; inspection and safety of the said ships and boats at the technical level; authorization and monitoring of the construction of ships; monitoring the acquisition, operation and maintenance of transport ships owned by the State; research, recording and investigation of offences
- The administration of artificial islands, sea and lagoon structures, wrecks, and maritime mortgages
- Participation in the administration of oil and gas drilling and production platforms and other mining and petroleum equipment with regard to maritime and lagoon activities
- Participation in the administration of public maritime, lagoon, and river domains
- The administration of maritime professions: monitoring of port tariffs, analysis of concession accounts and budgets; definition of transfer regimes and conditions of exercise of port public services; monitoring of companies intervening in the field of fluvio-maritime transport, etc.
- Administration of seafarers: organization of professional activity; management of the seafarers' registration; social protection system; maritime succession; maritime labor inspection; settlement of maritime labor disputes; control of seafarers' qualifications; inspection of maritime training; recording and investigation of offenses
- Participation in the protection and preservation of the marine, lagoon, and river environments
- Participation in the application of maritime labor rules
- Port security and safety: implementation, monitoring, control, and evaluation of port security and safety measures; development and control of the application of port security and police standards
- Safety and security of navigation
- Participation in search, assistance, and rescue at sea, in lagoons, and in the navigable parts of rivers
- Participation in the control and surveillance of maritime and river-lagoon fisheries
- Participation in the promotion of bilateral, regional, and international cooperation, and more generally, all economic cooperation falling within the above-mentioned object and likely to facilitate its development
- The elaboration and application of laws and regulations in the above-mentioned fields

- The control and application of national regulations in force and of international conventions to which Togo is a party, in matters of safety, security, and the marine environment
- The management of all the traffic rights resulting from maritime agreements signed by the State of Togo
- The coordination and supervision of all maritime activities and the monitoring of the activities of international and regional organizations working in the maritime field
- Monitoring the State's commitments in the field of maritime transport

Figure 6: Organizational Chart of the Directorate of Maritime Affairs

The Directorate of Maritime Affairs comprises three divisions:

2.1.1.1: Division of Maritime Transportation

The Division of Maritime Transportation is responsible for:

- Developing, conducting, and ensuring the implementation of the national policy in the fields of river and lake transport
- Monitoring the application of the IMDG Code in the Autonomous Port of Lomé with regard to the rules, conditions, and modalities of carriage of dangerous goods by sea, as well as their storage and management in ports and maritime spaces under Togolese jurisdiction
- Implementing the regulation of transshipment operations at sea
- Installing and maintaining navigational aids

Lighthouses and Beacons



Bè Lighthouse



Baguida Lighthouse



Main pier



BP 1



BW 1



BW 2

2.1.1.2: Maritime Safety and Security Division

The Maritime Safety and Security Division is responsible for:

- registering vessels under the Togolese flag
- monitoring the application of national laws and regulations relating to safety on board commercial, fishing, and recreational vessels

- issuing navigation permits and safety certificates for all vessels flying the Togolese flag, including port service vessels, except for warships
- controlling the visits of departure and any other visit of technical nature in the Togolese ports
- controlling the lighthouses and beacons

2.1.1.3: Seafarers and Training Division

The Seafarers and Training Division is responsible for:

- managing issues related to the embarkation of seafarers on board domestic and foreign vessels
- updating seafarers' files
- checking the professional qualifications of seafarers
- settle disputes between seafarers and shipowners out of court
- issuing certificates and other documents in accordance with the international conventions in force
- managing issues related to the training of seafarers

2.1.2: The Directorate of Fisheries and Aquaculture

The Directorate of Fisheries and Aquaculture is responsible for:

- promoting sustainable development of fishing and aquaculture and ensuring the application of the regulations in this field
- promoting the processing and valorization of fishery products
- defining objectively verifiable indicators of the elaborated programs and other activities in the field of fisheries and aquaculture
- proposing incentive measures for the promotion of fishing and aquaculture, in particular, the determination of the prices of fishery products, the factors of production, and the outlets
- taking care of quality control in regard to the products of fishing, aquaculture, and fish farming
- contributing to the determination of the themes of applied research on fishing and aquaculture by the structures in charge of research
- contributing to the development of the agreements of Togo with partners in the field of fishing and aquaculture and to see to their respect

- elaborating and applying, in consultation with the structures in charge of water resources management, the legislative and regulatory texts in the field of fisheries resources management
- studying and giving technical opinions on the requests for authorization of fishing and aquaculture
- certifying the legality of fishing catches for import and export of fishery products
- ensuring the follow-up, control, and surveillance of fisheries
- controlling the hygiene and sanitation of the landing sites, fishing vessels, and establishments processing and selling fishery products
- determining the technical and economic conditions for the development of fisheries and aquaculture and ensuring the follow-up of their implementation

A new fishing port with a capacity of 300 fishing boats was inaugurated on April 24, 2019. It contains an administrative block, two ice factories, three fish shops, two storage rooms, a mooring basin, a landing wharf, two slipways, a police station, a waste disposal site, a water tank, and public toilets.

This new facility should compensate for the 30% reduction in the size of the old fishing harbour basin, as well as the space reserved for the parking of fishing boats

The new fishing port is the result of a partnership between the Togolese and Japanese governments

The new fishing port



2.1.3: The Autonomous Port of Lomé

When it was created on April 7, 1967, as a public establishment of an industrial nature, the Autonomous Port of Lomé carried out industrial and commercial functions in addition to its regalian functions. In 1980, it was transformed into a General Directorate, under the supervision of the State. It was transformed into a state-owned company in October 1991 by the decree reforming the institutional and legal framework of public enterprises. In addition to its regalian functions, the Port Authority is in charge of the utilization of port facilities, piloting and towing of ships, the material and legal guard of goods, services of lighthouses and beacons, the watch and the radio, and management of the port and maritime domain. In addition, it retains the handling of certain categories of goods, including wheat, clinkers, and hydrocarbons.

The Port of Lomé has enormous potential that makes it a real hub on the West African coast.

Located at 06 ° 08 N and 01 ° 17 E, the Port of Lomé is the only port on the West African coast whereby it can be reached several capital cities in a single day. The Port of Lomé offers the advantage of carrying goods at very competitive rates and times. With a draught of about 17 metres, the Port of Lomé is the only deep-water port on the West and Central African coast that can accommodate the ships of last generations.

Due to the free port status that the Port of Lomé enjoys, the handling and transfer of goods within the port area are carried out without customs constraints, thus saving time in the processing of ships and goods. The Port of Lomé manages a large industrial free zone where industrial production units are located.

The port basin is bounded by two dikes of 950 m and 1720 m long which protect it from being silted up. Moreover, the Port of Lomé benefits from a low tidal range (1.20 m) and moderate winds. These conditions allow all types of ships to have access to the port at any time.

The Port of Lomé, with more than 900 hectares of land, is an international crossroads for trade and industry thanks to a vast industrial free zone where several companies are located. These companies benefit from quality port infrastructures, flexible regulations and taxes, and customs and financial advantages.



A view of the Autonomous Port of Lomé



17 metres of draught

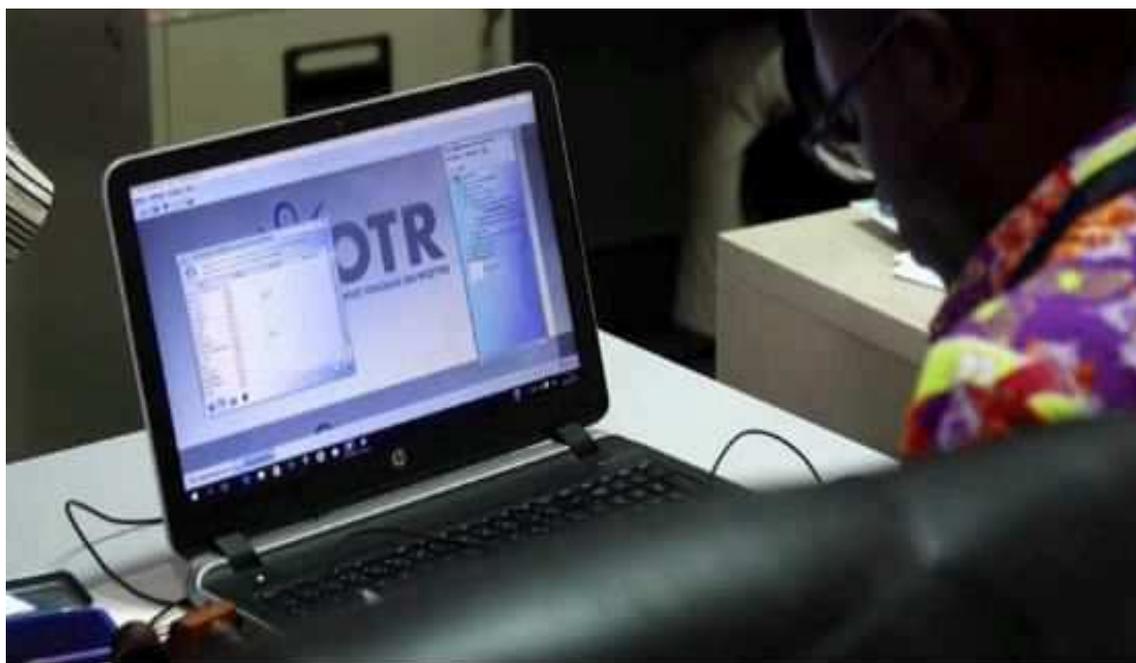


Size of ships that call to the port



The port area (900 hectares of land)

One of the advantages of the Autonomous Port of Lomé is the speed of administrative formalities, which is the result of efforts to simplify goods collection circuits. Almost all collection formalities have been digitalized, and customers can have access services from their location via digital tools.



A digitalized system

In order to decongest the Autonomous Port of Lomé, the government built the dry port of Adétikopé in 2020, located on north side of Lomé at 27 km from the Autonomous Port of Lomé on the Lomé-Ouagadougou-Niamey corridor (hinterland countries). This new terminal is a real strategic asset for the Port of Lomé to strengthen trade with hinterland countries. It contributes to Togo's position as a leading logistics hub in West Africa. The operationalization of the dry port of the Industrial Platform of Adétikopé, still in progress, is marked by a process of reception and installation of the equipment on the dry port in order to attract the attention of the stakeholders in maritime logistics transport.





The pictures of the new dry port of Adéticopé, known as the Industrial Platform of Adéticopé (PIA)



Truck parking at PIA

III- Action of the State at Sea: The National Organization in Charge of State Action at Sea (ONAEM)

The National Organization in Charge of State Action at Sea (ONAEM) was created in the context of deep regional and sub-regional maritime insecurity, at a time when the Togolese maritime sector was little or badly organized.

Thus, the National Organization in Charge of State Action at Sea was created by Decree No. 2014-113/PR of April 30, 2014, in order to strengthen the action of public administrations and coordinate intersectoral efforts in order to preserve the maritime interests of Togo.

The ONAEM is composed of three bodies, namely the High Council for the Sea, the services of the Advisor for the Sea, and the Maritime Prefecture

❖ Institutional Organization of the ONAEM

➤ The High Council for the Sea

The High Council for the Sea (HCM) is chaired by the President of the Republic. The Counsellor for the Sea ensures the permanence of the HCM. The following ministerial departments with responsibilities at sea are members:

- the ministry in charge of defense
- the ministry in charge of security
- the ministry in charge of the maritime economy
- the ministry in charge of transport
- the ministry in charge of economy and finance
- the ministry in charge of territorial administration
- the ministry in charge of higher education
- the ministry in charge of the environment
- the ministry in charge of foreign affairs

The HCM, the first body of the ONAEM, is the framework where the main orientations of the maritime policy of Togo are defined. It meets once a year and is convened by the President of the Republic with the participation of the Prime Minister, other members of the government, private actors of the maritime sector, and resource persons.

The HCM is the supreme body, the decision-making body of ONAEM where maritime policy decisions are taken and transformed into strategic actions within an interministerial framework (maritime conferences) by the services of the advisor for the sea and then implemented by the administrations involved, under the operational coordination of the maritime prefect.



➤ **The Services of the Advisor for the Sea**

The services of the Advisor for the Sea, created by Decree No. 2014-173/PR of 16 October 2014, on the attributions and organization of the services of the Advisor for the Sea, constitute the second organ of the ONAEM.

The Advisor for the Sea leads, on behalf of the President of the Republic, the interministerial work related to the sea. He prepares the deliberations and meetings of the HCM and ensures its permanence. Each year, he draws up a report for the attention of the President of the Republic and the Prime Minister on maritime policy and on the coordination of the State's actions at sea. It establishes, in collaboration with the bodies and administrations of the State, a master plan of maritime means which is revised annually, allowing to reach the fixed objectives.

➤ **The Maritime Prefecture**

The Maritime Prefecture (PREMAR) is composed of civilian and military personnel involved in the State's action at sea.

The Maritime Prefect is vested with the general administrative police power at sea. His policing power includes the power to intervene, notably in the protection of sovereign rights and national interests, the maintenance of public order at sea, the search and rescue of persons and the safeguarding of property, the protection of the maritime environment, the policing of maritime navigation, the safety of nautical activities, the protection of marine or submarine infrastructures, and the coordination of the fight against illicit activities.

He is responsible for safety and security measures taken by the administrations and services concerned in the framework of the State's action at sea, as well as for the implementation of their means. The Maritime Prefect coordinates operations in emergency or crisis situations in the maritime and port domain, particularly in the event of complex police operations, piracy, pollution, rescue at sea, and other illegal acts.

❖ **Operational Organization of the ONAEM**

At the operational level, the State's action at sea is made up of a decision-making level and a coordination staff on the ground.

- ✓ The decision-making level includes the interministerial authority made up of the member ministries of the High Council for the Sea, the Government Secretariat, the Advisor for the Sea and the Crisis Director, who is the Maritime Prefect. The latter is in direct contact with the Coordination Staff and reports to the interministerial authority on the situation on the ground.
The decision-making level has the media for crisis communication, and the financial and logistical means to manage the crisis.
- ✓ The coordination staff is composed of a maritime command center (CCM) and a think tank.

The maritime command center includes the maritime operations center (COM) and other operational centers such as the rescue organization. The maritime operations center has an On Scene Coordinator who directs operations in the area and reports to the center. The other operational centers with external resources in the area provide assistance to the maritime operations center. Between the two operational centers is a buffer zone made up of a reception team responsible for the identification of victims, emergency triage, psychological support for the injured, reception of VIPs, etc.

The think tank is composed of administrations with competences at sea, others without competences at sea but whose role is important for the management of crises, and a group of experts (meteorology, oceanography/hydrography, dangerousness and toxicity, oil industry, etc.).

The role of the think tank is to reflect, analyze, and make proposals at the technical level that can help authorities to make decisions in real time.

Next to the think tank is a third-party team composed of foreign resources, third-party states (flag, crew, cargo), and third-party vessels (P&I Club group, consignees).

In addition, it should be noted that the highest authorities of Togo have expressed a real willingness to secure the maritime areas under Togolese jurisdiction through Law No. 2016-004 of March 11, 2016, on the fight against piracy and other illegal acts and also on the State exercising its policing powers at sea. Its Article 5 is of paramount importance in that it gives the status of judicial police officer (OPJ) to the officers of the national navy, who by principle are military and do not have this power. Through this, they have the power to note offences at sea, investigate them, apprehend perpetrators, draw up reports and, once on land, hand them over to the public prosecutor for legal proceedings.

Organigramme de l'ONAEM

