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Ship Registration in Tanzania: Current Status and Its Challenges

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Abstract:

The United Republic of Tanzania is maritime state that is engaged in ship registration. Currently, the country maintains a close registry together with an open registry of ships. As a flag state, Tanzania is responsible to effect control over the ships under its registries in accordance with provisions of internationally accepted standards. It seems that the country is not doing well in as far as the maintenance of the open registry is concerned. This paper examined the legal and institutional framework for registration of ships in Tanzania. Dual maritime legislation and un-coordinated authorities seem to be among reasons for poor performance in registration of ships. In addition to that, unknown place of maritime affair in the country and slow reaction to the ratification/adoption of relevant international instruments contributes to poor performance of the flag state. It is recommended that deliberate efforts should be made to establish a comprehensive maritime policy; harmonize legislations and practices; and equip all involved actors with required maritime knowledge for a successful maritime venture.

Keywords: Ship registration, closed registry, open registry, flag state.

1. Introduction

Ocean shipping provide a cheap and reliable means of transporting goods across the globe. It is estimated that ninety five percent of all goods shipped worldwide move by water at some point during their journey from manufacturer to consumer. Since the time of Roman Empire and back, usage of the oceans has been operated on the basic of the principle of freedom of the seas which entails unrestricted access for the common activities of navigation and fishing. The coming into force of the United Nations Convention on the Law of the Sea, 1982 made clear the oceans delimitations were through identification of maritime zones. Article 86 of the Convention gives description of the high seas as the parts of the sea that is not the exclusive economic zone, the territorial sea or the internal waters of a State, or the archipelagic waters of an archipelagic State. Therefore, the part of the oceans that is identified as the high seas remain under the sovereignty of no State but free for navigation for all States. In order to have a peaceful existence in the oceans, ships are registered so that to acquire internationally accepted identity. To date, more than one hundred thousand merchant ships are registered in a number of countries worldwide. It is worthy to note that conventionally, ship registration was done through close registry. As at January 2016, open registry account for over seventy percent of the world commercial fleet ("UNCTAD Review of Maritime Transport, 2016 at p. 44").

2. Registration of Ships

The High Sea is set out free for navigation, over flight, fishing, scientific research and others freedoms stipulated under Article 87 of the United Nations Convention on the Law of the Sea. However, in their exercise of the freedom of the high seas every State must act with due regard for the interests of other States. The circumstances of the use of the high seas call for a proper means for ships to identify one another in the middle of the oceans where every State have some rights but are barred from validly claim sovereignty over any part of it. Considering identification issues in the high seas, the United Nations Convention on the Law of the Seas under Article 91 gives power to States to fix conditions to grant their nationality to ships. Therefore, States do register ships into their territory and give the registered ship the right to fly the flag of the registering State.

2.1. The Concept

Registration of ship is a process that results in signing of a ship into the territory of a State. The process may include filling in relevant application forms, submission of ship documents for inspection, survey of the ship, confirmation on the manning of the ship, payment of relevant fees, and being issued a Certificate of Registration by a relevant authority of a State. Among important consequences of registration is that the registered ship acquires nationality of the State where she is registered and thus fly the flag of that State. On the other hand, the State that register ships become a flag State. In that way, every ship plying international waters obtains identity for purposes of peaceful use of the high seas. It does not suffice therefore for a ship to be identified by her christened name only. Her identity shall be completed by nationality of the State of registration whose flag it will be flying.

2.2. *Rights and Responsibilities*

Registration of ship in a particular State comes with rights and responsibility on both parts, the ship on the one hand and the State on the other hand. The registered ship has a duty to continually abide with national laws and regulations of the registering State including those concerning safety of the ship, protection of marine environment, and manning levels, thus be subject to the regulatory control of the country whose flag it flies. Duties of the registered ship goes together with flag state privileges and protection as if it is own citizen.

On the part of the ship registering State technically known as the flag state, Article 94 of the United Nations Convention on the Law of the Sea stipulates duties of a flag state over ships flying its flag to include: maintain a register of ships flying its flag; assume jurisdiction under its internal laws in respect of administrative, technical and social matters concerning the ship and the master of the ship, officers and crew; take measure to ensure safety at sea; ensure that construction, equipment, seaworthiness, manning, training of crew, labor conditions, onboard communications and aids to navigation and navigation aids are in conformity with generally accepted international regulations; and make inquiry into maritime casualty and incidents of navigation by using duly qualified persons. Such inquiries are mandatory where loss of life, serious injury to person, serious damage to ship or marine environment is the matter in question.

Flag state has the right under Article 97 of the United Nations Convention on the Law of the Sea to institute penal proceedings before its judicial or administrative authorities over its ships in the high seas. In matters of collision or other incidents of navigation flag state has the sole authority to order for arrest or detention of the ship it has registered.

2.3. *The Practices*

Originally, ship registration practices had been dominated by conventional maritime nations especially in Europe where registration of ship was connected with facts like nationality or domicile of the owner of the ship, nationality of the crew, principal place of business and place of construction. This registration practice is known as close or conventional registration of ship. The rationale behind such registration practice was connected with the last phrase of Article 91 of the United Nations Convention on the Law of the Sea which states: - "There must exist a genuine link between the State and the ship". Such registration practice still exists to date in countries like the United Kingdom and Denmark. In the conventional maritime world, it is not possible for most developing countries to have significant merchant ship fleet. As a result, developing countries had less influence in the international maritime industry and wherever shipping is at the crux of the matter. Close registry is considered to be more efficient in the fulfillment of flag state obligations due to the fact that most if not all of the persons involved with the registered ship are nationals of the flag state.

The tests of time that the world experienced made possible the changes in ship registration practice: where the shifts were experienced from one man or one family ownership to ownership by mega companies for economies of scale; availability of crew from conventional maritime states to the developing states. The changes in business practices together with changes in technology of ships brought a new phenomenon in ship registration, that is open registry. Open registry started is commonly known as flag of convenience but in other jurisdictions it is recognized as International or second register that is operated together with the close register. Some close registry States introduce international/offshore registers in order to give their nationals access to the same conditions of trade that are enjoyed by open registries without diverting their business to another flag State. Among the characteristics that define open registry include freedom to non-citizens to register ships, less tax comparing to tax paid in close registries, freedom to ship to use non-citizen labour, easier process of registration comparing with close registries and less stringent rule on transfer from the registry.

As opposed to close registry, open registry among other things give ship-owners a freedom to choose a country of registry for their ships. In other circumstances the freedom to register abroad comes with the freedom to recruit qualified crew from any country of choice. Under such freedom, even developing countries have been able to register a good number of ships. Among the benefits that go together with open register of ships is economic gain. There are tonnage taxes that are associated with registration of ships. Through increased number of ships of different type and size, the country will improve its economic status. The bigger the ship, the more the tonnage tax. It is evident that since 1920s open registry system has proven to be profitable for ship owners and shipping companies that opt for such system of registration as well as for the country that operate such registry. In that way, the open registry has opened the way for developing countries to participate strongly in the shipping business while improving their economies with reference to Liberia and Panama (Rochdale Report of 1970). The current status shows that although countries like Greece continue to be on top of the list of ship owners, it is not even in the top three ship registering countries. The top registering countries are Panama, Liberia and the Marshal Islands (UNCTAD Report 2016 at p. 35 and 41).

Despite the above-mentioned strengths, the system of open registry is often considered to be lax in implementation of international maritime regulations thus ships under such registries are thought to be in poor condition and manned by under qualified crews. In some instances, States operating open registry lack power or administrative framework to effect control over the shipping companies in the implementation of national and international laws. Therefore, open registry is considered by some actors of the international community as detrimental to safety of shipping, maritime security, and marine environmental.

Although open registries are considered less stringent in the enforcement of safety and environmental regulations, it is worthy to note that, currently the quality of services offered by ship registers might not be much influenced by the type of registrations. On the one side, there are some open registers with good reputation while on the other side there are some close registers with bad reputation (International Chamber of Shipping 2014 in UNCTAD Report 2015). Additionally, more than three quarters of the world fleet is registered in developing countries. The most important thing that needs to be done by flag states is to keep a close eye on continuous compliance of ships to internationally accepted regulations for safety and environment protection.

3. Legal and Institutional Framework for Ship Registration

The United Republic of Tanzania is one State (Article 1 of the Constitution of the United Republic of Tanzania 1977 as amended); the area under its jurisdiction covers the whole land area of the Tanzania Mainland and Tanzania Zanzibar together with the territorial waters (Article 2 of the Constitution of the United Republic of Tanzania). The Constitution of the United Republic of Tanzania stipulates that there are two organs vested with executive powers: The Government of the United Republic of Tanzania; and the Revolutionary Government of Zanzibar (Article 4).

The Constitution of the United Republic of Tanzania goes further to clearly outline matters that are considered to be union matters; matters that are under the full authority of the Union Government. Among union matters mentioned under the First Schedule to the Constitution there is foreign affairs. Therefore, matters related to international relations and the state as the actor in the international community are placed under the full authority of the Union Government. Nevertheless, maritime matters do not appear on the list of unions matters except for harbours. It implies that the Revolutionary Government of Zanzibar has autonomy for maritime matters other than harbours. If one would list maritime matters other than harbours, registration of ships will be on the list.

The United Republic of Tanzania is a State party to the Convention on the International Maritime Organization, 1948. The International Maritime Organization (IMO) is a United Nations specialized agency responsible for safety and security of shipping, and protection of marine environment from ship source pollution. The United Republic of Tanzania has ratified a total of twenty-two International Conventions originating from the IMO including conventions for safety of life at sea, protection and preservation of marine environment, liability and compensation for oil pollution, safety of ships, passenger and navigation, maritime security, and seafarer's conditions. All the mentioned matters are essential in the subject matter of registration of ships.

3.1. Applicable Laws

Matters of registration of Ships in Tanzania are regulated by two legislations: The Merchant Shipping Act (MSA) 2003 and the Maritime Transport Act (MTA) 2006. Both Acts together with Regulations covers a good part of the laws governing maritime affairs in Tanzania. Provisions of the Acts and Regulations give effect to a number of international maritime instruments that Tanzania has ratified. The United Nations Convention on the Law of the Sea, 1982 is among international maritime conventions that Tanzania has ratified; the convention as mentioned in the previous discussions in this paper provides among other things standard and guidance for registration of ships.

3.1.1. The Merchant Shipping Act

The Merchant Shipping Act (MSA), 2003 was enacted by the National Assembly of the United Republic of Tanzania. MSA consolidates the law relating to shipping and other matters connected to shipping. Among other things, this national legislation governs ship registration matters covering both the oceans and other water bodies like lakes and rivers. Even so important, Section 3 of the MSA 2003 stipulates that the Act apply to all Tanzanian ships wherever may be. The Ministry responsible for maritime affairs is the custodian of the Act to ensure it is properly implemented.

Part IV of the MSA 2003 provides for matters of registration and licensing of ships. Section 12 of the Act recognize Tanzanian ships as ones that are registered in Tanzania under the aforementioned Part IV of the Act. The term Tanzania ship means a ship registered or licensed under the provisions of this Act at a port in the United Republic of Tanzania. In other words, for a ship to be Tanzanian ship it must be registered in Tanzania and such registration must be in accordance with the MSA 2003. It is worthy to note that when Tanzania is mentioned it means Tanzania mainland and Tanzania Zanzibar.

The Act goes further to lay down conditions for a ship to qualify to be registered in Tanzania. Among the conditions is connected with ownership whereby the ship must be wholly owned by nationals of Tanzania (Section 13 of the Act). It is further provided that ship that is bareboat chartered by Tanzanian also qualify for registration in Tanzania. Furthermore, ships owned by individuals or companies in bona fide shipping joint ventures with nationals of Tanzania may qualify to register in Tanzania. It is obligatory for all ships owned by Tanzanians to be registered in Tanzania unless they are registered in another country. The Act provide a room for the Minister by Order, to prescribe further ship registration conditions in relation to ownership. So far there is no Order to this effect.

In addition to ownership conditions, the ship must be 50 Gross Tonnage or above in order to qualify for registration, unless it is exempted. A person who wish to register a ship must fill in relevant application forms. Before the ship is accepted for registration, it shall undergo survey by recognized surveyor of ship (Section 21 of the Act). Among other things, the ship shall be permanently marked, its tonnage and build ascertained. Then the Registrar of ships must be satisfied with the condition of the ship with regard to safety or risk of pollution; the use of the ship; safety, health and welfare of persons employed/engaged on board the ship (Section 15 of the Act.) before granting ship registration certificate.

3.1.2. The Maritime Transport Act

On the other hand, there is another legislation applicable in Tanzania Zanzibar. The Maritime Transport Act (MTA), 2006 was enacted by the House of Representatives. MTA provides for registration of ships and other matters related to maritime transport. The MTA 2006 apply to Zanzibar Tanzania registered ships (Section 3 (1) (a)). It is provided under the interpretation Section that Zanzibar Tanzania ship means any ship registered under the Maritime Transport Act, 2006.

Part III of the MTA 2006 provide for registration of ships. Zanzibar Tanzania ship is a ship that is registered under Part III of the MTA 2006 (Section 8 (2)). A ship qualifies to be registered in Zanzibar under MSA 2006 if it is wholly owned by Tanzanian; is bareboat chartered by Tanzanian; and ships owned by individuals or companies in bona fide shipping joint ventures with nationals of Tanzania

may also qualify for registration in Zanzibar. Differently from MSA 2003, under MTA 2006 foreign individuals and body corporate incorporated in foreign countries do also qualify to register ships in Tanzania Zanzibar (Section 9 (1) (d)).

In addition to ownership conditions, every ship of 125 Gross Tonnage or above, other than passenger high speed craft, must be registered unless it is exempted (Section 9 (2)). A person who wish to register a ship must file an application for registration to the Registrar of Ships (Section 15). Before the ship is accepted for registration, it shall undergo survey by recognized surveyor of ships. Among other things, the ship shall be permanently and conspicuously marked, its tonnage and build ascertained (Section 20 and 21). Then the Registrar must be satisfied with the condition of the ship with regard to safety or risk of pollution; the use of the ship; safety, health and welfare of persons employed/engaged on board the ship before granting registration certificate (Section 16 of the Act).

3.2. Ship Registration Practice

Tanzania is a maritime state that also register ships. From the discussions in the previous section one could clearly pointed out while the MSA provide for closed register of ships, the MTA provides both closed and open register of ships. On the part of Tanzania Mainland, there is maintained a closed register of ships where mainly coastal ships are registered. All registered ships adhere to the conventional requirements as stipulated in the MSA.

On the other part, Tanzania Zanzibar operates a hybrid register of ships where a closed registry is maintained alongside an open registry. Like in Tanzania Mainland, most of the ships registered under the closed system are coastal ships. The open registry is maintained under the name Tanzania Zanzibar International Register of Ships. Under the International register of Ships there is a fleet of over one thousand ships undertaking international voyage. According to the UNCTAD Review of Maritime Transport 2015 Report, by January 2015 the United Republic of Tanzania was among top 35 flag states. A total of 1,313 vessels ply in the high seas flying the flag of the United Republic of Tanzania.

It is worthy to note for the purposes of more discussions in the following parts of this paper that Tanzania is maintaining two registers of ship that are not connected at all. The current status is that a ship that is registered in Tanzania Zanzibar is considered international ship when calling ports in Tanzania Mainland. The same applies to ships registered in Tanzania Mainland when they call Tanzania Zanzibar ports.

3.3. Responsible Institutions

There are two responsible institutions in the administration of ship registration of ships matters. The MSA 2003 give powers to the Minister responsible for maritime affairs to establish maritime safety and security body. It states: - that the Minister may designate a public authority to undertake regulatory function to maritime safety and security rather than administrative authority (Section 4 MSA 2003). Currently, Surface and Marine Transport Regulatory Authority (SUMATRA) is the public authority designated by the Minister to regulate, among other things, matters of maritime safety and security. Therefore, matters of ship registration like other maritime matters are regulated by SUMATRA.

On the other side, Zanzibar Maritime Administration (ZMA) is established under MTA, 2006 to exclusively to oversee matters of administration, implementation and enforcement (Section 6 (1) of the MTA 2006 for safety and security purposes. In a further note, MTA 2006 compel Zanzibar Maritime Administration to liaison with maritime safety administration that is established under MSA 2003 in matters of enforcement of international standards under International conventions that the United Republic of Tanzania is a party.

It is worthy to note that although maritime matters are not union matters, the waters of the United Republic of Tanzania have no internal boundary between Tanzania Zanzibar and Tanzania mainland. The state of the union on maritime matter have contributed to the co-existence of two legislations in the same country with mixed ship registration provisions and therefore varied practices. Further in practice it has been evidenced that there is no relation between the ship registration practices as per the legislation of the United Republic of Tanzania and that of Zanzibar. The only provision related to relationship on the matter of ship registration in the two legislation appears in the MTA 2006 (Section 6 (3) where it provides for relationship between Zanzibar Maritime Safety Administration and Maritime Safety Administration established under the Merchant Shipping Act 2003. Nevertheless, technically, MSA 2003 does not provide such an institution.

4. Challenges Facing Ship Registration in Tanzania

It is not odd for a State to operate more than one type of registry. There are other States like Denmark and the United Kingdom that keep a closed register together with an international register. However, the practice in Tanzania can be considered as challenging because of the existence of more than one legislation governing the same international matters; and the existence of two authorities both regulating maritime matters with no specific division of powers and without effective communication between the two. SUMATRA and ZMA are two bodies regulating the same matters but they are estranged therefore create a loop hole in the control of registration system especially the international register.

4.1. Dual Domestic Law

The content of the Merchant Shipping Act and that of the Maritime Transport Act is the same, except for few provisions that include registration of ships. The source of the difference could be traced from the Constitution of the United Republic of Tanzania with effects spilling over to the practices in registration of ships. It a matter of harmonisation of the laws and practice.

Strength and weakness of open registry depends on the will of the State to adhere to the requirements provided under international law and regulations. Taking the example of Liberian registry, it is the second largest open registry in the world. Liberian registry is

recognised by maritime industry including the International Maritime Organisation for adherence to quality, efficiency, safety and in the enforcement of maritime conventions. The quality of Liberian registry has in certain occasions outperformed a number of national registers on port state control. Therefore, even Tanzania Zanzibar International Registry has a chance to become a quality register in the event of harmonised laws and practices in the United Republic of Tanzania.

It is worthy to note that, being a flag state, whether through close or open registry comes with rights and duties. Duties of the flag state are stipulated as obligations under the United Nations Convention on the Law of the Sea, 1982. A flag state shall maintain a ship register that will show the details of all ships that have been registered under her jurisdiction. Also, flag state shall assume and exercise effective jurisdiction over administrative, technical and social matters on board ships taking into consideration the fact that the ship wherever it may be national law shall be adhered to. Flag state shall make sure the ships under her register conform with international regulations to ensure safety, security and marine environment protection. In case of casualties, flag state must investigate upon such mishap and effect stringent punishment to violations and non-conformities. The United Republic of Tanzania should consider harmonisation of rules and procedures for ship registration in order to afford proper control and implementation of International Conventions that it has ratified.

4.2. Un-Collaborated Institutional Authority

In the previous discussions, it was noted that there exist two diverse maritime authorities in charge of maritime affairs in Tanzania. There is the Zanzibar Maritime Authority (ZMA) in Tanzania Zanzibar and the Surface and Marine Transport Regulatory Authority (SUMATRA) in Tanzania Mainland; both regulating maritime affairs in a rather not a collaborative manner. The relationship between the two authorities is vague. Even the position of authority between the two institutions is barely established or practiced.

Among the reasons that hinder effective relationship between the two is the fact that one authority is dedicated solely for maritime affairs; the other authority regulates maritime affairs together with land transport affairs. Since maritime affairs needs special treatment of its own kind different from surface transport, for instance issue of certification of seafarers, manning of vessels and marine insurance, putting maritime affairs in the same basket with surface transport seem to jeopardize relationship between the two authorities.

It has been evidenced that the control ships registered under ZMA. The performance of the United Republic of Tanzania as a flag state in the control of ships flying its flag is amongst the poorest in the world (Paris MoU on Port State Control: Flag Performance List of 2015; Annual Report 2015 at p. 17). Therefore, the performance of the country must be improved for the sake of the name of the State in the international world of shipping and beyond. The strength lies in the power of the State, that is the United Republic of Tanzania. If the current status is maintained, it might take longer time to assert proper control over ships plying international waters. But if decision is made and put into action, the State will be able to maintain its Status in the International community for the better of the people.

In another point of view, there is a need to clearly define the lines of authority between the two and put it into practice for the sake of maritime safety, environment and sustainable development of the industry. Both institutions should also be equipped with sufficient, well trained and confidently competent human resource to effectively and efficiently perform the duties regarding registration of ships in Tanzania. Another solution would be to set on maritime authority responsible for the whole country despite non-mentioning of maritime affairs as union matter in the Constitution of the United Republic of Tanzania.

4.3. Slow Ratification and Implementation of Maritime Conventions

As a maritime nation, Tanzania could be far in the maritime world if only the readily available opportunities could be properly utilized. To date, Tanzania position in the shipping world is undefined or rather unrecognised. Through open registry of ships, more ships would be flying Tanzania flag and thus sale the name of the country wherever the ship may reach. Such contribution in the shipping industry will elevate the country to a counted position and boost its economic growth.

Adherence to relevant internationally approved instruments is crucial to maintain a reputable ship register. So far, it has taken long time for Tanzania to ratify the Maritime Labour Convention (MLC) 2006 despite the fact that Tanzania seafarers are disadvantaged by the current situation. MLC is not the only convention but also there are other international conventions that affect ship registration status of the country that are not yet ratified such as SOLAS Protocol 1988; Load Line Protocol 1988; MARPOL Annex 6; Ballast Water Management Convention; London Dumping Protocol; Fund Protocol 2003; Bunker Convention 2001; and Nairobi Wreck Removal Convention 2007, to name just a few.

It is understood that ratification of maritime conventions take into consideration the benefit that a state will accrue from the convention; the impact of such ratification to the current status of the law and practice; and the relationship of the country with the international community. Nevertheless, it seems that ratification of maritime conventions in Tanzania has been taking too long due to varied reasons. The level of participation of the country in the maritime forums like the IMO, CMI and others could be affecting the level of response to the maritime conventions. On the other hand, limited knowledge of the sector on the part of the directly involved technical team, politicians and lawmakers could be another reason for slow response to the relevant international conventions. Bureaucracy could be playing another role in the consumption of time before a convention could take effect in Tanzania. It is therefore important to change attitude and minimise bureaucracy in the process of ratification and domestication of international conventions especially in consideration of some issues of urgency.

4.4. *Mistaken Price Tag on Maritime Matters*

The place of maritime issues in Tanzania is not the same. While there seem to be much focus in road transport in Tanzania Mainland, the focus in Tanzania Zanzibar is maritime transport. The fact that Tanzania Zanzibar is archipelagic make maritime transport indispensable among the islands and to the mainland. The weight put to the maritime industry in the two parts of the Country varies.

Observing from the Tanzania Transport Policy in Tanzania Mainland ports matters seem to be the only maritime transport agenda emphasized in the country. Scrutinizing further, other segments of transport are well elaborated in the same transport policy. In fact, maritime sector is less explored and does not seem to be a priority in the country's perspective. As a result, the underdevelopment of the maritime sector and therefore loss of benefits that could be accrued through maritime borne trade.

With the advantage of the current industry economy building, peace and tranquillity of the country is an added advantage for development of the maritime sector to support and sustain the economy of the country. Having in place maritime experts and utilize them effectively would be a step forward towards a breakthrough in the maritime development. Proper control over an open registry would broaden maritime industry in the country to include activities such as ship inspection and survey; ship repairing and dry docking and other maritime business in the Country. Such activities will make maritime sector visible to many and attract the participation of the community, and in long run will contribute to economical and technological advancements.

4.5. *Lack of Comprehensive Maritime Policy*

Policy is intended to show direction on particular issues of concern to the country. Tanzania does not have maritime policy that the country could be referring to throughout maritime sector development journey. Various laws and guidelines on matters pertaining to the sea are either scattered under the supervision of various Ministries or are not specifically regulated at all. Issue of marine environment, maritime labour, maritime education and training are just few examples. Establishment of a comprehensive maritime policy could improve the understanding of maritime sector and ensure focused development of the industry for sustainable development of the country.

5. Conclusion

The United Republic of Tanzania is a flag state that maintain a closed registry and an open registry of ships. Registration of ship under the mentioned close registry is maintained through SUMATRA on the one side and ZMA on the other side. Open registry is maintained by ZMA only. It has been discussed that the open registry maintained under the name Tanzania Zanzibar International Registry though it has a good number of ships, control of its activities has been in a challenging situation.

Despite being a flag state, Tanzania has been slow in the ratification/adoption of international instruments relevant to registration of ships. As a result, delays in the performance of duties of a flag state. In order to be able to maintain effective open registry, Tanzania Mainland and Tanzania Zanzibar must deliberately work together to overcome the existing challenges and thus ensure required control over ships flying Tanzania flag.

Harmonization of the two legislations governing issues of ship registration is important. Likewise, harmonization of the two authorities in charge of the administration of matters of registration of ships must be considered more seriously. Additionally, the place of maritime affairs in the country should be made clear. Among important ways to explain the focus of maritime issues in the country is through a comprehensive maritime policy.

The country need to have maritime experts in all important aspects such as marine engineers, ship captains, maritime lawyers, marine insurers, ship inspectors and surveyors, and ship financing specialists. Such specialists working together with the maritime authority would be useful for purposes of ensuring vessels under the country's register sail only when in compliance with acceptable rules and standards. Full participation of the country in the international maritime and shipping gatherings like the IMO is necessity in order to improve performance of the maritime sector. Such accomplishment would strengthen the status of the country's profile and boost sustainable industrial economy.

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