

**MEETING BETWEEN TZIRS ADMINISTRATION AND
RECOGNIZED ORGANIZATIONS HELD AT ZIMS OFFICES IN
SHARJAH UAE - 22.02.2017.**

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1)INTRODUCTION/BACKGROUND

1.1 TZIRS establishment

TZIRS is an Authorized Name by Government of Zanzibar and Tanzania to be used for the Administration of Open Registry under the Tanzanian Flag. It is established by an Act no 5 of 2006 of Zanzibar Tanzania Laws. The TZIRS administration was initially contracted to Philtex from its establishment until August 2014.

Philtex Administration

TZIRS started its operation in early 2007 under appointed agent PHILTEX of Dubai. Unfortunately, the expectations of Tanzania Zanzibar Government was to a great degree different from what is seen to day.

a). **Philtex Termination:** From what was seen to be against the Government Policy and even violation of UN resolutions and IMO Conventions, Government of Zanzibar terminated the Philtex Vs TZIRS contract on August 2014.

b). **Administration Reform:** Cancellation of Deputy Registrar: Since Aug, 2014, the Zanzibar Maritime administration which is by law, has been given the authority to administer the TZIRS, cancelled the position of Deputy Register in TZIRS. Until today, TZIRS has not appointed deputy Register.

c) 1.2 Current status of TZIRS Performance

a)**High risk ship registry** - High risk flag-high detention rates of its ships in many MoUs. In 2016, TZIRS had more than 35

detentions in three MOUS, the list is hereby attached. The TZ flag is ranked the highest risk flag in the Paris MOU. It is the highest risk in the order of Paris MOU.

CONTRIBUTING FACTORS

Low ROs Performance

- There is no control over RO Performance. Statutory Certificates are sold in the streets rather than being issued by competent Authority.
- Deployment of unqualified and incompetent surveyors in surveys, lack of required facilities and equipment, lack of management quality systems for surveys administration.
- *Lack of commitments and accountability* of ROs on performing tasks entrusted by Administration

-low professionalism and integrity: some vessels are not surveyed but are issued statutory certificates.
-reports of detentions and marine incidents are every-day increasing and not reported to administration;
-surveys are conducted without proper procedures/practices and ethical methods;

Weak Control and Monitoring Mechanism of the Administration

Lack of technical oversight: no technical supervision and Auditing of ROs initiated; lack of technical guidance to ROs and ship-owners;

Lack of appointed flag surveyors by Administration.

Poor reporting systems- some ROs and Ship-owners do not report to Administration when ships are detained by PSC;

Low commitment and accountability among the owners in operating and managing their ships in compliance with international and national standards

- Lack of Implementation of ISM onboard
- Poor repair and maintenance of vessels
- Frequent dry docking extensions and sometimes forge drydocking taking place
- Employment of low skilled/unqualified seafarers;
- Attaching vessels to poor ROs; unethical Surveyors.
- Some Shipowners/ROs have mentality that there is no Administration in TZ flag.

2. MEASURES FOR IMPROVING ZIRS PERFORMANCE (A WAY FORWARD FROM TZIRS ADMINISTRATION)

TZIRZ Mission :
Within next three years, 2017 to 2019, TZ flag should be changed to low RiSK FLAG.

a) Measures for RO performance

1. RO's should follow a proper code when choosing or appointing a surveyor representing them, RO's should understand that their performance has a direct impact to the TZIRS Administration. **Appointed surveyors** should fulfill the following main qualifications:
 - a. Marine Educational Background
 - b. Training courses from recognized institutes such as IACS academies, mainly for ISM, ISPS & MLC
 - c. Practice of the code of ethics
2. Proper assessment of any vessel to be classed, there should be main procedures to be implemented when the RO is entering a vessel into their class. **Special attention to vessels trading in the Paris MOU region.** It is **highly recommended** that the RO management checks out the vessel's history on Sea Web or Equasis prior to proceeding with accepting the vessel to its organization and a pre-inspection to be carried out in advance.
3. It is **highly recommended** to support the survey reports with photos taken during the survey, these photos must show the date on them. This is so essential in case of any investigation to be carried out after. TZIRS preserves its rights to contact the dry docks directly to verify the authenticity of the dry dock report submitted, it has been observed recently that some vessels do not go in real to dry dock and **forged** reports were submitted, we hold the RO responsible for any **forged** documents which have direct influence on the statutory certification issuance such as the dry docks, servicing of LSA & FFA, radio surveys,...etc. This applies also to our right to contact the servicing company occasionally to verify the servicing documents presented and accepted by the nominated RO.
4. Ethical non-conformities shall lead into the RO's cancellation if proven.
5. Service providers to be either makers' or IACS's or TZIRS approved as detailed and explained in the TZIRS procedures.

b). Measures directed to the RO's Surveyors:

6. According to IMO regulations, it is highly and strictly required to have the life/rescue boats and their launching appliances to be serviced by either:

a. An authorized service provider by the manufacturer

OR

b. An authorized service provider by TZIRS and the service to be witnessed by the RO surveyor and at his satisfaction

7. Radio surveys must be carried out by a service provider approved by any of the IACS members, a copy of their IACS approval to be attached with the servicing report.

- i. FFA inspections must be carried out by a service provider approved by any of the IACS members, a copy of their IACS approval to be attached with the servicing report
- ii. IWS must be authorized by TZIRS and attended by the RO surveyor.
- iii. LSA inspections must be carried out by a service provider approved by any of the IACS members, a copy of their IACS approval to be attached with the servicing report.
- iv. VDR APT's to be carried out solely by the authorized maker's agent, a copy of their maker's approval to be attached with the COC/APT issued.
- v. Surveyors should document their surveys with digital photos

C). Measures for improving Control and Monitoring Mechanism by Administration:

- I. TZIRS is on the move to establish a technical oversight to ensure RO works are supervised and their internal organizations are audited at set interval time;

- II. TZIRS shall establish a rewarding and punishment system for ROs.
- III. TZIRS is on process of appointing recognized accreditation bodies for certification of Management Quality Systems of ROs working with TZIRS;
- IV. TZIRS is on process to appoint flag surveyors in different ports for inspecting TZIRS vessels for ensuring ROs performance;
- V. To officially send a clear message to all RO/shipowners that TZIRS has established an annual flag state inspection program;
- VI. To express clearly a detention policy for TZIRS registered vessels;
- VII. To develop and issue technical guideline and manuals to ROs and Ship-owners;

D). Measures for Improving Owners/Managers Commitment and Responsibility

- RO has responsibility to educate shipowners to ensure that all ship-owners implement ISM code;
- ROs should develop strict vetting criteria for registering ships in the registry;
- RO must develop clear requirements for canceling all ships that fail to comply;
- RO must understand limitations for dry docking extensions as per IMO conventions;

RO to submit to administration their request of audit cancellation of ships detained for more than two times in one year;

CONCLUSION

Way forward from the discussion: Discussion and comments from ROs.

Prepared by: *Director General. 22 February 2017. ZIMS Office, Sharjah UAE.*