



# ANALYSIS OF THE UNITED REPUBLIC OF TANZANIA MARITIME POLICY TO OVERCOME CHALLENGES FACING SEAFARERS TOWARD MARITIME TRANSPORTATION IN TANZANIA

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## **Abstract**

*The Paper foreseen challenges, facing merchant officers and rating maritime policy, in relation to the growing maritime transportation in Tanzania, the study analyses impact of lacking maritime policy in the seafaring employment and aims to explain the specific structures of the seafarers maritime policy based in shore and offshore employment. In addition, how it formed by maritime policies and maritime shipping act in Tanzania, since the Tanzania policy, maritime seafarer's policy does not exist. The explanations of their solutions are main concern of this article, based on the literature review and opinions of maritime professional. The study employed qualitative research approach and data collection methods included questionnaires, documentary review, group discussion, and field observations to generate data from Mtwara, and Dar es Salaam. The participants were drawn from institutions specialized in marine activities such as TASU, MNOAT, Tanzania Ports Authority (TPA) and Technical training Institutions. The study recommends that the maritime policy in Tanzania faced with different challenges for seafarers employment benefit in country that should be resolved.*

*Keywords: Overcome Challenges, Seafarers, Maritime policy Maritime Transportation, Tanzania*

## **INTRODUCTION**

Tanzania is an East African country situated just south of the equator. Tanzania formed as a sovereign state in 1964 through the union of the theretofore-separate states of Tanganyika and Zanzibar. It borders Uganda to the north, Kenya to the northeast, Comoro Islands and the Indian Ocean to the east, Mozambique and Malawi to the south, Zambia to the southwest and

Rwanda, Burundi and the Democratic Republic of the Congo to the west. The common foothold as seafarers means we share common challenges at sea and inland water (lakes). It is those common challenges, our response, common interest, and stability that we interact closely and respond together as an international seafarer's community. Maritime policy deals with policy, law, and security issues related to the world's oceans. It addresses these issues in the contexts of the importance of the sea for trade, as a source of both living and non-living marine resources, as an important natural environment, and as both a source of international political tensions and cooperation, in this paper seafarer's base on maritime policy introduced in Tanzania.

Tanzania is a maritime country whose overseas trade and economic demand for maritime transportation in addition, transport infrastructure and maritime seafarer's policy will be an incentive. In the future hopes to be able to improve their economic status through maritime trade, position in the international division of industry, rich marine tourism resources and so on. However, Tanzania's maritime policy based in Tanzania's seafarers has not developed rapidly for a long time because maritime policy in Tanzania guided by act regulations to a great concern to Tanzania in recent years, and the demand for seafarer's maritime policy in the development of Tanzania's national economy is the great concerned of this article.

### **Determinations of the Study**

This paper aims to provide a platform for maritime policy argument among the maritime work force industry that needed to express into seriously the problems of seafarers' entitlements i.e. employment, loss of life, personal injury, abandonment due to experienced sank, capsized and electrical fire on board, for example, three vessels between 2011, 2012, and 2013. Over 1000 deaths occurred after M.V Islander 1 sank in September 2011, and unpaid wages in Tanzania. It also aims to emphasize upon maritime work contributing states of the pressing need to strengthen their national legal infrastructures on the implementation and enforcement of the rights and welfare of their seafarers who deployed for lake and overseas employment. The paper likewise attempts to highlight the need to find a common ground for the continuous discussion and conclusion of all problems associated with maritime policy in URT. Tanzania seafarer's employment systems lack merchant seagoing ship in the country, and inadequate opportunity of employment offshore, scheme of service for seafarers, skilled personnel for class 2/1 due to shortage of sea service and training methods. Challenges for qualification for employment in public services, and private sector, which multi-faceted maritime professional e.g. Certificate of competency (COC) is in great contradiction to the current situation of offshore employment in Tanzania.

## **Seaport services and seafaring transportation**

Maritime transportation most of the vessels in the Tanzania are private owned, Government and foreign-owned, a TPA owned port services has developed to provide container handling, stevedoring, customs brokerage, and local delivery. Domestic and regional shipping is also an important marine activity sustaining socio-economic development in Tanzania. TPA has tugboat serving and privatization for private sector interests have also invested in the development of port services e.g. Tanzania International Container Terminal services (TICTS). TPA well placed to provide full trans-shipment services to international vessels crossing Tanzania's navigable waters. TPA contributes significantly to the country's foreign exchange earnings from both cargo and shipping activities. Some sectors, such as the maritime industry, employ significant numbers of seafarers and supremacy of activities such as pilotage, navigational safety, marine oil spill alertness and response maritime search and rescue shared among these agencies with the result that supremacy arrangements are often less than optimal if these sectors are to be effectively and expanded in the future. This situation potentially leads to standards and approaches being training of pilots and the provision of standard pilotage services.

Tanzania lacks the essential growth in maritime passageway part to enlarge and play an active part in country rapid development. The paper revives the maritime transport policy and its contribution to the improvement of the Tanzanian economy in the maritime blue economics

## **THE UNITED REPUBLIC OF TANZANIA NEW MARITIME POLICY**

The United Republic of Tanzania lacks an inclusive and principal maritime policy framework within which to manage its extensive maritime area and the associated resources and activities it supports. Despite the preparation of a number of strategies and policies, relating to specific resources and activities, no single predominant legislation or policy exists to harmonizes and coordinate these at the maritime sector. The progress and employment of new policy agenda will assist the government to achieve a number of goals, including blue economic development, preservation of natural environment, providing for supportable seafarers progress, security life, and employment for sustained generations of Tanzania. In addition, the maritime policy sets out the new policy direction for modern marine management in the country. The policy includes a set of strategic actions, which set out the government's initial priority areas of focus in maritime sector. These policy will be further refined and implemented by the government in collaboration with institutions and local communities based in sea industries such TPA, TASAC, TPDF NAVY, Marine service, marine police, fisheries, deep fisheries and other maritime stockholders.

### **Persistence of the United Republic of Tanzania maritime policy**

The willpower of the maritime policy is to establish a framework that can guide the planning and development of maritime activities in a balanced and sustainable manner for the seafarers and maritime blue economic development in URT. The policies will effective coordinated among the government agencies with responsibility for maritime and water transportation affairs in addition to the harmonization of country actions in relation to the marine resources. The strategic actions should include policy that set out a highway plan for the application of the URT maritime policy. These should include a number of short and intermediate term actions designed to enhance the operation of the policy objectives of the maritime policy in URT.

### **Possibility of the URT Maritime Policy**

The geographical opportunity of the URT maritime policy is the coastline, altogether marine and waters within the 200 nautical mile limits of exclusive economic zone. While the policy applies to all uses and activities in the marine environment, it recognizes that additional sector-specific polices and action plans may already exist or be required in the future, and provides a outline for their addition into a broader URT maritime policy basis. In many cases, the strategies reflected in the policy also taken into account in the worldly planning system and other compliant rules, which affect or might affect the maritime zone of Tanzania. Policies provide opportunities detailed evidence that Tanzania have. Moreover, attentive on maritime transport coordination. Although the policy cannot resolve all the several of maritime business challenges of today, nonetheless understood as existence vital foundation of the larger maritime blue economy in URT.

### **Regulatory Ideologies**

The policy framework intended to guide the co-ordination and management of maritime activities, although all levels of government retain respective legislative and jurisdictional responsibilities and authorities. Tanzania maritime policy should base on the following regulatory ideologies that should guide all marine management decision making. They considered together and applied to all policies, plans, regulations, decisions and actions affecting use of the marine environment, the zones of activity recognized in this policy are those that require new or additional focus in the future, particularly to address the key challenges facing the maritime seafarer's offshore employment based in scheme of work services in Tanzania. Application of the maritime policy requires an orderly process of planning and assessment, consultation and collective decision-making, policymaking, coordination and management. Execution of the maritime policy guided by a high-level government entity, this is

required to ensure the necessary political engagement and to establish effective coordination devices with other competent entities and the maritime community in general. Considering this background and the serious status of addition in the management of waters Transportation manipulation, it is clearly necessary to establish an effective multi-sectorial institutional framework, within existing governmental structures, to progress the operation of the strategy.

### **The urgency of future maritime transportation in Tanzania**

Tanzania have Merchant shipping act 2003, an act to repeal the Merchant Shipping Act, 1967 and the inland water transport ordinance, to provide for the registration, and licensing of the ships and the terms of engagement of seafarers and matters of engagement of seafarers and matters ancillary thereto. In addition to Zanzibar maritime transport act no, 5 of 2006 and Zanzibar shipping corporation act, 2013. Advantageous or proper for the development of shipping industry in Zanzibar, nevertheless, these Acts are not smooth sailing in use with seafarer's maritime challenges in Tanzania, which exposed especially in the rapid development of blue economics globalization.

Table 1 Merchant and Zanzibar shipping act impartial

Merchant shipping act 2003	Zanzibar shipping corporation act, 2013
<ul style="list-style-type: none"> <li>• <b>In addition to provide for the prevention of collisions at sea,</b></li> <li>• <b>the safety of navigation and the life at sea,</b></li> <li>• <b>The regulation of load lines,</b></li> <li>• <b>the carriage of bulk and dangerous cargoes</b></li> <li>• <b>unsafe ships, inland,</b></li> <li>• <b>wreck salvage,</b></li> </ul>	<ul style="list-style-type: none"> <li>• operate and improve shipping service in order to meet social,</li> <li>• focus economic and commercial needs of Zanzibar community</li> <li>• provide and foster efficient shipping services in Zanzibar and other destinations</li> <li>• Achieve economic viability, through sea transport services, and carry out activities as necessary</li> </ul>

*Maritime Transportation, unlike aviation, is not a union matter. Tanzanian ships are registered under the Merchant Shipping Act, while Tanzania Zanzibar ships are registered under the Maritime Transportation Act. The ships registered under both laws fly the URT flag. Hence, the policy should address the challenges accruing from having two maritime authorities for ships flying the same flag. Maritime sector in Tanzania involves many actors, including ten*

*Ministries and several sectors covering operations, management, and infrastructure and policy formulation. This means that a decision in one may affect the performance of another. This has resulted in the absence of Tanzanian registered merchant ships and this has affected the country in many ways, including the loss of critical and strategic public and private sector maritime expertise, a commercial maritime service capacity, industrial capacity including capacity to do research. Development and innovation that a country accumulates from regulating/ owning and operating an indigenous merchant shipping industry (Captain Ibrahim Mbiu Bendera is a ship captain and an Advocate, holding LLB (OUT) and LLM (UDSM) in Maritime Law).*

### **The Building on the recent initiative taken by Tanzania government to improve water transport**

The claim of maritime policy based seafarers in Tanzania is much inconsistency to the current situation of maritime industries. Tanzania has large area of navigation (ocean and lakes), which of course requires utilizing by modern maritime policy but it is not done until now due to many lack of national strategy and a well-defined policy system for the regulation and guideline of the seafarers and its practicability toward Tanzania's water transportation, compare to other maritime countries in the world. The Building on the recent initiative taken by Tanzania government to improve water transport, investment in maritime transportation required to increase seafarer's employment in private and government ship in Tanzania that could produce high positive results.

The Country requires more advanced policies regulations and should conduct a preliminary establish relevant institutions to carry out this work or formulate relevant policies to promote the development of maritime sector available in the country, for the betterment of future generation. The international maritime community is working co-operatively at different levels, aiming at achieving improved maritime industries and protection of seafarers in any situation by providing a reliable maritime policy. Seafarers are the core of shipping's future selected as the World maritime theme for 2021, reflecting a clear need to raise awareness of seafarers' vital role in world trade and increase their visibility. The focus on seafarers comes as the COVID-19 pandemic has placed extraordinary and unprecedented demands on seafarers.

### **Maritime seafaring profession is ancient human history**

The seafaring profession is ancient in human history. Its over-all contribution to the continued growth and expansion of the global economy is enormous considering that more than 95% of the total volume of global trade moved by sea transport. In an era where the global

advocacy for human rights has reached its peak, many seafarers are still abused, exploited, abandoned, and live in sub-human conditions. There is no single and comprehensive international legal regime that is in force now to protect and promote the rights and welfare of seafarers, a seafarer's employment contract deemed terminated on his death, loss of seaworthiness of the ship, Suspension of the ship's service due to lay-up. Moreover, the following are general right for seafarers.

- The seafarers require medical attention arising from the injury or illness, this must be provided at cost to the employer until the seafarer declared fit to work or the degree of disability has been established by the company-designated physician
- Upon sign-off, the vessel for medical treatment the seafarer is entitled to sickness allowance equivalent to his basic wage until he declared fit to work or the degree of permanent disability. Moreover, has been assessed by the company-designated physician but in no case shall this period exceed one hundred twenty (120) days, or until he becomes fit to work, or the disability is established by a company-designated surgeon.
- The seafarer must present himself within three working days upon his return protection, every seafarers shall be provided with at least three of any of these branches of social security schemes:-
  - a. medical care
  - b. sickness benefit, unemployment benefit
  - c. old-age benefit
  - d. employment injury benefit
  - e. family benefit
  - f. maternity benefit
  - g. invalidity benefit and survivors' benefit
  - h. Services in accordance with their employment agreements
- A monthly account of payments due and the amounts paid shall be made available to the seafarer, a seafarer is likewise entitled to payment of his overtime services, the computation of which is laid down in guideline B2.2.2, "Calculation, and Payment." express provisions for maximum hours of work, which should not exceed 14 hours.

### **Maritime safety operation based in training**

Having competent staff is not only important for perpetuation and upkeep the nautical operation and marine environment, but it is also essential for supporting the growth and prosperity of the maritime industry in Tanzania. The Tanzania maritime industry suffers from sea

services time for her seafarers, in particular officers possessing class 2/1. Such a challenge is likely to increase in the coming years to the detriment of the maritime industry in the country, which needs maritime expertise and experience which maritime safety operation depend. There need of continuous efforts training not only for tackling the issue of workforce shortages in the shipping industry but also for the seafarers which operates the ship improving so-called Tanzania 'blue economy' growth.

The quality of seafarers has a great influence on responding disaster when an accident happens on board ship. Government requirements to provide a chance of education to existing seafarers for safer operation using methods of new navigation equipment (ECDIS etc.), leadership, and teamwork training, amendments of international conventions. Seafarers are getting old due to the avoidance of being onboard average age it better to give policy to state the situation. Enhances seafarers' employment conditions whilst preserving the competitiveness of the Tanzania maritime transportation by monitoring the operation and correct application of the Tanzania maritime policy regarding the International Labour Organization (ILO) Maritime Labor Convention (MLC-2006 ), including approved amendments to the Convention.

*Tanzania has a maritime training institute DMI, which is IMO, accredited for conducting courses under the Standards for Training, Certification, and Watch-keeping Convention (STCW) giving opportunity to students attaining Master Mariner and Chief Engineer licenses. Tanzanian Certificated seafarers are nearly 5,000 but TASU has only 10% of them as members (500). However, not many Tanzanian seafarers are employed in foreign flagships hence the need for the policy to provide the basis of improvement. We can take lessons from world seafarer's employment trends. The industry and relevant stakeholders should not expect there to be an abundant supply of qualified and competent seafarers without concerted efforts and measures to address key work force issues, through promotion of careers at sea, enhancement of maritime education and training worldwide, addressing the retention of seafarers (Captain Ibrahim Mbiu Bendera)*

### **Predicament of seafarers**

This incident has highlighted some important issues pertaining to the difficulty of seafarers worldwide who often find themselves thrown at the deep end for reasons they have little to do with. In territorial waters, they are subject to the sovereign laws of an alien land with little or no access to legal recourse or even, at times, consular access to their national embassy. Maritime trade drives the world economy and has done so ever since man first explored the sea. More than 95 percent of global trade transits across the world's oceans and it remain the cleanest and most economical mode of transportation. In this era of globalization and trade



interdependencies, the disruption to the global economy caused by the recent pandemic has highlighted the importance of hardy global supply chains. This flexibility depends largely upon the safe and secure passage of more than 70,000 ships crisscrossing the seas carrying goods from one part of the world to another. Seafarers, both men and women who sail through untruthful waters, hazardous weather conditions, and dangerous conflict zones to keep the wheels of the global economy moving, operate these ships.

*Maritime transport makes shipping to be one of the most dangerous industries in the world, and seafaring viewed as a high-risk career due to the unpredictability on board the ship, which could lead to injuries, ill health, or even loss of life. Unfavorable working conditions onboard, long periods away from home and family, problems posed by cultural differences in multi-racial manned ships, and isolation and/or loneliness among officers are the main causes cited for the global shortage of seafarer (Captain Ibrahim Mbiu Bendera)*

The sacrifice of merchant seamen during the two World Wars has been duly recognized, chronicled, and lauded. More than the letter of the law, it is time-tested practices and conventions passed down from generations of seafarers that have shaped the conduct of states towards shipping and the rules-based order at sea. Presently, it is the United Nations Convention on the Law of the Sea 1982 (UNCLOS) which determines the conduct of states in the maritime domain. However, in sovereign waters, national laws apply which can differ considerably from state to state.

Nevertheless, article 17 of the Genève convention on the Territorial Sea 1958 provides that for the foreign ships exercising, the right of innocent passage were to comply with laws and regulations enacted by coastal states in particular those relating to transport and navigation. Article 21(1) of UNCLS expressly stated that coastal states could adopt laws and regulations concerning innocent passage on

- Safety of navigation and regulation of maritime traffic
- Protection of navigation and aids, facilities or installations
- The protection of cables and pipelines
- Conservation of the living resources of the sea
- Prevention of infringements fisheries laws and regulation of coastal state
- Preservation of environment and prevention, reduction and control of pollution
- Maritime science research and hydrographic surveys
- The prevention of infringement of customs, fiscal, immigration or sanitary laws and regulations of the coastal

The above outline point should be concerned when formulating Tanzania maritime policy for the safety navigation and marine exploitations.

## METHODOLOGY

This article addresses the development, potential use, and application of the national maritime policy based in seafarers policy. The text is a synthesis of information and data obtained by the author from internet sources, library search, specifically in technical publications and un-publication papers, IMO documents. Appreciated information was also gathered from different mariner stakeholder. The paper conducted in Mtwara and Dar es Salaam where by staff and Mariners expert selected and interviewed by the researcher to examine the situation-taking place at their day-to-day working condition regarding to maritime policy. Mtwara and Dar es salaam were selected because Dar es salaam region is a central location of shipping agencies activities due to the fact that the region have the largest port in the country which facilitate trading transportation activities to at least all countries located at southern part of Africa. Mtwara also selected due to its potentiality, including transportation of goods.

Table 2 Study random sampling size distribution

Type of respondent	No respondents projected	No Questioned
<b>Maritime technical training Institutions</b>	20	17
<b>TPA</b>	10	7
<b>Tanzania's seafarers</b>	25	21
<b>TASU</b>	5	4
<b>MNOAT</b>	30	24
<b>TASAC</b>	10	6
<b>Total</b>	100	79

The study predicted gathering data from 100 respondents. However, data were collected from 79 out of 100 respondents, representing 79% of the projected number of respondents. About the employed experience of the respondents, the study was bright to get data on their experience within their group and institutes in order to get relevant information from different group of employees and seafarers association. Both groups have different period of working experience and challenges, the one with long experience, we're able to provide information deeply by using relevant examples while those with short experience were responding as much as they know which also provide support to the paper.

## FINDINGS AND RECOMMENDATIONS

Analysis of the study's findings revealed the need for improvement in certain areas for the betterment of water transportation in Tanzania. Improvement requires co-operation from different stakeholders who are active players in development processes. Here are the recommendations for the Tanzanian basic maritime policy based in policy and Policy Outline

Table 3 Policy and framework based on policy expertise proposals

Policy Outline	Policy
<ul style="list-style-type: none"> <li>• <b>Generate employments</b></li> </ul>	<ul style="list-style-type: none"> <li>• Create an all-inclusive system of marine licensing for all marine activities</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Shifting the sequence of national Shipping Act</b></li> </ul>	<ul style="list-style-type: none"> <li>• Endorse justifiable use of marine resources, taking into account seafarers, social, economic and environmental needs, and ensure its incorporation into URT development policies and planning agenda to ensure long term seafarers, social and economic development plan</li> </ul>
<ul style="list-style-type: none"> <li>• <b>The Government has documented that expansion of the maritime sector presents opportunities to expand the role of the Tanzania as a regional maritime hub</b></li> </ul>	<ul style="list-style-type: none"> <li>• Creation of a structure for sharing of marine-based data and research findings</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Department of Marine Resources and Strategic Plan</b></li> </ul>	<ul style="list-style-type: none"> <li>• Build public and visitor awareness of the importance of the sea and its resources</li> </ul>
<ul style="list-style-type: none"> <li>• <b>National inland water policy</b></li> </ul>	<ul style="list-style-type: none"> <li>• A comprehensive permitting process linked to marine three-dimensional planning.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Duty of care &amp; accountability</b></li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that marine management decisions and how they made are open for public assessment</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Knowledge based decision making</b></li> </ul>	<ul style="list-style-type: none"> <li>• Promote formal and informal training and capacity building related to marine science, marine affairs, and marine management that is relevant to ocean and inland water management.</li> </ul>

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| <ul style="list-style-type: none"><li>• <b>Public contribution</b></li><br/><li>• <b>Access and benefit sharing</b></li><br/><li>• <b>Employer Training</b></li></ul> | <ul style="list-style-type: none"><li>• Develop partnerships with the academic and private sectors to support skills development in key marine sectors</li><br/><li>• Develop a system of marine spatial planning for improving management of maritime space to achieve economic development and environmental objectives</li><br/><li>• Promote URT crewing nation by ensuring that education and training continue to comply with international standards and funding, perhaps through lawmaking, the engagement by shipping companies of Tanzania.</li></ul> |
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### ***Offshore and inland water policy***

- Should warrant that all ports fulfill requirements regarding depth, width, harbor channel markings, and other navigational safety items to improve safety pilotage and berthing
- Endorse the expansion of ship repair and maintenance activities to support the maritime sector by contracting dry dock
- Safeguard that an appropriate hydrography survey developed to achieve safe practice of the Tanzania navigable waters.
- Support the continued development of domestic ferry services as an alternative transport mode, where practicable.
- Develop a URT maritime economy investment strategy in hinterland port based in blue economic.

### ***Permissible Context***

In order to attract private sector investment and to ensure that future development is sustainable, the necessary legal and regulatory agenda put in place to provide clear and transparent guidance to the private sector and investors to engage in sustainable business of maritime transportation actions in Tanzania. The following actions carried out to establish a complete outline relating to the sea and inland water (lakes), Legislation enabling the implementation and regulation.

Table 4 policy statement and reasons based on maritime characteristic of URT

<b>Emphasis of Policy declaration</b>	<b>Reasons</b>
<b>Maritime security surveillance</b>	According to UNCLOS, innocent passage of any foreign ship without permit is not allowed. However, this is not stipulated in our Territorial Sea and Exclusive Economic Zone Act, Cap 238, R.E. 2002 neither is it stated in any law. The maritime policy ought to outline this security and defiance measure.
<b>Hydrograph services</b>	Navigation on lakes and at sea depends on The knowledge of the depth of water through Charts. We need the policy to outline our preferences on hydrograph.
<b>Policy statement on investigation of maritime accidents and incidents</b>	After the experiences form the criminal cases on the deaths caused by MV Bukoba and MV Spice Islander, the policy should address policy issues on investigations after accidents.
<b>Policy statement on marine environment preparations, response and cooperation;</b>	Conservation and environmental protection
<b>Policy statement on the use of Kiswahili language in Maritime Education;</b>	Government should provide a chance of education in understandable language based in characteristic of Tanzania with young people to be seafarers. Supporting training expenses, providing boarding practice, etc. Improving Qualification of existing Seafarers by National language
<b>Policy statement on small vessels licensing, harmonization; and safety</b>	Establish a process to identify and stimulate the participation of local owner of small vessel and local maritime stockholder in planning and management strategies
<b>Policy statement on local and international innovation, research and development;</b>	Situational analysis of maritime transportation and Maritime domain in Tanzania

**The key responsibilities of the URT maritime policy are following:-**

- Synchronize, monitor and evaluate the implementation of the URT maritime policy with other crosscutting strategies, planning instruments and programmers

- Contribute to the coordination, implementation and monitoring of government approved cross-cutting actions, measures and policies related to maritime affairs
- Encourage favorable conditions for the attraction of private investment to marine related activities, in coordination with the competent bodies, making it possible to develop a strong and modern maritime policy, that makes a wise use of the country's resources and assets; and
- Stimulate the participation of public and private institutions, governmental and nongovernmental organizations, and civil society in the implementation of the state maritime policy.

***Application of the policy should base on the following arrangements***

- Individual private maritime seafarers association e.g. TASU, MNOAT implementing relevant sector-specific policies and strategies
- Enhanced TASAC and DMI communication and engagement
- Focused task forces with broad seafarers that address specific actions and development of a State maritime economy investment strategy
- Intermittent review of improvement to commence in specified year

Cutting-edge sunlit of the above understanding maritime policy in Tanzania, have openings, which require fierceness to address them. This reflected in several liabilities with respect to its implementation in Tanzania. This section of the article describes some of the steps needed to address the problems associated with the improvement of policy for current and future uses of the government of URT. These recommendations require the attention of various stakeholders in government institutions, association, training institutions, and other partners. For this reason, the study recommends the following.

- Tanzanian government as a key stakeholder should called to take the necessary corrective actions, which would lead to best application of seafarer's policy in the country. She should invest in modern domestic water bodies based in blue economy in Tanzania
- The country should promote and attract training investors in maritime institutes in Tanzania. In addition, make joint with other maritime training hubs in the world. Since the knowledge about sea transportation are important in sustaining marine transport the investment in personnel training will help to cope with the seafarers challenges in operating. This could be in the form of of education, such as the school system, or through more communicating sessions.

- Policy makers also need to be subtle in marine transportation particularly for regulatory authority should ensure that every seafarers in Tanzania have security of employment which may serve as important correct for reducing challenge and other form of right. This may include designing policies advocating seafarer's policy.

## CONCLUSION

The Tanzania's government is grateful to assign resources to formally designate a Countrywide maritime policy, to be responsible for coordination and ensuring the provision of appropriate maritime security to seafarers and transportation activities to meet requirements of the International Convention on the Safety of Life at Sea (SOLAS). The General maritime policy provides the basis for a new strategic management framework to involve all levels of government and interested parties to work towards a set of common objectives. A device for stakeholder engagement is also necessary. Initially, an advisory group of major stakeholders, including key marine user groups and civil society, may be most useful in the implementation of the policy. The future postponement of this article might remain the investigation of the Tanzania speculation policy in the maritime environment protection and maritime security serving based in e navigation system.

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