



**ISCOS SECRETARIAT
(INTERGOVERNMENTAL STANDING COMMITTEE ON
SHIPPING)**

**REPORT OF THE REGIONAL FORUM OF MARITIME
ADMINISTRATIONS HELD FROM 4TH – 6TH SEPTEMBER 2019, AT
MOUNT MERU HOTEL, ARUSHA, TANZANIA**

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INTRODUCTION

1. The Regional Forum of Maritime Administrations (REFOM) was held from 4th to 6th September, 2019 at Mount Meru Hotel, Arusha, in The United Republic of Tanzania. National Maritime Administrations from the regional states in the Eastern, Central and Southern Africa were invited.

ATTENDANCE

2. The meeting was attended by Participants from Maritime Administrations of the Republic of Kenya (Kenya Maritime Authority, KMA), United Republic of Tanzania (Tanzania Shipping Agencies Corporation, TASAC), the Republic of Uganda (Department of Maritime Administration – Ministry of Works and Transport), and Republic of Burundi (Burundi Maritime, Ports and Railway Authority, AMPF). Representatives from The Republics of Mozambique, Malawi, South Africa, Zambia, South Sudan, Rwanda, Democratic Republic of Congo and Zanzibar Maritime Authority (ZMA) could not turn up mainly due to cited financial constraints as this was the first time the Forum was being held.

The full list of Participants attended is attached as **Annex 1** of this document.

OPENING OF THE FORUM

Statement by the Secretary General – ISCOS Secretariat

3. The Acting Secretary General, Mr. Kassim Mpaata, welcomed participants to the ISCOS and to the Regional Forum of Maritime Administrations (REFOM). He noted that invitations to attend this Forum had covered the states in the Eastern, Central and Southern Africa. He paid tribute to the Administrations represented, noting that their presence signified the importance they attached to the Forum even as there were other equally important programmes elsewhere. He noted that some of the Maritime Administrations could not attend due to funding issues while others were affected by the on-going issues in South Africa. He expressed gratitude to the host Maritime Administration, the Tanzania Shipping Agencies Cooperation (TASAC) for accepting to host the Forum in the beautiful city of Arusha.
4. Mr. Mpaata informed participants that the workshop was being held under ISCOS' mandate of providing Forums for the identification, deliberation and resolving of Shipping and Maritime matters considered to be of common interest and concern to the region as a whole. The Secretary General explained that ISCOS, as one of the pioneer Shipping and Maritime institutions in the region has for the last 50 years contributed immensely to the development of Maritime Economy and the promotion of Shipping interests of the region, including the demystification of the Maritime sector and assisting the region to develop keener interest in Shipping and Maritime matters, which are big pillars in the facilitation of trade, sustainable harnessing of the Blue Economy and the encouragement of Tourism, to name but a few.

5. Turning to the business of the day, the Secretary General noted that although ISCOS had facilitated several stakeholder Forums under Shipping and Maritime Affairs, the Regional Forum of Maritime Administrations (REFOM) was the first one of its particular kind. He explained that Shipping and Maritime matters are inevitably international in nature and have since time immemorial never been restricted by political borders. He reminded participants that the region shares several areas of common interest and concern, enumerating some of them as follows:
 - i. In terms of Accessibility, the region is served by a common coastline running along the Eastern Coast of Africa from the horn of Africa to Cape Town and therefore sharing similar shipping services.
 - ii. In terms of Security, the region is affected by similar security challenges of Maritime nature such as Piracy, Security of Ports, Drug trafficking and other challenges.
 - iii. There are safety concerns of water transport across the region with vessel accidents claiming lives of people and in a similar pattern.
 - iv. In regard to exit and entry points for international and intra-regional trade, the states in the region are served by the same ports of Mombasa, Dar es Salaam, Maputo, Beira, and Johannesburg, etc, with some states using two or more of these ports in addition to sharing inland water ways.
 - v. In terms of International trade, the region is served by the same international service providers and trading partners who administer the same tariff policies across.
6. The Secretary General therefore, emphasised the inevitability of collaboration between Maritime Administrations of the region in order to develop common approaches to matters affecting the region as a whole. He expressed optimism that this Forum would assist in the generation of ideas of regional interest, harmonisation of policies and the development of common approaches to international service providers and trading partners.
7. The Secretary General encouraged participants to have an open and candid approach to the deliberations, noting that the Topic guide generated by ISCOS was by no means a restriction to industry wide issues which may be deemed relevant to the Forum. He expressed confidence that at the end of the workshop, participants will have come up with recommendations which can be pursued to the benefit of the region. He then wished participants fruitful deliberations.

Statement by the Guest of Honour

8. The Regional Forum for Maritime Administrations (REFOM) was officially opened by Mr. Emmanuel Ndomba, the Director General of Tanzania Shipping Agencies Corporation (TASAC) on behalf of Dr. Leonard Chamuriho, the Permanent Secretary (Transport), Ministry of Works, Transport and Communication of the United Republic of Tanzania. In his opening remarks, Mr. Ndomba delivered greetings from the Permanent Secretary, Ministry of Works, Transport and Communication whom he said, was meant to be around except for last minute official matters which demanded his presence elsewhere. He welcomed Participants to the United Republic of Tanzania and specifically to the beautiful city of Arusha, the 'Geneva of Africa'. He expressed optimism that despite the busy schedule ahead, Participants would find time to explore the endowments of Arusha and its environs.

9. Mr. Ndomba, on behalf of the Permanent Secretary, commended ISCOS for coming up with this initiative and organizing a Forum of such importance. He said bringing together Maritime Administrations would enable the Maritime Regulatory bodies of the region to share industry experiences, work together to tackle common issues and learn from each other's practices. He informed Participants of the forthcoming IMO's Requirement on 2020 Sulphur Cap, whose intention is to reduce the Sulphur content of ships emissions and as such comes with huge costs to the shipper in form of a new surcharge namely "*Bunker Recovery Charge (BRC)*", noting that this should be one of the deliberations of the Forum in order for the region to have a collective way forward on the matter.

ADOPTION OF THE AGENDA

10. The meeting adopted the proposed Agenda with minor amendments, as follows:

- i. Official Opening of the Meeting.*
- ii. Statement by the Secretary-General.*
- iii. Statement by the Guest of Honour.*
- iv. Brief Presentations by the respective Maritime Administrations (Mandate, Activities, Challenges, Future plans etc).*
- v. Deliberation of matters arising from presentations by respective Maritime Administrations.*
- vi. Consideration of Maritime Matters of Common Interest and Concerns to the region.*
- vii. Adoption of the Report, Recommendations and Resolutions of the Maritime Administrations.*
- viii. Any other Business.*
- ix. Closing of the Meeting.*

PRESENTATIONS BY THE RESPECTIVE MARITIME ADMINISTRATIONS (MANDATE, ACTIVITIES, CHALLENGES, FUTURE PLANS)

Presentation by Tanzania Shipping Agencies Corporation (TASAC), the Maritime Administration of The United Republic of Tanzania,

11. Mr. Emmanuel Ndomba, Director General of the TASAC informed the meeting that TASAC was established by the Parliament Act No. 14 of 2017 to serve as a maritime administration and regulator of maritime transport services as well as rendering shipping business functions, under exclusivity in specified services.

12. He further stated that as per the above Act, TASAC is also mandated to perform shipping business such as clearing and forwarding of specified goods, control of all shipping documents, ship tallying of all cargo and shipping agency for specified ships. He informed the meeting that control of shipping documents, ship tallying, clearing and forwarding for specified goods and shipping agency for specified ships were exclusive to TASAC.
13. He further reported that TASAC started implementing the functions of clearing and forwarding and control of documents in June 2019 while shipping agency and ship tallying are expected to commence by the end of year 2019.
14. The Director General further noted that the Corporation also regulates maritime transport services which entail licensing of service providers, setting of tariff and monitoring performance. The Corporation has an oversight role of maritime affairs on safety, security and marine environment protection.
15. Turning to the challenges faced by TASAC, the Director General noted that as a newly created institution, TASAC faces a challenge of being known by the general public, but especially the consumers of her services from within Tanzania and in the transit markets.

Presentation by the Kenya Maritime Authority (KMA), the Maritime Administration of The Republic of Kenya

16. KMA was represented by Mr. John Omingo, Head of Commercial Shipping. He informed the meeting that KMA is mandated with the Coordination and Monitoring of Maritime Affairs in the Republic of Kenya. He further noted that in the implementation of its mandate, KMA derives its direction from instruments like the Vision 2030, MTP III, Merchant Shipping Act as well as the Big 4 Agenda. Accordingly, in exercising her mandate, KMA focuses on the following key areas:
 - i. Skilled Seafarers and land based operators;
 - ii. Maritime Safety and Security;
 - iii. Clean Marine Environment;
 - iv. Investment and Trade Facilitation;
 - v. Effective Maritime Governance;
 - vi. Institutional Delivery Framework; and
 - vii. Integration of ICT and Innovations in operations.
17. To achieve the priority areas, the Authority recognizes that the following were necessary enabling factors:
 - i. Need for robust monitoring and evaluation mechanism;
 - ii. Enhanced collaboration with other agencies/stakeholders;
 - iii. Effective legal and regulatory framework;
 - iv. Enhanced human resource capacity development; and
 - v. Strengthened regional cooperation.

18. Turning to the business of the day, Mr. Omingo noted that the idea of having a Regional Forum was a good initiative, adding that this will enable the region to work together and collaborate on various matters of common interest. He said that as far as Shipping and Maritime matters are concerned, there is a lot at stake in this part of Africa yet the region is not as organized as other parts of the continent. He challenged Shipping and Maritime institutions to work together rather than look at each other as competitors since there was still a lot of room for improvement, adding that competition should be with the best in the world. The Kenya representative challenged ISCOS to carry out more research and continue working with Maritime Administrations of the region in bringing up matters that can assist the region to grow its Maritime and Shipping Economies.

Presentation by the Department of Maritime Administration of The Republic of Uganda

19. Uganda was represented by Mr. Jonah Mumbya, Senior Marine Safety Officer, Department of Maritime Administration of the Ministry of Works and Transport of the Republic of Uganda. In his presentation, Mr. Mumbya informed the meeting that Uganda's Department of Maritime Administration was created in 2016 but became operational in 2017. He said the Department was made up of three divisions namely Ports, Ships and Security; Safety of Navigation and Training; and Marine Inspection and Licensing. He further informed the meeting that Uganda was a Member of the International Maritime Organization (IMO) since 2009.
20. Uganda's representative informed the meeting that the Department was mandated to assist the Ministry in achieving its mandate of planning, developing and promoting a safe, secure and environmentally friendly water transport sub-sector through regulating the sub-sector. He informed the meeting that as a young Maritime nation, Uganda faces several challenges ranging from old, ineffective and fragmented legislation, limited capacity to navigate all the numerous maritime islands in her inland water ways, lack of modern navigation charts, lack of adequate trained personnel in Maritime matters and limited navigation aids.
21. The Ugandan representative explained that in order to mitigate these challenges, the Department was at an advanced stage of reviewing its Inland Water Transport (IWT) legislation and domesticate and implement IMO Conventions. The department had already secured funds for the establishment of a Maritime Search and Rescue System. The Department is further planning to chart all navigable waterways and install aids to navigation. Mr. Mumbya expressed optimism that Uganda's collaboration with the rest of the Administrations in the region will help mitigate some of these challenges as the Department continues to learn from the experiences of the neighbors, especially those with much better developed Maritime economies.

Presentation by Burundi Maritime, Ports and Railway Authority (AMPF), the Maritime Administration of The Republic of Burundi

22. Burundi was represented by Hon. Gérard NYANDWI, Director General of Burundi Maritime, Ports and Railway Authority (AMPF). He expressed gratitude to ISCOS for the invitation, noting that it was the first time Burundi was attending such ISCOS' Forum. Hon. NYANDWI informed the meeting that Burundi was a young maritime nation, but would be looking to the Forum to learn and build her capacity as well. He added that his Government

would be exploring ways of being part of the Maritime block of the region by joining ISCOS. He informed the meeting that the AMPF was mandated with promoting safe transportation in her inland water ways especially along the Lake Tanganyika in addition to regulating and overseeing the ports of Bujumbura, Kabonga and Rumonge as well as the railways.

CONSIDERATION OF MATTERS ARISING FROM THE PRESENTATIONS BY RESPECTIVE MARITIME ADMINISTRATIONS

23. Participants discussed the presentations from the respective Maritime Administrations and observed that:

- i. Although Maritime administrations were previously only present in the coastal states, the current trend of dedicated institutions mandated with Maritime Regulation in the land-linked countries is a sign of increasing awareness of the importance of the Shipping and Maritime Sectors.
- ii. There exist differences in the capacity of different Maritime Administrations, policies and operations. There is a lot to learn from each other.
- iii. Maritime Administrations were the engines in shaping the way maritime transport is conducted in the region.
- iv. Maritime Administrations have room to learn from each other and share best practices for promoting safe, secure, environmentally friendly and efficient maritime transport.
- v. Almost all Maritime Authorities were facing the challenge of regulating traditional built vessels in both inland waterways and coastal waters, because of their huge numbers and owing to their informal operations.

24. The Forum resolved that:

- i. Maritime Administrations in the region should intensify their cooperation and collaboration as the maritime activities and transport are international in nature.
- ii. ISCOS should continue bringing together maritime administrations in the region on regular basis to discuss issues of common interest.
- iii. The Republic of Burundi, as well as other non ISCOS states within the region were encouraged to consider ISCOS Membership as this will help in the growth of the nation and the region's Maritime block.
- iv. Accordingly, ISCOS was encouraged to continue pursuing The Republic of Burundi which had indicated readiness to join ISCOS.

CONSIDERATION OF MARITIME MATTERS OF COMMON INTEREST AND CONCERN TO THE REGION

25. Matters of common interest and concern were considered and discussed under the following topics:

- i. Maritime Regulatory mechanisms in monitoring international and regional water bodies: Piracy, Other Maritime Crimes, Search and Rescue, Maritime Security, Safety and Marine Pollution.

- ii. The continued need for the application of cabotage against the increasing role of shipping in promoting intra-regional trade: Benefits and Challenges.
- iii. Sharing Experiences on the practice of Port State Control (PSC) and the status of implementation of the Convention on Facilitation of International Maritime Traffic (FAL).
- iv. Enhancing sustainable growth of a Blue Economy in the region: The role and positioning of Maritime Administrations.
- v. Venturing into the possibility of a regional shipping line: Implications, Pros and Cons.
- vi. Destination Charges: Encouraging harmonized approaches to the Containment of destination Charges in the region. Taking care of the Interests of the land linked states. Experiences and Challenges.
- vii. Development and Implementation of standards of service delivery for improved service levels in the Maritime Industry.

Discussions, Deliberations and Recommendations

a) Maritime Regulatory mechanisms in monitoring international and regional water bodies: Piracy, Other Maritime Crimes, Search and Rescue, Maritime Security, Safety and Marine Pollution.

26. The Forum discussed the matter and observed that:

- i. Marine accidents especially for small vessels were mainly being caused by overloading, unseaworthy vessels, unqualified operators, lack of adequate navigational aids, non-compliance due to unaffordable levies/fees, limited enforcement, limited technical and financial resources, presence of informal ports, poor infrastructure and lack of efficient safety management systems.
- ii. Measures put in place by the Shipping lines/ Carriers to deter piracy attract costs. But at the same time, the political landscape in Somalia has significantly improved.

27. The Forum recommended as follows:

- i. ISCOS should conduct a study on the piracy surcharge to determine its justification, appropriateness and magnitude and provide data and information to the region.
- ii. Maritime Administrations should endeavor to set safety standards for the operation of small boats and be strict in licensing only those meeting the standards.
- iii. Maritime Administrations should continue sharing information and devising ways of how they can effectively regulate and monitor small boats, including creating awareness among boats operators and users.
- iv. Under the umbrella of the Forum, Maritime Administrations with developed Maritime training institutions should assist their counterparts especially in the land-linked states to develop capacity and conduct training programmes for Administration personnel as well as seafarers (crew) and operators (owners) of water transport vessels.

b) The continued need for the application of cabotage against the increasing role of shipping in promoting intra-regional trade: Benefits and Challenges.

28. Cabotage is generally understood to refer to the restriction of operation of water transport services within or into a particular territory or country to that country's own transport

operators/providers. It originally applied to shipping along coastal routes, port to port, but now applies to inland waterways, aviation, railways and road transport as well. Usually, coastal trading is being regulated under the national law of the coast nation.

29. Participants discussed the continued presence of cabotage laws within the region and noted that:

- i. Cabotage laws were being applied all over the world with a purpose of protecting national interest especially indigenous shipping business.
- ii. In some cases, these laws were being flexibly applied when demand for ships becomes higher than the available ships in a given territory. In this case, ships in the other territories would be given permission to trade beyond its territory for a specified period.
- iii. In principle, cabotage laws in Eastern coastal states needed to be reviewed so that the region can have a regional cabotage policy. However, the review needed to take into account the volume of cargo and business, which would necessitate this, and whether the cargo inducement along the coast could justify investment on coastal shipping.

30. The Forum recommended as follows:

- i. ISCOS should conduct a study to determine the volumes of cargo and the cargo inducement for the region to determine the need for a regional cabotage policy, including a consideration of issues such as security along the regional coastline. The Consideration of having the regional cabotage law would be informed by the study.
- ii. Regional states especially those sharing inland water ways should continue promoting intra-regional trade by relaxing cabotage laws especially where the demand for vessels is higher than the available vessels in the shared waters.

c) Sharing Experiences on the practice of Port State Control (PSC)

31. The Forum deliberated and observed that the fundamental objective of the PSC is to supplement the inspections by the flag state and eliminate sub-standard ships in order to ensure safer ships and cleaner oceans. It was observed that this mandate was being fulfilled adequately by Maritime Authorities.

d) The status of implementation of the Convention on Facilitation of International Maritime Traffic (FAL).

32. The Forum deliberated on the implementation of the FAL Convention on establishment of Maritime Electronic Single Window and made the following observations:

- i. Under the FAL convention, all documents required for ships entering or leaving the port would be submitted in a single window to simplify processes and procedures for ships.
- ii. The implementation of the convention was inevitable as it is for the good of all players and indeed a requirement of the International Maritime Organization (IMO).
- iii. Regional states and particularly the coastal ones were at different stages of implementation of the FAL Convention.

- iv. Maritime Administrations should take a leading role in the implementation process, while the Ministries are in a better position to oversee the smooth implementation and adherence to strict deadlines as given by IMO.
- v. Although the FAL Convention is about Facilitation of International Maritime Traffic, Land-linked states in the region are encouraged to implement the Convention as inland waters in our region are shared by more than one state.

33. The Forum deliberated the status on implementation of the FAL Convention and recommended that:

- i. ISCOS should seek from IMO on behalf of the region, the technical and financial assistance on training and capacity building on FAL Convention, 2020 Sulphur Cap and other FAL Convention related guidelines.
- ii. The implementation of the Maritime Electronic Single Window (M-eSW) requires expertise in ICT. Therefore, Maritime Administrations should build adequate capacity of their human resources in this regard.
- iii. Maritime administrations should fast track the implementation process, in order to beat the deadline, which was extended beyond 8th April, 2019.

e) Enhancing sustainable growth of the Blue Economy in the region: The role and positioning of Maritime Administrations.

34. Blue Economy is generally understood to refer to the sustainable use and harnessing of the vast resources within the water bodies especially the oceans, for economic growth, improved livelihoods and jobs, spanning from water transport, fishing, mining to tourism and others, to mention but a few. The Forum discussed the Blue Economy and the role of Maritime Administrations in its growth and made the following observations:

- i. The global potential of the Blue Economy is to the tune of USD 3-6 Trillion, of which more than USD 22 Billion is within the Western Indian Ocean. Of the Western Indian Ocean potentials, Tanzania and Kenya are estimated to have about more than USD 7 Billion and 4 Billion respectively as per United Nations Environment Programme (UNEP) report, whose summary is attached hereto as **Annex 2**.
- ii. The Blue Economy has 15 sectors and about 87 subsectors which are a great source of wealth.
- iii. For a long time communities were living in poverty despite the wealth available in waters.
- iv. States have realized the economic potentials available in the water bodies.
- v. National committees have been established to spear-head the processes of harnessing the blue economy.
- vi. Land-linked states were not yet adequately involved in harnessing the other blue economy activities apart from minor fishing and transportation.

35. The Forum deliberated the Blue Economy and recommended as follows:

- i. Maritime Administrations should spearhead and coordinate endeavors in harnessing the blue economy potential in shipping and maritime sub-sector.
- ii. Land-linked states should consider borrowing a leaf from coastal states on what they are doing to harness more of the blue economy potential.

- iii. Sensitization on changing people's mindset to focus on waters instead of land based wealth alone.

f) Venturing into the possibility of a regional shipping line: Implications, Pros and Cons.

36. The Forum deliberated the possibility of establishing a regional shipping line and noted as follows:

- i. ISCOS Member States had once operated a shipping line {East Africa Shipping Line {EASL} where each of the states contributed a Ship. The line was after years of operation, liquidated due to operational challenges.
- ii. Owning ships is one of the most capital intensive business ventures.
- iii. The amount of money paid to foreign carriers in the form of ocean freight prompted the idea of establishing a regional shipping line so that the region can benefit from the business of ocean carriage to/from the region.
- iv. The Republic of Kenya was reviving its national shipping line (Kenya National Shipping Line – KNSL) and forging partnership with the Mediterranean Shipping Company (MSC).
- v. The United Republic of Tanzania is already in partnership with the Republic of China through SINOTASHIP.
- vi. The collapse of the previous EASL should not prejudice ideas of reviving a regional shipping line, since some states like Ethiopia are successfully running shipping lines. There is also a trend of reviving the National Air carriers even as they once collapsed, meaning that regional states may have learnt from their mistakes.

37. Members deliberated the possibility of a regional shipping line and made the following recommendations:

- i. ISCOS should conduct a study which would inform the members on the way forward. The study should cover all parameters required by the region to make informed decisions, including cargo volumes which are in control by the region.
- ii. National lines who are in partnership should be supported and encouraged to use the partnership as a viable business model.

g) Destination Charges: Encouraging harmonized approaches to the containment of destination charges in the region, taking care of the interests of the land-linked states: Experiences and Challenges.

38. The Forum discussed the need for harmonized approaches to the containment of destination charges in the region and made the following observations:

- i. The same shipping lines operating to and from the region were charging different rates and sometimes disguising the rates with different names, hence the need for Maritime Regulators to work as a team to protect the interest of the region.
- ii. Shipping lines have a habit of imposing surcharges at the destination than at the ports of origin where there is intense competition.
- iii. There was a new proposed surcharge called "*Bunker Recovery Charge (BRC)*" resulting from the need to reduce the Sulphur emission content by the Shipping Lines, which is being introduced in January 2020. The region needs to understand its implications in totality.

39. The Forum discussed the matter and recommended as follows:

- i. The region under ISCOS should seek clarification from the International Maritime Organization (IMO) on the wider implications and dimensions of being in compliance with the 2020 Sulphur Cap requirement.
- ii. ISCOS should conduct a study on the total destination charges paid by an importer at different ports in the region so that the region can be able to obtain a full and comprehensive picture of destination charges in totality.
- iii. Maritime Administrations in the region especially TASAC and KMA in collaboration with ISCOS should, together, inquire and lobby into the introduction of the 2020 Sulphur Cap requirement compliance surcharge such that this can be collected at port of loading.

h) Development and Implementation of standards of service delivery for improved service levels in the Maritime Industry.

40. The Forum discussed the importance of improved service level in clearance and movement of cargo through ports and noted the following:

- i. Service level monitoring was important because cargo clearance involved many actors whereas inefficiency of the actor affects the entire chain.
- ii. KMA and TASAC were putting in place mechanisms of monitoring service level. KMA was using the Port Charter while TASAC was using Benchmarking.
- iii. Performance indicators were different from one port to the other.

41. The Forum recommended as follows:

- i. TASAC and KMA should enhance sharing experiences on performance monitoring.
- ii. Land-linked states should consider putting mechanisms of monitoring service levels.

GENERAL OBSERVATIONS AND RECOMMENDATIONS

- i. Participants noted that the idea of having a Forum for the Maritime Administrations of the region was overdue as the region is confronted with matters of concern to the region as a whole.
- ii. Owing to the importance of the Forum to the region and the weighty nature of the issues it can generate, ISCOS should endeavour to hold the Forum at least once a year and if possible bi-annually.
- iii. In order to maximise attendance of the Forum, ISCOS should endeavour to sell the idea to development partners with a view of securing some funding for the Forum. Participating Administrations should also help whenever possible, in the dissemination of the importance of the Forum to the rest of the Administrations of the region for greater synergies and value generation.
- iv. Maritime Administrations of the coastal states should involve ISCOS in their processes of consulting on levels of charges with the service providers, since some of the charges affect the region as a whole.
- v. ISCOS should continue facilitating regional states in sharing information, exchange of data and collaboration in the Shipping and Maritime sector.

- vi. The REFOM should be hosted by different Administrations in different states of the region in order to generate the desired impact across the region.
- vii. ISCOS should seek IMO's technical assistance on behalf of the region, for training, especially on FAL Convention and 2020 Sulphur Cap before its implementation date which is currently set on 1st January, 2020.

CLOSING REMARKS

Republic of Burundi

42. The head of delegation of the Republic of Burundi, Hon. Hon. Gérard NYANDWI thanked ISCOS for inviting Burundi to the inaugural Forum of Maritime Administrations of the region. Hon. NYANDWI appreciated the manner in which the meeting was conducted and the invaluable information generated together with accompanying recommendations. He pledged to do his best to appraise his Government about ISCOS and to convince the Republic of Burundi to join ISCOS as a Member. He concluded by wishing everyone safe travel back home.

Republic of Uganda

43. In his closing remarks, the representative from the Republic of Uganda, Mr. Jonah Mumbya said that Uganda was delighted to be a founder member of ISCOS. He appreciated the manner in which the Forum had been conducted and that the contents of the Forum had exceeded their expectations, bearing in mind such a workshop was being conducted for the first time in the region. He reiterated the need for the Forum for Maritime Administrations to be hosted in different countries going forward on rotational basis, adding that the Republic of Uganda would be glad to host the next Forum.
44. He noted that the recommendations were made in good faith so that the region can be more prosperous. He assured the participants that the Republic of Uganda would ensure the implementation of the Forum's resolutions. Mr. Mumbya thanked everyone for the good manner in which the meeting was conducted and concluded. He then wished everyone a safe journey back home.

Republic of Kenya

45. In his closing remarks, the representative of Republic of Kenya, Mr. John Omingo, Head of Commercial Shipping at KMA thanked ISCOS for organizing such a Forum that brought together Maritime Administrations in the region. He suggested the Forum be held on regular basis. He emphasized that the resolutions can only be meaningful if they will be implemented in full. He promised that the Republic of Kenya and KMA in particular, will strive to implement their part of the resolutions of the Forum.

ISCOS Secretariat

46. In his closing remarks, the Acting Secretary General of ISCOS Mr. Kassim Mpaata paid tribute to the delegates for the overwhelming support to the Forum and the very valuable contributions to the deliberations. He once again thanked the Maritime Administrations present for honoring ISCOS invitations. He appreciated the manner in which the agenda and topics were deliberated upon. He said that despite the lean secretariat, ISCOS was determined to create value for the Member States. Mr. Mpaata was humbled by the support given by the Member States and thanked the United Republic of Tanzania for accepting to host the REFOM meeting in the united Republic of Tanzania. He pledged to ensure that the recommendations were followed up and rigorously implemented for the benefit of the region and the maritime sector. He expressed gratitude to the representative of the Republic of Burundi for the very encouraging words in regard to Burundi's prospective membership to ISCOS. The Ag. Secretary General noted that ISCOS will continue to promote and protect the Shipping and Maritime interest of the region. He then wished delegates safe journeys back home.

The United Republic Tanzania

47. The closing remarks by the United Republic of Tanzania were made by Mr. Deogratias Mukasa on behalf of the TASAC Director General who had left to attend to other official engagements elsewhere. He thanked the participants from different countries for attending the important meeting and that the United Republic of Tanzania was pleased to have hosted the meeting. Mr. Mukasa thanked ISCOS for coming up with the noble idea of bringing together Maritime Administrations under one roof, to discuss common topical issues in the maritime sector. He was particularly happy with the topics of discussion like destination charges, blue economy, the FAL Convention, the 2020 Sulphur Cap, efficiencies in service delivery and others which were very relevant to all Maritime Administrations. He alluded to the fact that the meeting was conducted in a professional way and that the resolutions were relevant and urged participants to implement them. He encouraged the participants to see the possibility of coming back and exploring Arusha and Tanzania as a whole. He wished everyone a good and safe journey back home.