



REPUBLIC OF MOZAMBIQUE
MINISTRY OF TRANSPORT AND COMMUNICATIONS

MOZAMBIQUE REPORT TO THE MARITIME AND SECURITY WORKSHOP

The report summarizes the actual phase of implementation some of IMO Conventions by Mozambique, specifically this related to Maritime Security based on SOLAS chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code.

Mozambique has three main ports serving three Corridors namely Maputo, Beira, Nacala and three secondary ports Moma, Pemba and Quelimane, all under concession except Pemba.

Legislation

Council of Ministers' Resolution n.º 25/2004, dated 14th July 2004, adopts the amendments to the SOLAS Convention adopted by IMO in December 2002, including SOLAS chapter XI-2: *Special measures to enhance maritime security*.

Council of Ministers' Resolution Number 26/2004, also dated 14th July 2004, adopts Parts A and B of the ISPS Code.

The Designated Authority

Council of Ministers' Decree Number 32/2004, dated 18th August 2004, established the Instituto Nacional de Marinha (INAMAR). INAMAR's responsibilities include:

- (a) Co-ordination, implementation and supervision of the ISPS Code for Mozambican ships and port facilities;
- (b) Designation of the port facilities requiring Port Facility Security Plans;
- (c) Assessment of the security of Mozambican ships and port facilities;
- (d) Approval of Ship and Port Facility Security Plans;
- (e) Certification of ships (International Ship Security Certificates and port facilities (Statements of Compliance) for compliance with the ISPS Code; and
- (f) Development of regulations, in coordination with other relevant authorities, to implement the requirements of the ISPS Code Article.

INAMAR is also responsible for the supervision and control of safety at Mozambican ports.

INAMAR, as National Maritime Authority, is now responsible, *inter alia*, for the security of Mozambican ships and port facilities.

Initial implementation of SOLAS chapter XI-2 and the ISPS Code

SOLAS chapter XI-2 and the ISPS Code entered into force internationally on 1st July 2004. Mozambique had no SOLAS ships. To prepare Port Facility Security Assessments and Plans two groups of Consultants were appointed by Government Marsec and Halliday Finch.

Marsec, worked with the Maputo Port Development Company (MPDC), to prepare the Port Facility Security Plans for the port facilities at Maputo, including Matola, and Halliday Finch (now part of Group 4 Securicor) to prepare Port Facility Security Plans for Beria and other Mozambique ports using Bureau Veritas templates.

The IMO Maritime Security Consultants conducted audits in all Mozambican Ports from 12th and 19th September 2007 where submit their final report with main recommendations to be complied by Mozambique authorities

National oversight

INAMAR is developing a National Oversight Programme of the kind recommended in MSC.1/Circular 1194: *Effective implementation of SOLAS chapter XI-2 and the ISPS Code*.

A prelude to the development of an effective National Oversight Programme is the establishment of a National Maritime Security Committee which should bring together all the Government agencies exercising security and control responsibilities within Mozambican ports.

This should include, as a minimum, senior officials from INAMAR, the Security Service, Customs, Immigration, Police, the Ministry of Transport, and Communications and Mozambican Rail Ways Company (CFM).

The main purpose of this Committee should be to develop and ensure the co-ordination of maritime security initiatives and the development of security regulations by INAMAR as envisaged in the Council of Minister's Decree Number 32/2004.

Representatives of commercial port operators and port users could be invited to meetings of the National Maritime Security Committee when appropriate.

Tasks on the way

The Mozambique Maritime Authority reviewing, amends, and update the information provided to IMO under SOLAS regulation XI-2/13, procedures are established to ensure that the information is regularly reviewed and updated when necessary;

Submission to Council of Ministers for approval the internal Decree to give power INAMAR to invite all Government institutions involved in ports to constitute a National Committee;

Weaknesses

- INAMAR currently lacks adequate staff with the required security expertise and resources to undertake its regulatory functions under SOLAS chapter XI-2 and the ISPS Code;
- Lack of finance and technical resources;
- Low dissemination of ISPS Code and;
- No centralization of information structure.

Solution

- There is an urgent need to provide security training material at all levels to Mozambique, including the training of INAMAR staff, Port Facility Security Officers and those undertaking security duties within port facilities. It would also be advantageous to provide high level introductions to the requirements of SOLAS chapter XI-2 and the ISPS Code to senior Government officials;
- There is need to provide finance and technical assistance to comply with ISPS obligations.

Done at Maputo, 1 September 2009