1.0. Introduction

This report highlights the activities of the Marine Safety Dialogue that was held on the 23rd of March 2015 at Sandy’s Creation. The event was sponsored by Autoworld (Z) Limited. The workshop was facilitated by the Zambia Business in Development Facility (ZBiDF).

The workshop was held on the background of the tragedy that befell 25 citizens, of whom 22 were school going children that drowned on the Lake Kariba on Zambia’s Independence Day in 2014.

The meeting was graced by Hon. Yamfwa Mukanga1 who was representing the Republican Vice President, Hon. Inonge Wina.

2.0. Workshop Objectives

The main objective of the workshop was to enable stakeholders in the marine industry to dialogue on solutions that will enhance marine safety countrywide. Specifically, the workshop was held to discuss below listed issues amongst other issues:

• To define the extent of the problem
• To define the solution
• To elaborate the resources required
• To identify the contributors of the resources
• To chart the way forward
• To assign responsibility

3.0. About the Sponsors

‘Autoworld are stockists of an extensive range of automotive, marine and lifestyle products in Zambia. It supplies approved genuine and quality guaranteed vehicle products for all makes of cars; boats and marine; off-roading, outdoors and water sports lifestyle products; and, a wide range of car repair, power supply and Do it Yourself (DIY) tools and equipment.’ (www.autoworldzambia.com)

---

1 On front page, Hon. Yamfwa Mukanga reiterates the importance of Marine Safety to Autoworld Zambia Ltd Chairman, Mr. Noble Findlay as other participants listen in.

The Zambia in Business Development Facility, Parliament Road Office Block, 3827 Parliament Road, Olympia Park, Postnet Box 263, Private Bag E891, Manda Hill, Lusaka Zambia
Tel: +260 211 295 943, Telefax +260 211 295 944
Email: info@zbidf.com
4.0. **About the ZBiDF**

The ZBiDF is a multi-stakeholder platform, comprising champions from business, government, donors and civil society in Zambia, designed to engage business, facilitate dialogue and innovation, and directly support public private partnership action on key business and development challenges.

The ZBiDF’s mission statement is to “systematically support and catalyse cross-sector partnerships in order to unleash the power and resources of business on poverty reduction and improve development outcomes, while achieving business benefits”. The ZBiDF has two main goals;

i. **To develop a conducive partnering culture**

ZBiDF will create a more conducive partnering culture by creating awareness of the private sector’s role in development; facilitating cross sector dialogue and building capacity for effective partnering.

ii. **To establish high impact cross-sector partnerships**

ZBiDF will establish high impact cross-sector partnerships through tailored partnering support designed to lead to more effective development outcomes and business value.

The ZBiDF is an initiative of The Partnering Initiative (TPI) of the United Kingdom that commenced in September 2014 as a 2 year pilot programme funded by the Swedish International Development Agency (SIDA) and supported by the Embassy of Sweden in Lusaka.

ZBiDF is hosted by the African Management Services Company (AMSCO) under the auspices of a Champions and Advisory Group (CAG). AMSCO provides contract management, financial and administrative services for the Facility. The CAG
provides strategic advice by reviewing activities and potential partnerships. It also provides the capacity to leverage networks and resources for partnerships. The CAG is chaired by the Zambia Chambers of Commerce and Industry (ZACCI).

5.0. Sector Representation and Composition

The cross sector meeting comprised players from three sectors i.e. government, business and development agencies as follows:

<table>
<thead>
<tr>
<th>Sector</th>
<th>Representatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government</td>
<td>Ministry of Transport, Works, Supply &amp; Communication (Marine Department)</td>
</tr>
<tr>
<td></td>
<td>Zambia Police Service (Marine Unit)</td>
</tr>
<tr>
<td>Business</td>
<td>Madison General Insurance</td>
</tr>
<tr>
<td></td>
<td>ZISC General Insurance</td>
</tr>
<tr>
<td></td>
<td>Autoworld (Z) Ltd</td>
</tr>
<tr>
<td></td>
<td>Aliboats</td>
</tr>
<tr>
<td>Development Agencies</td>
<td>African Management Services Company</td>
</tr>
<tr>
<td></td>
<td>Zambia Business in Development Facility</td>
</tr>
</tbody>
</table>

6.0. Deliberations and Resolutions

The workshop discussed three presentations from different stakeholders as follows;

i. **Safety of Navigation in Zambia**, made by the Maritime Department at the Ministry of Transport, Works, Supply and Communications (MTWSC). The department reiterated the importance of maritime safety in stating that ‘Safety was not a Game of Chance, but an action that required deliberate interventions like the mandatory use of seat belts in our motor vehicles that enhance the safety of road users. Thus, the implementation and enforcement of mandatory use of life jackets could be such similar measures that may assist curtail the careless loss of lives in the water transport sector’.

The department noted, however, that there are also other factors that do affect maritime safety such as;

- The sea worthiness of vessels
- The competence of the coxswain and other crew members manning the vessel
- Quality of life jackets
- The prevailing weather conditions
- The loading capacity of vessels, and
- The geographical area of operation.
The department shared that implementation of safety measures are nevertheless seriously hindered by several challenges among which are the following:

- The inadequacy and weak maritime regulations
- High cost of life saving appliances like life jackets
- Limited availability of life jackets coupled with poor quality of such equipment when available
- In-availability of a marine safety training school
- High poverty levels affecting most of our population
- Low staff levels which hinder effective water patrols
- Low education and awareness levels
- Inadequate financial resources

The stakeholders also noted the need for a nationwide education and awareness raising campaign on marine safety as one way of ensuring that people adopt safe practices while on water bodies.

The stakeholders further noted that CAP466 excludes non-motorised vessels such as dug out canoes and the meeting was informed that many of the marine accidents that occurred on the water bodies are largely from such crafts.

The department also informed the meeting that it does not have sufficient manpower, let alone trained marine accident investigators. The Ministry nevertheless has since contracted Aliboats to supply a number of vessels for monitoring purposes.
ii. **Marine Safety Enforcement initiatives and challenges.** The presentation was made by the Zambia Police Marine Police Unit. The Zambia Police Service concurred with the observations made by the Department of Maritime and Inland Waters with regard to the challenges of enforcing marine safety.

The Zambia Police Service noted that, in its current form, CAP 466 does not empower the Marine Unit to effectively enforce marine safety in the same way that the Road Traffic Act No. 11 of 2002 empowers the Road Traffic Police Unit and the Road Traffic and Safety Agency (RTSA) with regard to licensing, penalties and sanctions. The meeting was informed that the fines and penalties in the current law have not been revised to keep up with the times.

The insurance industry observed that they do not derive any revenue out of the water passenger traffic and trade, in the same way that road traffic offers and as such insurance is not seen by the many users and operators as a necessary risk mitigation measure.

The Zambia Police Service also observed that it was common practice to find a non-motorised vessel more than 200 metres from the shoreline due to ignorance and also weaknesses in the law.

The stakeholders noted the need for training schools to be established to educate the boat operators on safe navigation. To this, the Department of Maritime and Inland Waters indicated that they already have approached TEVETA to develop curricula on the subject. The department also noted that it had a programme in place to sensitise the masses on safety but lacked the needed resources to undertake the exercise.

The insurance industry participants observed that, as an industry, it could be looked at in the same way that the industry supports education of road users. The meeting concluded that a partnership be developed on marine safety that involves funders such as the insurance industry through their corporate responsibility and marketing budgets to raise awareness on the need for increased safety through use of life jackets whilst at the same time raising awareness on the need for operators to use insurance as a risk mitigation measure.

In closing the Zambia Police Service observed the dire need for radio communication on VHF channels in a manner that is similar to what is obtaining in Zimbabwe. On the Zambian side, the meeting was informed that it is common place to find boats underway without requesting for meteorological information and filing of travel plans, thereby posing a risk to those in the craft, in the event of adverse weather. The Marine Police Unit
stressed the need for investment in such communication equipment by boat owners and government as well.

It was also noted that Lake Kariba is the only lake with visible floating beacons that indicate the country boundaries. All other water bodies do not have such demarcations.

iii. **Private Sector Proposition.** Autoworld Zambia Ltd’s marine division presented that the private sector users in areas such as Mongu-Kalabo had adopted a mandatory practice of life jacket use. Autoworld indicated that, contrary to the notion that life jackets were expensive, it stocked a variety of life jackets with the cheapest being in the ZMW100 range.

Key to the Autoworld presentation was the fact that safety on the water was not all about life jackets. They presented that the state of the boat engines and water crafts were also critical to the process. Equally were the type of accessories that were stocked on a boat, ranging from bilge pumps, portable horns, paddles, running lights, communication equipment, and fuel containers, to the subject matter being, life jackets.

The meeting noted that the replacement of CAP 466 with a current and more responsive law would help empower the Marine Police Unit and the Maritime and Inland Waters Department be more effective in enforcing compliance needs to be prioritised, as business and safety were closely linked.
7.0. Six point action plan

The stakeholders resolved that six issues needed to be resolved in the near term in order to enhance marine safety as follows:

<table>
<thead>
<tr>
<th>Action Required</th>
<th>Responsibility</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overhauling CAP 466</td>
<td>Dept. of Maritime &amp; Inland Waters</td>
<td>31/12/2015</td>
</tr>
<tr>
<td>Building a marine safety awareness partnership</td>
<td>ZBiDF</td>
<td>31/03/2015</td>
</tr>
<tr>
<td>Issuance of press statement to highlight meeting and way forward</td>
<td>ZBiDF</td>
<td>27/03/2015</td>
</tr>
<tr>
<td>Solicit for more funding – Prepare monthly budgets to motivate for more funding</td>
<td>MTWSC/MoFnp</td>
<td>31/03/2015</td>
</tr>
<tr>
<td>Increase Maritime Staff – Employ more staff to man harbours and new boats to be purchased</td>
<td>MTWSC/MoFnp</td>
<td>31/12/2015</td>
</tr>
<tr>
<td>Increase Maritime Infrastructure – Offices, Patrol Boats, Navigation beacons,</td>
<td>MTWSC/MoFnp</td>
<td>31/12/2015</td>
</tr>
<tr>
<td>Enhance Ship to Shore Communication – Radio</td>
<td>MTWSC/ZICTA</td>
<td>31/12/2015</td>
</tr>
</tbody>
</table>

8.0. Vice Presidents address

The Vice President in a speech read on her behalf by the Minister of Transport, Works, Supply and Communications, Honourable Yamfwa Mukanga welcomed the initiative and indicated that it had come at a the right time. She directed that the outcomes of the meeting incorporate the following;

a. Community awareness and education
b. Adherence and enforcement of regulations
c. Affordable access to life saving devices and vessels
d. Enhanced communication and rescue measures
9.0. Vote of thanks and Minister’s Commitment

Mr. Noble Findlay, The Autoworld (Z) Ltd Chairman, gave a vote of thanks to the Vice President’s speech and noted that as business, they appreciated that government had taken time to join the gathering to deliberate marine safety.

Mr. Findlay encouraged the Minister to consider removing the value added tax (VAT) on life jackets as a way of making them even more affordable for the communities that live near water bodies.

In response immediately thereafter, the Minister instructed staff from the Maritime and Inland Waterways department to immediately commence action that would lead on the repealing and replacement of CAP 466 and the removal of VAT on life jackets as one way of enabling universal access in the 2016 Budget.
# List of participants

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hon. Yamfwa Mukanga</td>
<td>Minister</td>
<td>MTWSC</td>
</tr>
<tr>
<td>Fewdays Chanka</td>
<td>Registrar of Vessels</td>
<td>MTWSC</td>
</tr>
<tr>
<td>Saul Mbewe</td>
<td>Inspector of Vessels</td>
<td>MTWSC</td>
</tr>
<tr>
<td>Noble Findlay</td>
<td>Chairman</td>
<td>Autoworld</td>
</tr>
<tr>
<td>Craig Eastcroft</td>
<td>Manager - Marine</td>
<td>Autoworld</td>
</tr>
<tr>
<td>Neville McIntosh</td>
<td>Director</td>
<td>Aliboats</td>
</tr>
<tr>
<td>Catherine Mpendamwike</td>
<td>Acting Manager - Motor, Marine &amp; Aviation</td>
<td>ZISC General Insurance</td>
</tr>
<tr>
<td>Anthony Malasha</td>
<td>Underwriting Manager</td>
<td>Madison General Ins.</td>
</tr>
<tr>
<td>George Siyambango</td>
<td>Superintendent</td>
<td>Zambia Police Service</td>
</tr>
<tr>
<td>Andrew Bamugue</td>
<td>Head of Operations</td>
<td>AMSCO</td>
</tr>
<tr>
<td>Ernest A. Muwamba</td>
<td>National Coordinator</td>
<td>ZBiDF</td>
</tr>
<tr>
<td>Choongo Chibawe</td>
<td>Agriculture Broker</td>
<td>ZBiDF</td>
</tr>
</tbody>
</table>