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Resolution of the Assembly to condole with the Government and People of the United Republic of Tanzania upon the deadly Ferry accident in Lake Victoria on thursday 20th September, 2018

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**EAST AFRICAN COMMUNITY
EAST AFRICAN LEGISLATIVE ASSEMBLY**

**RESOLUTION OF THE ASSEMBLY TO CONDOLE WITH THE
GOVERNMENT AND PEOPLE OF THE UNITED REPUBLIC OF TANZANIA
UPON THE DEADLY FERRY ACCIDENT IN LAKE VICTORIA ON
THURSDAY 20TH SEPTEMBER, 2018**

**Moved by: Hon. Eng. Mohamed Habib Mnyaa and adopted by the
Assembly on Wednesday 26th September 2018.**

GUIDED BY the fact that Lake Victoria is the largest inland fresh water body in Africa and the second largest inland fishery in the world, supporting over 40 million inhabitants as well as being the most critical trans-boundary natural resource linking either directly or indirectly all the Partner States which form the East African Community. The lake is shared directly by the three Partner States at 49 per cent for Tanzania, 45 percent for Uganda and 6 percent for Kenya.

FURTHER GUIDED BY the fact that, in order for the Lake's potential to be realised there is need for cooperation from the governments who are the principal stakeholders.

FURTHER GUIDED BY the fact that to date, the lake and its resources fuel the economies of Kenya, Tanzania and Uganda. The lake and its catchment provide 90 percent of Uganda's hydropower, hydropower for Burundi and Rwanda, and water supply for major urban centers like Kampala, Kigali, Mwanza, Kisumu and Juba. Its fisheries support more than 3 million livelihoods and brings in \$500 million in revenues annually. Tourists are drawn to iconic parks like Serengeti and Volcanoes, situated in the mountains, forests and savannas of the Basin.

AWARE THAT the MV Bukoba tragedy in 1996 led to the enactment of the Lake Victoria Transport Act, 2007 to regulate, co-ordinate and oversee maritime safety and security, search and rescue, aids to navigation, hydrography and charting, meteorology, communications and to prevent marine pollution on the Lake for the benefit of the Partner State.

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CONSCIOUS of the fact that the possible causes were identified and labelled as an accident waiting to happen, as Lake Victoria ferries disregarded safety regulations. Specifically, the ferries lack life jackets, life belts, and lifeboats, fire-fighting equipment; distress signals; the equipment available was not regularly checked; overload of the vessels which are not regularly dry docked for routine maintenance and repairs; and the vessels were not regularly inspected.

NOTING WITH CONCERN THAT on Thursday 20th September, 2018 the Community received with great shock the sad news of another tragic and untimely death of more than 200 fellow East Africans and only 41 survivors following the sinking of the MV Nyerere ferry which was also carrying cargo, including sacks of maize, bananas and cement, when it capsized about 50 metres from Ukara dock in Lake Victoria. Ideally, the ferry had the capacity of carrying 101 passengers and 25 tonnes.

FURTHER AWARE THAT the Community over the years has lost lives of thousands of East Africans through ferries, boats and or ships' accidents in the in the coastal areas of Mombasa, Tanga, Pemba (including MV Spice Islander which killed 1,573 people, 620 rescued in Nungwi in September 2011; and MV Skagit where 146 people were rescued and 150 went missing in Chumbe in July 2012) Dar-es-Salaam, Mafia Rufiji, Kilwa, Lindi, Mtwara, Shimoni, Kilifi, Kwale, Vanga, Gaza, Tudor, Mtwapa, Mida, Ngomeni, Kiunga and Lamu in the Indian Ocean; and Mwanza, Bukoba, Kisumu, Port Bell, Ukerewe, and most recently in Ukara all in Lake Victoria.

RECALLING THAT; an extra-ordinary meeting of Principal and Permanent Secretaries from the three Partner States took place 6th September, 2018 in Kisumu, Kenya with agenda, among others: to fast track the review of the technical aspects prior the construction of the Regional Maritime Rescue and Coordination Centers in Mwanza, Tanzania, and sub-centers in Entebbe, Uganda and Kisumu, Kenya. The meeting of Principal and Permanent Secretaries resolved and constituted a team of experts from the three Partner States to review and provide technical feedback specifically, on the designs and bill of quantities for the construction of Maritime Rescue and Coordination Centers. While members of the team of experts had kick started the exercise, the ferry MV Nyerere capsized on 20th September 2018.

FURTHER RECALLING THAT the Maritime Rescue Coordination Centers shall be supported by 22 Search and Rescue (SAR) Units spread along the shoreline and equipped with telecommunications equipment as well as speed boats and medical facility rescue boats. This project will be implemented over a period of 4 years starting May 2018.

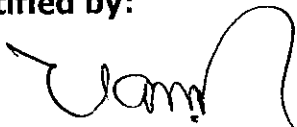


APPRECIATING the efforts by the Government of the United Republic of Tanzania for the swift action it took after the accident. This in effect saved some lives that would have otherwise been lost.

NOW THEREFORE this Assembly hereby do resolve as follows; -

1. To collectively condole with Government and Peoples of the United Republic of Tanzania upon the loss of lives as a result of the tragic accident.
2. To urge the EAC Council of Ministers to enforce the Lake Victoria Transport Act (2007) and its Regulations, namely Safety Regulation (2010) and Fees Regulation (2010). The implementation of this regulatory framework is vested with the Maritime Administrative Units that are to be established pursuant to the Act (2007) in each EAC Partner State.
3. To urge the EAC Council of Ministers to install 86 Aids to Navigation equipment in Lake Victoria in the three Partner States of Kenya, Uganda and Tanzania to ensure safety of navigation on the Lake.
4. To urge the ferries, boats and ships' regulatory authorities and personnel both in the East African lakes and rivers as well as Indian Ocean to always make sure there is adequate safety equipment onboard the boats; properly maintain the boats and the respective safety equipment at all times, carefully monitor weather and water conditions, load passengers and gear carefully take accredited boat safety course; be watchful and vigilant; maintain a safe speed; follow all boating and navigation rules.
5. To urge all the EAC Partner States to invest in modern equipment, technology and infrastructure in the marine industry both in the East African lakes and rivers as well as the Indian Ocean to minimize cost of loss of human capital, and methods of cargo handling and handling transportation.
6. To urge the EAC Partner States to implement Article 94 of the Treaty on Inland Water Transport.

Certified by:



Kenneth Madete
CLERK OF THE ASSEMBLY

Date:

