

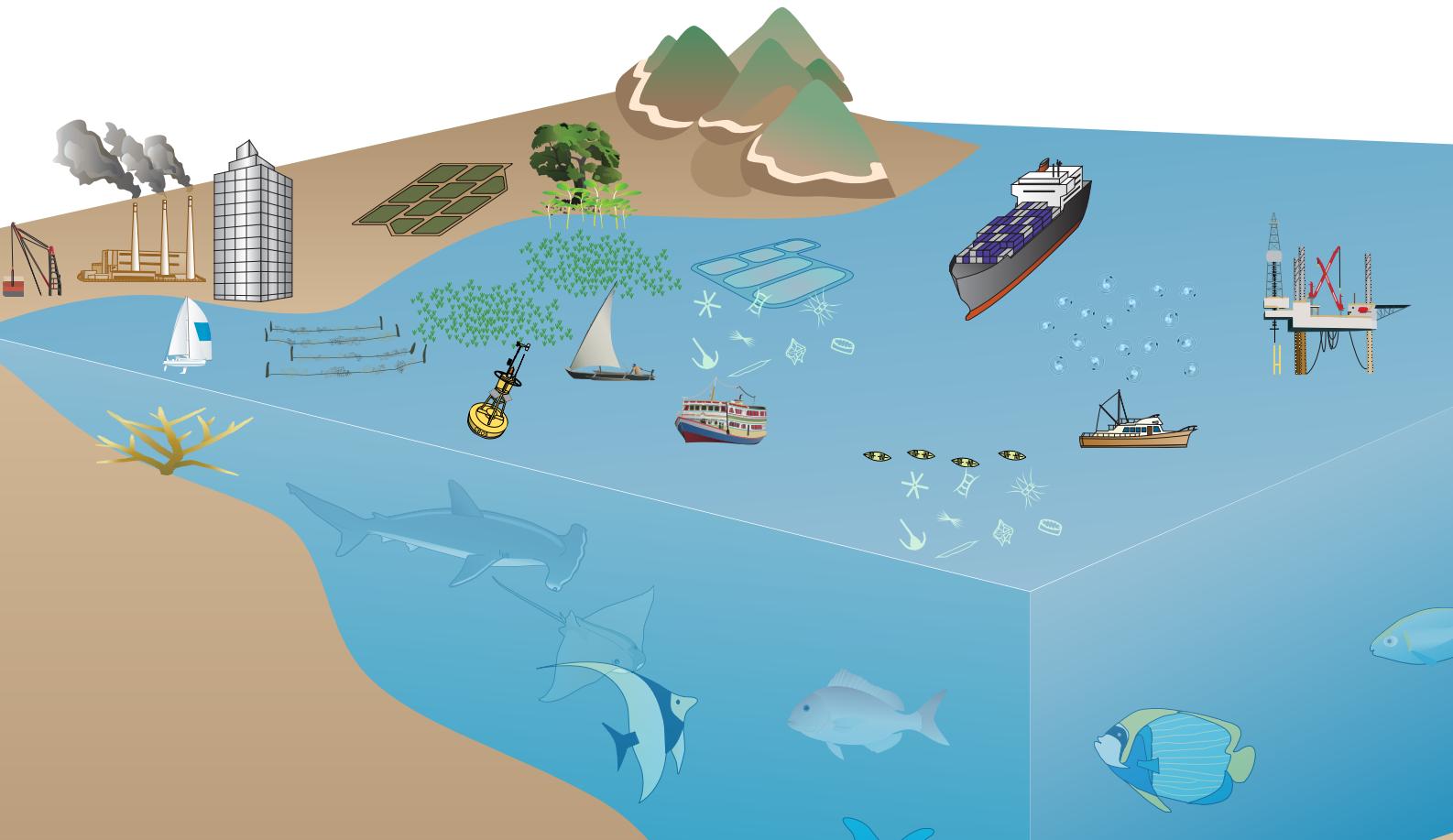
THE UNITED REPUBLIC OF TANZANIA



VICE PRESIDENT'S OFFICE

SCOPING STUDY

THE STATE OF MARINE SPATIAL PLANNING IN TANZANIA



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SCOPING STUDY ON THE STATE OF MARINE SPATIAL PLANNING IN THE UNITED REPUBLIC OF TANZANIA



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The Vice President's Office is committed to ensure that stakeholders will benefit immensely from the findings presented in this scoping study and find it useful. It is my hope that this report will form the basis and prepare the URT for establishment of a Marine Spatial Planning Framework for the URT which will facilitate her pursuit of a sustainable Blue Economy.



Mary Ngelela Maganga
Permanent Secretary
VICE PRESIDENT'S OFFICE

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EXECUTIVE SUMMARY

Since 2012, the emerging concept of the ‘sustainable blue economy’ has been embraced by many coastal and island nations as a promising opportunity to support economic diversification and growth, embedded in fundamental principles of environmental sustainability. To this end, the government of the United Republic of Tanzania (hereafter ‘the URT’) has signalled its intention to mainstream the sustainable blue economy into national development planning frameworks, and to the economy at large.

In developing a sustainable blue economy, the increasing demand for marine space, along with the multiple pressures on marine and coastal resources, requires a more integrated approach to the management of the URT’s marine space. Marine spatial planning (MSP) has increasingly been promoted globally as one tool that can help address complex conflicts in coastal and marine areas, particularly in heavily used areas. MSP is essential for implementing the sustainable blue economy. To support the URT in its preparations to implement a national-scale MSP framework, the Office of the Vice President has undertaken this MSP Scoping Study in order to analyse the current state of the URT’s preparedness for MSP, and define the steps needed to design and implement a national MSP framework. This MSP Scoping Study is the first in a number of steps designed to inform and prepare the URT for the establishment of a national-scale MSP process, which will facilitate the URT’s development of a sustainable blue economy.

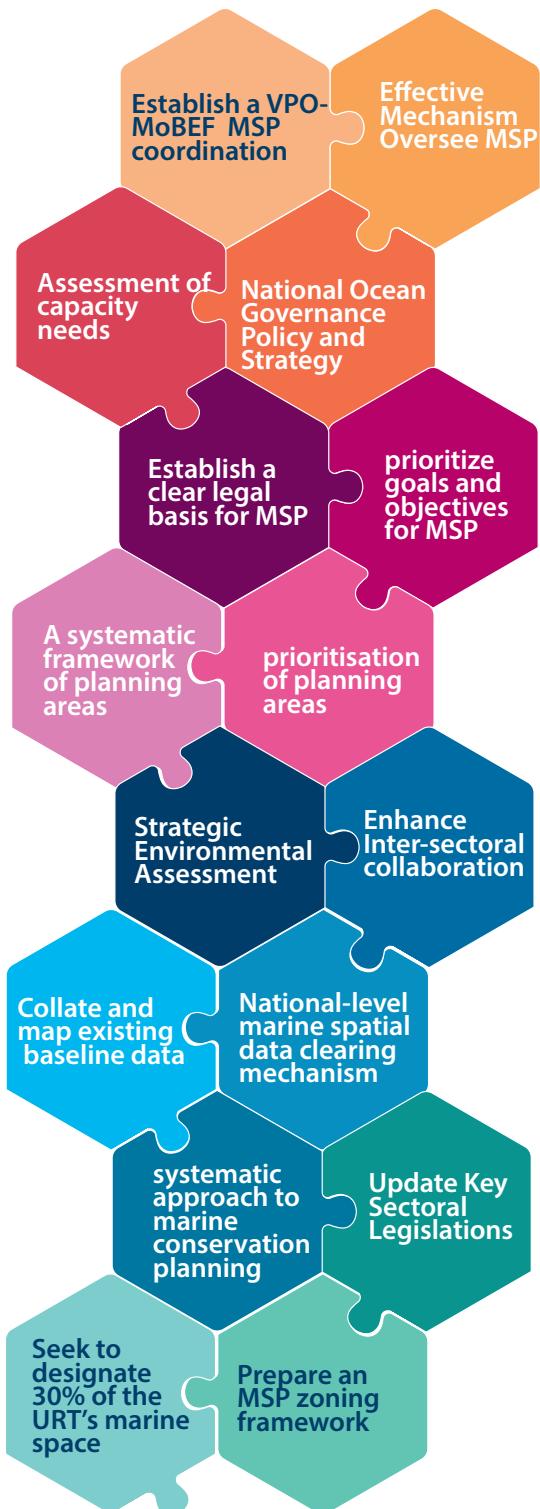
The aim of this study was to assess the current situation of marine spatial planning (MSP) arrangements in Tanzania, both on the mainland and in Zanzibar. This involved analyzing the existing legal, policy, and institutional frameworks for implementing MSP. The study also aimed to identify any gaps in these arrangements that hinder Tanzania’s ability to develop a comprehensive MSP framework. Based on these identified gaps, recommendations were provided for necessary reforms in institutional, policy, and legal aspects, as well as existing spatial management tools, to enable Tanzania to establish a comprehensive MSP framework. The ultimate objective of the study was to evaluate Tanzania’s readiness for MSP and provide guidance on the necessary steps to design and implement a complete MSP framework. This study serves as an initial step in preparing Tanzania for the establishment of a comprehensive national-scale MSP process, which will support the country’s pursuit of a sustainable blue economy.

The purpose of this report is to provide valuable information for discussions regarding reforms to current ocean management systems that will facilitate the implementation of a comprehensive marine spatial planning (MSP) framework, thus contributing to the marine conservation objectives of the United Republic of Tanzania (URT). The report serves as a baseline assessment of the URT’s current readiness to undertake comprehensive MSP across its exclusive economic zone (EEZ). It includes an overview of the important marine habitats, resources, and key economic sectors associated with the URT’s blue economy. Additionally, the report examines the national context for MSP, encompassing the governance structures and provides a brief analysis of existing policy, legal, and institutional frameworks in both Tanzania Mainland and Zanzibar. Furthermore, it presents an analysis of existing arrangements that can support MSP development in the URT, as well as an overview of the key gaps and challenges that must be addressed to realize effective MSP.

The URT is well-positioned to begin MSP activities, thanks to existing knowledge and engagement by local institutions regarding inshore resources. Previous spatial planning experience at various levels, including land-use planning and marine conservation, by Mainland and Zanzibar government institutions provides a strong foundation for a comprehensive MSP framework. However, there is a need to expand the focus beyond conservation and fishing in coastal waters and adopt a systematic approach that integrates various spatial management measures. This should

encompass the entire EEZ and address broader ocean issues. Clear goals for MSP and the development of a dedicated national Ocean Governance Policy are necessary to guide ocean affairs effectively in line with the URT's conservation and resource management objectives. Based on the analysis conducted in this scoping study, this report puts forward 23 recommendations aimed at addressing critical gaps and potential barriers to the effective implementation of MSP across the URT. These recommendations include:

1. Define and establish a VPO-MoBEF MSP coordination and implementation mechanism, with well-defined mandates and dedicated technical resources to support it;
2. Establish an effective mechanism to oversee MSP co-ordination in areas where Mainland Tanzania and Zanzibar have adjacent jurisdictions and common management interests;
3. Undertake an assessment of capacity needs across the key implementing agencies and stakeholders;
4. Prepare a National Ocean Governance Policy and Strategy, in alignment with the UNEP Nairobi Convention Regional Seas Programme, to guide the development and implementation of the blue economy and MSP across the URT;
5. Establish a clear legal basis for MSP in the URT;
6. Define and prioritize goals and objectives for MSP through a collaborative 'Future Scenario Planning' process.
7. Prepare a systematic framework of planning areas that recognises: (a) the different levels of jurisdiction involved in planning and management of the URT's maritime space; and (b) the level of knowledge and understanding available to support planning and decision making across different parts of the URT's maritime space;
8. Undertake a prioritisation of planning areas such that the initial focus for MSP should be on those coastal waters that support the most activities and have the most user conflicts; It is suggested that this initial focus should



- be on those areas of water between Zanzibar and Mainland Tanzania;
9. Undertake a review of the Territorial Sea and Exclusive Economic Zone Act as part of the MSP process;
 10. Enhance Inter-sectoral collaboration with respect to internal waters and determine the extent of MSP for local-level spatial plans;
 11. Define the scope of existing and future uses to be included in MSP;
 12. Prepare a Strategic Environmental Assessment (SEA) for MSP across the URT that takes account of the proposed ports development and related Blue Economy infrastructure;
 13. Undertake an additional scoping study analysis that assesses the application of MSP to the freshwater bodies of the URT;
 14. Collate and map existing baseline data and assess future data needs and gaps to support MSP;
 15. Develop a comprehensive data capture/procurement programme;
 16. Establish protocols and a national-level marine spatial data clearing mechanism to allow for the sharing of data between different institutions and organisations;
 17. Undertake an audit of international MSR undertaken in the URT's marine waters and determine how to capture data from researchers;
 18. Develop and implement a comprehensive programme for stakeholder engagement to ensure that coastal communities and other stakeholders can be proactively involved in the MSP process;
 19. Adopt a more systematic approach to marine conservation planning that inter alia, considers how other biodiversity objectives can be served using existing spatial designations (i.e. MPAs, CFMAs) and linking these to other spatial management mechanisms;
 20. Seek to designate 30% of the URT's marine space for protection from the most harmful human activities by 2030;
 21. Update Key Sectoral Legislations to integrate MSP principles;
 22. Establish a clear legal basis for the protection of subsea pipelines and cables;
 23. Prepare an MSP zoning framework to guide appropriate tools for management controls.

In summary, this report includes a proposed implementation plan that outlines the necessary actions to address the 23 recommendations discussed in Chapter 5. The implementation plan serves as a roadmap for future MSP activities and provides valuable insight for potential donors and development partners to comprehend the specific requirements of the URT in terms of MSP and the sustainable blue economy. Additionally, a provisional budget is provided to support the draft Implementation Plan.



ABBREVIATIONS

BMU	Beach Management Unit
CFMA	Collaborative Fisheries Management Area
CORDIO	Coral Reef Degradation in the Indian Ocean
DSFA	Deep-Sea Fishing Authority
EEZ	Exclusive Economic Zone
IUCN	International Union for Conservation of Nature
LGA	Local Government Authority
MLF	Ministry of Fisheries and Livestock
MoBEF	Ministry of Blue Economy and Fisheries
MPA	Marine Parks Areas
MSP	Marine Spatial Planning
NGO	Non Government Organization
TNC	The Nature Conservancy
UNCLOS	United Nations Convention on the Law of the Sea
UNEP	United Nations Environmental Programme
URT	United Republic of Tanzania
VPO	Vice President's Office
WCS	Wildlife Conservation Society
WIO	Western Indian Ocean
WIOMSA	Western Indian Ocean Marine Science Association
WWF	World Wide Fund

MARINE SPATIAL PLANNING & BLUE ECONOMY

COUNTRY PROFILE

The United Republic of Tanzania (URT) is situated along the East Coast of Africa, between latitudes 10° South and 12° South and between longitudes 29° East and 41° East. It is the largest country in East Africa, extending from Lake Tanganyika in the West to the Indian Ocean in the East, Lake Victoria in the North, Lake Nyasa and River Ruvuma in the South. Tanzania shares its borders with Kenya and Uganda to the North, Rwanda, Burundi, Democratic Republic of Congo and Zambia to the West, and Malawi and Mozambique to the South.

The URT consists of Mainland Tanzania and Zanzibar (comprising the two main islands of Unguja and Pemba), separated from the mainland coast by a channel approximately 22-mile wide. A third populated island, Mafia Island, is an integral part of Mainland Tanzania. There are also a large number of smaller islands. While the larger of these are almost all inhabited, most of these islands are uninhabited although they may be used frequently

by fishermen for camping and, in populated areas, they are increasingly used for recreation and tourism. The furthest offshore is Latham Island, which supports important biodiversity and fisheries resources.

The coast of the URT, including the numerous islands and islets, stretches across some 1,424 km, from the northern border with Kenya to the southern border with Mozambique. Administratively, the coastal area of Mainland Tanzania comprises five regions: these are, from north to south, Tanga, Dar es Salaam, Pwani, Lindi and Mtwara. Zanzibar has five administrative regions: two on Pemba (Kaskazini Pemba and Kusini Pemba) and three on Unguja (Kaskazini Unguja, Mjini Magharibi and Kusini Unguja). The port city of Dar es Salaam, also the nation's commercial hub and centre of the administrative and service sector, dominates the coastal zone in terms of population size and economic activities.



COORDINATION OF MARITIME AFFAIRS

At the level of the URT, the Territorial Sea and Exclusive Economic Zone Act and the Deep-Sea Fisheries Management and Development Act No. 5 of 2020 (DSFA Act), provide the legal basis for governance in the broader EEZ (i.e. beyond the territorial sea of the URT between 12nm and 200 nm from the baseline). Management of marine resources within the territorial sea (from the baseline out to 12 nm) and within internal waters mostly falls under devolved sectoral legislation for Mainland Tanzania and Zanzibar respectively.

Pursuant to section 9 of the Territorial Sea and Exclusive Economic Zone Act, and in accordance with the relevant provisions of UNCLOS, the URT exercises sovereign rights over the living and non-living resources of the EEZ. The wording also gives jurisdiction to ensure “the protection and preservation of the marine environment”, in accordance with Article 56(1)(b) of UNCLOS.

However, at the URT level, there is no single institution with an overarching responsibility for ocean affairs for the EEZ and the Adjacent Area. There are key areas of environmental conservation,

maritime transport, and oil and gas extraction, where respective sectoral legislations in Tanzania Mainland and Zanzibar apply. In the specific case of fisheries, the Deep-Sea Fishing Authority (DSFA) has a mandate to govern fisheries in the EEZ on behalf of the URT as stipulated in the Deep Sea Fisheries Management and Development Act No. 5 of 2020.

Throughout the URT, governance of maritime activities is largely conducted in a sectoral manner. The VPO does have responsibility for Union affairs, cross-cutting environment management and inter-ministerial co-ordination, thus providing a potential platform for cross-sectoral ocean governance.

In Zanzibar, the recent establishment of a dedicated Ministry of Blue Economy and Fisheries (MoBEF), with responsibility for the blue economy development, fisheries and non-living natural resource management, has clearly strengthened Zanzibar’s ability to manage ocean affairs in a more integrated manner. The new MoBEF specifically has a Department for Blue Economy Development and Co-ordination.

DEVELOPMENT OF A BLUE ECONOMY POLICY UNDER VPO-URT

The URT is currently in the process of developing a comprehensive Blue Economy Policy. Its completion is tentatively anticipated by June 2023. Amongst other things, a new VPO Blue Economy Policy will be an opportunity to provide for establishment of a URT-level coordination mechanism to support URT-level blue economy development, including MSP, and to prioritise MSP as a key instrument for blue economy development. The VPO Blue Economy Policy will take cognisance of the existing Zanzibar Blue Economy Policy of 2022 to ensure the two are aligned.

The development of a National Blue Economy Policy presents a valuable opportunity to establish

the policy and institutional basis for a URT-wide MSP framework specific for the EEZ and the adjacent marine area. Among other aspects, this could accelerate the establishment of such inter-governmental coordination mechanism needed to oversee the development and implementation of MSP at the local level (e.g. environment, maritime transport, energy, oil and gas, tourism, fisheries and aquaculture - mostly concentrated in the nearshore environs); and, create the overarching policy goals and objectives for the development of the URT’s marine space and blue economy specific for the EEZ and the adjacent marine area.

RATIONALE FOR MSP

Since 2012, the emerging concept of ‘blue economy’ has been embraced by many coastal and island nations as a promising avenue for economic diversification and growth, embedded in fundamental principles of environmental

sustainability. To this end, the government of the United Republic of Tanzania (hereafter ‘the URT’) has signalled its intention to mainstream the blue economy into national development planning frameworks and the economy at large.

The increasing demand for marine space, along with the multiple pressures on marine and coastal resources, requires an integrated approach to use and manage ocean space. Thus, MSP will address the interactions between different uses of marine space, to balance demands for development with the need to protect marine ecosystem, and to achieve social and economic objectives in an open and planned way is of paramount importance. Therefore, develop a Marine Spatial Planning is an important tool that will assist the URT to achieve its blue economy goals.

MSP has been considered as an ocean governance tool that supports creation and establishment of a more rational organisation of the use of marine space with the purpose of finding a common ground on certain ecological, economic and social development issues. As such, when considering sustainable blue economy, a comprehensive MSP has to be prioritized in order to greatly improve the management of maritime space, reduce the loss of ecosystem services, help address or avoid conflict, and create economies of scale and efficiencies for enforcement and management.

BENEFITS OF MARINE SPATIAL PLANNING

Marine Spatial Planning (MSP) in Tanzania brings forth a multitude of environmental, economic, and social benefits, playing a pivotal role in promoting sustainable practices and safeguarding marine ecosystems

Environment benefits

The introduction of marine spatial planning in Tanzania brings forth a multitude of objectives aimed at ensuring the sustainable management of the country's marine resources. Some environmental benefits of Marine Spatial Planning include identifies and expands marine protected areas, preserving critical habitats and protecting vulnerable species; enables effective control of marine pollution, ensuring the health and integrity of marine ecosystems.

MSP can also strengthens the integration of biodiversity conservation goals into decision-making processes; allocates space for biodiversity and nature conservation measures; identifies and reduces harmful human impacts on the marine environment; mitigates cumulative effects of human activities on marine ecosystems and supports climate change mitigation and adaptation efforts.

Economic benefits

Marine spatial planning offers several economic benefits that can positively impact private-sector investment. One of the key advantages is the increased certainty provided to investors regarding access to marine areas. This helps companies better assess potential risks and opportunities when deciding to invest in new projects.

Additionally, marine spatial planning helps identify compatible and incompatible uses within the same development areas, reducing conflicts between users and uses. This can lead to more efficient and sustainable use of marine resources. Moreover, the planning process improves the capacity to anticipate and plan for new and changing human activities, including emerging technologies and their associated effects. Finally, streamlined planning and licensing procedures can reduce bureaucratic hurdles and save time and money for both investors and regulators.

Social benefits

Marine spatial planning offers many social benefits that can improve the lives of communities and economies onshore. Firstly, it can increase community and citizen participation in marine planning and decision-making, ensuring that their voices are heard and their needs are met. Secondly, it can improve the transparency of impacts of decisions on the allocation of ocean space, such as closure areas for certain uses or protected areas. Additionally, marine spatial planning can help identify and protect marine cultural heritage, preserving important historical sites and artefacts. Finally, it can also identify and protect social and spiritual values related to ocean use, recognizing the importance of the ocean to many cultures and communities.

THE SCOPING STUDY

The Scoping Study conducted by the Government of Tanzania and Zanzibar aimed to assess the current state of coastal and marine resources and prepare the nation for the development of a sustainable blue economy through the implementation of a comprehensive MSP framework. The assignment was conducted in partnership with The Nature Conservancy and received financial support from the German Government-funded International Climate Initiative (IKI).

The study aimed to accomplish three primary objectives. Firstly, to analyze the current legal, policy, and institutional frameworks governing Marine Spatial Planning (MSP) implementation in Tanzania Mainland and Zanzibar. Secondly, to identify any gaps or shortcomings within the existing arrangements that hinder the establishment of a robust and all-encompassing MSP framework. Lastly, to provide recommendations for necessary reforms that would enable Tanzania to effectively pursue the development of a comprehensive MSP framework.

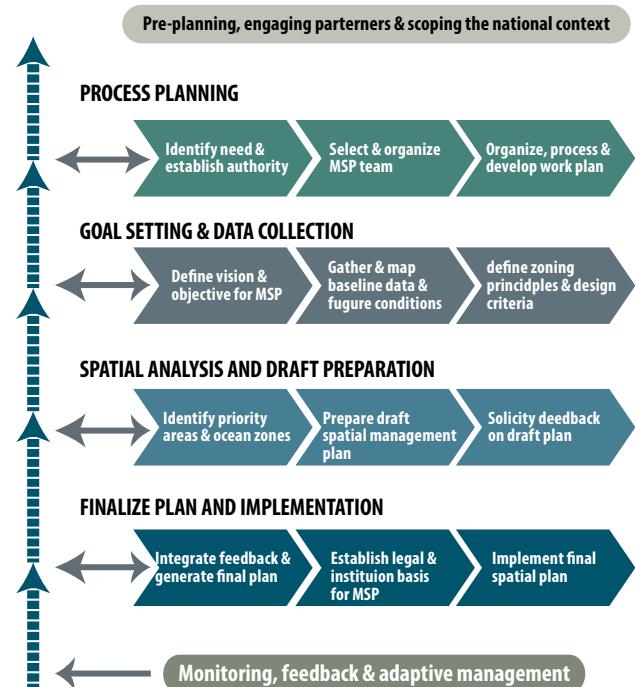
APPROACH USED FOR THE SCOPING STUDY

The study was carried out in six distinct phases, each with a specific purpose.

1. **Preparation phase:** A technical meeting was held in Dodoma on March 16th-17th, 2022, involving government stakeholders from Tanzania Mainland and Zanzibar to develop terms of reference for the consultant and enhance understanding of the MSP process.
2. **Inception phase:** Inception workshops were conducted on July 11th and 13th, 2022, in Zanzibar and Tanzania Mainland, respectively, to foster a deeper understanding of the MSP scoping assignment.
3. **Stakeholder Consultation and Data gathering phase:** Courtesy calls were made to key stakeholders, including ministries, technical agencies, research institutions, experts, and development partners, between July 2nd and August 10th, 2022, collecting relevant policy, legal, and spatial data to support the MSP process.
4. **Analysis and reporting phase:** Information and data were reviewed and analyzed from August 2022 to April 2023 to ensure the report aligns with the needs and aspirations of the URT and Zanzibar governments.
5. **Review and delivery phase:** An internal review process occurred in Arusha from

October 9th to 13th, 2022, followed by a subsequent meeting in Zanzibar on October 24th and 25th, 2022, organized by the Ministry of Blue Economy and Fisheries.

6. **Validation Phase:** Co-organized by the VPO, the Ministry of Blue Economy and Fisheries, and TNC, a validation workshop took place on March 17th-18th, 2023, in Dar es Salaam, Tanzania. The workshop involved a wide range of stakeholders and led to the adoption of the scoping report, pending the resolution of provided comments.



FINDINGS AND RECOMMENDATIONS

In order to evaluate the country's readiness to implement MSP, a comprehensive conceptual framework was created to guide the examination. This framework included an assessment of important gaps and obstacles (Table 2.1), as well as associated suggestions for overcoming them. The purpose of this approach was to provide a high-level view of the current state of MSP preparation, as well as to

identify areas where improvements could be made. By taking into account all relevant factors and analyzing them in a systematic way, the framework aimed to provide a clear picture of the country's MSP readiness. Ultimately, the hope was that this analysis would help to inform decision-making and lead to more effective implementation of MSP policies and practices.

Table 2.1: Analytical framework for development of MSP

Governance Arrangements	Institutional arrangements Policy and legal basis to support MSP implementation
Drivers & Goals	Understanding the drivers for MSP Goals and objectives for MSP in the URT
Geographic Boundaries & Scope	Geographic boundaries and planning areas Jurisdictional limits Future uses to include in MSP
Data Collection & Management	Availability of key marine spatial data sets Data management and access Science and research input
Multi-objective Planning Process	Multi-use stakeholder engagement Existing spatial planning processes and tools Marine zoning activities

GOVERNANCE ARRANGEMENTS

INSTITUTIONAL ARRANGEMENTS

This section assess the governance arrangements for Marine Spatial Planning (MSP). It involves evaluating the structures, policies, and processes in place to facilitate effective decision-making and coordination among stakeholders. It covers the institutional arrangements, policy and legal to support MSP implementation.

Key finding: **Absence of a guiding framework for MSP**

The URT has a well-established and mature institutional framework to manage various blue economy sectors. Many government institutions have a sector-specific mandate for marine planning and zoning, and play an important role in the development of MSP. However, a number of gaps have been identified in the institutional

arrangements that will need to be addressed prior to commencing MSP.

Key finding: **Inadequate capacity to undertake MSP**

Within existing institutions, it is recognised that some capacity already exists to support commencement of spatial planning and some elements of marine zoning related to fisheries and conservation. However, it is also recognised that there are likely to be significant gaps in the existing technical capacity that will need to be addressed.

Recommendation 1

Define and establish a VPO-MoBEF MSP coordination and implementation mechanism, with well-defined mandates and dedicated technical resources to support it.

In the interest of expediting MSP, there is a need to formally establish a coordination mechanism, under the joint coordination mechanism of VPO and the MoBEF. The proposed mechanism can coordinate and lead the overall development of the URT's maritime space. This could initially take the form of an Inter-Ministerial Steering and Technical Committee, potentially one that might also co-ordinate national blue economy development at URT-level, subject to what might be included in the URT Blue Economy Policy currently under preparation.

Mainland Tanzania and Zanzibar share vital ecological, hydrographic, and resource-use connections in the Pemba and Zanzibar Channels, as well as within their territorial waters. These connections encompass shared fish stocks, marine biodiversity life-cycles, nutrient cycles, tourism, transportation, and more. However, the current mechanisms for managing marine resources in areas where both regions have adjacent jurisdictions are somewhat ad hoc and may not be sufficiently robust for effective Marine Spatial Planning (MSP). To ensure alignment and the mutual exchange of ideas regarding these issues, it is crucial for Mainland Tanzania and Zanzibar to actively engage and participate together, even in nearshore MSP processes.

Recommendation 2

Establish an effective mechanism to oversee MSP co-ordination in areas where Mainland Tanzania and Zanzibar have adjacent jurisdictions and common management interests.



POLICY AND LEGAL

Key finding:

Absence of national-level MSP policy and on

The URT already has a comprehensive policy framework, which provides clear guidance on the protection of marine ecosystems and the development and management of specific blue economy sectors. Similarly, both the URT Government and Revolutionary Government of Zanzibar have enacted comprehensive and, in most cases, complementary legal frameworks for the key blue economy sectors that are addressed in this report. Many of these legal instruments provide the legal basis for the establishment of spatial management tools (such as Marine Parks, Marine Reserves and Marine Conservation Areas)

Recommendation 3

Undertake an assessment of capacity needs across the key implementing agencies and stakeholders

This notwithstanding, despite the development of a national Blue Economy Policy by the Revolutionary Government of Zanzibar and the current draft Blue Economy Strategy being revised by the VPO, the URT currently has no national-level Ocean Governance Policy framework which is very important in framing the development of MSP in the EEZ and adjacent area. Similarly, there is no overarching legal instrument that addresses ocean affairs generally and MSP specifically in the EEZ and adjacent area, although it is considered that there are existing legal instruments that could be amended to provide for this.

Recommendation 4

Prepare a National Ocean Governance Policy and Strategy to guide the development and implementation of the blue economy and MSP across the URT

Recommendation 5

Establish a clear legal basis for MSP in the URT

DRIVERS AND GOALS

Tanzania's commitment to Blue Economy and Marine Spatial Planning is driven by various regional and continental agreements. The *AMCEN Cairo Declaration of 2015* urged AU member states to integrate Blue Economy and MSP into their national development plans. Additionally, the *AU Blue Economy Strategy of 2019*, the *AU Africa Integrated Maritime Strategy 2050*, *Lomé Charter for Maritime Security*, and the *UNEP Nairobi Convention Ocean Governance Strategy* are among the key examples

that have influenced Tanzania's push towards Blue Economy and MSP processes. *Zanzibar Vision 2050*, *Zanzibar Development Plan 2021 – 2026*, and the *Blue Economy Policy of 2022* are also crucial in shaping Zanzibar's ongoing Blue Economy and MSP dynamics, which are being implemented by MoBEF. These commitments and policies provide a strong foundation for Tanzania's sustainable development and responsible use of its marine resources.

DRIVERS FOR MARINE SPATIAL PLANNING IN THE URT

Key findings

Existence of commitment to Blue economy and MSP

The primary driver for the development of a spatial management framework, however, comes from the Manifesto of the ruling party. Section 27 of the Manifesto of the Government of the URT, which states:

The Chama cha Mapinduzi recognizes the opportunities available in the blue water economy, including seas, rivers, and lakes as well as the resources in it.

In taking advantage of these opportunities, over the next five years, the Chama cha Mapinduzi will direct the Government to strengthen institutional frameworks and develop a strategy that will enable the Nation to benefit from the water resources economy.

The *National Environmental Master Plan for Strategic Intervention (2022-2032)* also emphasizes the importance of Marine Spatial Planning and sets a goal to develop and implement localised Marine Spatial plans by 2032.

GOALS AND OBJECTIVES FOR MARINE SPATIAL PLANNING IN THE URT

Clear goals and objectives form the foundation for effective spatial plans. Through the Marine Spatial Planning (MSP) process, these goals and objectives drive the development of specific outcomes and targets that align with different zone types in the marine space of the United Republic of Tanzania (URT) and the corresponding management objectives for each zone.

Key findings

Need for clear MSP goals and Ocean governance

To ensure effective implementation of Marine Spatial Planning (MSP) in the United Republic of Tanzania (URT), it is essential to establish well-defined goals that encompass the entire URT and jointly develop a dedicated national Ocean Governance Policy that incorporates MSP to offer clear policy guidance on ocean affairs and

governance. Zanzibar serves as an example, as it has articulated a Vision and a strategy for the blue economy, explicitly recognizing MSP as a tool to accomplish strategic objectives.

Before initiating Marine Spatial Planning (MSP), the URT should convene relevant stakeholders to explore various future scenarios for the development of the maritime space. Through this process, they can determine and establish desired Goals and Objectives for the URT's marine space. This Vision will guide the MSP activity, defining essential steps to create a planning framework that aligns with the preferred scenario.

Recommendation 6

Define and prioritize goals and objectives for MSP through a collaborative 'Future Scenario Planning' process.

GEOGRAPHIC BOUNDARIES AND SCOPE

BOUNDARIES AND PLANNING AREAS

Key findings

Well-defined boundaries for planning area

MSP in the URT should encompass the entire marine area, from the coastline to the outer boundaries of the Exclusive Economic Zone (EEZ), which includes internal waters, the territorial sea, and the EEZ as defined by the Territorial Sea and Exclusive Economic Zone Act of 1989. Additionally, considering the pending outcome of the continental shelf extension application, future MSP efforts might also involve areas beyond the EEZ, including potential continental shelf areas.

Although assessing activities across the entire Exclusive Economic Zone (EEZ) is necessary, the majority of activities and knowledge are concentrated in the narrower coastal zone. Limited information for offshore waters hinders detailed planning, highlighting the need for closer scrutiny of areas with higher activity and potential conflicts. Consequently, implementing MSP should involve multiple scales, establishing a network of “planning areas” at different levels that consider ecological and socio-economic dependencies in various regions of the URT.

Recommendation 7

Prepare a systematic framework of planning areas that recognises:

(a) the different levels of jurisdiction involved in planning and management of the URT’s maritime space; and

(b) the level of knowledge and understanding available to support planning and decision making across different parts of the URT’s maritime space.

Recommendation 9

Undertake a review of the Territorial Sea and Exclusive Economic Zone Act as part of the MSP process.

JURISDICTIONAL LIMITS

Key findings:

Need for planning for common and shared resources in the EEZ and beyond

The URT Government has the authority to manage the resources in its EEZ, while Mainland Tanzania and Zanzibar work together to regulate various activities within their respective jurisdictions. These activities include environment, fisheries, aquaculture, tourism, maritime transport, energy, oil, and gas. However, when it comes to the extended continental shelf, the URT’s sovereignty rights only apply to exploring and exploiting natural resources.

The super-adjacent waters, or the water column above it, are not affected by these rights. Therefore, the URT must begin the process of legislation to utilize the continental shelf and its resources in

compliance with the UNCLOS. It is important to ensure that all activities in these areas are properly regulated and managed to protect the environment and promote sustainable development.

Recommendation 8

Undertake a prioritisation of planning areas such that the initial focus for MSP should be on those coastal waters that support the most activities and have the most user conflicts.

Key findings**Define jurisdictional boundaries between Local Government Authorities and Central Government**

The relationship between national and local government entities in regards to environmental services related to marine activities is an important issue that needs to be addressed. Local government agencies have responsibilities that can impact the quality of the marine environment, particularly in nearshore fisheries, aquaculture, and other marine resource-related activities.

Recommendation 10

Enhance Inter-sectoral collaboration with respect to internal waters and determine the extent of MSP for local-level spatial plans.

Therefore, there needs to be a practical agreement between national government agencies and their local government counterparts regarding roles and responsibilities in relation to Marine Spatial Planning (MSP). It is essential to explore the current governance arrangements to ensure that all parties are working together effectively. By establishing clear roles and responsibilities, we can help to ensure the sustainable use of marine resources and protect the marine environment for future generations. Cooperation between national and local government entities is crucial in achieving these goals.

Recommendation 12

Prepare a Strategic Environmental Assessment (SEA) for MSP.

FUTURE USES TO BE INCLUDED IN MARINE SPATIAL PLANNING**Key findings:****Need for Planning for existing and future uses of URT's marine space with consideration of SEA**

The development of the blue economy in Mainland Tanzania and Zanzibar has identified future priorities that need to be addressed in the MSP. There are several potential activities that could be undertaken in the URT's marine space, and these have been identified for consideration. However, it's important to note that not all of these activities will necessarily be pursued, but they should be acknowledged as potential future uses.

Recommendation 11

Define the scope of existing and future uses to be included in MSP.

Furthermore, it's important to recognize that priorities will differ between Mainland Tanzania and Zanzibar. Overall, careful planning is required to ensure that the development of the blue economy is sustainable and benefits all stakeholders involved.

Considering the relationship between Integrated Coastal Zone Management (ICZM) and Marine

Spatial Planning (MSP), it is essential to incorporate spatial planning for coastal land-based activities that impact the nearshore marine environment within MSP. This includes activities like farming practices in the Rufiji Delta or tourism along the Zanzibar coast, extending the scope of MSP beyond the high tide mark or beach. Identifying such critical land-based activities and determining their inclusion in MSP or addressing them through related land-based or sectoral planning frameworks will be part of the MSP process.



MSP TO FRESH WATER BODIES

Key findings:

Need for MSP in fresh water bodies

The definition of the blue economy for the URT includes not only marine waters but also the large freshwater bodies, that support 85% of Mainland Tanzania's capture fish production. Therefore, MSP tools in these systems. However, there are differences in the implementation of MSP for marine waters versus freshwater bodies due to the distinct legal frameworks that govern these resources. Despite this issue not being initially included in the project's ToR, it is recommended that further analysis be

conducted to ensure that freshwater bodies are fully incorporated into the final MSP framework developed by the URT.

Recommendation 13

Undertake an additional scoping study analysis that assesses the application of MSP to the freshwater bodies of the URT.

DATA COLLECTION & MANAGEMENT

To successfully carry out MSP, it is crucial to gather relevant data and knowledge about the current state of the marine environment, as well as human interactions and impacts. This data should be up-to-date, reliable, objective, relevant, and comparable. Collecting information from a wide range of

sources, including scientific literature, expert opinion, national and international sources, websites, local knowledge, and direct field measurements is necessary throughout the MSP process.

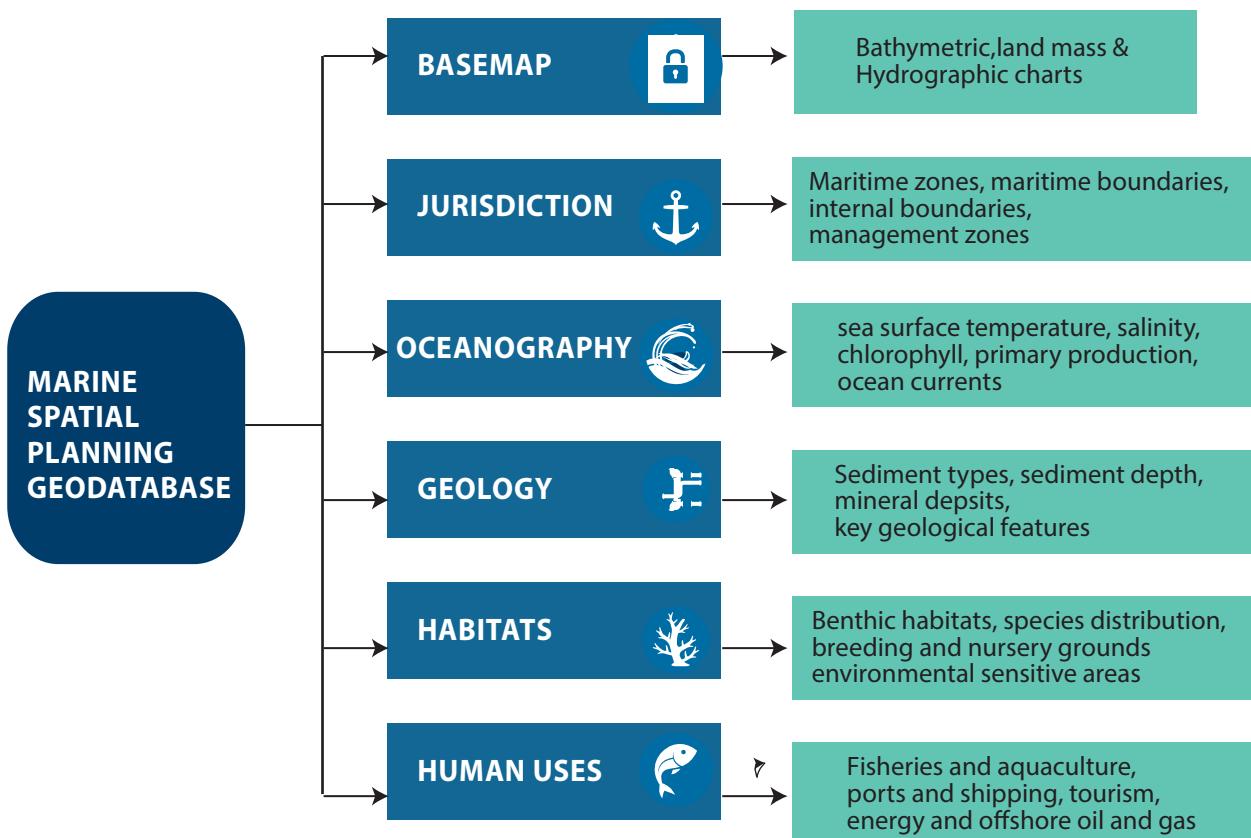


Figure 2.1: Schematic diagram of the Marine Spatial Planning Data framework

Accessing this information may require certain online processes, protocols, and agreements. It is recommended to focus on gathering spatial data during this step. By doing so, it will help to ensure that the MSP initiative is well-informed and based on accurate information, which will lead to better decision-making and outcomes.

AVAILABILITY OF KEY MSP DATASETS

For successful Marine Spatial Planning (MSP) projects, it is recommended to start with existing data and gradually improve its accuracy and complexity as the project advances. As there is no universally applied data schema for MSP, it is important to define a schema that is most appropriate for the specific MSP process being undertaken.

A suggested schema of themes and data sets that are considered relevant for the initial stages of the MSP process. It is important to note that this schema is not a one-size-fits-all solution and should be tailored to fit the specific needs of the MSP project.

Key findings: Data gaps, incompatibility and inadequate quality

Several marine spatial datasets are available for the essential data themes required for MSP. However, there are recognized gaps in critical data that need to be addressed for comprehensive EEZ-wide MSP implementation. Additionally, the survey has highlighted issues regarding the accuracy and quality of existing datasets that must be resolved beforehand. Therefore, it is advised to take immediate steps towards developing a suitable spatial information framework to support MSP.

Recommendation 14

Collate and map existing baseline data and assess future data needs and gaps to support MSP.

While it is believed that there is sufficient information available to begin MSP, there is a recognized need to enhance the accuracy and coverage of the information. Therefore, a vital component of any future MSP initiative will be to conduct a thorough assessment of marine spatial data needs and perform a comprehensive gap analysis.

Recommendation 15

Develop a comprehensive data capture and procurement programme.

DATA MANAGEMENT AND ACCESS

While there is a considerable amount of data available for MSP, accessibility remains a challenge as data is often fragmented, dispersed among various holders, and inaccessible in formats suitable for decision-makers. Despite data being provided during the project's preparation, data sharing reluctance persists. Overseas experience demonstrates that agencies often create their own data access mechanisms, leading to duplication, data non-standardization, and inefficient resource allocation.

To overcome these issues, it is recommended to establish a centralized data clearing house and portal, facilitating standardized access and preventing wastage of resources.

Key findings: Absence of centralized spatial data clearing mechanism

The URT currently lacks a centralized spatial data clearing mechanism for accessing marine spatial data, with multiple institutions and NGOs involved in data collection but limited openness in data sharing. To address this issue, it is crucial to focus on enhancing data sharing among existing data holders, fostering collaboration, and promoting a culture of openness to ensure effective access to marine spatial data.

Recommendation 16

Establish protocols and a national-level marine spatial data clearing mechanism to allow for the sharing of data between different institutions and organisations.

SCIENCE AND RESEARCH INPUT

Key findings: Existence of national and international marine science research capability

Tanzania, both on the mainland and in Zanzibar, boasts of well-established and robust national marine science capabilities. These capabilities have enabled the country to conduct extensive research and collect valuable data, primarily in coastal waters. Additionally, local NGOs such as the Wildlife Conservation Society (WCS), IUCN, WWF, SeaSense, Blue Ventures, and CORDIO have made significant contributions to independent marine environment research in Tanzanian waters. Moreover, international research cruises are regularly conducted in the coastal and offshore waters of Tanzania each year.

Other initiatives include the WIO Symphony, which is a collaboration effort between the Nairobi Convention, its ten member States in East Africa (including the URT) and the Swedish Agency for Marine and Water Management. Through the collaboration, the partners will co-develop and

implement a practical assessment tool for marine spatial planning in the Western Indian Ocean region. By incorporating information and knowledge from national, regional and international experts, the WIO Symphony tool enables estimations of how pressures from human activities in the ocean affect nature values in each location in the Western Indian Ocean

Recommendation 17

Undertake an audit of international MSR undertaken in the URT's marine waters and determine how to capture data from researchers.



MULTI-OBJECTIVE PLANNING PROCESS

Existing management mechanisms provide a foundation for successful MSP, emphasizing the importance of building upon and enhancing their efficiency and effectiveness. To prepare for MSP, it is crucial to evaluate current planning arrangements and identify any gaps or duplications that can be streamlined and harmonized to achieve a more integrated approach. This assessment should specifically focus on existing spatial planning mechanisms and management tools.

MULTI-USE STAKEHOLDER ENGAGEMENT

In any MSP initiative, addressing and resolving areas of incompatibility and disagreement is vital. Decisions on access rights, resource allocation, and usage seldom have unanimous support and require negotiations and compromises among stakeholders. Trade-offs that consider individual priorities and conflicting outcomes are essential to achieve an effective MSP outcome aligned with a national vision for ocean space and resources.

Stakeholder support is crucial for the success of an MSP framework, involving them from the beginning to define the vision, goals, and future scenarios. The inclusion of a wide range of stakeholders, from government resource managers to community-level livelihood beneficiaries, is necessary.

Key findings: Need for wider stakeholder engagement

During the initial phase of the study, various stakeholders such as government agencies, research providers, development partners, and NGOs have been engaged. However, it is crucial to note that the engagement has been limited to these groups only. As we move towards a full-scale planning process, it is imperative to engage more broadly with coastal communities, industry groups, and other users and beneficiaries of URT's marine space. The involvement of these stakeholders is vital as it will help us understand their needs and concerns. It will also provide us with valuable insights into how we can best manage and utilize the marine space. Therefore, we must prioritize engaging with these groups

to ensure that our planning process is inclusive and takes into account the perspectives of all stakeholders. We believe that this approach will help us develop a sustainable and effective plan for managing URT's marine space.

Recommendation 18

Develop and implement a comprehensive programme for stakeholder engagement to ensure that coastal communities and other stakeholders can be proactively involved in the MSP process.

Spatial Planning Processes and Tools

Key findings: Existence of area based management tools

While there is no formal MSP framework yet, the existing spatial planning structures provide a solid foundation for future MSP implementation. The National Land-use Framework, which spans from 2013 to 2033, has been proposed as a guiding document for spatial and land-use planning in Mainland Tanzania. Meanwhile, in Zanzibar, the National Spatial Development Strategy (NSDS) outlines national policies and strategies for spatial development, including land use, development, and conservation of cultural and natural resources until 2035.

Several spatial management tools are accessible for regulating diverse marine uses and activities. One prevalent tool is the establishment of Marine Protected Areas, which have been designated for both Mainland Tanzania. Additionally, Beach Management Units and Collaborative Fishery Management Areas are employed on the Mainland as further tools for effective marine management.

Recommendation 19

Adopt a more systematic approach to marine conservation planning that inter alia, considers how other biodiversity objectives can be served using existing spatial designations (i.e. MPAs, CFMAs) and linking these to other spatial management mechanisms.

The current spatial management measures in the URT primarily concentrate on inshore areas, but for the development of the offshore fishing sector, it is vital to emphasize the conservation management requirements of offshore waters. This approach would address any conflicts that may arise between fisheries development and biodiversity preservation in offshore areas. Therefore, conducting an assessment of offshore conservation values and, if suitable, utilizing existing legal frameworks to designate offshore conservation areas is necessary.

The Fisheries Sector Masterplan (2021/22-2036/37) recognizes the importance of dedicating 30% of the URT's marine space for conservation, aligning with the global commitment to preserve biodiversity. To effectively fulfill this commitment, utilizing MSP as a tool to conduct thorough assessments, particularly in the EEZ, is recommended. This will support the comprehensive evaluation needed to uphold the conservation goals.

Recommendation 20

Seek to designate 30% of the URT's marine space for protection from the most harmful human activities by 2030.

To ensure effective implementation of MSP, it is advisable to incorporate explicit provisions within essential sectoral legislations (e.g., Environment, Fisheries, Aquaculture, Maritime Transport, Energy, Oil and Gas, etc.) that address the establishment and governance of designated MSP planning areas. Additionally, relevant agencies should evaluate the need for dedicated spatial management tools within their respective sectors to enhance sectoral requirements and mitigate potential conflicts among marine users.

Recommendation 21

Update Key Sectoral Legislations to integrate MSP principles.

In order to ensure the protection and legal security of the offshore industry's expanding infrastructure, it is essential to implement legislative changes that allow for the establishment of protective measures for subsea infrastructure. This pertains not only to petroleum infrastructure, but also to other important components such as subsea cables, which require safeguarding from conflicting marine activities.

The Territorial Sea and Exclusive Economic Zone Act is considered the most applicable legislation for addressing these measures. However, in the case of Zanzibar, a thorough evaluation is necessary to determine the appropriate legal instruments for amendment. It is imperative that we take proactive measures to safeguard our offshore assets and ensure their continued growth and success. By implementing protective measures for subsea infrastructure, we can mitigate potential risks and promote a secure and sustainable offshore industry.

Recommendation 22

Establish a clear legal basis for the protection of subsea pipelines and cables.



MARINE ZONING ACTIVITIES

Ocean zoning is a crucial tool in the management of human activities in the ocean. It involves the establishment of specific areas within the ocean where certain human uses are either allowed or prohibited. This is achieved through the creation of different ocean zones, each with its own clearly defined objectives and rules governing the activities that are permitted or not. The success of ocean zoning is dependent on having an appropriate number of zones, with each zone serving a unique purpose.

These may include areas for aquaculture, various types of fishing, oil and gas exploration, shipping, and tourism. The ultimate goal of ocean zoning is to create legally enforceable zones that promote sustainable use of the ocean's resources and protect its fragile ecosystems. As such, ocean zoning is a critical component of marine spatial planning (MSP), which seeks to balance economic, social, and environmental objectives in the management of ocean resources.

Key findings:

Need to use the experience gained in planning and zoning in MSP process

Multi-use planning and zoning have been successfully employed in managing MPAs in both Zanzibar and the Mainland, despite the absence of national-level MSP initiatives in the URT. Notably, several MSP/Zoning projects have been implemented in specific areas, accompanied by the establishment of spatial management measures under MPA legislation. Experience gained from developing management plans for Marine Parks and Marine Conservation Areas, which incorporate zoning components, has been particularly valuable in this regard.

Recommendation 23

Prepare an MSP zoning framework to guide appropriate tools for management controls.

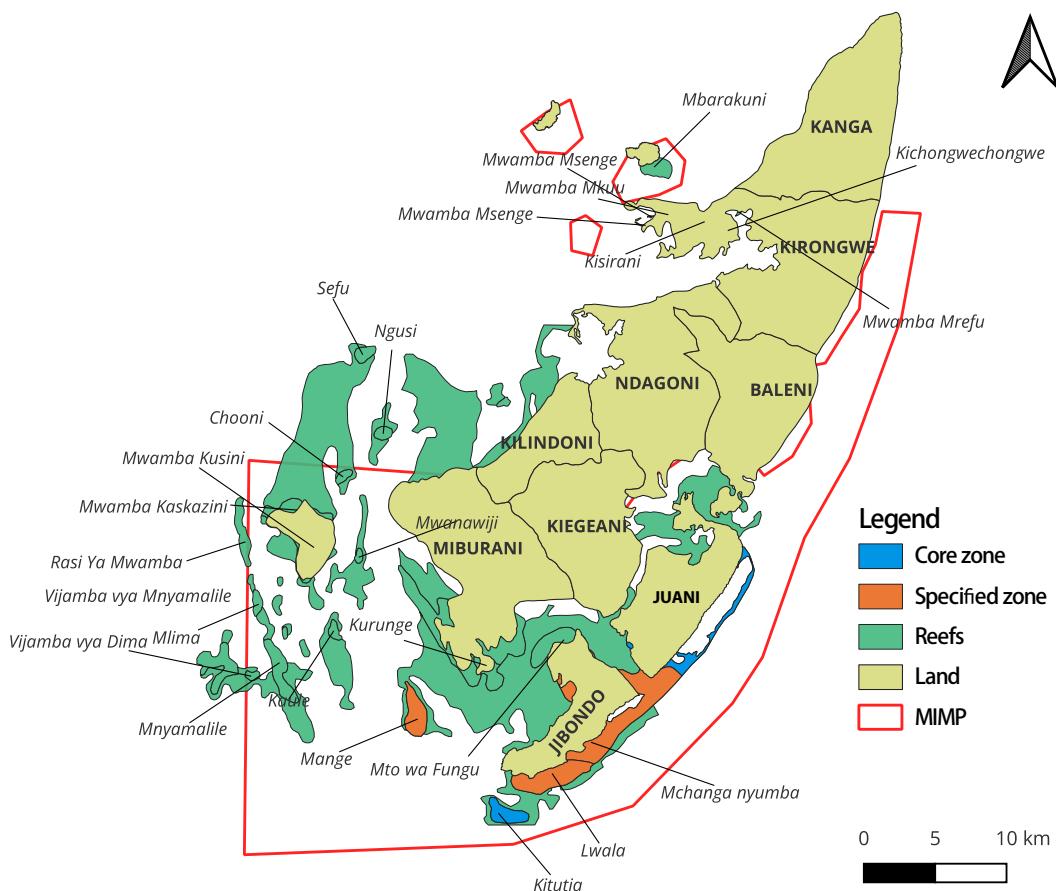


Figure 2.1: Marine zoning scheme for the Mafia Island Marine Park

SUMMARY OF KEY FINDINGS

The scoping study report presented here offers a comprehensive overview of the current state of preparedness of the URT for undertaking coastal and EEZ-wide marine spatial planning. Through an extensive review of sources and consultations with key stakeholders, the report highlights the existing knowledge base and community engagement that make the URT relatively well-placed to commence MSP activities.

The report also notes that many government institutions in Mainland and Zanzibar have prior experience with spatial planning at different levels, which should provide a strong basis for developing a more comprehensive, national-level MSP framework for the URT. However, the analysis also identifies several key issues and potential barriers that may impact the success of any future MSP initiative.

Given the urgency and necessity of implementing MSP in the URT, it is essential to address these issues and barriers effectively. The report underscores the need for sustained engagement with stakeholders, particularly those who may be affected by MSP, to ensure that their concerns and perspectives are taken into account.

Furthermore, the report highlights the importance of building institutional capacity and strengthening coordination among relevant agencies to ensure effective implementation of MSP. It also emphasizes the need for robust data collection and analysis to inform MSP decision-making and monitoring.

OVERALL OCEAN GOVERNANCE FRAMEWORK

The development of an integrated and comprehensive ocean governance framework is crucial for the successful implementation of Maritime Spatial Planning (MSP) in Tanzania. Given the trans-boundary nature of MSP and the management of Exclusive Economic Zones (EEZ) as a Union matter, it is imperative that both Mainland Tanzania and Zanzibar have equal representation in the MSP process. While the URT has delineated its maritime space in accordance with UNCLOS provisions, more needs to be done to mainstream MSP. This requires collaborative efforts from various

government institutions to implement MSP goals in internal, territorial, and EEZ waters.

Although the URT has a policy base to support marine environment management, there is currently no Union-level Ocean's Governance Policy that specifically addresses ocean affairs. The existing sector-specific policy framework provides guidance on the protection of marine ecosystems and the development of living and non-living marine resources. The Governments of the URT and the Revolutionary Government of Zanzibar have developed and implemented comprehensive legal frameworks for blue economy sectors that are complementary in most cases. Additionally, existing legal instruments provide a basis for the adoption of specific spatial management tools to support MSP activities in the future.

To ensure the success of MSP, a robust, multi-sectoral coordination mechanism reflecting the interests of different stakeholders across Mainland Tanzania and Zanzibar is necessary. Such a mechanism should be formally constituted and have a clear mandate. Despite the existence of the Deep Sea Fishing Authority with a URT-wide mandate to manage and develop fisheries resources in the EEZ, there is a need to establish an integrated lead agency with overall responsibility for regional and global ocean affairs at the Union level. Zanzibar has a more defined management structure since the establishment of the Ministry of Blue Economy and Fisheries, while on the Mainland, the Office of the Vice President is responsible for matters related to Regional Seas Programme under the UNEP Nairobi Convention.

The governance arrangements between national and local government entities should also be explored since Local Government Authorities (LGAs) have responsibilities related to environmental services connected to economic, social, and environmental activities of near-shore fisheries, aquaculture, and other marine resource-related activities. These activities have the potential to significantly impact the quality of the marine environment. Therefore, there needs to be a practical agreement over roles and responsibilities vis-à-vis MSP between national government agencies and their LGA counterparts.

DRIVERS AND GOALS

The lack of a comprehensive policy framework for ocean affairs has resulted in the absence of strategic direction for MSP. This has led to ocean planning decisions being made without a clear understanding of the consequences of those decisions. To address these issues, it is essential to set clear goals for the future development of a national MSP framework. One approach that has been successful in MSP is scenario-based planning.

This tool enables stakeholders to explore the full range of measures available and the potential outcomes of applying those measures. By using scenario-based planning, stakeholders can identify the most effective measures to achieve their goals while minimizing negative impacts on the environment and other stakeholders. The use of this tool can also help to ensure that decision-making is transparent and informed by a comprehensive understanding of the potential consequences of different options. Therefore, it is crucial to adopt this approach when developing a national MSP framework. By doing so, we can ensure that ocean planning decisions are made with a clear understanding of their potential impacts and are guided by a comprehensive policy framework that reflects the interests of all stakeholders.

GEOGRAPHIC BOUNDARIES AND SCOPE

The consultations have made it abundantly clear that any future MSP initiative must encompass the entire maritime space of the URT, extending from the coastline to the outer limits of the EEZ. It is imperative to account for the potential impact of land-based coastal developments on the marine environment, which makes a strong case for including the littoral zone in MSP.

To facilitate effective planning and decision-making across different parts of the URT's maritime space, this analysis recommends the development of a systematic framework of planning areas defined at different spatial resolutions. This framework will provide critical support to ensure that all aspects of MSP are addressed comprehensively.

It is also important to clarify the jurisdictional limits for different maritime zones and the actors involved in their management. For example, there is a need to address whether a MSP initiative should

be extended to include the resources of the extended continental shelf. Additionally, clarity is required with respect to the role of LGAs in any future MSP initiative, given their statutory responsibilities with respect to coastal marine resource management.

DATA COLLECTION AND MANAGEMENT

In order to commence a broad-based MSP process for the URT's maritime waters, data collection and management need to be considered. Although there is a considerable amount of marine spatial data available, it is mainly focused on the inshore/coastal waters. However, there are some gaps in data for specific sectors such as inshore fishing and shipping that need to be filled to better understand the risks and interactions associated with certain sectors.

Furthermore, much of the existing data is not readily accessible as data sharing between data holders does not appear to be well developed. To maximize the benefits of existing spatial data, mechanisms are needed to facilitate data sharing and consolidation into a central, accessible data portal. Additionally, the URT Government should make fuller use of the broad marine science capability that exists in the numerous NGOs operating in the URT, in addition to the existing government research institutions.

It is essential to better understand the quality and extent of the existing data to improve the current



core data sets and procure new data sets where critical gaps are identified. However, data gaps relating to offshore waters present a challenge for decision making about offshore planning and management. Opportunities should be explored as to how these gaps might be filled.

MULTI-OBJECTIVE PLANNING PROCESS

The need for a more systematic approach to marine planning that fully utilises and integrates the broad range of spatial management measures currently available has become increasingly apparent in Mainland Tanzania and Zanzibar. While these regions have considerable experience in undertaking multi-use planning and zoning, the focus has largely been on conservation, fishing and aquaculture, with little attention given to broader uses of the marine environment of offshore waters.

To address this gap, a multi-level approach to Marine Spatial Planning (MSP) is recommended whereby broad scale planning is undertaken across

the entire Exclusive Economic Zone (EEZ) - taking account of key offshore maritime activities - whilst a more focused level of planning is undertaken across the entire coastal zone. This approach recognizes the greater intensity of activity taking place in the coastal zone as well as the different levels of knowledge about the coastal versus offshore waters.

Undertaking MSP at both the broad and focused levels will enable the URT to fully utilise and integrate the broad range of spatial management measures currently available. This will not only improve conservation efforts but also facilitate the sustainable use of marine resources for economic growth. It will also help to better manage conflicts between different uses of marine space, such as tourism, shipping, and fishing.

DRAFT MARINE SPATIAL PLANNING IMPLEMENTATION PLAN

STRUCTURE AND APPROACH

The scoping study report has put forward a set of 23 recommendations that collectively inform an initial set of actions, known as the Implementation Plan. This plan is centred around five thematic areas, five specific development objectives (SDO) and corresponding result areas are summarized in Table 3.1.

The first theme, Governance Arrangements, focuses on the institutional, policy, and regulatory arrangements necessary to support the effective implementation of the spatial management framework. The second theme, Drivers & Goals, addresses the drivers and overarching goals that the roadmap is designed to achieve in terms of delivering the Government's development goals.

The third theme, Geographic Boundaries & Scope, deals with the spatial extent of the MSP framework and the activities that are to be included and managed within the resulting spatial management framework. The fourth theme, Data Collection & Management, covers the data and data management requirements needed to support MSP activities and ongoing decision making. Finally, the fifth theme,

Multi-Objective Planning Process, focuses on engaging with the broad range of stakeholders with an interest in the URT's marine space to develop an overarching spatial management framework for the URT.

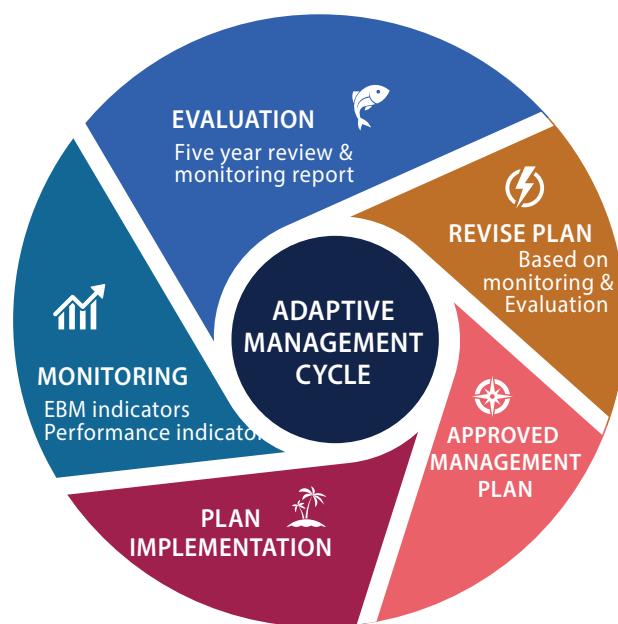


Table 3.1: Implementation plan with specific objectives and expected result areas

Roadmap Element	Specific development objectives	Result areas
Governance Arrangements	Establish robust institutional capacity and authority to develop and implement the MSP framework.	<ul style="list-style-type: none"> Establish effective institutional arrangements to support MSP Establish robust implementation mechanisms to support MSP
Drivers & Goals	Develop a clear vision and objectives for the MSP process that reflects the unique circumstances and interests of the URT.	<ul style="list-style-type: none"> Understand the drivers for MSP Define and prioritise goals and objectives for MSP
Geographic Boundaries & Scope	Clearly define the scope and extent of the MSP framework in the context of the rights and obligations of the various stakeholders.	<ul style="list-style-type: none"> Define geographic boundaries and planning areas Understand the jurisdictional limits that apply in different planning areas Establish what existing and future uses need to be addressed
Data Collection & Management	Collect, collate and present knowledge and information about the marine environment of the URT, its condition, current & future uses and areas of significant environmental value.	<ul style="list-style-type: none"> Collate and map spatial data to create GIS layers for MSP Establish robust data management and mapping systems
Multiple-Objective Planning Process	Develop a spatial planning framework that reflects both the broad range of stakeholder interests and the goals and objectives for development of the URT's marine space.	<ul style="list-style-type: none"> Implement a comprehensive programme for stakeholder engagement Strengthen existing spatial planning processes and tools Define a zoning framework for the URT Prepare a broad-scale spatial management plan

Table 3.2: Preliminary budget for the development of MSP

OVERALL PROJECT BUDGET FIGURE	\$4,962,500.00
Governance Arrangements	\$555,000.00
Drivers & Goals	\$99,000.00
Geographic Boundaries & Scope	\$842,500.00
Data Collection & Management	\$2,245,000.00
Multiple-Objective Planning Process	\$1,221,000.00



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