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Summary

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List of abbreviations

Abbreviation	Description
COLREG	International Regulations for Preventing Collisions at Sea
FSC	Flag State Control
FSI	Flag State Implementation
GISIS	Global Integrated Shipping Information System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
ICS	International Chamber of Shipping
IMSBC	International Maritime Solid Bulk Cargoes Code
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organization
IHO	International Hydrographic Organization
III Code	Imo Instrument Implementation Code
INTERTANKO	International Association Of independent Tankers Owners
ISO	International Organization for standardization
INAMET	National Institute Of Meteorology
INIPAT	National Institute for the Investigation and Prevention of Transport Accidents
KPI	Key Performance Indicator
MAIIF	Maritime Accident Investigators International Forum
MARPOL	International Convention for the prevention of pollution from ships
MINAMB	Ministry Of Environment
MINTRANS	Ministry Of, Transport
MPSRE	Maritime and Port Sector Regulatory Entity
NMTCA	National Maritime Traffic Control Authority
PSC	Port State Control
RO	Recognized Organization
SAR	Search and Rescue
SOLAS	International Convention for the Safety of Life at Sea
STCW	International Convention on Standards for the Training, Certification and watchkeeping for seafarers
VTS	Vessel Traffic Service

Executive summary

Foreword

The International Maritime Organization Member State Audit Scheme (IMSAS) became mandatory as of the first of January 2016.

Paragraph 3 of IMO resolution A.1070 (28) (IMO Instruments Implementation Code (III Code)) recommends member States to develop an overall maritime strategy to ensure that they meet their international obligations and responsibilities as flag, port and coastal States.

This notice documents and promulgates Angola maritime administration's strategy, goals and measures used to comply with the provision of III Code and mandatory IMO instruments.

This strategy, goals and measures are intended and shall be construed to encourage and foster the growth and development of foreign and domestic commerce, develop safe, secure and efficient sustainable maritime transport system and minimize pollution, maximize energy efficiency and ensure resource conservation in Angola.

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1. Angola Strategy

1.1 Vision Statement

Angola aims to become a leading maritime state, fully implementing the provisions of all applicable international maritime treaties to which it is a party. Angola will maintain a proactive maritime administration, ensuring that all laws, regulations, and recommendations are enforced, thereby guaranteeing full compliance with flag, port, and coastal state obligations.

1.2 Mission

- Enhancing the level of the safety of shipping
- Minimizing the risk of loss of life at sea
- Reducing the ship source marine pollution

1.3 General Objective

Angola will have a dynamic maritime administration capable of ensuring full compliance with its flag, coastal, and port obligations. This will be achieved by effectively implementing and enforcing the relevant mandatory IMO instruments to which it is a party.

1.4 Policy for Achieving Objectives

The maritime administration is committed to providing the highest quality of navigation safety and marine pollution prevention within Angola's jurisdiction. This commitment is based on the administration's understanding of the need to balance timely and effective compliance with the provisions of the United Nations Convention on the Law of the Sea (UNCLOS), international regulations, procedures, and practices contained in IMO instruments, and other mandatory instruments to which Angola is a party.

1.5 Strategy Implementation

The Angola strategy spans a five-year period from **January 1, 2025, to December 31, 2029**.

The Maritime Coordination Commission, operating under the direct responsibility of the Head of the competent Ministerial Department, serves as the coordinating body among entities responsible for implementing and enforcing the applicable IMO instruments to which Angola is a party.

The main activities of this body include monitoring, supervision, and permanent coordination of the attributions of the Maritime and Port Sector Regulatory Entity. Additionally, the Commission is tasked with monitoring and reporting on the implementation of this strategy.

2. Maritime Administration of Angola

To fulfil its responsibilities as a State party to international conventions under the aegis of the IMO, the ILO, and the United Nations Convention on the Law of the Sea, Angola has a maritime administration composed of:

Ministry of Transport (MINTRANS):

Responsible for developing policies and legislation for the implementation and enforcement of mandatory IMO instruments covering the safety of life at sea, prevention of pollution from ships, standards of training, certification and watchkeeping for seafarers, load lines, tonnage measurements of ships, and regulations for preventing collisions at sea.

Legal and Exchange Office (LEO):

The technical support service responsible for overseeing and carrying out all legal advisory, monitoring, and technical-legal research activities. It also supports tasks in international relations and cooperation between the Ministry and Central and Local State Administration Bodies, homologous institutions, International Organizations, and Civil Society Institutions.

Responsibilities of the Legal and Exchange Office:

- Drafting and improving legal instruments related to the Ministry's activities.
- Collecting, recording, and disseminating legislation related to the Ministry's activities.
- Participating in discussions and negotiations of conventions and other international acts involving the Ministry of Transport.
- Drafting contracts, orders, agreements, or protocols in the Ministry's area of activity.
- Arranging for the publication of the Minister's acts in the Official Gazette when required.
- Developing and promoting programs for the exchange of experiences in various areas of the Ministry and its Superintended Bodies.

Maritime and Port Sector Regulatory Entity (MPSRE) (formerly National Maritime Authority AMN):

The executive body within MINTRANS, primarily responsible for implementing and enforcing mandatory IMO instruments related to flag, coastal, and port state activities. The implementation and enforcement of the provisions of the III Code are carried out through the following entities of the MPSRE

2.1 Maritime Safety, Navigation and Sea Personnel Directorate (DMSNSP)

The DMSNSP is responsible for promoting, executing, and guaranteeing safety, health, environmental, and quality standards in navigation, signalling, maritime communications, vessel and navigation safety, marine environment protection, and infrastructure support for recreational nautical and technical training. It also promotes activities, sporting events, and similar initiatives.

Responsibilities of DMSNSP:

- Coordinating search and rescue activities and supporting the investigation of maritime accidents and incidents.
- Ensuring compliance with training standards for seafarers, as well as their registration.
- Inspecting educational institutions within the scope of the STCW/STCW-F conventions and other relevant legislation in Angola.
- Conducting Port-State Control and Flag State inspections/surveys.
- Ensuring the safety of navigation, control of maritime traffic, search and rescue at sea, and prevention of marine pollution.
- Identifying and supporting initiatives, studies, and proposals for technical and safety standards related to vessels, ships, and other maritime equipment.

Departments within DMSNSP:

A. Department of Maritime Safety:

Responsible for:

- Auditing, certifying, and licensing all documents related to the safety of vessels, ships, ports, and equipment.
- Supporting the regulation and supervision of maritime, lake, and river activities under the jurisdiction of the MPSRE.
- Regulating and monitoring towing, pilotage, stevedoring, loading, and unloading operations not yet covered by current regulations.
- Licensing radio stations, assigning call signs, MMSI, and monitoring loading and unloading and vessel positioning in areas under Angola's jurisdiction.
- Coordinating search and rescue operations in Angolan waters.
- Proposing technical standards and procedures for search and rescue operations.
- Supporting and ensuring the collection and management of waste from vessels and other maritime equipment in Angolan waters.
- Ensuring the safe pilotage, towing, stowage, handling, and transport of dangerous cargo in Angolan waters.

B. Department of Seafarers:

Responsible for:

- Ensuring compliance with standards and regulations related to the training, certification, and registration of seafarers.
- Approving curricular programs for technical training courses and maritime practices in line with international conventions and national maritime regulations.
- Inspecting and auditing educational institutions within the scope of the STCW/STCW-F, MLC-2006, and other conventions.
- Approving courses taught by recognized experts, providing technical/theoretical training in the workplace.

C. Department of Aids to Navigation:

Responsible for:

- Evaluating the coverage of existing visual, sound, and electronic navigation aids, and determining the need for creation, alteration, or removal.
- Installing, operating, and maintaining navigational aids for maritime signaling (excluding ports).
- Training and providing technical-professional guidance to lighthouse keepers.
- Inspecting the technical compliance, operation, and maintenance of navigation aids.
- Proposing the creation, suppression, or modification of navigation aids.
- Disseminating warnings to mariners and navigation information in coordination with the Communication and Image Department.
- Providing meteorological routing information to ensure navigation safety.
- Providing information on navigation hazards in NAVAREA VII.

D. Department of Supervision and Inspection:

Responsible for:

- Proposing and updating standards governing the inspection and survey of vessels, ships, and other marine equipment.
- Investigating accidents and incidents at sea, and handling maritime infractions, while maintaining updated records of maritime accidents.
- Coordinating and executing Port State Control inspections, and reporting to the MOU Abuja Secretariat.
- Inspecting and auditing vessels, platforms, and other floating means in coordination with the Captaincies

2.2 Directorate of Hydrography, Oceanography and Scientific Research (DHOSR)

The DHOSR is responsible for promoting, executing, and disseminating cartographic coverage of territorial, interior, and other areas of national cartographic interest. It also conducts necessary hydrographic surveys to support maritime safety actions within the scope of the MPSRE.

Responsibilities of DHOSR:

- Conducting studies and hydrographic surveys through its own means or in cooperation with other organizations, both national and foreign.
- Registering and updating official nautical documents and charts, as well as topographic surveys of mapped areas.
- Coordinating the editing, promulgation, and cancellation of official maritime charts and all national nautical documents.

Departments within DHOSR:

A. Department of Hydrography and Cartography:

Responsible for:

- Promoting, executing, and disseminating hydrographic and cartographic surveys of territorial and interior areas.
- Conducting hydrographic and cartographic studies and surveys through its own means or in cooperation with other bodies, both national and foreign.
- Coordinating the editing, promulgation, and cancellation of official maritime charts and all national nautical documents.
- Predicting tides in areas under the jurisdiction of national ports and preparing the respective tables.

B. Department of Oceanography and Scientific Research:

Responsible for:

- Conducting oceanographic studies and surveys through its own means or in cooperation with other bodies, both national and foreign.
- Coordinating the editing, promulgation, and cancellation of official maritime charts and all national nautical documents.
- Predicting tides in areas under the jurisdiction of national ports and preparing the respective tables.

2.3 Directorate of Merchant Marine, Ports, Infrastructures, and Equipment (DMMPIE)

The DMMPIE is responsible for studying and proposing the approval of administrative, technical, and economic regulatory measures to ensure the orderly development of maritime transport and port activities.

Responsibilities of DMMPIE:

- Monitoring the activities of shipowners and operators and providing regulatory measures for their adequate framework.
- Supervising stevedoring activities and other services linked to port activities.
- Preparing performance indicators for port activities.

Departments within DMMPIE:

C. Department of Merchant Marine:

Responsible for:

- Studying and proposing regulatory, administrative, technical, and economic measures to ensure the orderly development of maritime transport and related services.
- Supervising stevedoring activities and other services linked to port activities.
- Proposing technical standards for the development of Merchant Marine activities and related services.

- Proposing the adaptation of domestic legislation to international convention standards.
- Collaborating with other services in the regulation, harmonization, and implementation of international conventions, rules, and recommended procedures.

D. Department of Ports, Infrastructure, and Equipment:

Responsible for:

- Studying and proposing regulatory, administrative, technical, and economic measures to ensure the orderly development of port activities and equipment.
- Preparing indicators for port activities.

2.4 Directorate of Regulation, Quality, and Audit (DRQA)

The DRQA is responsible for regulating and evaluating compliance with policies and procedures defined for the different areas of the MPSRE.

Responsibilities of DRQA:

- Preparing studies of draft legal diplomas on the merchant marine subsector, ports, and related activities, and providing opinions on their formal aspects.
- Compiling and maintaining an archive of national and international legislation, including international conventions, agreements, protocols, and other documents related to merchant marine activities, ports, and related activities.
- Promoting the signature, accession, ratification, implementation, and regulation of international conventions.
- Conducting, monitoring, and supporting internal and external audits of services.

Departments within DRQA:

A. Department of Regulation and Cooperation:

Responsible for:

- Issuing opinions and advising on regulatory and cooperation matters.
- Preparing studies of draft legal diplomas on merchant shipping, ports, and related activities, and providing opinions on their formal aspects.
- Organizing, managing, and updating sector regulations.
- Coordinating and participating in the preparation of draft legal diplomas for the maritime-port sector and taking initiatives to propose improvements to legislation in the maritime-port subsector.
- Developing regulatory initiatives with other MPSRE departments.

B. Department of Legal and Litigation:

Responsible for:

- Participating in and issuing technical-legal opinions on draft contracts, protocols, agreements, conventions, and other documents of national and international scope.
- Preparing requested legal studies.
- Issuing opinions and providing advice on legal matters.

C. Department of Audit and Quality Control:

Responsible for:

- Developing recommendations and monitoring their implementation, supporting the National Maritime Agency in pursuing its mission and strategic objectives.
- Developing internal control measures to improve the efficiency and effectiveness of operations and processes and monitoring the work planning of auditors from international organizations and other supervisory entities in the maritime and port sectors.
- Improving the efficiency and effectiveness of port operations in accordance with the Regulation for the Operation of Ports of Angola, the ISPS Code, and the MARPOL Convention.
- Evaluating compliance with MPSRE's internal control policies and procedures and proposing corrective measures.

2.5 Port Captaincy

A local body of the National Maritime Administration, responsible for performing delegated functions within its jurisdiction, monitoring compliance with laws, regulations, directives, and other decisions within the competence of the National Maritime Administration.

2.6 Environmental Authority

The Ministerial Department responsible for environmental policy, ensuring compliance with national and international regulations on pollution in waters under national jurisdiction.

Responsibilities of the Environmental Authority:

- Overseeing, applying, and ensuring compliance with legislative, regulatory, and administrative provisions for preventing pollution of national waters caused by ships, vessels, platforms, and industrial installations.
- Ensuring compliance with international conventions on marine pollution prevention and promoting technical measures for better environmental preservation.
- Acting as Coordinator of the National Executive Technical Commission for Combating Oil Spills, controlling pollution by petroleum and other pollutants.
- Inspecting ships, vessels, oil platforms, and industrial installations for environmental pollution.
- Analysing rules and resolutions from the International Maritime Organization's Committee for Protection of the Sea and proposing actions and laws for marine pollution prevention.
- Investigating spills or discharges of contaminating products and taking legal or administrative action in defence of the State's interests.
- Enhancing compliance with the MARPOL 73/78 Convention.
- Determining the need for discharging waste from ships at approved installations based on declarations from ship captains and the ship's holding capacity.

2.7 National Maritime Traffic Control Authority (NMTCA)

An entity under the supervision of the Maritime and Port Sector Regulatory Entity, coordinating the National Integrated Maritime Traffic Control System.

Responsibilities of NMTCA:

- Ensuring that the VTS is structured and operated according to national and international standards, particularly IMO resolutions and IALA recommendations.
- Collaborating with national and foreign entities to improve maritime navigation control mechanisms.
- Supervising maritime traffic control services.
- Accrediting national entities that provide training courses for maritime traffic control operators.
- Supervising various types of VTS, including:
 - The National Maritime Traffic Control Center.
 - National Maritime Traffic Control Centers of Coastal Scope.
 - National Maritime Traffic Control Centers of Port Scope or Port VTS.
- Private or Restricted Maritime Traffic Control Centers for access control and navigation in restricted zones or Private VTS.

2.8 National Coast Guard

An armed, multisectoral, integrated operational body that supports State bodies with competencies in spaces under national sovereignty or maritime jurisdiction, applying laws and regulations in Angola's coastal waters, preventing criminal activities, and preserving lives and property.

2.9 National Institute for Investigation and Prevention of Transport Accidents (INIPAT)

Created by Presidential Decree No. 29/22, of January 27, INIPAT is a public institute with legal personality, administrative and financial autonomy, supporting the Ministry of Transport in ensuring operational transport safety by preventing and investigating transport accidents throughout Angola's jurisdiction. The Institute aims to determine the causes and prevent the occurrence of transport accidents and incidents.

3. Main Goals of the strategy

The main goals of the strategy are as follows:

3.1 Effective and Efficient Implementation and Enforcement of Mandatory IMO Instruments

- As a Contracting Government
- As a Flag State
- As a Coastal State
- As a Port State

3.2 Adherence to International Recommendations, as Appropriate

In addition to mandatory instruments such as Load Lines, SOLAS, and COLREG, Angola should also refer to international recommendations, resolutions, or circulars adopted by the IMO or other international organizations or associations such as the IHO and IALA for the full and complete implementation of mandatory instruments.

3.3 Continuous Review and Verification of the State's Effectiveness in Meeting Its International Obligations

To determine each entity's performance in its area of responsibility, key performance indicators (KPIs) have been established to monitor, evaluate, and improve the performance of relevant entities responsible for implementing and enforcing applicable IMO instruments.

3.4 Effective Cooperation Among Institutions

The Maritime and Port Sector Regulatory Entity (MPSRE) and other entities responsible for implementing applicable IMO instruments to which Angola is a party shall cooperate to ensure effective implementation of these instruments. A Maritime Coordination Commission, involving related ministries and representatives of the maritime cluster, will be constituted to ensure effective cooperation among institutions and monitor the implementation of this strategy

4. Goal N°1: Effective implementation and enforcement of the mandatory IMO instruments

Angola has certain rights and obligations under various international instruments. When exercising its rights, Angola incurs additional obligations as a contracting government, a flag State, a port State, and a coastal State.

4.1 Obligations as a Contracting Government

Angola is a sovereign nation and a full member of the United Nations (UN) since December 1, 1976, and its maritime agency, the International Maritime Organization (IMO), since June 6, 1977. Angola has ratified the majority of IMO conventions and protocols, including the following instruments:

1. The International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974)
2. The Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1978)
3. International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL 73/78)
4. International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978)
5. International Convention on Load Lines, 1966 (LL 66)
6. International Convention on Tonnage Measurement of Ships, 1969 (Tonnage 69)
7. Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972)

Angola is not yet a party to the following instruments falling under the scope of the IMSAS audit:

1. The Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988)
2. Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL PROT 1988)
3. Protocol 1997 to amend MARPOL 1973 as modified by Protocol 1978

The MPSRE, via the Directorate of Regulation, Quality, and Audit (DRQA), is responsible for initiating the process of signature, accession, and ratification of international conventions. The DRQA prepares studies of draft legal diplomas on the merchant marine subsector, ports, and related activities and provides opinions on their formal aspects. The Legal and Exchange Office within the Ministry of Transport contributes to developing policies and legislation for the implementation and enforcement of mandatory IMO instruments covering the safety of life at sea, prevention of pollution from ships, standards of training, certification and watchkeeping for seafarers, load lines, tonnage measurements of ships, and regulations for preventing collisions at sea.

Regarding amendments to those instruments that enter into force internationally following tacit acceptance procedures, the same principles apply. Angola undertakes the process of transposing all ratified conventions, as amended, into national laws and publishing them in

the Official Gazette. The enactment of domestic instruments to implement the ratified international conventions is an ongoing process supervised by the maritime coordination commission. This process includes timely amendments to domestic legislation.

4.1.1 International Law

Measures to be taken:

- MPSRE shall conduct an analysis of ratified international conventions, including mandatory codes, and define what (if any) national legislation has been put in place to implement and enforce those conventions, and prepare a report.
- MPSRE or other concerned entities, based on the gap analysis report, shall prepare proposals for enacting or amending national legislation, regulations, and procedures to ensure functional compliance with international conventions.
- MPSRE shall set up a system for IMO regulatory monitoring and inform the concerned entities to include mandatory amendments into national legislation in a timely manner.
- MPSRE shall liaise with the Ministry of Transport to develop effective systems and methods for dealing with and accelerating the process of incorporating amendments adopted by tacit acceptance into national legislation.
- MPSRE shall promptly engage with other interested parties (shipowners, port authorities, seafarers, associated industries, academic and maritime training providers) for the ratification of:
 - The Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988)
 - Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL PROT 1988)
 - Protocol 1997 to amend MARPOL 1973 as modified by Protocol 1978

4.1.2 Legal Staff

Measures to be taken:

- The maritime administration shall recruit and maintain sufficient personnel with maritime expertise to assist in the adoption, enactment, and promulgation of the necessary national legislation to implement and enforce mandatory IMO instruments to which Angola is a party.

4.1.3 Communication of Information and Records

Measures to be taken:

- MPSRE shall establish a mechanism, including policies, assigned responsibilities, and instructions, as necessary, to ensure the collection and promulgation of relevant information to IMO and other concerned parties.
- The maritime administration shall establish a documented procedure to define the controls needed for the identification, storage, protection, retrieval, retention time, and disposition of records.

4.1.4 Stimulation of a Maritime Safety Culture

Measures to be taken:

- MPSRE shall stimulate a culture that provides opportunities for improving performance in maritime safety and marine environmental protection activities, such as giving annual rewards to shipping companies and seafarers.

4.2 Obligations as a Flag State

Angola's fleet consists mainly of vessels engaged in domestic trade and fishery. In enforcing shipping safety regulations for these vessels, MPSRE is supported by the National Coast Guard. Angola attaches special importance to its obligations as a Flag State. Supervision over the technical condition of the Angolan fleet is carried out by both MPSRE and Recognized Organizations (ROs). Strict requirements established for MPSRE personnel and ROs aim to ensure that surveys and inspections are conducted to eliminate ships that do not meet shipping safety and marine environment protection standards required by law.

4.2.1 Inspection and Audit

Measures to be taken:

- MPSRE shall develop a ship survey system and procedures in compliance with IMO resolution A.1120(30) "Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2017".
- MPSRE shall inspect and audit all ships flying the Angolan flag in accordance with the adopted ship survey system, directly or through entrusted ROs.
- MPSRE shall develop and implement a ship data and analysis system and documented procedures for ships registered under the Angolan flag to identify problem areas and take corrective measures.
- MPSRE shall investigate each ship detention, including ad-hoc inspections and/or ISM audits when necessary, to determine and eliminate the original reasons for non-conformity to applicable requirements.
- MPSRE shall provide guidance to Masters to prepare them for PSC inspections.
- MPSRE shall conduct an annual survey of stakeholders to measure customer satisfaction.

4.2.2 Monitoring of ROs

Article 52 of Law No. 27/12, of August 28, 2012, authorizes and empowers MPSRE to entrust ROs with statutory certification and services for commercial vessels classified or intended to be classified with the ROs and registered in Angola. The statutory certification and services include performing plan reviews, approval of drawings, manuals, materials, appliances, installations, arrangements, systems, structures, and equipment; carrying out surveys, auditing, inspections, issuing, extending validity, and revoking necessary interim and full-term certificates.

Presidential Decree No. 72/14 of March 25, 2014, establishes the requirements, criteria, and procedures for the recognition, authorization, and monitoring of entities qualified to carry out, on behalf of MPSRE and the Angolan State, the approval of plans and schemes, tests, calculations, determination of tonnage, approval of stability records, surveys, inspections, and issuance of certificates to ships. MPSRE, by entering into agreements with ROs, entrusts them with the supervision of ships flying the Angolan flag while remaining responsible for the safety level of these ships.

Measures to be taken:

- MPSRE shall review and update Presidential Decree No. 27/14 of 2014 to consider the new provisions of the ROs Code adopted by IMO MSC 349(92), which entered into force on January 1, 2015.
- MPSRE shall entrust only ROs that are full members of the International Association of Classification Societies (IACS) for conventional size ships.
- MPSRE shall develop procedures and criteria in conformity with IMO resolution (RO Code) for selecting ROs to act on its behalf for non-commercial ships.
- MPSRE shall develop and implement an oversight program for monitoring ROs' performance in accordance with the RO Code.
- MPSRE shall analyze the results of PSC inspections and decide on additional inspections of ships surveyed by ROs to monitor the quality of ROs' performance.
- MPSRE shall organize periodic working meetings with ROs on issues related to their area of delegation.
- MPSRE shall provide detailed instructions to ROs, especially regarding the provisions of mandatory instruments that are “subject to the satisfaction of the administration,” as and when deemed necessary.

4.2.3 Flag State Surveyors

According to Article 5 of Presidential Decree No. 141/12 of June 21, 2012, related to the Regulation on National Waters Pollution Prevention and Control, the Environmental Authority is empowered to carry out inspections of ships, vessels, and oil platforms regarding environmental pollution and to take all necessary actions to enhance compliance with the provisions of MARPOL 73/78

MPSRE strives to maintain a high level of competence among personnel involved in inspection and survey in accordance with international standards and requirements. The Environmental Authority also strives to maintain a high level of competence among personnel involved in inspection and survey in accordance with MARPOL standards and requirements. The rights and obligations of Environmental Authority and MPSRE surveyors shall be clearly specified, and their work will be monitored and subject to periodic evaluation.

Measures to be taken:

- The Environmental Authority and MPSRE shall develop documented procedures for the admission, training, updating, and evaluation of flag State surveyors appropriate to the tasks they are authorized to undertake.
- The Environmental Authority and MPSRE shall conduct an annual survey among the maritime community concerning the quality of their work, especially the performance of flag State surveyors, and take improvement actions when required.

4.2.4 Training and Certification of Seafarers

Maritime safety and security, prevention of marine pollution, and ship operational results depend greatly on the behavior and qualifications of ship crews. Angola is not among the countries that have demonstrated full and complete effect to the relevant provisions of the STCW Convention, as Angola's name is not on the IMO list published on June 18, 2024, under MSC.1/Circ.1164 Rev 28. MPSRE shall take actions to ensure that the scope of training remains in accordance with STCW as amended and other international and national requirements.

Measures to be taken:

- MPSRE shall prepare an independent evaluation report in accordance with Regulation I/7 of the STCW Convention and send it to IMO in accordance with Regulation I/8 of the STCW Convention to prove that Angola is giving full and complete effect to the STCW Convention, as amended, and maintain Angola's name in the MSC.1/Circ.1164, latest version.
- MPSRE shall systematically monitor international and national regulations concerning seafarers' training and certification standards.
- MPSRE shall centralize the approval and monitoring of maritime training courses and providers.
- MPSRE shall undertake regular audits of approved maritime training courses and providers to assess their compliance with the requirements of the STCW Convention and relevant national legislation.
- MPSRE shall develop national legislation for the training and certification of seafarers employed on ships operating in domestic voyages and for fishermen.
- MPSRE shall establish a documented procedure for the recognition of certificates issued by other parties to the STCW Convention.
- MPSRE shall establish processes and procedures for an impartial investigation of any reported failure that may pose a direct threat to the safety of life or property at sea or to the marine environment by holders of certificates or endorsements issued by Angola.

4.2.5 Investigation of Marine Casualties

The National Institute for Research and Prevention of Transport Accidents (INIPAT), created by Presidential Decree No. 29/22 of January 27, is a public institute whose mission is to investigate accidents and incidents that occur with civil transport, air, sea, and rail, in the national territory under the jurisdiction of the Angolan State. INIPAT's activity focuses on accidents in which the Angolan State is interested, for security reasons, arising from regional

and international commitments, aiming to determine the causes involved and prevent similar occurrences. INIPAT strives to maintain a high level of competence among personnel carrying out tasks related to investigation in accordance with international standards and procedures.

Measures to be taken:

- INIPAT shall develop national policies, legislation, resources, and procedures for investigating marine casualties in accordance with the Casualty Investigation Code (IMO resolution MSC 255 (84)), taking into account IMO resolution A.1075(28) (guidelines to assist investigators in the implementation of the casualty investigation code).
- INIPAT shall maintain and keep updated a database on comprehensive fleet casualty data involving ships under the Angolan flag.
- INIPAT shall develop and implement procedures for the admission, training, updating, and evaluation of investigators appropriate to the tasks they are authorized to undertake.
- INIPAT shall maintain and keep updated a list of qualified and competent maritime accident investigators and a list of experts who can assist investigators in performing duties outside their normal assignments.
- INIPAT shall establish procedures for cooperation with interested States on marine casualty investigations.
- INIPAT shall develop a system for communicating the final marine safety investigation report to the public and the shipping industries to mitigate the recurrence of marine casualties by raising awareness of the dangers at sea.
- INIPAT shall endeavor to become a member of the Marine Accident Investigators' International Forum (MAIIF).
- INIPAT shall communicate the final marine safety investigation report to MPSRE for submission to IMO.

4.3 Obligations as a Coastal State

With a coastline extending 1,600 km and an Exclusive Economic Zone (EEZ) covering 501,050 sq. km, Angola is known for its rich marine biodiversity and is one of the leading petroleum exporters in Africa. Its ocean territory forms part of the Benguela Current Marine Ecosystem, renowned for its extraordinary productivity and unique biological diversity. As a Coastal State, Angola seeks to ensure efficient and effective services for the safety of navigation and protection of the marine environment from pollution.

4.3.1 Radio Communication Services

Currently, shore-based facilities for radio communication and GMDSS services are not established by Angola.

Measures to be taken:

- MPSRE shall maintain appropriate shore-based facilities for space and terrestrial radio communication services and provide IMO with pertinent information concerning those shore-based facilities.

Pending the implementation of a full GMDSS system:

- MPSRE shall make available a NAVTEX system in accordance with IMO Assembly resolution A.706(17), as amended, and A.1051(27), as amended.
- MPSRE shall ensure that NAVTEX service messages are collected and broadcasted in accordance with IMO Assembly resolution A.706(17), as amended, and A.1051(27), as amended, taking into account the IMO NAVTEX Manual (MSC.1/Circ 1403, as amended).
- Ports and terminals shall provide Pilot and VTS service messages to MPSRE for processing and broadcasting in the NAVTEX system.

4.3.2 Navigational warnings

MPSRE is the responsible entity for issuing navigational warnings. Angola is encouraged to communicate with the NAVAREA VII Coordinator (South Africa), adapt to the GMDSS, and implement MSI measures accordingly so that, where the degrees of hazard are known, this information may be disseminated to warn mariners operating in the relevant area. The lack of NAVTEX stations north of South African borders, namely in Angola, is a persistent challenge.

Measures to be taken:

- The installation of radio communication network equipment capable of covering A3 and A4, and operator training, are the two most important components that need to be addressed.

4.3.3 Meteorological services and warnings

Angola is located in NAVAREA VII, which is coordinated by South Africa. Angola has been a member of the World Meteorological Organization (WMO) since 1977.

Measures to be taken:

- MPSRE shall broadcast weather information suitable for shipping in the NAVTEX system at least twice daily.
- MPSRE shall encourage companies to involve as many of their ships as practicable in making and recording weather observations.
- MPSRE shall take into account the technical regulations and recommendations made by WMO (IMO/IHO World-Wide Navigational Warnings Services Guidance Document adopted by the

Organization by resolution A.1051 (27), as amended) when processing and broadcasting weather information.

4.3.4 Hydrographic Services

MPSRE is responsible for promoting, executing, and disseminating cartographic coverage of territorial, interior, and other areas of national cartographic interest. This includes carrying out hydrographic surveys and updating official nautical documents, official nautical charts (both edited and to be edited), as well as topographic surveys of mapped areas. MPSRE coordinates the editing, promulgation, and cancellation of official maritime charts and all national nautical documents, including the issuance of tide publications and Maritime Safety Information (MSI).

Angola is a member of the International Hydrographic Organization (IHO) and the Hydrographic Commission for Southern Africa and Adjacent Islands (SAIHC). Currently, Angola has three vessels for carrying out services: two hydrographic, one port, one coastal, and one for signaling.

Measures to be taken:

- MPSRE shall ensure that hydrographic surveying is carried out as far as possible and is adequate for safe navigation.
- MPSRE shall prepare and issue nautical charts, sailing directions, lists of lights, tide tables, and other nautical publications, where applicable, to satisfy the needs of safe navigation.
- MPSRE shall promulgate notices to mariners to ensure that nautical charts and publications are kept as up-to-date as possible.
- MPSRE shall undertake to ensure the greatest possible uniformity in nautical charts and publications and take into account resolutions and recommendations adopted by the IHO.

4.3.5 Search and rescue (SAR) Services

The search and rescue region (SRR) of Angola coincides with the FIR of Luanda and includes Rescue Centers and Sub-centers assigned to each Sub-region, delimited by the extremes assigned to it by applicable legislation. This region comprises the Territorial Sea and the Contiguous Zone, extending up to 200 nautical miles (NM) from the coastline. Angola has established a search and rescue region. The Maritime Rescue Coordination Centre (MRCC) is located in Luanda and maintains a continuous listening watch on 2182 and 4152 kHz and VHF 16 for distress calls.

MPSRE is the entity responsible for defining the technical conditions and the means to be allocated to maritime search and rescue throughout the national territory, in accordance with applicable international standards.

Measures to be taken:

- Angola MRCC shall ensure that necessary arrangements are made for distress communication and coordination in the Angola SAR region and for the rescue of persons in distress at sea adjacent to its coast.

- Angola MRCC shall coordinate with MPSRE to make available information to IMO concerning existing search and rescue facilities and the SAR plan.
- Angola MRCC and MPSRE shall develop SAR cooperation plans for cooperation with passenger ships in the event of an emergency.
- Angola MRCC and MPSRE shall test the effectiveness of the SAR plans by conducting periodic exercises.

4.3.6 Aids to Navigation (A to N)

MPSRE is responsible for the technical definition, installation, and monitoring of the system of beacons and maritime signals installed or to be installed throughout the national territory, in accordance with applicable international rules.

Measures to be taken:

- MPSRE shall evaluate the coverage of existing visual, sound, and electronic navigation aids, verifying the need for creation, alteration, or removal, considering the volume and type of traffic and the degree of risk involved.
- MPSRE shall seek the greatest possible uniformity in AtoN by taking into account international recommendations and guidelines (appropriate recommendations of IALA and SN/Circ.107 Maritime Buoyage System) when establishing such aids.
- MPSRE shall broadcast warnings to mariners and DGMA in case of non-availability of an existing AtoN or the establishment of a new AtoN.
- MPSRE shall support the training and ensure the technical-professional guidance of lighthouse keepers.
- MPSRE shall inspect the technical compliance, operation, and maintenance of navigation aids.

4.3.7 Ship routing, ship reporting systems and vessel traffic services

No traffic separation scheme exists in Angola, nor a mandatory ship reporting system. The National Maritime Traffic Control Authority (NMTCA), under the supervision of the Maritime and Port Sector Regulatory Entity, coordinates the National Integrated Maritime Traffic Control System.

NMTCA is responsible for:

- Ensuring that the VTS is structured and operated in accordance with applicable national and international standards, particularly IMO resolutions and IALA recommendations.
- Collaborating with other entities, both national and foreign, to deepen mechanisms aimed at more effective control of maritime navigation.
- Supervising the operation of maritime traffic control services.
- Carrying out the accreditation of national entities that provide training courses for maritime traffic control operators, through the recognition of the respective courses.

4.3.8 Pollution Monitoring

According to Article 17 of Law No. 34/22 of September 13, MPSRE is responsible for preventing and combating pollution at sea throughout the national territory, in conjunction with the Port Authorities, without prejudice to the duties of the Environmental Authority. It is the responsibility of the Maritime and Port Sector Regulatory Entity to collaborate in keeping a Pollution Prevention and Combat Plan updated.

Measures to be taken:

- MPSRE, in cooperation with the Environmental Authority, shall conduct annual exercises to test the effectiveness of the national contingency plans.
- MPSRE, in cooperation with the Environmental Authority, shall designate an entity to receive reports of incidents involving dangerous goods and inform IMO about it.
- MPSRE, in cooperation with the Environmental Authority, shall designate an entity to receive reports of incidents involving harmful substances, including oil from ships, and inform IMO about it.

4.4 Obligations as a Port State

According to the IMO Global Integrated Shipping Information System (GISIS), Angola has 13 ports and 33 port facilities certified under ISPS, 17 of which are onshore while 16 others are offshore. Maritime officials, however, report that nine other floating facilities are under review for upgrade or suspension (they are not yet updated on GISIS). Angola has certain rights and obligations under various international instruments. When exercising its rights under those instruments, Angola, as a port State, incurs additional obligation

4.4.1 Port State Control (PSC) Inspection

Article 160 of Law No. 34/22 of September 13, 2022, constitutes the legal basis for performing port state control inspections in Angola. The same article empowers MPSRE to conduct Port State Control. According to Article 5 of Presidential Decree No. 141/12 of June 21, 2012, related to the Regulation on National Waters Pollution Prevention and Control, the Environmental Authority is empowered to carry out inspections of foreign ships and take all necessary actions to enhance compliance with the provisions of MARPOL 73/78, including Port State Control. Angola is a member of the Abuja MoU on PSC, which requires the inspection of at least 15% of ships calling at the states parties to this MoU each year.

Measures to be taken:

- MPSRE, in cooperation with the Environmental Authority, shall carry out port state control inspections on ships flying foreign flags in Angola's ports and terminals in accordance with guidelines and procedures established by IMO resolution A.1185 (33) and the procedures of the Abuja MoU on PSC.
- MPSRE, in cooperation with the Environmental Authority, shall carry out a sufficient number of PSC inspections to fulfill its regional obligation under the Abuja MoU (15%).
- MPSRE, in cooperation with the Environmental Authority, shall define and document procedures for the admission, training, updating, and evaluation of Port State Control Officers appropriate to the tasks they are authorized to undertake.

4.4.2 Provision of appropriate reception facilities

. Article 17 of Law No. 34/22 of September 13, 2022, states that MPSRE is responsible for preventing and combating pollution at sea throughout the national territory, in conjunction with the Port Authorities, without prejudice to the duties of the Ministerial Department responsible for the Environment. According to Article 5 of Presidential Decree No. 141/12 of June 21, 2012, related to the Regulation on National Waters Pollution Prevention and Control, the Environmental Authority is empowered to carry out all actions necessary to enhance compliance with the provisions of MARPOL 73/78, including providing port reception facilities. Chapters V and VI of the said Presidential Decree deal with Port Reception Facilities.

Measures to be taken:

- MPSRE and the Environmental Authority shall ensure the availability of adequate port reception facilities that meet the needs of users and the environment without causing undue delay to ships using them.
- MPSRE and the Environmental Authority shall analyze reports on alleged inadequacies of reception facilities in Angola's ports and terminals and take corrective action if necessary.
- MPSRE and the Environmental Authority shall encourage port reception facility providers to take into account relevant industry guidelines (such as the International Safety Guide for Oil Tankers and Terminals (ISGOTT)) and guidelines developed by IMO, such as MEPC 1/Circ834/rev.1.
- MPSRE shall update the "Port Reception Facilities" module in GISIS with the appropriate information related to the availability and capacities of the Port Reception Facilities in Angola's ports.

4.4.3 Dangerous goods and solid bulk cargoes

MPSRE supervises the exercise of stevedoring activities, including the handling of dangerous goods, grain, and other services linked to port activities. MPSRE shall ensure the implementation of the IMDG Code, Grain Code, and IMSBC Code in Angolan ports and terminals.

Measures to be taken:

- MPSRE shall review the IMDG Code to identify, implement, and enforce all relevant obligations related to dangerous goods in packaged forms through appropriate national legislation.
- MPSRE shall review the Grain Code to identify, implement, and enforce all relevant obligations related to the carriage of grain in bulk through appropriate national legislation.
- MPSRE shall review the IMSBC Code to identify, implement, and enforce all relevant obligations related to the carriage of solid bulk through appropriate national legislation.

5. Goal N°2: Adherence to International recommendations, as appropriate

There are numerous IMO non-mandatory instruments (guidelines and recommendations). Some IMO mandatory instruments reference these guidelines or those from other international organizations (IHO, WMO, IALA, etc.). Non-mandatory instruments assist maritime administrations in properly implementing and complying with mandatory requirements. It is generally not possible to fully and effectively implement mandatory instruments without considering non-mandatory instruments. MPSRE shall adopt a systematic approach for dealing with IMO non-mandatory instruments.

Measures to be taken:

- MPSRE shall review and report the national policy adopted on non-mandatory instruments to stakeholders and to the IMO.
- MPSRE shall establish a documented procedure for dealing with IMO non-mandatory instruments and international recommendations.
- MPSRE shall endeavor to participate in all relevant IMO committee and sub-committee meetings.

6. Goal N°3: Continuous Review and Verification of the State's Effectiveness in Meeting Its International Obligations

MPSRE should establish a documented Quality Management System certified to ISO Standards (ISO 9001: 2015), which provides policies and goals to establish and maintain the statement of policy of the maritime administration of Angola. It is incumbent upon all employees of MPSRE to be familiar with and committed to the implementation, enforcement, measurement, and achievement of the goals set out herein. Over time, measures are amended or modified as necessary to achieve the desired goals.

In addition, the maritime administration in Angola shall monitor their performance by using the following KPIs to reach their fixed goals.

Contracting government performance

Goal		Performance indicators	Years					Responsible entity
			2025	2026	2027	2028	2029	
Meeting the Obligations of a contracting government	Monitoring International conventions	Rate of gap analysis report progress on the implementation of international conventions ratified with list of recommendations prepared	20%	70%	100%	-	-	MPSRE
		Rate of national legislations, regulations and procedures enacted or amended according to the country gap analysis report	-	-	20%	60%	100%	MPSRE or other concerned entity
		IMO mandatory instruments tracking system is set up, and a documented procedure to inform concerned entities for inclusion amendments into national legislation in a timely manner is established	1	-	-		-	MPSRE
	Effective implementation of legislation	Number of personnel with maritime expertise employed to assist in the promulgation of the necessary maritime national legislations.	1	1	-	-	-	MINTRANS MPSRE
		Legislation Ratio: Number of obligations which has been fully addressed through national legislations compared to the total number of obligations set out in the III Code	20%	40%	60%	80%	100%	MPSRE or other concerned entity
		Rate of regulations published compared to the planned number of regulations to publish	20%	40%	60%	80%	100%	MPSRE or other concerned entity

	Effective communication of information	A documented procedure for communication of information to IMO and other concerned parties is implemented.	1	-	-			MPSRE
	Strategy Implementation and monitoring	A term of reference for creation of the Maritime Coordination Commission is established.	1	-	-	-	-	MINTRANS MPSRE
		Maritime Coordination Commission is created.	1	-	-	-	-	MINTRANS MPSRE
		Number of meetings of the Maritime Coordination Commission	2	2	2	2	2	MPSRE
		A strategy progress report (inclusive of the indicator update) submitted to the Maritime Coordination Commission every year	1	1	1	1	1	All concerned entities
	Implementation of international recommendations	Rate of participation in the IMO committee and sub-committee meetings	100%	100%	100%	100%	100%	MINTRANS MPSRE
		A documented procedure related to the national policy for dealing with non-mandatory instruments and international recommendations is implemented	1	-	-	-	-	MPSRE
		Rate of recommendations related to “ the satisfaction of the administration” included in national legislation	20%	40%	60%	80%	100%	MPSRE

Flag State performance

Goal		Performance indicators	Years					Responsible entity
			2025	2026	2027	2028	2029	
Meeting the obligations of a flag state	Surveys and inspections	A ship survey system developed and implemented	1	-	-	-	-	MPSRE
		Rate of ships flying Angola Flag inspected by flag State Surveyors compared to the total number of flagged vessel in service	20%	40%	60%	80%	100%	MPSRE
		A documented procedure for inspection of detained ships under PSC is established and implemented	1	-	-	-	-	MPSRE
		Rate of ships involved in serious marine casualty compared to the total number of flagged vessel	0	0	0	0	0	MPSRE
		Ship data and analysing system and documented procedures about ships registered under Angola flag established and functional	1	-	-	-	-	
		Customer satisfaction rate	100%	100%	100%	100%	100%	
	Monitoring of ROs	Rate of reviewed agreements concluded with ROs compared to the total number of ROs entrusted	20%	40%	60%	80%	100%	

		Documented procedure on criteria's for selection of ROs to act on its behalf is developed	1	-	-	-	-	
		An oversight programme for monitoring ROs is established	1	-	-	-	-	
	Flag state surveyors	Documented procedure for the admission, training, updating and evaluation of flag state surveyors is developed	1	-	-	-	-	MPSRE Environmental Authority
		The percentage of the qualified surveyors compared to total number of surveyors	20%	40%	60%	80%	100%	
		internal evaluation of the flag surveyors' knowledge and performance	1	1	1	1	1	
	Training and certification of seafarers	Maintaining Angola name in the STCW Compliance list (MSC.1/Circ.1164, latest revision)	-	-	-	1	-	MPSRE
		Number of audits undertaken to the approved maritime training courses and providers against the STCW convention and relevant national legislations	1	1	1	1	1	
		A documented procedure for the recognition of certificates issued by other parties to the STCW Convention in application of regulation I/10 of the STCW Convention is developed.	1	-	-	-	-	

		Number of new MoUs on recognition of certificates concluded for application of regulation I/10 of the STCW Convention	-	5	5	5	5	
		Documented procedure for an impartial investigation to be held of any reported failure that may pose a direct threat of safety of life or property at sea or to marine environment , by the holders of certificates or endorsement issued by Angola, is established	1	-	-	-	-	
	Effective Investigation of marine casualty	Regulation and procedures for investigating marine casualty in compliance with MSC 255 (84) is adopted.	1	1	-	-	-	INIPAT
		A database on fleet casualty involving ships under Angola flag is maintained up to date	1	1	1	1	1	
		A documented procedure for admission, training, updating and evaluation of investigators is established.	1	-	-	-	-	
		Number of investigation conducted compared to total number of very serious accidents reported	20%	50%	75%	100%	100%	
		Average time taken from when the accident reported to the investigation conducted	2 days	1 day	1 day	1 day	1 day	
		Number of investigators trained per year	2	1	-	-	1	

		Number of joint or multi country memorandums of understanding agreed on marine casualty investigations procedures	0	1	0	1	1	
		Existence of a system for communicating casualty investigation reports to MPSRE /IMO and public	-	-	-	1	1	

Coastal state performance

Goal		Performance indicators	Years					Responsible entity
			2025	2026	2027	2028	2029	
Meeting the Obligations of a coastal state	Effective and efficient radio communication service	Appropriate shore based facilities for space and terrestrial communications implemented (GMDSS)	-	-	1	-	-	MPSRE
		A NAVTEX system with two transmitting stations covering waters adjacent to the east coast of Angolais installed and operated	1	-	-	-	-	
	Navigational warnings timely broadcasted	Rate of Navigational warning messages broadcasted compared to the number of messages received	70 %	100%	100%	100%	100%	MPSRE
	Meteorological service ensured	Number of failure to provide / broadcast at least twice daily weather information for shipping	1	0	0	0	0	MPSRE
		Number of ships collecting meteorological data	1	1	1	1	1	MPSRE
	Effective hydrographic services	The percentage of national waters which are adequately surveyed	52%	54%	56%	58%	60%	MPSRE
		Number of new nautical charts issued	1	1	1	1	1	
		Ratio of nautical charts updated	20%	40%	60%	80%	100%	

	Effective search and rescue service	Rate of distress at sea messages addressed in relation to distress at sea messages received	100%	100%	100%	100%	100%	MPSRE MRCC
		Average response time to received distress messages	2hours	1h.45	1h.30	1h.15	1hour	
		Rate of passengers ships plan developed in cooperation with vessels and companies and SAR entities	20%	20%	20%	20%	20%	MPSRE MRCC
		Number of exercises undertaken to test the effectiveness of SAR plans	1	1	1	1	1	MPSRE MRCC
	Aids to Navigation sufficient to increase safety of navigation	Rate of AtoN compliant with IALA recommendations and guidelines	100%	100%	100%	100%	100%	MPSRE
		Rate of IALA recommendations transposed into national standards	-	20%	40%	80%	100%	MPSRE
		Rate of IALA recommendations fulfilled	100%	100%	100%	100%	100%	MPSRE
		Number of AtoN survey conducted	1	1	1	1	1	
		Number of AtoN inspection conducted	1	1	1	1	1	MPSRE
		Rate of AtoN service availability	100%	100%	100%	100%	100%	MPSRE

	Vessel Traffic Service	A documented procedure for admission, training, updating and evaluation of VTS operators is established.	1	-	-	-	-	NMTCA
		Number of VTS operators trained in conformity with IALA recommendations	20	30	30	30	30	
		Number of operating procedures for routine and emergency situations established and adopted	3	3	3	3	3	
	Efficient pollution monitoring	National contingency plan amended to include NLS, approved and adopted	1	-	-	-	-	MPSRE Environmental Authority
		Number of national exercises conducted to test effectiveness of the national contingency plan	1	-	1	-	1	
		Number of regional exercises conducted to test effectiveness of the regional contingency plan	-	-	1	-	1	
		An entity is designated to receive reports of incidents involving marine pollution by dangerous goods	1	-	-	-	-	
		An entity is designated to receive reports of incidents involving harmful substances including oil from ships	1	-	-	-	-	

Port State performance

Goal		Performance indicators	Years					Responsible entity
			2021	2022	2023	2024	2025	
Meeting the Obligations of a port state	Effective Port State Control	National regulation and procedures on PSC in compliance with IMO resolution A.1119(30) and Riyadh and Indian ocean MoUs are developed and adopted	1	-	-	-	-	MPSRE Environmental Authority
		Achieved PSC percentage	+15%	+15%	+15%	+15%	+15%	
		Number of appeals received on PSC exercised	0	0	0	0	0	
		Documented procedure for admission, training, updating and evaluation of PSCO is developed and implemented.	1	-	-	-	-	
		Number of qualified PSCO	1	1	1	1	1	
	Effective provision of waste collection services from ships	Rate of progress for the preparation and the issuance of Regulations on port reception facilities is developed and issued	20%	40%	60%	80%	100%	MPSRE Environmental Authority
		Number of reports received on alleged inadequacies of port reception facilities	-	-	-	-	0	MPSRE Environmental Authority

		Rate of available and adequate port reception facilities	20%	40%	60%	80%	100%	MPSRE Environmental Authority
		Notifications submitted to IMO by Angola regarding the existence of adequate reception facilities in Angolai ports and terminals	-	-	-	-	1	MPSRE
	Effective compliance with IMDG Code provisions	A competent authority is designated and IMO is notified	1	-	-	-	-	MPSRE
		Regulations/legislations related to handling and carriage of dangerous goods in package form issued	1	-	-	-	-	
		Detailed instructions on emergency response, and medical first aid relevant to incidents involving dangerous goods in package form are issued	1	-	-	-	-	
		Number of training courses on dangerous goods' handling conducted for shore-based personnel	-	1	1	1	1	
		Rate of shore based personnel trained on dangerous goods' handling	20%	40%	60%	80%	100%	
		Rate of operators who established a management system for activities related to handling of radioactive materials	20%	40%	60%	80%	100%	
	Effective compliance with Grain and	Designation of the competent authority and notification of IMO	1	-	-	-	-	MPSRE

	IMSBC Codes provisions	Instructions related to the implementation of IMSBC Code are issued	-	1	-	-	-	
		Instructions related to the implementation of Grain Code are issued	-	1	-	-	-	

7. Goal N° 4 : Effective cooperation among institutions

As stated in the strategy, it is of utmost importance to observe and verify the effectiveness of the relevant institutions in fulfilling their responsibilities arising from international conventions, to deliver, maintain, and develop organizational performance as a whole. MPSRE and other authoritative bodies shall cooperate within a framework to enhance the implementation and enforcement of mandatory IMO instruments.

MPSRE takes steps towards developing an effective and efficient coordinating system for monitoring and tracking all activities involving maritime safety, security, and protection of the marine environment. A Maritime Coordination Commission, involving related ministries and representatives of the maritime cluster, shall be created by Ministerial decision to ensure coordination between institutions for monitoring the implementation of the national strategy (see Table 1).

The secretariat services of the Maritime Coordination Commission shall be carried out by MPSRE. The composition and operating procedures of the Maritime Coordination Commission will be defined in the aforementioned Ministerial decision

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