

# **INTERNATIONAL MARITIME ORGANIZATION (IMO)**

## **Support to NEPAD**

**Period of Report: July 2007 to June 2008**

### **Introduction**

IMO has no regular budget for technical co-operation activities and depends entirely on extrabudgetary resources and some bilateral funding for its technical assistance programmes in Africa (as well as other regions). The main source of funding is the IMO's Technical Co-operation Fund (TC Fund). IMO's Governing Council gave priority to Africa by the launch of three Regional Presence Offices in Cote d'Ivoire, Ghana and Kenya funded by the TC Fund. This programme is funded by the TC Fund with some support from the host countries and the UNDP. The Secretary-General of IMO has given high priority to the particular maritime transport needs of Africa.

In the period between July 2007 and June 2008, the International Maritime Organization (IMO) through its Integrated Technical Co-operation Programme (ITCP) has implemented or planned to implement the following activities in support of NEPAD within the respective clusters:

### **Infrastructure, Transport and ICTs**

IMO assisted Liberia in November 2007 through a national seminar on issues related to the implementation of Facilitation of Maritime Traffic. National Flag State Implementation workshops were conducted in Togo in November 2007 and Sao Tome and Principe in March 2008.

To assist African countries reduce the number of accidents and casualties on inland waterways, IMO developed model safety regulations for non-convention sized craft and fishing vessels operating in Africa. Between July 2007 and February 2008, six national workshops on the safety of non-conventional ships and fishing vessels were conducted by IMO in Ghana, Kenya, Nigeria, Tanzania, South Africa and Uganda, respectively. A regional workshop was organized in Cote d'Ivoire in September 2007 and attended by 18 participants from 11 Francophone West African coastal States.

A technical assistance and advisory mission in the drafting and updating of Merchant Shipping Acts and Regulations was fielded to Equatorial Guinea in July 2007.

IMO has continued to evaluate the existing infrastructure in a number of African coastal countries to assist them in the establishment of International Search and Rescue (SAR) procedures and Maritime Rescue Co-ordination Centres (MRCCs). The IMO Council approved the establishment of an International Search and Rescue (SAR) Fund to be used for related technical co-operation activities along the African coast (from Mauritania to Somalia). An evaluation and needs assessment mission of SAR and GMDSS facilities was conducted in Monrovia from 13 to 16 November

2007, following the signing of the Multilateral Agreement between Cote d'Ivoire, Ghana, Guinea, Liberia and Sierra Leone on 9 November 2007 for the establishment of a Maritime Rescue Co-ordination Centre (MRCC) in Liberia. A similar assessment mission took place in Senegal from 26 to 27 November 2007. With regard to the establishment of an MRCC in Nigeria in April 2008, three regional meetings to negotiate a multilateral agreement involving nine countries (Benin, Cameroon, Democratic Republic of Congo, Republic of the Congo, Equatorial Guinea, Gabon, Nigeria, Sao Tome and Principe and Togo) took place in Nigeria and Benin between February and April 2008.

### **Governance, Peace and Security**

Responding to NEPAD's emphasis on maritime security, IMO has provided technical assistance on maritime and port security to a number of African countries. Needs assessment missions on maritime security were sent to Mozambique and Tanzania in September 2007, and Nigeria in November 2007, as well as to Angola, Gambia, Equatorial Guinea, Malawi and Namibia between February and April 2008. The purpose of these needs assessment missions is to examine with the national authorities the measures and arrangements adopted by the respective countries to implement and enforce, at the national level, the mandatory security provisions in IMO Safety of Life at Sea (SOLAS) Convention chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code.

A sub-regional workshop on the preparation of responses by West and Central African countries to the United Nations Security Council Committees dealing with counter-terrorism was held in Dakar, Senegal, from 25 to 27 September 2007. A total of 66 participants from Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Côte d'Ivoire, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone and Togo participated in the workshop.

### **Environment, Population and Urbanization**

Under this cluster, and to prepare African countries to cope with safer shipping and cleaner environment, some Flag States have been or will be assisted through training courses on marine pollution prevention and protection of the marine environment including:

- Three national workshops on oil spill contingency planning were held in Lome, Togo and Kinshasa, Democratic Republic of Congo in July 2007, and in Tanzania in April 2008.
- A second regional seminar on the draft contingency plan and subregional agreement for West and Central African countries was held in Accra, Ghana in August 2007 and was attended by fifty-two participants from 18 countries (Benin, Cameroon, Cape Verde, Congo, Côte d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mauritania, Nigeria, Sao Tome and Principe, Senegal and Togo).

- Four national workshops on the updating and testing of national contingency plans were conducted in Angola, Equatorial Guinea, Namibia and Senegal between July 2007 and January 2008.
- A regional Advisory Meeting of legal and technical experts and workshop on the revision of the Emergency Protocol to the Abidjan Convention was held in Accra, Ghana and was attended by participants from 18 West and Central African countries (Benin, Cameroon, Cape Verde, Congo, Côte d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mauritania, Nigeria, Sao Tome and Principe, Senegal and Togo).
- A regional OPRC-HNS workshop was organized in Pointe Noire, Congo, and was attended by eighty participants from 12 countries (Benin, Cameroon, Comoros, Congo, Côte d'Ivoire, Democratic Republic of Congo, Gabon, Guinea, Madagascar, Mauritania, Senegal and Togo).
- A regional workshop on the implementation of MARPOL revised annex 2 and the IBC Code under the Guinea Current Large Marine Ecosystem (GCLME) project took place in March 2008.
- A national workshop on Ballast Water Management was organized in Mauritius in January 2008.

### **Human Resource Development, Employment and HIV/AIDS**

IMO awarded two fellowships to nationals of Cape Verde to undertake a four-year study course in Maritime Safety and Navigation related fields at the Arab Maritime Academy in Egypt.

A total of six fellowships for study at the World Maritime University (WMU) in Sweden and at the International Maritime Law Institute (IMLI) in Malta were awarded by IMO to nationals of Cameroon, Equatorial Guinea and Liberia.

An Advisory mission on compliance with the provision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended was fielded to Congo in August 2007.

An advisory and needs assessment missions was sent to Liberia in September 2007 to assess the status of maritime education and training in the country and recommend on the rehabilitation of the Maritime Training Institute.

IMO sponsored 40 Kenyan seafarers for training at the Dar-es-Salaam Maritime Institute (DMI), Tanzania in order for them to obtain the requisite STCW skills and knowledge that would enable them regain employment aboard foreign going ships.

As a result of an identified shortage of sea time training vessels for cadets attending Maritime Academies in Africa, IMO in conjunction with Gdynia Maritime University, organized the second training programme for a total of fifty one students/cadets from Côte d'Ivoire, Ghana, Kenya, Liberia, Nigeria and Tanzania on board of the Polish training vessel "Dar Młodzieży" for six weeks beginning July 2007.

## **Innovative approaches developed by IMO**

IMO has, as far as practicable, decentralized the delivery of its technical assistance activities for the region from London to the heart of Africa. This has been possible due to the establishment of three regional presence offices in Nairobi, Accra and Abidjan to cater as focal points for delivery of the IMO's ITCP in Africa. Through these measures, the organization has been able to have its input into national/regional development policies (such as NEPAD work plans) and been able to provide field-level participation in the development/execution of the ITCP at the same time shifting programme ownership to the region.

IMO's 57<sup>th</sup> session of the Technical Co-operation Committee (TCC) held in June 2007, endorsed the consolidated paper demonstrating the conceptual linkage between the goals of its Integrated Technical Co-operation Programme (ITCP) and the relevant MDGs, and recommended that the document be used by Member States, organizations and the Secretariat to promote a better appreciation of the contribution of the maritime sector and the role of IMO to the achievements of the MDGs. Further, the 25<sup>th</sup> session of the Assembly, having considered the recommendations of the 56<sup>th</sup> and 57<sup>th</sup> sessions of TCC adopted on 20 November 2007, Resolution A.1006(25) on the issue of *linkage between the Organization's ITCP and the MDGs*. This resolution, *inter alia*,

- INVITED Member States and donor organizations to recognize the importance of building maritime capacity in achieving the MDGs and to ensure that consideration is given to the inclusion of the maritime sector in Official Development Assistance (ODA) programmes;
- REQUESTED the Technical Co-operation Committee to give high priority to those activities, which not only promote the early ratification and effective implementation of IMO instruments but also contribute to the attainment of the MDGs, taking into account the special needs of the LDCs and SIDS, and the particular maritime transport needs of Africa, and ensure that these needs are reflected in the ITCP.