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MARENDA

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## Assessment mission report Ghana

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## EU-ACP PROGRAMME

### SUPPORT TO THE MARITIME TRANSPORT SECTOR IN AFRICA.

#### MARENDA project

Development of port **DA**tabase interchange mechanism,  
**MAR**ine **EN**vironment protection and emergency response  
performance”

REF EUROPEAID/134272/D/SER/MULTI

## Assessment mission report Ghana

Mission findings and proposed training activities





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## 1 INTRODUCTION

MARENDA project “Development of port database interchange mechanism, marine environment protection and emergency response performance” is framed in the Programme “INTRA-ACP Support to the maritime transport sector in Africa”, funded by the European Commission and awarded by the ACP Group of States (Africa, Caribbean and Pacific) through the 10th EDF Intra-ACP envelope.

The overarching objectives of the project are:

- O1) Improvement of maritime data management in ports and regional data exchange
- O2) Establishment of emergency response mechanisms against marine environmental pollution.

During the assessment phase of the project field missions were carried out in five priority countries of the project (Senegal, Cote d’Ivoire, Ghana, Nigeria and Cameroon). The purpose of the missions was to evaluate the situation in each country with regards to the two objectives mentioned above.

This report is a summary of the assessment mission carried out in Ghana. It outlines the institutions the project visited during the mission, the staff members who participated from the project and key findings of the mission. In addition, the report also includes a proposal for training activities with regards to Objective 2. The content of the training activities is based on the findings of the assessment mission and are carried out within the projects capacity building programme. The programme consists of three different components:

- 2 Workshops
- On the Job Training (approx.15 days)
- 1 Training Course (3 days)

## 2 INSTITUTIONS VISITED

Institutions visited
Ghana Ports and Harbours Authority, (G.P.H.A).
Tema Port Administration
Ghana Maritime Authority, (G.M.A).
Environment Protection Agency, (E.P.A).
Accra Regional Maritime University
International Maritime Organization Regional Office, (I.M.O).
Port Management Association for Western and Central African (PMWCA).



### 3 PROJECT PARTICIPANTS

GHANA MISSION: 15 to 19 July 2014.	
- Marisa Fernández	Project Coordinator, CETMAR.
- Amadou Ndiaye	Team leader
- Adama SY	Maritime safety expert.
- El Hadji Mar Gueye	IT expert
- Juan Corzo	IT expert, GMV.
- Henrik Nilsson	Capacity building expert, WMU.

### 4 KEY FINDINGS

The assessment mission developed in Accra allowed to know the high professional level and knowledge of Ghana Maritime Authority, the Environmental Protection Agency (EPA) and Tema Port Administration and to learn that significant work has already been done in terms of emergency response capacity at national and local level. Listed below are the key findings from the meetings with these institutions.

<b>CONTINGENCY PLANNING</b>	<ul style="list-style-type: none"> <li>• Ghana National Oil Spill Contingency Plan (NOSCP) was reviewed and approved in 2010. The NOSCP is now under revision.</li> <li>• Partnership has been established between Ghana Government and off-shore oil producers for the prevention of marine pollution and effective oil spill response.</li> <li>• During a large consultation with key actors in 2008 it was recommended that i) a regular training programme for officers at Ghana response organisations should be developed ii) that volunteers in coastal communities receive training in oil spill clean up and iii) that international conventions ratified by Ghana should be transformed into national legislation.</li> <li>• The EPA has set a goal to carry out at least one oil spill exercise per year with participation of oil producers and other relevant stakeholders.</li> <li>• Memorandum of understandings are set between main public stakeholders (E.P.A, GMA, GPHA, Ghana Armed Forces) clearly specifying the leadership of E.P.A and defining the roles in case of oil spill</li> <li>• Incident Management System (IMS) has been adopted by EPA and a dedicated workshop was conducted in May 2014</li> <li>• It was discussed to use the MARENDA project training programme to test and strengthen the link between port contingency plans and the national contingency plan.</li> </ul>
<b>INFORMATION AND KNOW-HOW</b>	<ul style="list-style-type: none"> <li>• There is a need to incorporate emergency oil spill equipment into a GIS system according to the E.P.A. The MARENDA project will develop a GIS tool for response equipment which was put forward in the discussion.</li> <li>• Sensitivity maps were developed for Ghana coastline and approved in 2004 but they need to be updated.</li> </ul>



	<ul style="list-style-type: none"> <li>• An update and inventory of response equipment owned by oil producers and other private companies in Ghana is currently being carried out.</li> <li>• No risk assessment has been done for Tema port so far but the need for it is pointed out by the Harbour Master.</li> </ul>
<b>EDUCATION AND TRAINING</b>	<p>A need for further training on oil spill response related issues was expressed by the visited organisations. In the case of the EPA, a national steering committee has set up six working groups that will support the EPA on oil spill issues. It was discussed to provide training to these groups through the MARENDA project. The working groups are organised in the following categories:</p> <ol style="list-style-type: none"> <li>1. Administration WG: Legal, finance, documentation, claims and press.</li> <li>2. Operations WG: Surveillance, Mechanical recovery at sea (ships, booms and skimmers); Dispersants and dispersants application at sea, Logistics, Shoreline clean up</li> <li>3. Environmental WG: At sea, Shoreline, Disposal sites, Public health, Sensitivity mapping</li> <li>4. Chemical WG: Dispersants, Other chemicals</li> <li>5. Waste management WG: Storage sites, Recovery, Treatment, final disposal sites</li> <li>6. Coordination: train the trainer course, On scene commander</li> </ol>
<b>REGIONAL COOPERATION</b>	<ul style="list-style-type: none"> <li>• Besides the Abidjan and Dakar conventions there are no multi or bi-lateral agreement between Ghana and neighboring countries on oil spill response and protection of the marine environment.</li> <li>• Ghana is in the process of implementing Abidjan and Abuja Conventions and stimulate multilateral cooperation between member states.</li> <li>• Ghana is in the process of ratification of the following IMO Conventions OPRC &amp; HNS 2000 Fund 2003</li> <li>• As the MARENDA project targets several countries in west and central Africa it was discussed to use the project to facilitate the establishment of multi and bi-lateral agreements concerning oil spill response.</li> </ul>
<b>CAPACITY AND EQUIPMENT</b>	<ul style="list-style-type: none"> <li>• An inventory list, localization and maintenance condition of all oil spill response equipment at a national level is planned by the EPA. The need to include this information in a GiS system is also pointed out.</li> <li>• Waste management control chain could be improved by better monitoring.</li> <li>• Implementation and monitoring of the existing Waste Management Plan (8WMP) is encouraged.</li> <li>• Receptacle tanks, waste removal and disposal specific for oil spills incidents are going to be installed in the premises of Tema port.</li> </ul>



## 5 CAPACITY BUILDING PROGRAMME AND TRAINING ACTIVITIES

Taking into account the identified key findings and areas of improvement as well as considering the resources and scope of MARENDA project, the following actions are proposed to be discussed and agreed with GMA; EPA and Tema port as components to be included in the project’s capacity building programme. They include:

- On the Job Training - to be provided by project experts
- 2 Regional workshops
- 1 Regional Training course of three days
- Technical assistance on specific issues

### 5.1 On the Job Training (OJT)

The On the Job Training will be carried out during approximately 15 days. Experts from the MARENDA project will lead the trainings at the premises of the relevant national authority in Ghana. Starting dates of the training will be discussed and agreed upon with GMA, EPA and Tema port.

Topic	Contingency planning and integration of contingency plans
<p><b>Objective and Content</b></p> <p>The overall goal of the On the Job Training is to improve the operational capabilities of competent authorities and associated agencies, for emergency response to oil spill incidents. The specific objectives of the OJT are:</p> <ol style="list-style-type: none"> <li>1) To synchronize contingency plans in ports and at national level in order to increase the response capacity to an oil spill. Emphasis will be put on communication flow between the different organisations.</li> <li>2) To train staff at national and port authority level in thematic issues related to maritime safety and protection of the marine environment.</li> <li>3) To identify / test mechanisms for the involvement of the industry in oil spill response operations</li> </ol> <p>The OJT will include preparatory actions and three implementation phases: Thematic training, Exercise and Training of Trainers.</p>	





**Overview**  
**On the Job Training (OJT)**

**Thematic Training**

- Generic topics
- Country specific topics

7 Days



**Exercise -  
Linking national and port  
contingency plans**

- Incident Management System
- Presentation of current plans
- Scenario based exercise
- Lessons learned and evaluation of exercise

5 Days



**Training of Trainers**

- Appointment of focal points
- Review lessons learned from exercise
- Incident Management System
- Establish system for regular exercise/update of contingency plan

3 Days



**Preparatory actions**

In cooperation with national stakeholders, key persons/officers from maritime administrations, EPA, ports and the industry MARENDA will identify/compile/prepare documents, reports, templates, and training materials in order for training participants to familiarize themselves with the course content in advance. This materials will be available in an online platform developed by MARENDA.

**Thematic training phase (7 training days)**

An initial period of training of 7 days will cover *generic* and *country specific* issues. The generic issues are topics that constitute the basis for any kind of oil contingency planning and oil spill response. The country specific issues are those topics identified during the assessment mission of the project and proposed by the visited institutions.

Tentative *generic* topics include:

- Legal framework – Technical aspects and claims/compensation
- Plan preparation – key elements and structure of a contingency plan
- Response strategies – How to communicate between stakeholders and how to manage response equipment.
- Equipment – What kinds of response equipment exists today and how to use them.

Tentative *country specific* topics for Ghana include:

- Based on the needs of the Steering Committee’s working groups (advisory committee to the EPA) specific topics will be addressed. These will be discussed and agreed during the first workshop of the training programme, tentatively 7-8 July in Abidjan.

**Exercise – Linking national and port contingency plans (5 training days)**

After the thematic training phase, the EPA, the port and industry will present their respective contingency plans, what they currently include, which are the next steps in its development, what are the gaps in the plan and how they would benefit from closer cooperation with other organisations. Special attention needs to be given to communication flow as this is a critical component of the plan, for the exercise that will be proposed and for the real incident that may occur. The purpose of the first day of the exercise is to ensure that all organisations involved get an idea of each other’s contingency plans, their content and structure.

The next step of the exercise is to present and execute the table top exercise, taking into account the Ghanaian coast and traffic characteristics. Different combat options will be evaluated and eventually their use decided. Each party of the exercise should think over the roles they are called to play.

During the preparation and exercise days, participants should take advantage as they act as supplementary and valuable training as all matters related to an oil spill are openly discussed and best experiences and information shared. In this regard information of different aspects of the training sessions (shoreline cleaning, dispersants, conventions and legal issues, etc.) should be available.

A concluding session of the exercise will be held at the end of the last day where actual matters that can be improved are to be mentioned, such as risk assessment, shoreline and sea response method, disposal sites, equipment suitability, communication facilities, relationship with ITOPF, CEDRE, OSRL, etc. experts, and matters referred in training sessions.

**Training of Trainers (3 training days)**

The Training of Trainers is developed in order to ensure that the knowledge and experiences gained during the previous days of the On the Job Training stays and benefits the participating organisations also after the finalization of the MARENDA project. To this end, a first step will be to appoint focal points in the respective organisations who would receive in depth training on prioritised issues. These issues may be derived from the lessons learned in the table top exercise or pointed out as specifically important by the EPA, port or Maritime Administration. It would also be important to give a deeper understanding of the incident management system to the focal points as they may serve as contact points between the organisations in case of an oil spill. Finally it will also be important to establish a system (unless already in place) for regular update and exercise of the contingency plan.

<b>Target group</b>	<b>EPA, GMA, GPHA, Industry representatives</b>
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## 5.2 Regional workshops

Workshops	Topic	Objective and content	Target Group
<b>Workshop 1</b> Tentatively ARSTM in Abidjan, 7-8 July 2015.	Maritime safety policies, regional agreements and contingency planning	<p>To discuss action plans, regulatory organizational and technical aspects related to marine environment protection and emergency response system at local, national and regional level. Special focus to be made on the harmonization of port and national contingency plans</p> <p>Current/Potential Regional and bilateral agreements will be presented and discussed.</p> <p>The GIS inventory on pollution response and data exchange resources that the project is developing will be presented as sharing of response equipment may be one of the subjects around which a regional or bilateral agreement could be made. See (1) at the end of this document.</p>	<b>EPA, GMA, GPHA</b>
<b>Workshop 2</b> Tentatively RMU in Accra Dates still to be decided.	Maritime safety policies and regional agreements	To present progress of the work regarding the integration of port contingency plans with national contingency plans, progress in bilateral and multilateral agreements and on the development of the GIS inventory.	<b>EPA, GMA, GPHA</b>

## 5.3 Additional short training course

<b>Topic</b>	Environmental protection and maritime safety
<b>Objective</b>	The specific content and objective of the course will be decided based on the needs expressed by the stakeholders during the OJT and the workshops.
<b>Target group</b>	National authorities responsible for contingency planning. For the case of Ghana : EPA
<b>Technical resources</b>	To be selected once the content and objective have been decided.
<b>Location</b>	Accra



#### 5.4 Technical assistance

- As per the need expressed during the assessment phase, a technical assistance could be offered in the setting of the Geographical Information System (GIS).
- Assistance in the feasibility study regarding the implementation of reception facility in Port of Tema could be considered, as well as an evaluation of the use of receptacles tanks already in operation in the Port of Takoradi.
- Assistance will be provided in preparing the technical framework for bilateral and multilateral agreements with the neighboring countries.

- (1) Ships, ETV\*emergency towing vessels\*, offshore vessels, etc.  
Main particulars include dimensions, power, nr of propellers, bollard pull, towing winch and cable particulars, firefighting equipment, oil recovery tanks capacities and decanting system.  
Sweeping arms characteristics, pumps, etc.  
Booms, for each type or manufacturer specify length and height, whether inflatable or solid material, stored in winch or in packages. Length of floating chambers and individual and connectable pieces of boom. Auxiliary equipment needed. Anchoring systems recommended.  
Skimmers, name of manufacturer, for light or heavy oil, disk, vacuum or screw pump. Capacity and pressure.  
Dispersant application systems  
Ship.- Spraying arm particulars, capacity of dispersant, rate of application,  
Boat.- Spraying arm particulars, capacity of dispersant, rate of application.  
Helicopters.- Type of gear to be used, aeronautical approval of gear, tank capacity, training of hc pilots  
Plane.- Type of gear, aeronautical approval, tank capacity, training of pilots.  
Stock.- Available stock of dispersants in country, location of stocks, kinds of dispersants for different kinds of crude oil. Quantity of dispersant available. Especial dispersants for HFO treatment