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MARITIME SAFETY ADMINISTRATION IN GUINEA

by

Mamadou Lamine CISSOKO
Guinea

A paper submitted to the Faculty of the World Maritime University in partial satisfaction of the requirements for the award of a

MASTER OF SCIENCE DEGREE

in

MARITIME SAFETY ADMINISTRATION (ENGINEERING)

The contents of this paper reflect my personal views and are not necessarily endorsed by the UNIVERSITY.

Signature:

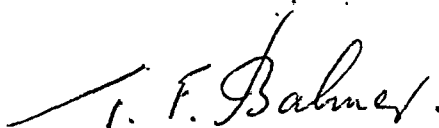


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MARITIME SAFETY ADMINISTRATION
IN GUINEA

By: Mamadou L. CISSOKO

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ABSTRACT

The aims of this paper are to describe the actual Maritime Safety Administration in the Republic of Guinea as it presently exists and its evolution in the process of development so as to indicate where such development may be needed.

This system of development will lead to the establishment of the Guinean shipping industry and to the establishment of an efficient Maritime Safety Administration.

As the present Guinean Maritime Shipping legislation needs to be revised and amended in order to execute this assignment, the National Maritime Safety Administration is greatly in need of its own qualified staff who will put Guinea in the coming few years at the international level.

ACKNOWLEDGEMENTS

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I wish to thank my Course Professor Tom BALMER for his advice during the preparation of this thesis and also during my two years' stay at the World Maritime University.

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- the Administration of the World Maritime University and the Swedish people.

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- My cousins Macky Amadou Dioum and Saada Cissoko;
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- My friends from Mauritius

Finally many thanks to all my friends who I met at the University during this two years.

I INTRODUCTION

The role of a Maritime Safety Administration is to administer and coordinate all matters pertaining to merchant shipping and to cooperate with other relevant government departments and agencies with the objective of implementing the national maritime policies.

A good Maritime Safety Administration leads to a clear identification of the activities which each person must carry into effect.

This well-established Administration permits best utilization and management of its resources. One of the main activities in connection with the above objective is the promotion of the National Shipping Line. The development of a healthy shipping industry in any maritime state depends, to some extent, upon how the state cares about its shipping industry, since no national shipping industry is likely to thrive in a climate of political indifference. Such care must encompass all aspects of that shipping industry activities and it inevitably involves active governmental participation in most of those activities. After the introduction, the study in Chapter II shows the presentation of the Republic of Guinea: geography, administrative organization and a brief description of the economic situation.

Regarding Chapter III, it shows the general view of maritime activities. This chapter clearly describes the commercial and fishing fleets and the inadequacy of knowledge regarding the system of exploitation of these ships. In the same chapter it shows the insufficient system of control being exercised by the Maritime Safety authorities on the fishing fleet with respect to the manning of these ships.

Chapter IV starts with a description of maritime affairs under the responsibility and the authority of the State Secretariat of Transport, and also how these maritime affairs are being shared by two other ministerial departments, continuing with procedures related to maritime safety administration, training, etc.

Two of the most important aspects of the Maritime Safety Administration are the system of registration of ships and seamen, and the system of control of ships. All these aspects are shown in Chapter V, and ways in which the Guinean Authorities are tackling these problems.

In the Conclusion and Recommendations I give some recommendations which I consider to be the most important for Maritime Safety Administration, and I also sum up the most relevant aspects contained in the various chapters.

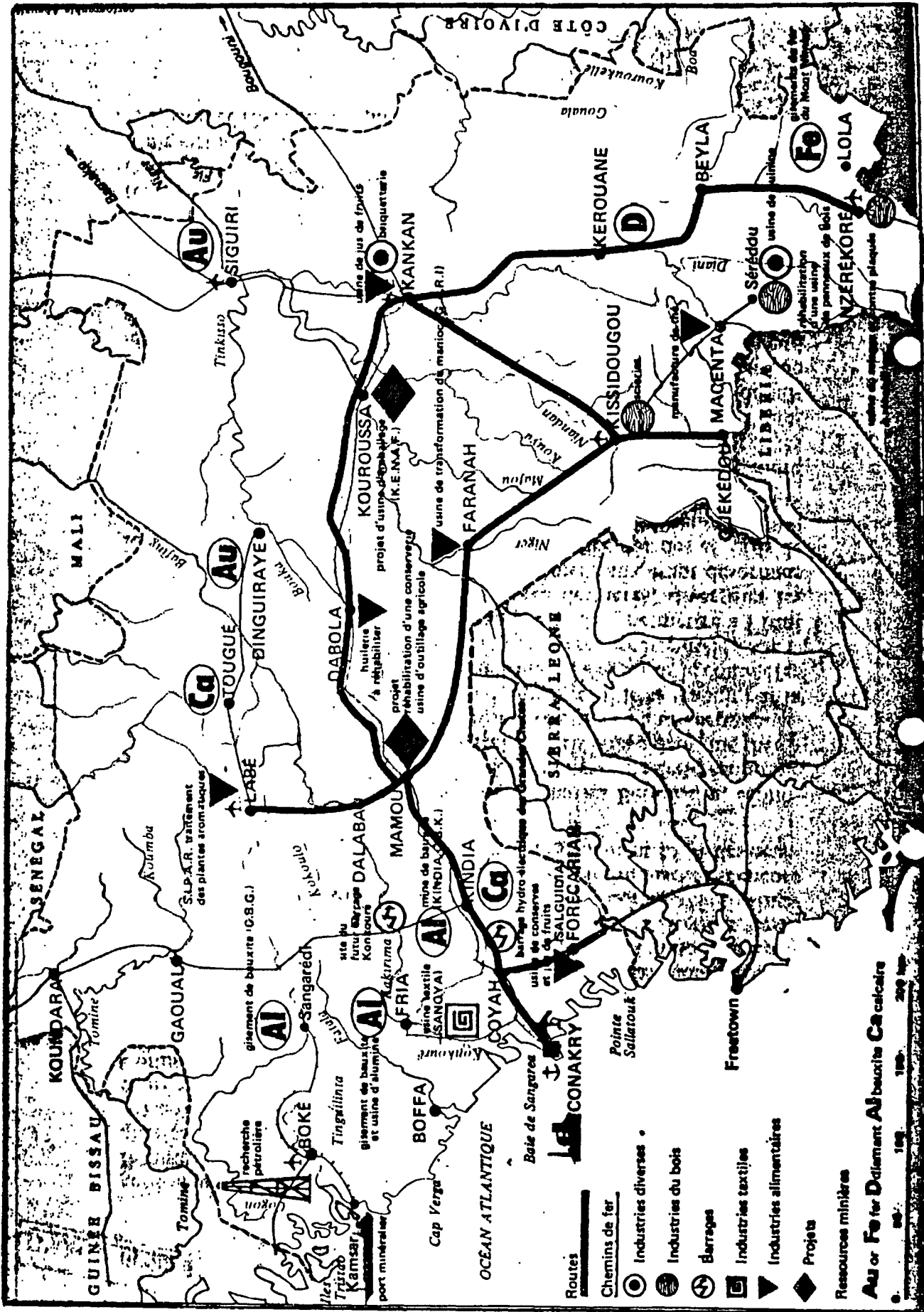
II PRESENTATION OF THE REPUBLIC OF GUINEA

2.1 Geography

The Republic of Guinea is located at the western tip of West Africa. It has a population of approximately 6,000,000 in an area of 245,857 square kilometres. Facing the Atlantic Ocean to the west, the country is bounded inland by Guinea-Bissau, Senegal, the Republic of Mali to the north and the north-east; and by Sierra Leone, Liberia and Côte d'Ivoire to the south.

The maritime facade, which is very uneven, stretches as far as 300 kilometres from north-west/south-east. Except for Cape Verga and the virtual island of Kaloum (Conakry), where the rock reaches into the Atlantic Ocean, the coast is sandy. A great number of bays or estuaries give some beauty spots of harbours, but the abundance of alluvial deposits on the coastal (rainy region) make it impossible for a permanent dredging of channels.

The land, consisting of plains and highlands, is generally flat. Geographically the country is divided into four main regions called Lower Guinea (Guinée Maritime), the alluvial coastal plain, Middle Guinea (Moyenne Guinée), the plateau of the Futa Jallon (Fouta Djallon), Upper Guinea (Haute Guinée) and the



- Routes**
- Chemins de fer**
- Industries diverses
- Industries du bois
- Élagages
- Industries textiles
- Industries alimentaires
- Projets
- Resources minières

Au or Fe Fer **D** Diamant **Al** Alumina **Ca** calcaire



forested Guinea Highland (Guinée Forestière). The climate differs from the coastal to inland areas but both of them are characterized by high humidity and have two distinct seasons, the first being the dry season (November-April) and the second the rainy season (May-October). In Conakry the average rainfall is 430 cm per year, its annual temperature varying from 23 to 29°C.

The Niger River and its important tributary, the Milo, have their source in the Guinea Highlands. The Gambia River and the Senegal River (whose upper course is called the Bafing in Guinea) rise in the Futa Jallon. The rivers have abundant water and great potential for agriculture and hydroelectric power generation, which is why Guinea is called the water tower of West Africa.

2.2 Administrative organization

Administratively, the Republic of Guinea is governed by 36 Prefectures, and these are grouped under eight Provinces, as listed below:

- 1 Conakry Province:
Conakry I, Conakry II, Conakry III
- 2 Dubreka Province:
Coyah, Debreka, Forecariah, Fria
- 3 Boke Province:
Boffa, Gaoual, Koundara, Boke

- 4 Kindia Province:
Mamou, Telimelé, Dalaba, Kindia
- 5 Labé Province:
Pita, Mali, Touque, Lelouma, Koubia, Labé
- 6 Faranah Province:
Dabola, Dinquiraye, Kissidougou, Genckedou,
Faranah
- 7 Kankan Province:
Kouroussa, Mandiana, Siguiri, Kerouane, Kankan
- 8 N'Zérékore Province:
Beyla, Lola, Macenta, Yomou, N'Zérékore

Each Prefecture is headed by a Prefect and each Province by a Governor General.¹

2.3 Economic situation

Guinea is potentially one of the richest West African countries, with extensive mineral deposits and hydroelectric resources, and with soil and climate favourable for producing a diverse array of food and export crops.

1 Prefectures = Department or municipality
Prefect = Mayor or Head of department

The mining sector has shown continued growth since 1960, and today it is the most dynamic sector of the Guinean economy. Agricultural production has stagnated, its exports have declined, and the small industrial sector has not produced to capacity.

The country's 1982 gross national product (GNP) at current prices was estimated at \$1,490 million, and the per capita income was about \$250.

Since its Independence, Guinea has put restraints on business activities by private enterprise but has positively accepted capital investment by non-governmental foreign concerns, particularly in the development of bauxite and iron ore. Estimates of bauxite deposits vary: the Government has claimed that Guinea has 8 billion tons, or two-thirds of the known world reserves, but a more conservative estimate puts the figure at one-fifth of the world total, or about 2.4 billion tons. Guinea is, along with Australia and Jamaica, one of the world's three leading bauxite producers.

Peak production was 14.7 million tons in 1979, but world demand for aluminium slackened in the early 1980's and Guinea's output slumped to 11.5 million tons in 1982.

During the past two years, the average annual turnover in terms of foreign exchange from the production of CBG (Compagnie des Bauxites de Guinée) has amounted to approximately US\$ 300 million. From this revenue, the importance of mining to the economy of the country can be clearly seen.

III GENERAL VIEW OF MARITIME ACTIVITIES

3.1 Ports

The Guinean littoral has two international ports which are Conakry and Kamsar, and two secondary ports - Boffa and Benty.

3.1.1 Port of Conakry

This port is a standard polyvalent with modern installations for handling of heavy goods in bulk. Accessible for ships of 200 metres (about 45,000 DWT), the channel access is dredged in permanence to a distance of 7 km, which must permit the passage of ships with 10.30 m of draft. The port installations have 9 berths which are as follows:

- 1 berth for alumina (ships of 200 metres in length with loading capacity of 1000 T/H)
- 4 berths for standard cargo
- 1 berth for cabotage
- 1 berth for bauxite (ships of 200 metres in length with loading capacity of 1000 T/H)
- 1 berth for bananas
- 1 berth for oil tankers

Conakry Port is adjacent to the City of Conakry. The

port is the unique Guinean gateway for imports including foodstuffs, sundries, construction, machinery, etc. It is functioning also as an export port for alumina produced by Friquia and Kindia mines.

Conakry, which has a railway to Kankan 662 km on the Niger, also handles bananas, citrus fruits and pineapples.

The storage space of the port is 71,060 square metres in total, only 26,500 square metres being covered.

The access channel depth is 8.5 metres at low tide and 10.5 metres at high tide.

Since 22 June 1982 the Port of Conakry became an Autonomous Port (self-governing port). The target of this new establishment is to make a connection between sea transport and inland transport. The port facilities consist of the following:

- Ship repair for small ships
- Bunkering
- Drydocking for small ships
- Medical service
- Towage service
- Fresh water supply
- Provisions and stores - shipchandling

3.1.2 Kamsar

Kamsar port is built in the north-west side of the littoral. This port entered into service in 1973 for exploitation of bauxite from Sangaredi mine in the Boke prefecture. The construction and exploitation of this was done by CBG.

The bauxite produced for export by Sangaredi mine, which is located about 135 km from Kamsar, is shipped by railroad to Kamsar port, where it is transferred to bauxite carriers of the 60,000 DWT class of ships.

The annual rhythm of exportation is 9 million tons. The Kamsar port is under the jurisdiction of "OFAB" (Office d'Amenagement de Boké), an organization related to the Natural Resources and Energy Department.

The channel is subdivided into two lanes, that is an inner and outer channel.

The inner channel is located about 17 km from the bauxite wharf and is dredged to between 8.25 and 8.50 metres.

The outer channel too has the same distance and is dredged to a depth of 9.00 metres.

3.1.2 Kamsar

Kamsar port is built in the north-west side of the littoral. This port entered into service in 1973 for exploitation of bauxite from Sangaredi mine in the Boke prefecture. The construction and exploitation of this was done by CBG.

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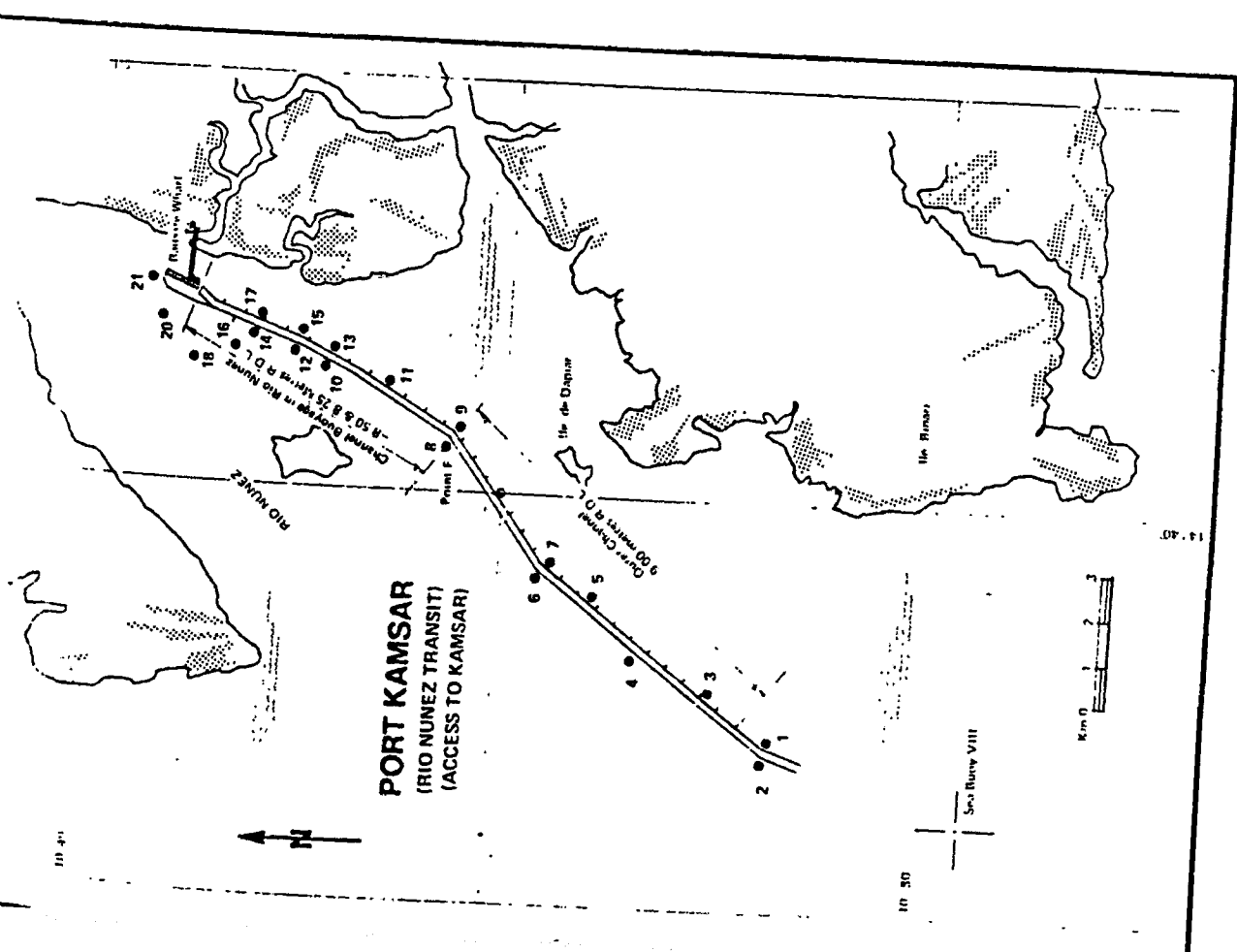
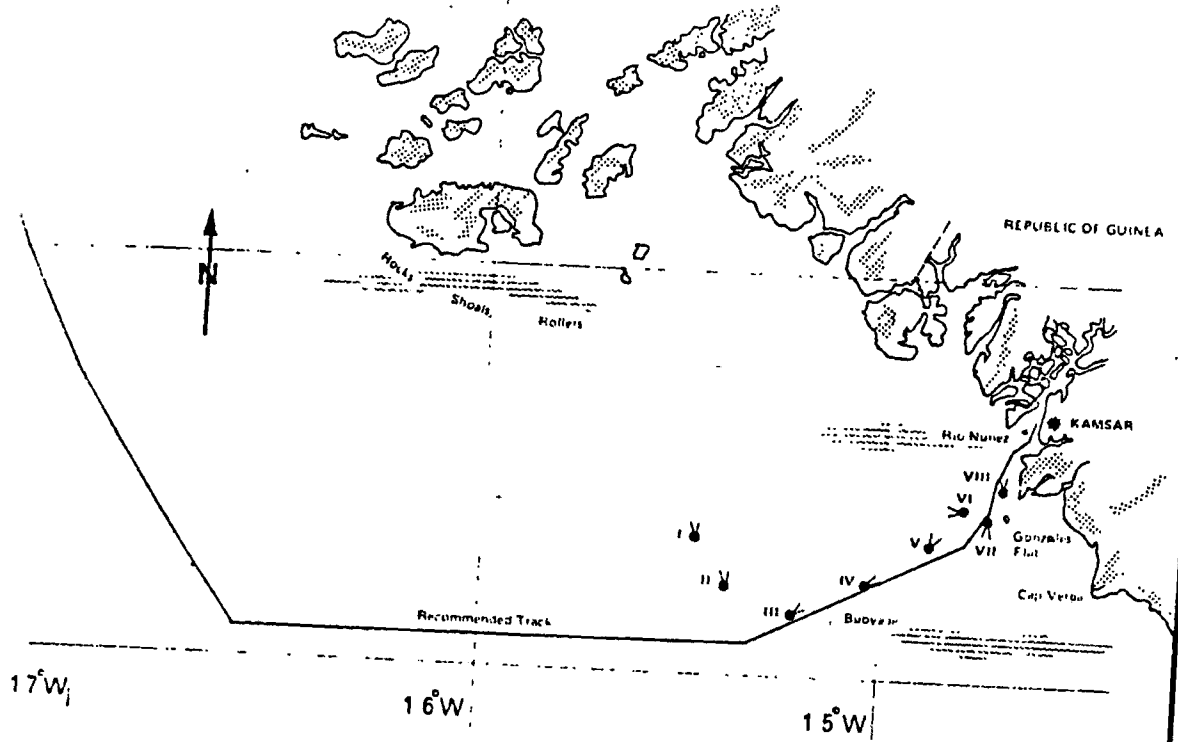
The channel is subdivided into two lanes, that is an inner and outer channel.

The inner channel extends from the bauxite wharf to point "F" and is dredged to between 8.25 and 8.50 metres.

The outer channel, extending from point "F" seaward is dredged to a depth of 9.00 metres.

PORT KAMSAR

(APPROACH TO RIO NUNEZ)



The area alongside the wharf has been dredged to a depth of 13.5 metres.

There is a single loading berth at the bauxite wharf. The longest vessel that can be berthed alongside is of 225 metres, which is considered to be the maximum length permissible.

Facilities for the discharge of petroleum products are also available on the bauxite wharf. Storage facilities comprise three 10,000 + bunker tanks, and two 3,000 + diesel tanks.

Provision is not yet available for vessels to obtain water supply. Medical and hospital facilities at Kamsar Port are available only on an emergency basis.

3.1.3 Port of Boffa

Boffa port is located in the western part of the country. This small port offers one wharf to the small Guinean coasting vessels (200 tons).

Although the traffic is negligible, this port is one of the major accesses to the Low Western Guinea Waterway and for this reason Guinean Maritime Services have made one project of modernization of this port with the CEA (Commission Economique des Nations Unies pour l'Afrique).

3.1.4 Port of Benty

Benty is an old port which has been used for banana exportation. Its access channel is 25 km in length, but unfortunately this channel has not been properly maintained for many years. This in turn has reduced the turnover of port activities.

As Benty Port is the unique waterway for the Forecariah Prefecture, the Guinean Authorities have taken some action for reactivating this port.

It is important to note that the Guinean Maritime Authorities are interested in converting Benty into an international port, which will be able to handle the future exportation of the ore production from Eastern Guinea.

3.2 The Merchant Fleet

In general the Guinean commercial fleet was relatively small in the last 5 years, but with the present system of management, most of the ships are not in service, as is shown in Table I, except for the passenger ships "Samoura Laye" and "Overbeg", registered by "Office Maritime" and CBG, which are crossing between Conakry and Kamsar. The rest of the vessels of the commercial fleet are exploited by SNG (Société Navale Guinéenne), a State company (100% public capital) which

Table I

Name of ships	Type of ships	Gross tonnage	Speed (knots)	Date of construction	Remarks
Kakandé	Coasting and passenger	210	12	1968	Out of service
Kamsar	Coasting	126	12	1968	Out of service
Nunez	Coasting		12	1940	Out of service
Konkouré	Coasting	126	12	1968	Out of service
3 Avril	Coasting and passenger	200	12	1969	In service
Samoura Laye	Passenger	200	12	1980	Partially in service
Overbeg	Passenger	300	14	1969	In service

was created in 1968 and placed directly under the State Secretariat of Transport. This company has financial autonomy and self-management. The SNG has ordered one bulk carrier of 45,000 DWT presently under construction in Japan.

Finally it is important to note that there is also an artisanal fleet, which practices coastal navigation in the Guinean waters, as well as in the waters of the neighbouring countries.

These activities are carried out by about 30 sailing boats having between 15 and 20 metres in length and transporting about 10 to 20 tons of general cargo. Conakry City on its own has a fleet of about 25 sailing boats (10 to 15 m in length), which are specialized in the transport of wood between the outer islands and the City.

In fact Guinea has not got proper statistics concerning these vessels sailing around its coast. Hence it is difficult to have an exact estimation of the needs of this fleet with regard to Maritime Safety requirements.

Moreover, the system of centralized Maritime Administration, together with its inadequate means, does not permit the proper control of this small commercial fleet.

3.3 The Port Fleet

The floating craft of the Port of Conakry and Kamsar respectively consist of several tugs, pilot boats, launches, dredgers, barges and pontoons.

The Port of Conakry has the following craft:

- 2 pilot boats
- 2 new tugboats with 1200 hp each, exploited by the Autonomous Port
- 2 powerful dredgers exploited by the joint venture company SOMIDRAT

These two dredgers are used for the maintenance of the channels in Conakry and also in Kamsar. They are also utilized by the neighbouring countries like Liberia, Guinea-Bissau, that utilization giving them the opportunity to make international voyages.

The Kamsar Port has the following craft:

- two 400 t and two 200 t barges are available for loading and discharging midstream
- 2 tugs in operation (one with 825 hp and the other with 2,800 hp)
- 2 pilot boats

It is important to note that there is no manning requirement for this fleet.

3.4 The Fishing Fleet

The profound unevenness of the Guinean coast and the territorial seawater richness in marine resources have led to an important traditional fishing activity.

Although the State Secretary for Fisheries is responsible for the problems of the fisheries, nevertheless the State Secretary of Transport is also responsible for certain technical and administrative matters concerning the fishing fleets. There are in particular: registration of seamen, safety of fishing vessels, issue of seaworthiness certificates for fishing vessels, etc.

The statistics concerning the fishing activities (catch, crew, fleet, etc.) have not yet been elaborated on at the national level, specially in the small fishing sector. All has to go by estimations with regard to these particular statistics. There are two types of fishery, which are: semi-industrial fisheries and small fisheries.

3.4.1 Semi-industrial fisheries

This semi-industrial fishery activity belongs to the national company SOGUIPECHE, which has three conventional trawlers. These vessels have no freezer facilities and their maximum duration of a fishing campaign is limited to one week.

The farthest fishing distance for these vessels is 50 nautical miles from the coast, but these vessels do not go more than 20 nautical miles from the coast. The number of crew is 18 persons, all of Guinean nationality. All officers had their education in foreign countries, for example USSR, Poland, Cuba. The annual semi-industrial production is around 8,000 tons, and it consists of specially some kinds of pelagic fish (sardine family, sea bream (daurades), etc.) which can cope only with the demands on the local market.

The level of self-sufficiency has not been attained yet, but an expansion of this fleet is foreseen in the very near future.

3.4.2 The Small Fisheries

The importance of this traditional activity is not easily seen because of the non-existence of particular statistics on the average production of the fishery and the output of fishermen.

However it is estimated that around 15,000 persons are involved in this activity along the coast. This human factor shows the importance which the national maritime services have to attach to the good administration of this population and the control of their activities at sea, with regard to safety in particular.

The fleet of the small fishery is grouped into three categories, which are as follows:

1 Boats with engines

There are 700 of them around the coast. They are small boats of wooden construction, having 8 and 12 metres in length and manned by a crew of 7-9 persons. These boats are equipped with engines of 25-40 hp and carry out fishing with nets or revolving nets.

2 Boats without engines

These boats are greater in number than the previous category. They practice line fishery.

3 The pirogues

The pirogues have a length which may vary between 4 to 7 metres, and they are cut out of the body of a tree. In the prefectures of Conakry II and Conakry III, there are around 200 of this type.

It is difficult for the Administration to estimate the production of these small fisheries. The product is consumed directly after fishing, or after drying. The drying technique makes the fish transportable over long distances inside the country, and sometimes the fishermen take the production to the neighbouring countries.

It is important to note that the fishing activities are not well regulated and the regulations governing them presently are not adequate. For these small fleets surveys are carried out once a year. There are no requirements with regard to manning.

3.5 Ship construction and repair facilities

For the purpose of maintenance of the port floating craft and the construction of small fishing boats, some facilities exist.

3.5.1 Naval construction

This activity exists only on an artisanal scale for the construction of wooden boats or pirogues which are making coastal navigation. The small shipyards around the coasts have only rudimentary equipment, which is sufficient for their needs. It does not seem that further development of this sector is viable for the moment.

3.5.2 Repair facilities

As mentioned above, there is no repair work for big ocean-going ships, but there is one small ship repair yard in the north side of the Port of Conakry and there is one small floating dock inside of the harbour. The floating dock has a capacity of 800 tons.

The ship repair yard belongs to "Office Maritime". Its infrastructure consists of one careening dock which can accommodate ships of up to 1400 DWT and has also two workshops. The yard can handle repairs to steel ships, as well as construction and repair of wooden ships. However the equipment is old and obsolete, some of them being more than 35 years old.

The shipyard facilities are not sufficient for careening certain types of ships. For these reasons "Office Maritime" has introduced to the CEA one project of modernization of the repair yard of Conakry Port which includes both renewal of infrastructures and all equipment to cope with present and future maritime developments.

IV MARITIME ADMINISTRATION

4.1 General

In Guinea, maritime affairs comes under the responsibility and the authority of the State Secretariat of Transport.

Moreover this responsibility is also shared by two other ministerial departments which are:

- 1 The Fisheries Department, involved in the economical aspects of the maritime fishery.
- 2 The Education Department for maritime personnel training.

A certain self-management is given also to the ports of Conakry, CBG (Compagnie des Bauxite de Guinée) in respect of building, exploiting and maintaining the Kamsar port.

The organizational chart (Fig. 1) gives an idea of how the State Secretariat of Transport is structured. This type of organization is also adapted to the political institutions and takes into consideration all the aspects of socio-economics of the country.

What is particularly noteworthy about Guinea's shipping administration is that it embraces SNG (Société

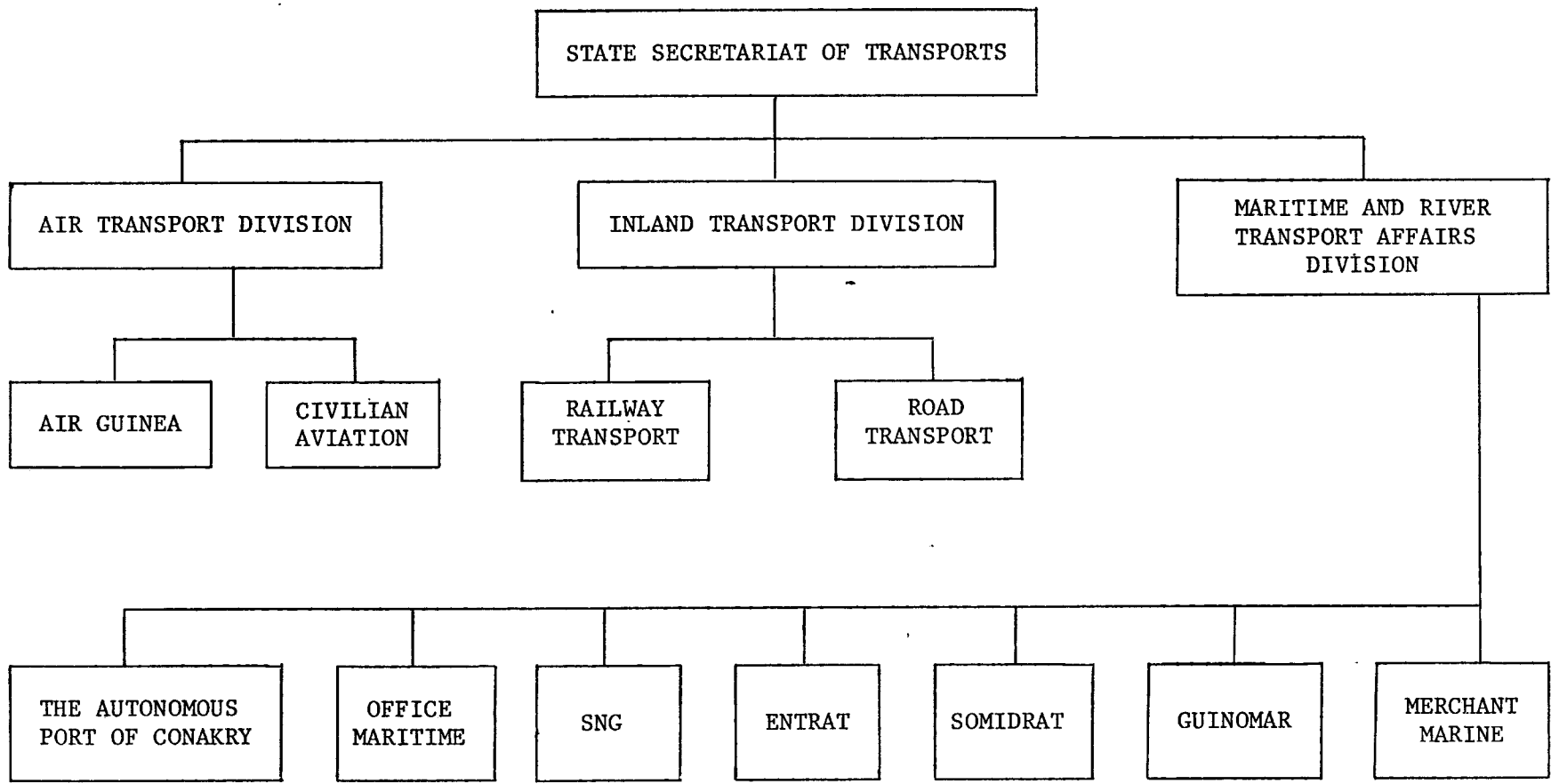


Fig. 1

Navale Guinéenne) which is the Government's wholly-owned State Shipping Company, directly engaged in shipping business and "GUINOMAR", a joint venture company with 50% interest held by Guinea and the remaining 50% held by WABS (West Africa Bulk Shipping). The ships of this company are registered under the Liberian flag.

As indicated in Fig. 1, the State Secretariat of Transport comprises three divisions:

- 1 The first division is the air transport division. This division consists of two companies, namely Air Guinea and the Civilian Aviation. The latter is in charge of all air transport infrastructures.
- 2 The second division is the Inland Transport Division, comprising also the railway transports and management and road transport.
- 3 The third division is the maritime and river transport affairs division. This division handles all the maritime and river transport affairs. Under that division we have:
 - a) The Autonomous Port of Conakry
 - b) Office Maritime
 - c) SNG (Société Navale Guinéenne)

- d) Entrat
- e) Somidrat
- f) Guinomar
- g) The Merchant Marine

With respect to Maritime Safety Administration, it is the third division, and in particular the Merchant Marine, which will be specifically dealt with in this paper.

4.2 The Autonomous Port of Conakry

The objective of this new establishment is to bring an improvement in services and to assume the connection between sea transport and inland transport.

Added to this task, it will contribute to economic stabilization, increasing economic growth and improving the economic situation of the country.

The Autonomous Port is organized as follows:

- 1 Managing Director
- 2 Technical Department
- 3 Exploitation Department
- 4 Financing Department
- 5 Administrative and Personnel Department

The general council of the port covers all these administrative organizations by organising and controlling all the activities with more than 938 workers.

At present the following works are being carried out under the 1980-85 development project:

- 1 The extension of quays in the northern zone of the port for accommodating cargo ships;
- 2 The construction of two breakwaters for preventing the situation of the harbour;
- 3 The installation of container handling equipment for containerization of the country's trade.

Since 1983 HPC (Hamburg Port Consulting) GmbH has been providing consultancy services to the Conakry Autonomous Port.

The manoeuvring of ships in and out of the port is handled by the Harbour Master's Office. This office is also in charge of all nautical aspects of the port administration, which concern specially the bringing of ships safely in and out of the port, including piloting and towing.

Actually, however, this office cannot provide a satisfactory service, owing to the fact that it suffers from a shortage of competent technical personnel. It is pointed out that none of the pilots from the Port of Conakry have a Certificate of Competency as Master or Mate. The Conakry pilots have no seagoing experience. They are people who have not attended any marine academy courses. They have been recruited in the last five years and have some training on board the tugboats in the Port of Conakry. The pilots bring the ships in and out of the port from routine experience. Over the past few years there have been quite a few cases of accidents during the manoeuvring of ships in the port.

4.3 The Maritime Office (Office Maritime)

This office is responsible for all the infrastructure of the Guinean ports, except for Kamsar Port.

The Maritime Office is also the owner of the passenger ship "Samoura Laye", which ferries between Conakry and Kamsar.

Within this organization there is a section called "Arrondissement Maritime" which is mainly responsible for all matters pertaining to maritime safety in all the Guinean ports.

4.3.1 Arrondissement Maritime

This department has as its main tasks:

- 1 Fire prevention and fire-fighting in the port area;
- 2 Running and maintenance of the nautical buoys and lighthouses.

In total this department has 60 employees of which 10 are untrained fire-fighters.

The navigational aids under the responsibility of this department consist of 6 lighthouses and 40 light buoys, 27 light buoys for the Kamsar Channel which is 36 km long. Moreover, there is also the Tamara radio lighthouse which has an operational range of 100 nautical miles. For the maintenance of the buoys and lighthouses there are two specialized launches. One of the Government projects concerning the renovation of the maritime infrastructure is in the process of being realized. It consists of the following:

- 1 The replacement of the 13 light buoys in the Port of Conakry in accordance with the new system "A" of the lighthouses;
- 2 The rebuilding of the Tamara and Gonzales lighthouses. The operating range will be

Note: System "A" is butane.

extended from 20 to 40 nautical miles.

3 The renovation of the Tamara radio light.

The renovation of the lighthouses is connected with the SOLAS Convention requirements concerning navigational aids, also it is rather the seriousness and responsibility of the Government which is manifested in the realization of this project.

This project will ensure that the safety of vessels navigating near the Guinean coast is enhanced.

4.4 Guinomar

4.4.1 Background

Guinomar I was established in November 1978 by the Guinean Government and T. Klaveness & Company, a Norwegian shipowner with equal investments. It was established as part of the national policy to build up Guinea's own fleet and to transport exports and imports on Guinean ships.

The most important purpose of the company is to transport 50% of the bauxite which is being shipped out from Kamsar port.

Subsequently, in April 1980, Navios company, a shipping subsidiary of U.S. Steel, became a new Guinean partner by giving the name of Guinomar II to the new company. The reason for this partnership appears to be that it became necessary to have U.S. Steel as an operator of the iron ore mines which the Government is developing at Mt. Nimba and Mt. Simandou.

As part of this deal, Navios agreed to join Guinomar together with T. Klaveness.

Klaveness and Navios established a separate company under Liberian registry named West African Bulk Shipping (WABS) with 50/50 equity. Thereupon the new Guinomar Company was established by the Guinean Government and WABS with 50/50 investment.

The capital structure of Guinomar is US\$ 5 million, 50% by each side.

4.4.2 Role and objective of the Company

Name of the Company: Guinomar.

Guinomar was created in April 1980 by the Decret No. 208/ORG du 22 Avril 1980 - Loi 027/APN du 5 Avril 1980.

Objective: To carry 50% of CBG bauxite production and eventually other raw material production

to European and American (USA) destinations.

Reference: Article 9 of Boke Convention related to right to the transport.

Term: 20 years. Revisions possible every five years.

Main office: Conakry (Guinea).

Business offices: Oslo (Norway) and New York (USA).

Organization: Guinomar is in the form of a joint venture between the Guinean Government and a foreign corporation on an equal basis, at the same time being under the Shipping Department of Guinea's State Secretariat of Transport.

The members of the Board of Directors consist of eight people, of whom four are Guineans: The President of the Company is the State Secretary of Transport and the Vice-President is the President of Navios.

This Board of Directors will meet each two years, and its main objectives are as follows:

- to decide the policy to be taken by the company;

- to approve the annual financial capital and budget;
- to approve the contracts of over one year;
- to decide and approve a new building contract;
- to allow Guinea to participate effectively in transportation of the production of its mines;
- to allow the progressive constitution of its national merchant fleet and alleviating in this way its dependency on foreign companies;
- to allow employment for Guinea's people.

4.4.3 Management agreement

On 26 February 1980 the Guinean Government and WABS drew up an agreement concerning management, whose gist is as follows, for a period of five years:

- general management;
- technology, consultancy;
- market research and evaluation (cargo freight costs, building);
- planning ship schedules;
- maintenance and management of ships;

- assistance in financial analysis and research;
- calculation and estimation of voyage result;
- training Guinean specialists;
- gathering information concerning bunker prices;
- management shall follow the instructions of Guinomar;
- management shall obtain the approval of Guinomar when making proposals;
- management shall regularly submit a report to Guinomar;
- conclusion of contract of affreightment and charter party shall be a matter for discussion and signature.

Management's responsibility is limited to giving advice and making suggestions. Current management is assumed by a mixed direction.

Personnel: 45 Guineans.

Ashore: 12; at sea: 33.

Training: Eight people are receiving a training programme in Norway, UK and USA. Fourteen cadets are at Abidjan Nautical Academy.

Annual expense for training: US\$200,000.

4.4.4 The Company's financial situation

The financial situation from 1980 to 1984 is as follows:

<u>Years:</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
Bauxite transported (tons)	3,200,000	3,400,000	2,950,000	3,210,000	3,300,000
Taxes US\$	393,339	446,979	58,281	367,000	-
Net income US\$	418,992	476,130	62,082	390,934	-
Training expenses US\$	135,779	186,180	274,718	248,708	187,000

The company owns one bulk carrier of 60,000 DWT and is also chartering 11 ships (bulk carriers) on short-term to long-term bases. Moreover, the company is intending to purchase 5 ships during the period of 1984 to 1992 which will be registered under the Liberian flag.

4.5 "Société Navale Guinéenne" (SNG)

SNG is the first national company with 100% Government ownership to be run on a commercial basis. It was established in 1968 as one of the sections of the Shipping Department of Guinea, for the purpose of promoting the country's maritime transportation and owning, management and operation of ships. The company was set up as the National Shipping Line of Guinea, with

interest in liner general cargo and agency activities. SNG presently owns only one small ship and has also a ship under construction. The company currently participates in two non-conference services from Europe to Guinea. One is in cooperation with A/S Deep Sea Shipping of Denmark (DSS) and the other with Rein Maas - und Seeschiffahts - Kontor GmbH of Duisburg (RMS).

SNG in both cases has no direct participation in the shipping lines, but participates by acting as agent and receiving freight commission.

Available statistics indicate an imbalance in the trade through Conakry of approximately 760,000 tons of imports including approximately 250,000 tons of petroleum products and 3,200,000 tons of exports. The majority of the export trade consists of bauxite or alumina.

The prevailing policy of the Government of Guinea is to open the country to foreign investments owing to the immense natural resources of Guinea, both in minerals and agriculture. This will in turn lead to rapid expansion of shipping.

4.6 The Merchant Marine

A well-developed Merchant Marine can be of considerable assistance in the exploitation of a country's

natural resources and growth of its national economy. The establishment of a national fleet, its expansion and modernization needs an easy, clear and good policy related to the best organization. For that purpose, the Department of Merchant Marine was set up by the Government of Guinea.

The Merchant Marine is under the jurisdiction of the State Secretariat of Transport. The main tasks of the Department of Merchant Marine are to set up a central maritime administration and maritime legislation to adopt policies and strategies to encourage national shipping companies and to control its applications on the national and international level.

But it is regrettable to note that the Department of Merchant Marine does not exercise this important role, because of the lack of appropriate authority. The Department of Merchant Marine consists of four main divisions and several auxiliary services which are under the responsibility of some divisions as indicated in Fig. 2.

4.6.1 Central administration

a) The Economical Affairs Division

This division has as its main task the traffic problems (freight and maritime

MERCHANT MARINE ORGANIGRAM

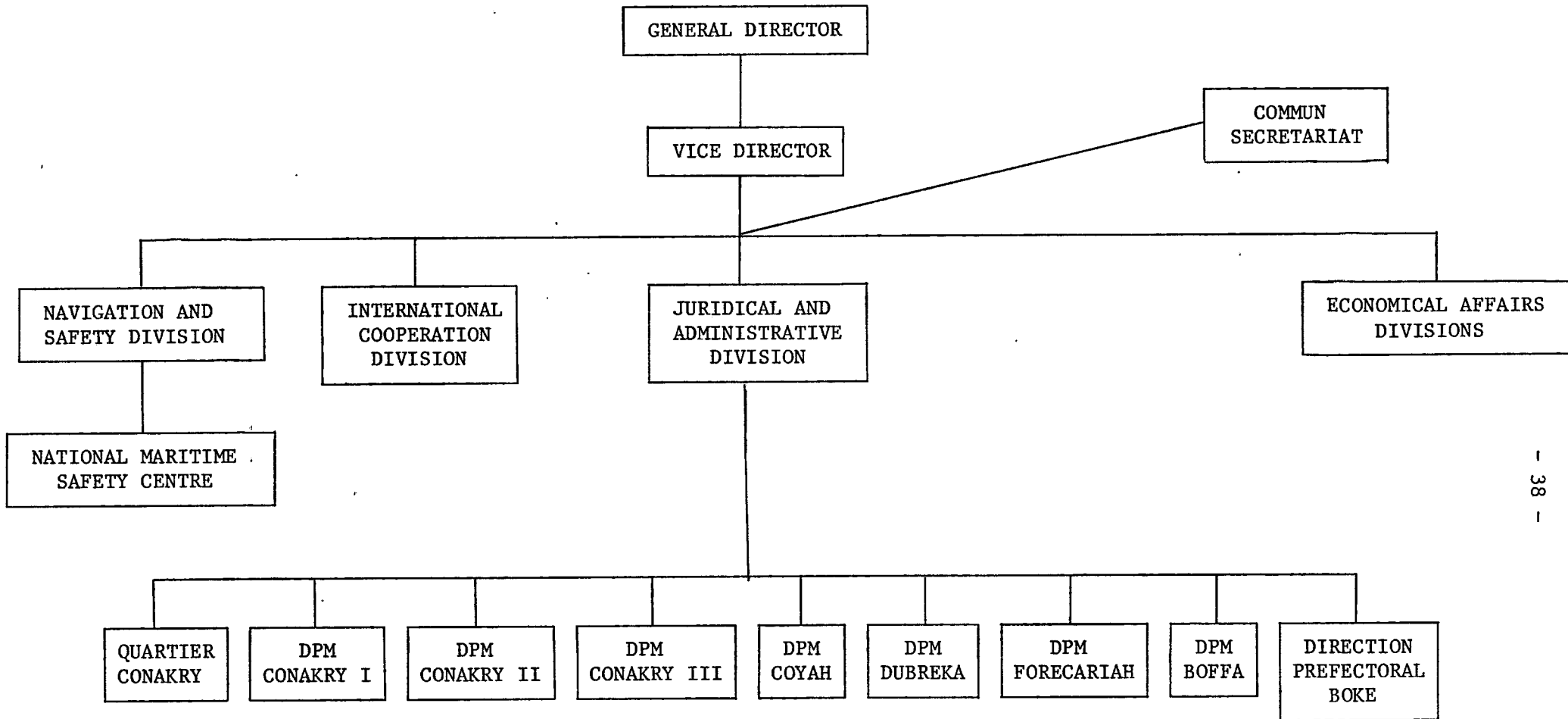


Fig. 2

Note: DPM (Direction Prefectoral Maritime)

conferences), the development of the commercial fleet and the statistics concerning the maritime economy.

b) The Juridical Affairs and Administrative Division

This division has responsibility for the following:

- 1) to prepare national legislation;
- 2) to study the application texts which have an administrative and juridical character;
- 3) to control the application of the administrative actions for the Maritime Prefectoral Directions;
- 4) to have a direct relationship with the owners in case of dispute between ship-owners and seamen;
- 5) to study the International Conventions which have juridical character;
- 6) to prepare the formalities for ratification of International Conventions.

c) The International Cooperation Division

This division's only duty is to have direct relationships with international organizations (for example, IMO).

d) The Navigation and Safety Division

This division deals with navigation and safety matters. In reality this division is under-equipped.

4.6.2 External services

The Guinean coast is divided into eight Directions Prefectoral Maritime, which are:

Boke

Coyah

Boffa

Conakry I

Conakry II

Conakry III

Dubreka, and

Forecariah

The role of these Directions is to control and make a survey of fishing activities and sea boundaries, and at the same time the collection of taxes from fishermen and owners of small boats. They have no administrative power for registration of seamen and ships.

The Maritime Prefectoral Directions comprise one Managing Director, one Inspector and a few maritime guards. They are under the control of the Juridical and Administrative Division.

Under the same division is the "Quartier Maritime de Conakry", which is in charge of registration of seamen. The National Safety Centre is responsible for inspection and registration of ships.

The National Safety Centre is under the Navigation and Safety Division. This centre was created in 1980 after adoption and ratification of the SOLAS 1974 Convention, and by applying the Convention the Guinean Government created this Centre.

The Centre is supposed to cover all the Guinean services as regards the solution adopted in the national economic and geographic context for safety purposes. As operational service, the Centre is responsible to apply on the coastal and on board ships, all measures taken and approved by the Government relating to safety matters. But the Centre is deficient in not having competent personnel in safety matters.

4.6.3 The Maritime Safety Administration

The Merchant Marine Code provided a complete legislation in that respect. The text for the application in general and the decrees fixing the security rules in the ship have not been well elaborated.

Therefore the people in charge of the application of the maritime security measures have not got any proper official reference.

On the other hand, the difficulties met in getting the main safety equipment (such as rafts, extinguishers and pyrotechnical apparatus, etc.) make it difficult or even impossible to apply the necessary procedures. Indeed it is impossible for the Merchant Marine inspectors to impose their views on the Guinean-registered vessels because of some political reasons. In a lot of cases, the said inspectors have got no real knowledge of the job they are performing, because of lack of training. This becomes even more difficult for the Guinean technicians when it comes to visit the foreign vessels calling at the Guinean ports, as required by the SOLAS Convention.

In practice the major part of the important vessels like fishing boats, coasting boats, tugboats, dredgers, are inspected once a year by the National Security Council, whose members are nominated by Administrative decision.

A seaworthiness certificate is then given to those vessels but the control of the application of the recommendations is almost impossible to carry out. Small

vessels are sometimes subject to on schedule controls from the Maritime Prefectoral Direction guards.

The Guinean Government has established International Certificates, in conformity with the SOLAS 1974 Convention requirements. Such certificates are delivered to the SNG coastal boats and the SOMIDRAT dredgers performing international voyages.

When it comes to the classification societies' participation in the application of safety rules on board Guinean vessels, the Merchant Marine Code made provision in its article 40 for the possibility for the Government to delegate its powers to such recognized societies. Till today, none of the classification societies is recognized by the Guinean Government.

4.7 The Maritime Training Centre

There is a small training centre of fishing vessel crew members, which is under the control of the Ministry in charge of educational matters.

This Centre was created in October 1975. It gives maritime education to crew on deck and in engine rooms in three year periods, with a training schedule on board their own training fishing vessel offered by the EEC (European Economic Community).

Each year the Centre provides more than 100 crew available to go on board the fishing vessels, with some experience. But as was mentioned earlier, the lack of proper organization, planning and control finally make all this manpower idle because of lack of sufficient fishing vessels and bad coordination between the principal departments, such as:

- The Ministry of Education, which is in charge of training matters;
- The State Secretariat of Fisheries which deals with all fishery problems, and
- The State Secretariat of Transport which is in charge of maritime affairs in the country.

Until today all Guinean officers have been educated in foreign countries (such as USSR, Yugoslavia, UK, Poland, German Democratic Republic, Cuba and Côte d'Ivoire).

It is necessary to mention that this Training Centre does not cater for training of officers.

The examination rules are not respected, as laid out in the Merchant Marine Code, Article 37. That means that the maritime authorities are not associated with the elaboration of the syllabus of examination by the Ministry in charge of educational matters.

4.8 The National Transit Enterprise and Stevedoring
(ENTRAT)

This was created by Directive No. 261/PRG of 26 July 1961, for the activities of stevedoring, handling, storage and transit at the Port of Conakry. With the new organization of the maritime sector, this State enterprise is now dealing only with transit cargo.

Its role consists:

- to issue to the customs office all documents related to importation and exportation;
- to ensure the safety of goods from port to client's shops and vice versa;
- to negotiate by correspondence the transport from the factories to the loading port.

In spite of its duties, the enterprise is nowadays obliged to increase and to improve its service, by accelerating administrative procedures to its clients.

A. Organization and functioning

- a) The Directorate General is headed by a Director General, assisted by an Assistant. He is charged with applying Government policy in transit matters and transport.

From this Directorate General there are the following services:

- b) Secretariat General
- c) Personnel office
- d) External relations office
- e) Study office
- f) Litigation office
- g) Financial direction, which is in charge of all financial and accountancy operations and stock management.
- h) Transit import-export direction, which is in charge of all customs matters, from port to owner.
- i) Technical direction, is the technical guide of the enterprise.

The enterprise is composed of 336 workers, among whom are 310 men and 26 women.

V NATIONAL LEGISLATION AND REGULATIONS

5.1 General background

After becoming Independent in 1958, Guinea, like many newly-independent countries at that time, did not have any appropriate maritime legislation. The authorities continued to work with the old French legislation and rules. Even when the maritime legislation in France was amended, Guinea did not review its Maritime Code until 1977 when the first Guinean Code was promulgated. This Code consists of 20 sections and it is considered as a complete maritime legislation, covering all aspects of maritime law, national and international, and dealing with the following:

- administrative law
- civil rights
- criminal law
- commercial law

These 20 sections are grouped under the following headings:

- I General dispositions
- II Maritime and river navigation
- III Ship statutes
- IV The maritime mortgages and privileges
- V Ships' hold and sale

- VI The seaman, master and shipowner
- VII The maritime and administrative organization
- VIII Civil status at sea
- IX The master, special commercial responsibilities
- X The disciplinary and penal regime
- XI Pilotage
- XII Maritime equipment (armament) and utilization
of ships at sea
- XIII Damages
- XIV Maritime insurances
- XV The shipowners' responsibility limitation
at sea
- XVI Boarding
- XVII Assistance and rescue at sea
- XVIII Maritime wrecks
- XIX Maritime fisheries
- XX Final dispositions

Section III of this Code deals specifically with "Ship statutes" which in itself is subdivided into 13 chapters in the following order:

- I Definitions
- II Guineisation
- III Registration and property
- IV Ship nationality
- V The external marks, nationality and identity
- VI Ship buying and selling

- VII The ship crossing out (radiation)
- VIII Seaworthiness
- IX Seaworthiness certificates
- X Conditions of command
- XI Safety certificates
- XII The central commission of safety visit
- XIII Other ship documents

It is observed that all maritime safety topics are dealt with generally in broad terms. The Code has provided for an important volume of texts which are as follows:

- a) One list of ships which are exempted from Guineisation (Art. 11).
- b) One list of ships which are exempted from registration (Art. 13).
- c) A decree for ships' external marks (Art. 21).
- d) One decree which determines the prerogatives of brevet (certificates) (Art. 35).
- e) The decrees which fixed the required titles according to functions on board and the navigational zones (Art. 36).
- f) The decrees which fixed the syllabus of examination and the conditions of delivery of certificates (Art. 37).

g) The decrees which determine the general rules which satisfy the Guinean ships which concern the delivery of safety certificates (Art. 39).

h) The decrees which deal with (Art. 40) in the following order:

i) The list of members of the Central Safety Commission.

This Commission will examine the drawings and documents as submitted by the ship-owners; the Commission advises the Minister of their approval.

The Commission is consulted by the Minister for approval of safety materials and equipment, recognition of equivalencies and any question related to the implementation of the relevant legislation.

Moreover, this Commission is also responsible for the approval of drawings of pleasure boats and as well ensuring the maintenance of safety standards.

Furthermore the Commission deals also with the initial surveys of all national ships.

Any ships brought into operation under the Guinean flag is examined in order to find out whether she fulfils the requirements of this decree and its appended

regulations, Taking into account the Safety Commission's recommendations the shipowners are admitted to follow the work of the Commission and to express their observations.

- ii) The lists of drawings and documents are to be submitted to the Central Commission.

It is presumed that the Guinean Maritime Code constituted at the legislative level the national instruments which bring into force the SOLAS 1974 and Load Line 1966 Conventions.

Nevertheless the Merchant Marine Code in itself presents some deficiencies and the amendment of certain clauses are most desirable, in order to cope with present-day maritime safety matters.

5.2 Registration of ships and seamen

5.2.1 Registration of ships

Registration of a ship is used as evidence of the right to fly the flag of the State as well as the right of ownership and of mortgages. Thus the registration of a ship is very important since it accords nationality to the ship and serves as proof of title.

The process of registration in Guinea should involve the observation of the requirements and formalities prescribed under the merchant marine law and subject to same, has to result in:

- a) The registration should be effected through appropriate entries being made in the Register book maintained for the purpose; and
- b) a Certificate of Registry issued.

But unfortunately these requirements are not under application:

- 1) The existing Registry books must not really be called Registry books because they have nothing in common with the requirements of national legislation.
- 2) The procedure for the issuance of certificates is not well elaborated.

There are also many improvements which concern the qualification of personnel in charge of the registration section which need to be brought up if the texts of application are to comply with the international standards, hence the persons in charge of such work should have appropriate qualifications and competence in these matters.

5.2.2 Seamen's registration

Just as the function of ship registration comes under regulatory responsibility of the Maritime Safety Administration, so does the problem of registration of seamen in Guinea.

Moreover it is pointed out that in many countries there is usually a ministry that is expected to be responsible for only maritime matters. However in Guinea maritime matters are under different departments or ministries. These ministries have also to deal with many other non-marine matters. Such decentralization gives some difficulties in respect of registration of seamen.

Guinea more or less has a unique system of registration for seamen, as there are no educational standards or even medical standards prescribed for a person intending to be a seaman. There is no requirement for pre-sea training. Hence it means that anybody can become a seaman if he wants as such is the present or actual system.

For the seaman, to ensure his livelihood, it is necessary that he gets an equitable opportunity of obtaining work and also the right to enjoy the full benefit of his wages. The present methods of recruit-

ment have been involved in many cases of malpractice, because of the employment situation. Hence now, in view of the large number of unemployed seamen and the insufficient numbers of ships available to provide employment to all of them, it is high time for the Maritime Administration to introduce a national system or scheme to deal with the proper registration and regulation of the employment of Guinean seamen.

5.3 Survey of ships

The most vital functions of the Maritime Safety Administration are those intended to ensure the safety of life at sea (SOLAS), the safety of navigation and protection of the marine environment. Such functions take the form of various types of surveys (inspections of ships in accordance with the relevant rules/regulations conforming to international standards (conventions) and national requirements.

The Guinean Code provides a complete legislation which concerns the ship survey and certification but some texts concerning these safety rules and regulations need some reviewing and updating.

It is important to note that the Guinean surveyors are faced with certain restrictions concerning the survey of some ships because of political influences.

(For example, the sinking of the fishing boat "OPEMA" inside the Port of Conakry in 1983 which also caused pollution of the port.) This boat, since it was built in 1968, was not inspected by the maritime authorities because of the influence of the owner. Even when the Port of Conakry was polluted by the sinking of this boat the maritime authorities did not take any sanctions against the crew and its owner, although they were found to be fully responsible for all damages.

For the small boats (pirogues, yachts, etc.) which are not required to comply with the regulations of the conventions, their owners may request a survey of the safety equipment or the radio installations on board. In these cases, after a satisfactory survey, the Merchant Marine surveyors will issue a Survey Certificate.

In many cases the Guinean inspectors have difficulty to impose their recommendations on the Guinean vessels. This is becoming even more difficult when it comes to inspect the foreign vessels calling at the Guinean ports.

It appears that due to the lack of properly trained and also specialized staff in maritime matters, this in itself constitutes a major difficulty for the development of the survey system in the Guinean Maritime Safety Administration towards providing better survey services.

VI CONCLUSIONS AND RECOMMENDATIONS

Guinea has a fairly simple maritime legislation, but with an inadequate framework in the legislative area. In this context, some important amendments will be required. Actually the Merchant Marine Administration will need a complete re-organization and also new specialized personnel.

6.1 The Proposed Merchant Marine

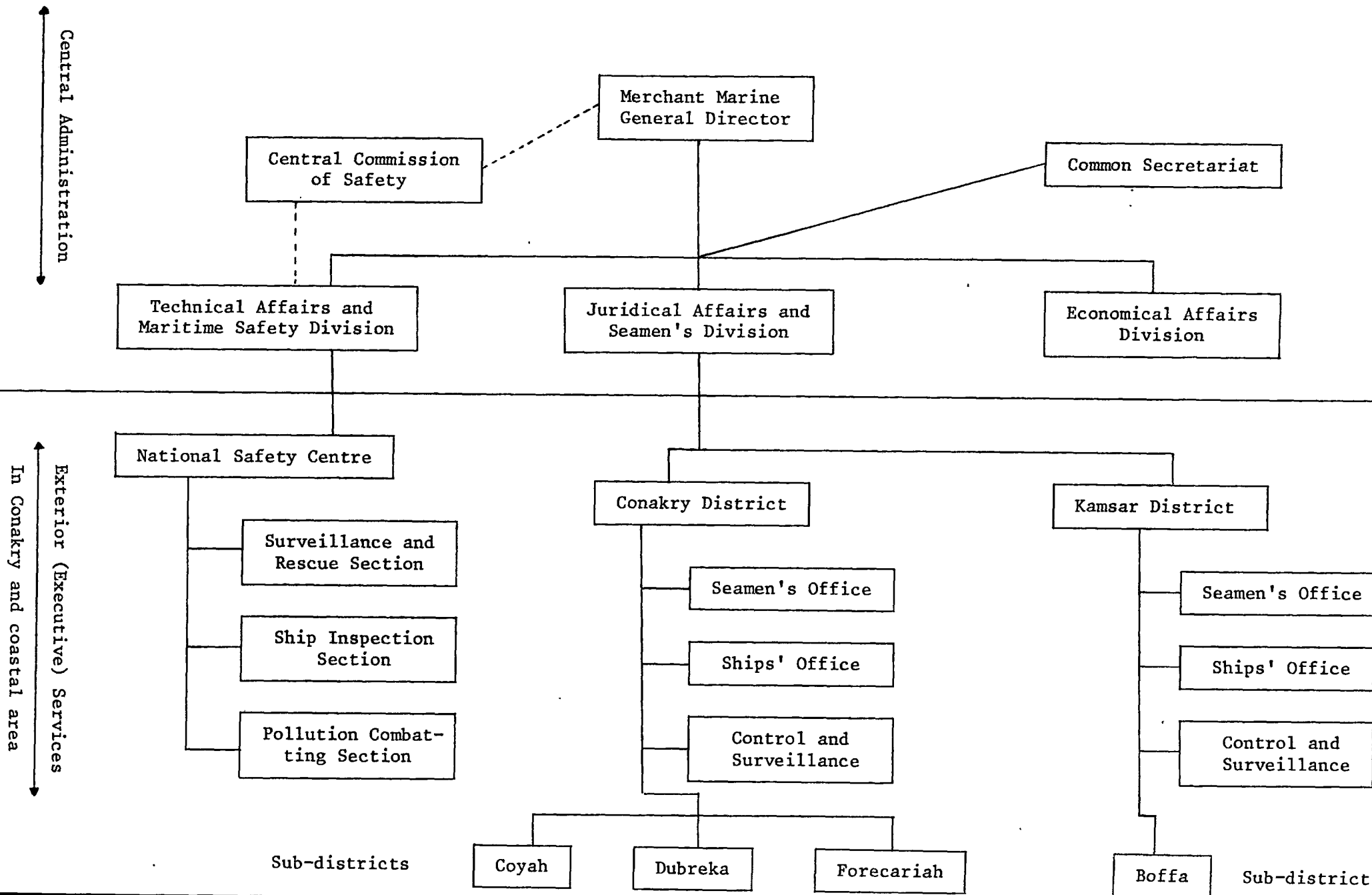
The restructuring of the Merchant Marine central services, the Maritime Prefectoral Directions and the Safety Departments will enlighten the necessity to reinforce sensitively the Merchant Marine. Such work should be started immediately if Guinea is willing to have a rapid expansion of the Guinean fleet within the scope of an administrative jurisdiction conforming with the international standards. (See Fig. 3, showing the new proposed Merchant Marine.)

1) The Economical Affairs Division

This division should have in charge one person who has a bachelor's degree in Economical Science and having acquired additional education in shipping.

THE PROPOSED MERCHANT MARINE

Fig. 3



2) The Juridical Affairs and Seamen's Division

This division should be taken in charge by a manager in maritime affairs who possesses a bachelor's degree in law.

3) Technical Affairs and Maritime Safety Division

This section should have as main tasks:

- i) to study the International Conventions which have technical character (SOLAS, Load Line, STCW 78, etc.),
- ii) to prepare the national legislation in connection with Juridical and Seamen's Affairs Division,
- iii) to control the action of the National Maritime Safety Centre which has as its tasks the application of maritime safety regulations along the coast, and at the same time the registration and inspection of ships and combatting of pollution.

This section should be managed by a Master Mariner or a Chief Engineer who has a Master of Science Degree in Maritime Safety Administration from the World Maritime University.

6.1.1 Exterior Services or Execution Services

This section is to be responsible for the application of the rules and regulations which are prepared by the Central Services of the Merchant Marine and also for the implementation of the Maritime Code around the Guinean coast.

I The Maritime Districts

The administrative tasks and application of local control could be executed by the maritime districts which have the complete administrative services.

These districts will help towards the reinforcement of two districts of Conakry (for the oriental coast) and the Kamson district (for the western coast).

The other actual Maritime Prefectoral Directions (Boffa, Coyah, Dubreka, Forecariah) will become "sub-districts", which will depend according to their geographical location on Conakry and Kamson districts.

Later, with the modernization of Boffa and Benty ports, these "sub-districts" will take the name of Maritime Districts. Each maritime district will have a basic structure which consists of:

- 1) One office for seamen, having as its tasks:
 - a) The registration and delivery of seamen's books or professional cards.
 - b) To keep the movement of seamen (embarkation and disembarkation).
 - c) The engagement contract (agreement) and the legal dispute resulting from these contracts.
 - d) Disciplinary problems.
 - e) Seamen's statistics.

- 2) One office for vessels, having as its tasks:
 - a) Registration of vessels.
 - b) The rights and principles obtained under the Guinean flag (Guineisation).
 - c) The delivery of titles of ships, crew lists, navigation charts.
 - d) Change of ownership.
 - e) Navigation taxes (dues).
 - f) Ships' statistics.

- 3) One section "Control and Surveillance, having as its tasks:

Control around the coast and on board ships, the proper observation of the application of national rules and regulations.

In future this section will have the task of carrying out the periodical survey on board small vessels.

Each district will be under the control of one chief of district, who will represent the Merchant Marine Director in each respective area.

II The National Maritime Safety Centre

The restructuration of the National Maritime Safety Centre will cover all Guinean littoral. This Centre will have as its tasks the application on the littoral, as well as on board ships, of the recommendations which are made by the Technical Affairs and Maritime Safety Division.

The Centre will comprise three sections:

1) Surveillance and Rescue Section

having as main tasks:

- a) to organize the maritime rescue at the national and local level;
- b) to coordinate the rescue operations (nautical and aerial means);

- c) to coordinate the nautical surveillance of the national sea waters (in collaboration with the Navy).

2) Ship Inspection Section

which will have the tasks:

- a) unification of survey commissions;
- b) survey of ships (initial, annual, special, periodical, etc.);
- c) delivery of Safety Certificates;
- d) accident investigation;
- e) having direct relations with classification societies.

3) Pollution Combatting Section

This section will have an operational character. The maritime authorities should provide for new technical equipment. The radiocommunications should be integrated on the "prevention" and "intervention" phases.

6.2 Maritime Safety Administration

The Merchant Marine Code provided complete legislation in this respect. When it comes to the participation of classification societies in the application of the

safety rules, it is necessary to draw the attention of the Guinean maritime authorities to the following points:

- a) The recognition of the big classification societies which have a network of experts working in the quasi-totality of major ports.
- b) The recognition decrees of the classification societies should define precisely the nature and importance of the delegation of powers in the following areas:
 - i) the application of the SOLAS 1974 Convention when it comes to the safety rules and regulations;
 - ii) the determination of the load line marks and delivery of appropriate certificates in application of the 1966 Convention on Load Lines;
 - iii) control of the vessels' cargo handling facilities.

6.3 The Autonomous Port of Conakry

Port operations involve a large variety of activities performed by many different groups and individuals, or on behalf of a variety of port users or other interests.

Port operation can be divided into a number of major categories, as follows:

- waterfront operations
- navigation control
- accommodation of ships and floating equipment, loading and unloading, etc.

Navigation control, for example, involves all the operations required to bring a ship safely in and out of the port, including piloting and towing, lighting and buoying. The equipment required includes tugboats, lights and lighthouses, and buoys whose maintenance and administration may be shared with national conservancy bodies.

6.3.1 Training of pilots

To meet the needs of the country for pilotage, it is necessary to start as soon as possible the training of pilots in the specialized maritime academies, for a period of about 5 years for senior pilots, or to give 8 months' training allowance to the Merchant Marine officers, enabling them to become specialized in pilotage.

6.3.2 Establishment of a full-time fire-fighting unit

With respect to section 4.3, in which the importance of a proper fire-fighting unit was highlighted, and the need for establishment of such a unit is a must for the safe-guarding of the ports and infrastructures of Guinea.

Functions: The safeguarding of waterfront facilities is of major importance to the welfare of the country. Under emergency conditions there is no time for replacement of port facilities destroyed by fire. Wharves of a port are especially vulnerable to fire in view of the varied merchandise kept in the transit godowns and warehouses.

The merchandise passing over the wharves of the port consist of every conceivable kind of material, possessing all degrees of fire hazard and frequently running into very high values. In case of fire the loss would be excessive and far more than ordinarily anticipated. Thus the responsibility for preventing destructive fires within port premises is a heavy one at all times, and worthy of the best efforts and constant attention of those looking after this function.

A port fire service is therefore essential to take charge of fire prevention measures and ensure that all fire-fighting and protection equipment in the port are adequately provided and maintained. In addition, the port fire service personnel will be more familiar with the location/layout of fire-fighting facilities/buildings and know the fire hazard characteristics of the merchandise in the port.

This will not be so in the case of the national fire brigade, which is often designed for the general protection of the community at large rather than to provide specific fire protection for any organization.

Further, the port fire service, which is equipped with an intimate background knowledge of port operations and activities will be able to give practical recommendations and solutions conducive to efficient port operations without sacrificing fire safety in any way.

It is therefore recommended that consideration be given to the setting up of a port fire service, staffed with full-time firemen. Initially a total of 18 to 20 men would be necessary to provide a round the clock service on 12-hour shifts.

Auxiliary Fire Service Personnel

The full-time fire service should be supplemented by an auxiliary fire force, made up of port employees working at the wharves. These employees should be given intensive fire-fighting training to prepare them for fire-fighting duties. They will perform their usual work at the wharves on normal days and will only be called up to carry out fire-fighting duties in the event of an emergency.

Training and fire drills

All personnel working at the wharves should receive instruction in fire prevention and in basic fire-fighting techniques. Fire-fighting training should be concerned, in the first instance, with the use of "first aid" fire-fighting equipment. As many persons as practicable should be trained in the use of the appropriate extinguishers so that an initial outbreak of fire can possibly be extinguished before it develops into a major fire.

As a second line of defence, certain key personnel should be trained in the use of the main fire-fighting equipment like pumps, foam equipment, hoses, etc., and formed into squads covering specific hazardous sections of the port. They should be allocated specific duties to ensure prompt and effective action with a minimum of delay and confusion.

Fire drills should also be held at frequent intervals. During the drills, hoses should be run out and branch pipes or monitors connected and the whole system used at full pressure and water flow rate. This not only provides training for the men involved, but also acts as a means of testing the soundness of the fire-fighting system and equipment.

6.3.3 Training of warehouse staff in the prevention and control of fire

Practical training shall be conducted for members of the warehouse staff in the proper use of fire-fighting equipment. This would incorporate basic fire-fighting techniques and methods. The local Fire Brigade should be contacted to conduct such courses on a regular basis.

No smoking is allowed on the wharf apron, inside the warehouse and also within 4.5 metres of the warehouse. Pictorial notices at strategic locations (prohibiting smoking) shall be displayed. Members of the warehouse staff shall be jointly and severally responsible for the enforcement of the rule.

The warehouse is to be kept and maintained in a tidy and orderly condition. Unwanted materials and rubbish must not be allowed to be strewn all over. Prompt action must be taken to dispose or clear rubbish.

No cargo should be stored near electrical switchboards in such a manner that it is likely to result in damage to the switchboards.

No electrical appliances are to be connected into existing power points without the prior approval of the electrical department. Electrical appliances should be switched off by the last person leaving the place.

A fire extinguisher, carbon dioxide-type, should be installed in the vicinity of the main electrical switch-board.

The burning of any substances is prohibited inside a warehouse.

Forklifts are to be fitted with spark arresters. Cars and forklifts are not allowed to be parked inside a warehouse.

Only people and/or vehicles on official business are allowed into the warehouse. Random spot-checks should be carried out by the officer in charge, or his representative.

Before closing the warehouse, the officer in charge must make certain of the following:

- a) All electrical appliances and switches are off.
- b) No vehicles, either cars or forklifts, are parked inside the warehouse.
- c) Check that nobody, especially unauthorized personnel, is inside the warehouse.

6.3.4 Procedures to follow in the event of a fire

Procedure I

- a) The person who first spotted the fire is to raise the fire alarm, either by means of the fire alarm device or by shouting "Fire, fire".
- b) Following a) the officer in charge of the warehouse shall be responsible initially for the control of the fire until the arrival of the Fire Brigade. He will coordinate and direct whatever available manpower and equipment are available to combat the fire.
- c) If attempts to extinguish the fire fail, procedure II shall apply.
- d) Any outbreak of fire however must be reported to the Fire Brigade, even though the fire has been successfully extinguished. The officer in charge of police must be informed so that an investigation can be conducted, if necessary.

Procedure II

If the fire is beyond control:

- a) All staff are to evacuate the building by using the nearest exit and to congregate in an appropriate place.

- b) Should any staff be found missing, the officer of the Fire Brigade is to be informed accordingly. Where possible, information regarding the missing person's last whereabouts should be disclosed as well.

- c) Staff working in neighbouring warehouses shall also prepare to evacuate. If the situation permits, relevant and important documents should be taken out of the warehouse.

TRAVAIL - JUSTICE - SOLIDARITE

PRESIDENCE DE LA REPUBLIQUE

--- SECRET ---

SECRETARIAT GENERAL DU GOUVERNEMENT

LE PRESIDENT DE LA REPUBLIQUE,

VU la Loi Constitutionnelle n° 4/AN du 10 Novembre 1958, promulguée
par l'Ordonnance n° 15 du 12 Novembre 1958 ;

VU La Loi n° 001/AL/75 du 7 Janvier 1975, portant élection du
PRESIDENT DE LA REPUBLIQUE ;

VU le Décret n° 215/PRG du 1er Juin 1979, portant nomination des
Membres du Cabinet du PRESIDENT DE LA REPUBLIQUE ;

VU le Décret n° 386/PRG du 10 Septembre 1962, portant création de
la Direction de la Marine Marchande ;

--- SECRET ---

ARTICLE 1ER/- La Marine Marchande est chargée de l'application de
la politique nationale en matière de transport maritime. A ce ti-
tre, elle assure la coordination et le contrôle des activités des
différents opérateurs (Sociétés et Entreprises) du secteur.

La Marine Marchande comprend cinq (5) divisions :

1. - La Division des Affaires Economiques ;
2. - La Division des Affaires Juridiques et Humaines ;
- X 3. - La Division des Relations Internationales ;
4. - La Division de la Navigation et de la Sécurité Maritimes
5. - La Division des Affaires Maritimes Régionales ;

ARTICLE 2/- La Division des Affaires Economiques est chargée de :

- a) - élaborer et de mettre en oeuvre la réglementation relative à
la protection du pavillon national,
- b) - intervenir dans le domaine des taux de fret en assurant le
Secrétariat du Comité des Chargeurs,
- c) - défendre les intérêts nationaux au sein des conférences mari-
times inter-armements ou inter-Etats sur les frets,
- d) - suivre l'activité économique de la flotte de commerce,
- e) - participer à la préparation du plan sectoriel de développe-
ment,
- f) - analyser et contrôler la gestion économique des opérateurs d'
secteur maritime, (Sociétés et Entreprises),

- g) - contrôler les affrètements des navires étrangers,
- h) - contrôler les surstaraires.

Cette division comprend :

- 1. - Le Service des études,
- 2. - Le Secrétariat du Comité des Chargeurs,
- 3. - Le Service " Ports et Entreprises " des transports maritimes.

ARTICLE 3/- La Division des Affaires Juridiques et Humaines est chargée de :

- a) - préparer la législation maritime nationale et les éventuels amendements qu'elle nécessite ;
- b) - prendre les mesures réglementaires nécessaires à la mise en application de la législation, à l'exception toutefois des réglementations techniques ;
- c) - étudier les conventions maritimes internationales à caractère juridique ;
- d) - suivre les formalités de ratification de toutes les conventions internationales et tenir en liaison avec le Ministère des Affaires Etrangères ;
- e) - contrôler l'application de la réglementation nationale par les services d'exécution ;
- f) - gérer la documentation maritime nationale et internationale ;
- g) - préparer les études à caractère juridique et administratif, et représenter le Gouvernement au sein des organismes internationaux traitant de tels problèmes ;
- h) - étudier toutes les questions se rapportant au travail à bord des gens de mer, son régime, les effectifs, les salaires, les conventions collectives et les procédures d'arbitrage en cas de conflits sociaux ;
- i) - élaborer et coordonner les programmes de formation, de recyclage et de perfectionnement du personnel maritime ;

Cette Division comprend :

- le Service de la législation
- le Service des gens de mer.
- le Service de documentation.

ARTICLE 4/- Division des Relations Internationales :

Elle est chargée de :

- a) - suivre les activités des institutions maritimes sous-régionales et internationales ;
- b) -

- b) - préparer sur le plan national les bases techniques des réunions conférences maritimes sous-régionales et internationales ; exploiter les travaux de ces conférences et faire connaître les positions Guinéennes sur les différents points à traiter ;
- c) - centraliser, organiser et faire fonctionner la coopération maritime bilatérale ;

Cette Division comprend :

- 1. - la section de la coopération bilatérale ;
- 2. - la section de la coopération multilatérale.
- 3. - La section de la documentation

ARTICLE 5/- La Division de la Navigation et de la Sécurité maritimes a pour compétence :

- a) - l'élaboration des règles nationales de Sécurité à bord des navires.
- b) - l'examen des conventions techniques internationales relatives à la sécurité, à la lutte contre la pollution et au sauvetage maritime ;
- c) - la mise en application des conventions internationales dans la législation et la réglementation nationales ;
- d) - la mise sur pied et le contrôle des services d'exécution suivants ;

- le Centre National de sécurité maritime

- le Centre National de protection du milieu marin.

ARTICLE 6/- Division des Affaires Maritimes Régionales.

Elle a pour tâches de :

- a) - contrôler et coordonner les actions des quartiers maritimes régionaux ;
- b) - constituer une instance de recours administratif pour les décisions qui sont prises sur le littoral par les services d'exécution (quartiers maritimes) ;
- c) - structurer et réformer les services d'exécution en tant que de besoin.

ARTICLE 7/- Le Ministre des Transports est chargé de l'application du présent Décret abrogeant toutes dispositions antérieures contraires, qui sera enregistré et publié au Journal Officiel de la République, /

Pour copie certifiée conforme
CONAKRY, le 25 Février 1982
LE DIRECTEUR DE CABINET

CONAKRY, le 23 DECEMBRE 1981

AHMED SEKOU TOURE/

- ALPHA SOW -

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