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## Assessment mission report Cameroon

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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 Cameroon

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 Cameroon. 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
Department Of Maritime Affaires And Inland Waterways (DAMVN)
National Hydrocarbon Corporation (SNH)
Douala Port

## 3 PROJECT PARTICIPANTS

Cameroon Mission:	
- Adama SY	Marenda Maritime safety expert KE2
- El Hadji Mar Gueye	Marenda IT expert KE4



## 4 KEY FINDINGS

The assessment mission carried out in Cameroon revealed the excellent state of progress as well as the high degree of expertise of the Maritime Authority referred to as the Department Of Maritime Affaires And Inland Waterways (DAMVN, a body under the Ministry Of Transport), the National Hydrocarbon Corporation (SNH), and the Port of Douala. It also gave the opportunity to confirm that Cameroon has undertaken a remarkable work as far as emergency response capacity at national and local level is concerned.

Listed below are the key findings from the meetings with these institutions.

<b>CONTINGENCY PLANNING</b>	<ul style="list-style-type: none"> <li>• An environmental law enacted in 1996 has triggered the setting up of Cameroon National Oil Spill Contingency Plan (NOSCP). In cooperation with the International Maritime Organisation (IMO) and the Global Initiative for West and Central Africa (GIWACAF), the NOSCP was tested and updated recently in 2014.</li> <li>• Strong cooperation exists on prevention of marine pollution and effective oil spill response between the Cameroonian Government represented by DAMVN and SNH on the one hand, and on the other the following authorities; the Navy, the ministry of Environment, the Port of Douala, oil companies operating in Cameroon and the Department of Justice.</li> <li>• It also has to be borne in mind that there is a Steering and Monitoring Committee of Pipelines (CPSP), which is an operational branch of the SNH in terms of pollution by hydrocarbon spills. CPSP is answerable to the General Manager of the mentioned corporation. This Committee is directly in charge of all pollutions from hydrocarbon within the national territory. Financial as well human resources are available to them to carry out their duties.</li> <li>• Strengthening oil spill preparedness and response in Cameroon is one of the greatest challenges of the Government which duly follows IMO recommendations. In cooperation with IPIECA (The Global Oil and Gas Association for Environmental and Social Issues) the International Maritime Organisation has conducted successful oil spill exercises across Cameroon in 2014. This initiative ensured: i) training of delegates both from the Government and the Oil Gas industry, ii) training and educating of local communities in oil spill clean up, iii) assessing the gaps and needs of the NOSCP in order to amend them.</li> <li>• Being aware of the fact that competence dwelling in education and training could be determinant in the activation and implementation of a Contingency Plan, the DAMVN and SNH have set up courses as well oil spill exercises whereby the effectiveness and adequacy of the plan is tested. As regard, not only desk-top exercises are conducted, but also oil spill combat and response equipment are deployed as simulated counteraction operations. It is worthwhile noting that those courses are modelled according to IMO's training standards.</li> <li>• It is clearly established that the "Maître D'oeuvre" (Authority Responsible) for the Contingency Plan are DAMVN and SNH which are supported by key stakeholders as he Navy, Airborne Forces and by volunteers. The plan however is coordinated by "Le Comité de pilotage et Suivi des Pipelines" (CPSP- Steering and Monitoring Committee Of Pipelines).</li> </ul>
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	<ul style="list-style-type: none"> <li>• Incident Management System (IMS) is known in Cameroon and many government officials as well stakeholders' personnel have undergone workshops pertaining to IMS and/or Incident Command Systems (ICS). Proper use of IMS is a must in case of oil spill incident.</li> <li>• MARENDA project training programme could be helpful to test and strengthen the link between port and national contingency plans.</li> <li>• The contingency plan is not available online.</li> <li>• The following issues could contribute to a more operational Contingency Plan: <ul style="list-style-type: none"> <li>• Clear definition of the different roles and functions of all the key stakeholders be</li> <li>• Better coordination and communication amongst the members of the crisis team and implementation of a system for actions monitoring and follow up</li> <li>• Improvement of the information and historical data registering procedures.</li> <li>• Setting up of an efficient system of communication enabling efficient information flow between all centers and CPSP.</li> <li>• Updating and renewal of communication tools (internet, VHF, phones, etc) based on state of the art technologies.</li> </ul> </li> </ul>
<p><b>INFORMATION AND KNOW-HOW</b></p>	<ul style="list-style-type: none"> <li>• It is recommended to develop a GIS tool and to create an interface which would enable the incorporation of emergency oil spill equipment location and status to the software. The GIS is not yet in place, although strongly recommended by IMO and IPIECA in a workshop held in 2012 and supported by the two bodies. In the future, the GIS could be interfaced with the location/position and status of oil spill equipment, making them appear on it.</li> <li>• Sensitivity maps were already in existence in Cameroon in 2007. They were developed and incorporated in the National Contingency Plan.</li> <li>• An update and inventory of response equipment owned by oil producers and other private companies in Cameroon is currently being carried out.</li> <li>• Although no risk assessment has, so far been done for Douala port, there is a genuine awareness of the need to multiply precautionary measures in order to hamper the hazard of oil spills within the port and its vicinity.</li> <li>• The coordinator of the crisis team needs to have knowledge on incident management and intervention.</li> <li>• There needs to be a contact list of responsible officials in charge of oil crisis, with up-to-date telephone numbers, home addresses etc.</li> <li>• The contact details of the local centers need to be made public and available 24/7.</li> <li>• The public has to be informed about the Contingency Plan's existence using both French and English languages.</li> </ul>



	<ul style="list-style-type: none"><li>• A mechanism of sharing information amongst all the centers on the one hand, and on the other between those stations and stakeholders should be put in place with proper, handy and well-organised means of communication.</li></ul>
<b>EDUCATION AND TRAINING</b>	<ul style="list-style-type: none"><li>• Serious efforts have been made in the field of education and training with a few training exercises organised of which the objectives were as follows: i) Ensure that all parties concerned are aware of their responsibilities as per the procedure set up in case of incident, ii) Inform the parties concerned on the available resources and their location, iii) Provide all the parties concerned with the manual of the contingency plan, iv) Properly handle the recently acquired anti-pollution equipment stored at the designated centers.</li></ul> <p>A need for training was expressed on the following topics:</p> <ul style="list-style-type: none"><li>• Support for development of sectorial plans</li><li>• Coordination of sectorial plans with the NOSCP</li><li>• Training on prevention of pollution</li><li>• Use of pollution combating equipment</li><li>• Training of all stakeholders on crisis management</li></ul>
<b>REGIONAL COOPERATION</b>	<ul style="list-style-type: none"><li>• Regional cooperation materialized by bilateral and multilateral agreements is a necessity between Cameroon and neighbouring countries sharing the same coastline such as Gabon, Congo, Nigeria as well Equatorial Guinea, and even with a landlocked country like Chad. Up-to-date, this form of cooperation doesn't exist amongst them.</li><li>• Cameroon has already implemented Abidjan and Abuja Conventions and is open to multilateral cooperation between Member States.</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>• Equipement have recently been aquired for 3 local centers. Unfortunately, they seem to be insignificant compared to the needs which are growing. An inventory list, localization and maintenance condition of all oil spill response equipment at a national level has to be done.</li><li>• Waste management control chain could be improved by better monitoring.</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 DAMVN; SNH and Douaala 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 Training course á three days
- Technical assistance on specific issues

### 5.1 On the Job Training

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 Cameroon. Starting dates of the training will be discussed and agreed upon with DAMVN, SNH and Douala 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, DAMVN, SHN, Douala port 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 material 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 Cameroon include:

- Based on the needs DAMVN and SNH, specific topics will be addressed. These will be discussed and agreed during the first workshop of the training programme, tentatively 2-3 July in Abidjan.

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

After the thematic training phase, DAMVN, SNH, Douala Port and the 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 Cameroonian 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 training programme 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 DAMVN, SNH, Douala Port. 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.

### **Target group**

DAMVN, SNH, Doaula Port, Industryrepresentatives



## 5.2 Regional workshops

Workshops	Topic	Objective and content	Target Group
<p><b>Workshop 1</b></p> <p>Tentatively ARSTM in Abidjan, 7-8 July 2015.</p>	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 integration of port 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>DAMVH SNH, Douala Port</b>
<p><b>Workshop 2</b></p> <p>Tentatively RMU in Accra Dates still to be decided.</p>	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>DAMVH SNH, Douala Port</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 Cameroon : DAMVN, SNH
<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 will be provided in preparing the technical framework for bilateral and multilateral agreements with the neighboring countries: Nigeria, Gabon, Equatorial Guinea. Agreements from France-Spain, UK-France and Bonn Agreement can be used as references.

- (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