

5-2015

## Assessment mission report Nigeria

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### Recommended Citation

Nilsson, Henrik; Sy, Adama; Ndiaye, Amadou; Gueye, El Hadji Mar; Cissokho, Dramane; and Fernández, Marisa, "Assessment mission report Nigeria" (2015). *MARENDA*. 4.

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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 Nigeria

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 Nigeria. 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
Lagos Port Authority / Lagos Port Complex.
NIMASA
NOSDRA



### 3 PROJECT PARTICIPANTS

Nigeria MISSION:	
- El Hadji Mar Guèye	Marendra IT expert (KE4)
- Adama Sy	Marendra Maritime Safety Key Expert 3 (KE2)

### 4 KEY FINDINGS

The assessment mission developed in Lagos covered, not only the very well structured and well organized Nigerian Maritime Authority referred to as NIMASA (Maritime Administration and Safety Agency), but also the good standard of know-how of the National Oil Spill Detection and Response Agency (NOSDRA) in a system whereby Port Administrations' of Lagos, Port Harcourt, Tin Can Island, Calabar, Delta Port and Onne Port play an outstanding role. The mission allowed to know that significant and relevant work has already been done in terms of emergency response capacity at national and local level. Listed below are the key findings from the meetings with these institutions.

<b>CONTINGENCY PLANNING</b>	<ul style="list-style-type: none"> <li>• The National Oil Spill Detection and Response Agency (NOSDRA) was established in 2006 as an institutional framework to implement the National Oil Spill Contingency Plan (NOSCP) for Nigeria, as per the requirement of the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 90).</li> <li>• NOSDRA representing the Federal Government and all oil stakeholders have tightened partnership agreements involving all the parties in the prevention of marine pollution and effective oil spill response.</li> <li>• Being aware of the fact that Nigerian Federal Government is deploying many efforts in terms of education and regular training programmes for officers involving drills, MARENDA could support NOSDRA in the process of improving decision making and emergency response time, by fostering a better coordination of oil spill combat actions and better integration / coordination between contingency plans at federal, local and ports level.</li> <li>• Mechanisms to promote a higher involvement of local communities in the Contingency Plan could be explored in order to establish arrangements for beach clean-up drills as well as exercise organization.</li> <li>• The Role of NOSDRA and its prerogatives are clearly defined by law in the Contingency Plan while all other stakeholders are committed to act in case of major oil incident in Nigeria.</li> <li>• Thanks to Sat 1, an Orbit Satellite for geographical mapping, the Incident Management System (IMS) set up by the Federal Government through several laws and policies (at international and local levels) has become an essential tool for oil incident handlings in Nigeria.</li> <li>• MARENDA project training programme could be used to test and strengthen the link between port contingency plans and the national contingency plan.</li> </ul>
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<b>INFORMATION AND KNOW-HOW</b>	<ul style="list-style-type: none"><li>• The size of the country subdivided in 36 states and its large population represent a big challenge in terms of setting up a Global Sensitivity Mapping System at a federal level but the integration of different sensitivity mappings covering the whole country could significantly improve oil spill management capabilities in Nigeria.</li><li>• NOSDRA is keeping and updating an inventory of response equipment owned by oil producers and other private companies in Nigeria. The list is currently being updated by the authority.</li></ul>
<b>EDUCATION AND TRAINING</b>	<ul style="list-style-type: none"><li>• Nigeria is applying state of the art technologies in the field of oil spill management and response. Additional training and capacity building for port authorities personnel in the field of Emergency Response to Maritime Pollution and Protection of the marine environment will reinforce current capabilities</li><li>• Training of local communities and their involvement in drills and exercises especially regarding beach clean-up could be extremely helpful in case of major oil spill.</li></ul>
<b>REGIONAL COOPERATION</b>	<ul style="list-style-type: none"><li>• Although being part of multi-lateral agreements on cooperation in oil pollution preparedness and response under Abidjan Convention (West, Central and Southern Africa) and signatory of Abuja Convention, the setting up of specific cooperation with its immediate neighbours, namely Cameroon, Benin and Equatorial Guinea would be highly valuable in terms of response capabilities.</li><li>• The Nigerian Maritime Administration and Safety Agency (NIMASA) is committed to effectively implement the provisions of the International Maritime Organization's (IMO) Conventions and to put them into legally binding laws.</li><li>• Marendra Project can provide technical support to facilitate the establishment of multi and bi-lateral agreements concerning oil spill response between the projects' targeted countries.</li></ul>
<b>CAPACITY AND EQUIPMENT</b>	<ul style="list-style-type: none"><li>• NOSDRA has done a remarkable job in keeping an inventory of oil spill combat equipment and updating it. The next step is to integrate that information into a GIS system.</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 NIMASA, NOSDRA and Nigeria selected port Lagos 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 (OJT)

The On the job Training will be carried out during approximately 15 days. Experts from the MARENDA project will lead the trainings at the premises of the relevant national authority in Nigeria. Starting dates of the training will be discussed and agreed upon with NIMASA, NOSDRA and Lagos 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, NIMASA, NOSDRA, ports and the industry MARENDA will identify/compile/prepare documents, reports, templates, and training materials in order for training participants to familiarize themselves with the course content in advance. This 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 Nigeria include:

- Based on the needs of NOSDRA/NIMASA, specific topics will be addressed. These will be discussed and agreed during the first workshop of the training programme, tentatively 7-8 July in Abidjan.

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

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

The next step of the exercise is to present and execute the table top exercise, taking into account the Nigerian 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 NIMASA/NOSDRA, port or Maritime Administration. It would also be important to give a deeper understanding of the incident management system to the focal points as they may serve as contact points between the organisations in case of an oil spill. Finally it will also be important to establish a system (unless already in place) for regular update and exercise of the contingency plan.

**Target group**

NIMASA, NOSDRA LAGOS PORT, Industry representatives



## 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>NIMASA NOSDRA Port of Lagos</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>NIMASA NOSDRA Port of Lagos</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 Nigeria : NOSDRA
<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 up of the location and status of the oil combat equipment within the Geographical Information System (GIS).
- Assistance will be provided in preparing the technical framework for bilateral and multilateral agreements with the neighboring countries.

(1) Ships, ETV\*emergency towing vessels\*, offshore vessels, etc.

Main particulars include dimensions, power, nr of propellers, bollard pull, towing winch and cable particulars, firefighting equipment, oil recovery tanks capacities and decanting system.

Sweeping arms characteristics, pumps, etc.

Booms, for each type or manufacturer specify length and height, whether inflatable or solid material, stored in winch or in packages. Length of floating chambers and individual and connectable pieces of boom. Auxiliary equipment needed.

Anchoring systems recommended.

Skimmers, name of manufacturer, for light or heavy oil, disk, vacuum or screw pump. Capacity and pressure.

Dispersant application systems

Ship.- Spraying arm particulars, capacity of dispersant, rate of application,

Boat.- Spraying arm particulars, capacity of dispersant, rate of application.

Helicopters.- Type of gear to be used, aeronautical approval of gear, tank capacity, training of hc pilots

Plane.- Type of gear, aeronautical approval, tank capacity, training of pilots.

Stock.- Available stock of dispersants in country, location of stocks, kinds of dispersants for different kinds of crude oil. Quantity of dispersant available. Especial dispersants for HFO treatment