

WP1 2008

OUTPUT 1.1.1

# NWAMSA - OUTLINE PLAN & PARTNERSHIP

NORTH WEST AFRICA MARITIME SAFETY AGENCY



## Dr Karen Sumser-Lupson

University of Las Palmas de Gran Canaria  
C|Juan de Quesada no 30

Las Palmas 35001

Tlf. 0034.928457460

[klupson@proyinves.ulpgc.es](mailto:klupson@proyinves.ulpgc.es)

[karen.sumser-lupson@plymouth.ac.uk](mailto:karen.sumser-lupson@plymouth.ac.uk)



University of Las Palmas de Gran Canaria  
(SPAIN)

University of Plymouth: Marine Institute  
(United Kingdom)

# **NORTH WEST AFRICA MARITIME SAFETY AGENCY (NWAMSA)**

## **Partnership Outline Plan**

For the Development of NWAMSA,  
Statistical Database, Legal Information  
& Advice Service



Alvaro Barrientos/Associated Press  
African migrants at a Red Cross shelter near  
Los Cristianos on Tenerife, in the Canary Islands. 2007

TABLE OF CONTENTS		Page Number
Preface		5
Executive Summary		6
<b>MAIN REPORT</b>		
<b>Section One - Starting Point</b>		24
1.1 Introduction		24
<b>Section Two – North West Africa Maritime Safety Agency – Aims and Objective</b>		25
2.1 NWAMSA General Concept		25
<b>2.2 PRIMARY AIM: NORTH WEST AFRICA MARITIME SAFETY AGENCY (NWAMSA)</b>		25
2.1.1 NWAMSA 1 <sup>st</sup> Phase Objectives		25
2.3 NWAMSA Work plan		26
2.4 North West Africa Maritime Safety Agency - Spatial Limitations		27
2.4.1 NWAMSA Operational Landmass		28
2.4.2 United Nations Regional Map		31
2.4.3 NWAMSA Seaward Operational Zone		31
<b>Section Three Objective One and Related Tasks</b>		35
3.1 Objective One		35
3.2 Ob1-Task a- Develop a Sustainable Model for the NWAMSA Partnership Framework		35
3.3 Objective One-Task b) - Identify 1 <sup>st</sup> Level Key Organizations and Stakeholders Representative of the Partnership Model		37
3.3.1 Introduction		37
3.3.2 NWAMSA Strategic Partnership		38
<b>Section Four Profiles of Strategic Partnership Key Organisations</b>		39
<b>4.1 North West African Key Organisations</b>		39
4.1.1 African Union		39
4.1.2 Morocco Government		41
4.2 Africa Maritime Transport Organisations		43
4.2.1 Maritime Organization for West and Central Africa (MOWCA)		43
4.2.2 ICHCA Canaries-Africa Regional Charter		46

4.3	Research Institutions	47
4.3.1	The University of Las Palmas Gran Canarias SP (ULPGC)	47
4.3.2	The University of Plymouth (Marine Institute) UK (UoPMI)	49
4.3.3	The World Maritime University (Sweden)	50
4.4	International Institutions and Organisations	51
4.4.1	The International Maritime Organisation	51
4.4.2	The International Chamber of Shipping	53
4.4.3	The United States Coastguard	54
4.4.4	The United Nations High Commission for Refugees (UNHCR)	56
4.4.6	International Youth Charter (IYC)	58
4.5	European Institutions and Organisations	60
4.5.1	The European Commission	60
4.5.2	European Maritime Safety Agency (EMSA)	62
4.5.3	Frontex- European Border Control	64
4.5.4	European External Border Surveillance System (EUROSUR)	67
4.6	European Member State Organisations	69
4.6.1	Sociedad Estatal de Salvamento Marítimo (SASEMAR)	69
4.7	External Governments	71
4.7.1	Government of Spain	71
4.7.2	Presidencia del Gobierno - Government of the Canary Islands	73
	<b>Section Five: Conclusions and Next Steps</b>	<b>76</b>
5.1	Conclusions	76
5.2	Next Steps	77
5.3	Executive Advisory Board	77

**Acknowledgements:**

*The authors would like to thank all colleagues who contributed to this study. We are grateful to Prof, José Joaquín Hernández Brito and Prof, Cayetano Collado for their collaboration during preliminary investigations, and to Research Assistant, Miss Stéphanie García Senín who assisted with recording and transcription.*

**Preface****The Aim of the North West Africa Maritime Safety Agency Support Outline Plan**

*Dr K Y Sumser-Lupson*

It is believed that the development of a sustainable North West African Maritime Safety Agency (NWAMSA) will depend on robust intelligent information services. These intelligent services will demand for complex management mechanisms, the development of sophisticated models, innovative analytical tools and techniques for the amalgamation of available statistical data.

It will also be necessary to develop specific and targeted methodologies for the harmonization of new and live data aimed at underpinning strategic maritime safety capacities for North West African countries with an Atlantic Ocean interface.

This outline plan will identify key players for the sustainable development of a strategic partnership, prepare the initial intelligence protocols, and define the geographical interfaces for the proposed NWAMSA services. The plan makes recommendations about where there is inadequate provision and suggests a phased work programme and a methodology for addressing these inadequacies. The recommendations of the plan should enable a co-ordinated approach to funding opportunities, ensure best value for money and added value as well as offer expectations for the development of an Expert and Executive Board.



MANGALORE September 8, 2007- RK BHAT

## **EXECUTIVE SUMMARY**

### **Section One - Starting Point**

- 1.1. This Strategic Partnership Plan documents the primary work that is to be undertaken by the University of Las Palmas de Gran Canaria (ULPGC) Spain in association with the University of Plymouth (UK) for a period of 36 months. The plan will document the envisaged development of a strategic partnership relevant to the sustainable development of a North West African Maritime Safety Agency.
- 1.2. The development of a North West Africa Maritime Safety Agency (NWAMSA) was first deliberated during the proceedings of the 3<sup>rd</sup> Assembly of the ICHCA Canaries-Africa Regional Charter Ports conference (10/11.12.07) in Accra, Ghana. The discussion relating to Maritime Safety and Security came after a presentation by Dr Karen Sumser-Lupson of the University of Plymouth. The presentation overviewed the socio-economic and environmental benefits of developing a maritime safety orientated intelligent support framework for Africa. The purpose to provide new scientific research, structures for harmonising statistical data, and the development of management models in relation to the economic impacts for the port and shipping industries of maritime safety issues.
- 1.3. The ICHCA Canaries-African ports and shipping industries representatives consensus was that the development of methodologies to respond to Maritime Safety and in particular the irregular immigration phenomena, is a priority for the maritime transport sector

### **Section Two: North West Africa Maritime Safety Agency – Aims and Objectives**

- 2.1 The establishment of NWAMSA should not affect areas of jurisdiction of African Member States nor replace existing systems. A key operational objective of NWAMSA will be the development of scientific intelligence services aimed at harvesting information collected by diverse systems in a more cohesive and coherent approach, develop harmonised methodologies for analysis and to develop new data streams where gaps exist.
- 2.2 The AIM of the North West Africa Maritime Safety Agency will be:  
  

***‘to provide scientific and intelligence assistance to African Member States and other Maritime Stakeholders on matters relating to the safe, secure and clean movement of maritime transport, and the prevention of the loss of human lives at sea’***
- 2.3 Five objectives have been planned for the 1<sup>st</sup> phase of the NWAMSA development

- ❖ **Objective One:** to form a partnership model/ framework and 1<sup>st</sup> phase executive board to agree and consolidate at all levels, the framework and protocols for the sustainable development of the North West African Maritime Safety Agency
- ❖ **Objective Two:** to formulate a communication action plan aimed at reinforcing relationships between North West African Member States, the European Communities and other International organizations, and to improve the coordination between Member States and EC assistance
- ❖ **Objective Three:** to investigate potential funding streams (from all sources) and implement tenders for the work to be carried out for the 1<sup>st</sup> phase development of NWAMSA
- ❖ **Objective Four:** to propose and design a repository of expert knowledge that can be accessed by maritime safety agencies, stakeholders, politicians and other member states for North West Africa maritime safety purposes
- ❖ **Objective Five:** to identify data gaps and develop a long term action plan and framework for North West Africa Maritime Safety Agency data generation and intelligence service

### 2.3.1 NWAMSA Work plan

The implementation of NWAMSA will be divided into three phases, the first phase to be carried out during 2008 the second 2009/10 and the third phase which will be built upon the two previous ones 2011. It is envisaged that PHASE TWO will be ongoing throughout NWAMSA development because data requirements be African Member States and other Maritime stakeholders will increase as the knowledge repository evolves.

- |          |  |
|----------|--|
| Phase 1: | Development of a strategic partnership, targeted communications system and outline plan  |
| Phase 2: | Design and development of the Scientific Intelligence System<br>To include geographical information systems and satellite services<br>Targeting scientific research and development aimed to improve the performance of maritime safety and security for African Member States.<br>Developing harmonised methodologies for analytical purposes                             |
| Phase 3: | Preparation of reports identifying gaps and priorities for action<br>Implementation of economic risk analysis – cost – benefit analysis for African Members States based on aims of NWAMSA<br>Creation of a common information sharing platform between the relevant Member States and other maritime stakeholders<br>Dissemination and Preparation of PHASE 4 - Work plan |



## 2.4 North West Africa Maritime Safety Agencies - Spatial Limitations

2.5 It is critical to clarify the proposed geographical limitations of the NWAMSA structure, because data processing will be an essential task of the North West Africa Maritime Safety Agency (NWAMSA). Statistical relevance of data subsets will require a number of specific criteria should information provide decision makers robust analytical tools.

2.6 A formal model is chosen for the selection methodology because they can be expressed in a formal language, can be used together to represent geographic space and spatial relations and with mathematical rules used to infer conclusions.

The primary goal is to provide a clear definition whereon a coherent, mathematical theory of spatial relationships can be consistently achieved. This will be important for the development of a robust Geographical Information Systems (GIS) for dissemination purposes.

2.7 The concepts embedded in the spatial dimensions selected for the NWAMSA reference frame, correspond with the concepts known to be used by the potential end users of the scientific intelligence services. The needs of a wide range of maritime stakeholders, inclusive of politicians, local governments, academic/research institutions, agencies, statisticians, geographers and spatial analysts have been considered as a part of that process.

## 2.8 NWAMSA Operational Landmass:

2.8.1 The NWAMSA reference framework has developed a model that demonstrates a balance between design, user and system image models a number of constraints and benefits were also considered. What is important is that the NWAMSA reference is based on compass settings and NOT land based identification systems.

- ❖ South Africa (SA) has already in operation an organisation with a focus on maritime safety concerns.
- ❖ The partnership of the ICHCA is proportionality focused on West, North-West and Central Africa and therefore proposed support would predominantly be available from those areas.

A horizontal and a vertical line placed on a topography map of Africa that excludes individual landmass names was used to simplify the selection approach. Landmass on the left with an ocean interface are selected for inclusion for NWAMSA scientific data development, all landmass that the line intersects are also included.

2.8.1.2 Based on geographical references, twenty four African landmasses which have an ocean Interface are within the boundary of the proposed North West Africa Maritime Safety Agency (NWAMSA). These are:



Libya,	Tunisia,	Algeria,
Morocco,	<i>Western Sahara</i>	Mauritania,
Cape Verde,	Senegal,	Guinea Bisau,
Guinea,	Sierre Leone,	Liberia,
Cote.D.Ivoire,	Ghana,	Benin,
Nigeria,	Cameroon,	Sae Tome and Principe,
Equatorial Guinea,	Gabon,	Rep of the Congo,
Dem of the Congo,	Angola	Namibia.

## 2.9 United Nations Regional Map

2.9.1 Due regard for the United Nations Regional map has been taken although factors to justify why in this case adoption of the regional approach was not taken are based on the following points.

- ❖ The marine environment and the natural processes that occur there do not respect man-made borders
- ❖ Many maritime activities are dependent on natural processes 'trade winds' etc.
- ❖ To optimise resources a focus on the South Atlantic Ocean would enable a single seaward approach
- ❖ Significant added value will be gained by exploiting some of the specific marine natural process variables and their relationships with maritime safety concerns.
- ❖ The potential for new and innovative data to be developed
- ❖ It is intended that the regions identified by the United Nations can be used as a descriptor for data dissemination purposes.
- ❖ There is potential to widen the scope of NWAMSA during the 2<sup>nd</sup> phases

## 2.10 NWAMSA Seaward Operational Zone

2.10.1 A twofold approach to the seaward spatial area for the development of NWAMSA is employed. Decisions were based on inferences from the United Nations Conventions on the Law of the Sea (UNCLOS).

- ❖ The Territorial Sea and Contiguous Zone
- ❖ The South Atlantic the High Seas Integrated Approach- UNCLOS VII

2.10.2 Facilitating for an integrated spatial approach in the primary stages NWAMSA will be able to prioritise the needs for a wide range of marine maritime stakeholders and end users.

2.10.3 It is the intention of NWAMSA to provide an innovative catalyst by way of the scientific intelligence system. The focus is on accelerating sustainable development of the marine and maritime environments for the benefit of African Member States and their communities.

### Section Three: Objective One and Related Tasks

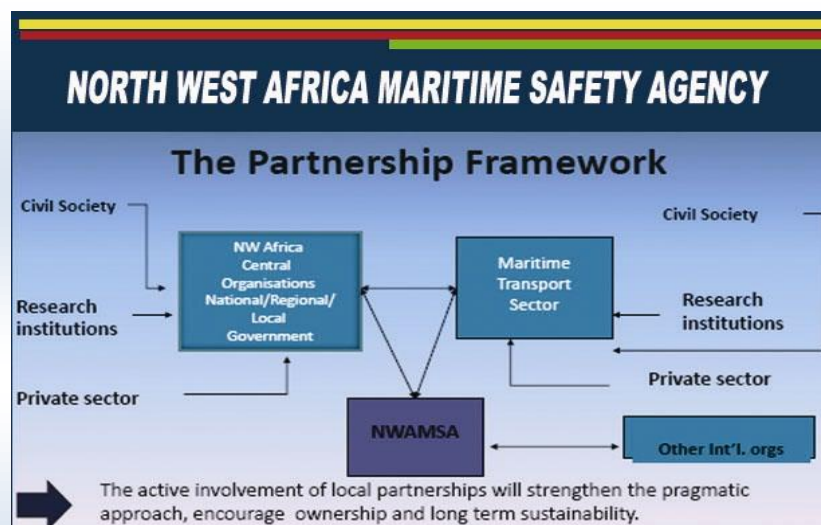
#### **3.1 To Form a Partnership Model and Executive Board to Agree and Consolidate at all Levels the Framework and Protocols for the Sustainable Development of the North West African Maritime Safety Agency**

##### Tasks

- a. *Develop a sustainable model for the NWAMSA partnership framework*
- b. *Identify 1<sup>st</sup> level key organizations and stakeholders representative of the partnership model*
- c. *Identify governments that are interested in NWAMSA priority issues and likely to be supportive in taking proposals forward*
- d. *Contact and arrange a time schedule for meetings with 1<sup>st</sup> level key representatives*
- e. *Identify priorities and concrete measures for a submission to European Union funding streams*

#### **3.2 Ob1-Task a- Develop a Sustainable Model for the NWAMSA Partnership Framework**

- 3.2.1 To inform and optimise the selection process key terms were considered, these are: logical, sustainable, flexible, transparent, purposeful, integrated, acceptable and capacity. A model initially developed by the United Nations was selected. The model was modified to reflect the purpose of the proposed NWAMSA organisation.
- 3.2.2 The final NWAMSA model demonstrates a robust communication platform for the maritime transport sector and will act as a catalyst for the transfer of knowledge with African National Regional and Local Governments and other stakeholders.
- 3.2.3 The Partnership Framework Model adopted for the development of the NWAMSA support Work Programme



### 3.3 Objective One-Task b and c

- 3.3.1 Task b: Identify 1<sup>st</sup> Level Key Organizations and Stakeholders Representative of the Partnership Model.  
Task c: Identify governments that are interested in NWAMSA priority issues and likely to be supportive in taking proposals forward
- 3.3.2 Because of (i) time constraints and (ii) the complexities associated with the development of intricate emergent structures such as NWAMSA; for the embryonic phase only 1<sup>st</sup> level key organizations and stakeholder representatives of the partnership model have been selected.
- 3.3.3 The partnership model will be evaluated on an annual basis and enlargements by way of a prepared evaluative system are foreseen.
- 3.3.4 To overcome some of the first stage complications a funnelling methodology is employed, critical priorities have been considered for the identification of relevant partners
- ❖ Key political organisations that can represent African countries
  - ❖ Key maritime organisations that can represent African maritime transport systems
  - ❖ Key International, European organisations that can represent a wide range of International stakeholders with a maritime interest
  - ❖ Key organisations that can represent European Neighbourhood Communities
  - ❖ Priorities and points discussed during the ICHCA meeting to be included
- 3.3.5 Organisations such as Universities and research centres that can assist in the development of technical and scientific solutions to the common concerns of the African maritime transport stakeholders are included
- 3.4 The following key political, decision makers and stakeholder organisations have been selected as key representatives for the sustainable development of the 1<sup>st</sup> phase North West African Maritime Safety Agency. Headings in *Italics* were not prioritised for first round of contact.
- 3.4.1 **African Government Representatives**
- ❖ African Union (AU)
  - ❖ Government of Morocco
  - ❖ *North West Africa National Governments (Phase 2)*
- 3.4.2 **African Maritime Transport Sector Representatives**
- ❖ Maritime Organisation for West and Central Africa (MOWCA)
  - ❖ ICHCA Canaries-Africa Regional Charter

**3.4.3 Universities and Research Institutions**

- ❖ The University of Las Palmas (Gran Canaries)
- ❖ The University of Plymouth (Marine Institute) UK
- ❖ The World Maritime University (Sweden)
- ❖ Regional Maritime Academy in Abidjan
- ❖ Regional Maritime University in Accra

**3.4.4 International Institutions and Organisations**

- ❖ The International Maritime Organisation (IMO)
- ❖ The International Chamber of Shipping (ICS)
- ❖ The United States Coastguard (USGC)
- ❖ The United Nations Refugee Organisation (UNHCR)
- ❖ The Youth Charter (International) (YCI)

**3.4.5 European Institutions and Organisations**

- ❖ European Commission
- ❖ *DG Tren* -
- ❖ European Maritime Safety Agency (EMSA)
- ❖ Frontex- European Border Control
- ❖ European External Border Surveillance System (EUROSUR)

**3.4.6 European Member State Organisations**

- ❖ SASMAR

**3.4.7 External Governments**

- ❖ Government of Spain
- ❖ Government of the Canary Islands

**Section Four: Profile of Partnership Organisations and relevance for NWAMSA****4.1 North West Africa Key Organisations****4.1.1 The African Union**

The African Union is vital for the sustainable development of NWAMSA; the African Union has made significant steps for the unification of the countries that make up Africa's whole.

It is acknowledged that NWAMSA ownership and development by African Member States is crucial and it is therefore critical to ensure full participation of AU in the development and conceptualisation of the NWAMSA programme.

The aims of the Africa Union have been considered in detail when the NWAMSA outline plan was in its concept stages and every effort has been made to ensure that a win - win methodology is employed for the Agencies development.

It is anticipated that the progression of NWAMSA will act as a social, economic and environmental catalyst for North West Africa and it is the intention to lever as much added

value for those countries as possible. The aims and objectives of the NWAMSA will align to and compliment to the 14 objectives of the African Union.

#### **4.1.2 Government of Morocco**

It is of particular importance that the Morocco government is included in the 1<sup>st</sup> phase of NWAMSA development. This is because Morocco is currently outside of the African Union membership, but is inside the geographical space that makes up North West Africa.

NWAMSA will be unique for North West Africa and thus its development and ownership by African Member States and African maritime stakeholders is crucial.

There are benefits for African Member States from the development of such an Agency in particular that NWAMSA will act as a social, economic and environmental catalyst.

The aims and objectives of the NWAMSA will align to and compliment the Government of Morocco main objectives – by adhering to these aims and objectives it is anticipated that NWAMSA will lever a great deal of positive added value for the Moroccan Governments.

## **4.2 Africa Maritime Transport Organisations**

### **4.2.1 MOWCA**

MOWCA expertise demonstrated by way of their policy underscores the significant benefits of developing a relationship between the organisations.

MOWCA acknowledges the fact that African sub-region's coastal waters provide for some of the World's busiest shipping routes and maritime safety concerns are linked to maritime transport movements.

MOWCA is already working towards problem solving with regards to issues associated with the implementation of various international conventions relating to safety (SOLAS), marine pollution (MARPOL) as well as the contemporary International Safety Management Code (ISM) and the Standard of Training Certification and Watch-keeping for Seafarers (STCW) Convention. NWAMSA will harness data and complement these MOWCA activities.

The MOWCA (2008) statement 'The over-riding role of MOWCA is to ensure for the sub-region a cost-effective shipping service high on safety and low on pollution' emphasises the importance of the organisation to the development of a NWAMSA partnership plan.

MOWCA notes that fragmentation of the maritime regularity systems creates for management obstacles - it is assumed that maritime safety must also be included in that comment. NWAMSA will cultivate principles that have goodness of fit with MOWCA values

#### **4.2.2 ICHCA Canaries / Africa Regional Chapter**

The ICHCA and in particular the Canaries/Africa Regional Chapter is fundamental to the development of NWAMSA. ICHCA provided the initial springboard from whence the NWAMSA notion formed and are actively seeking to consolidate the proposition and ensure that the agency develops in a sustainable and constructive manner.

The ICHCA will provide an important communication link for NWAMSA and their expertise will underpin NWAMSA current capacities.

The North West Africa Maritime Cluster is an important element of the Pan African economy and thus the interrelationships between the ports located in Africa and those of the European and International ports sectors are vital for overall economic development and indeed community well-being. It is the intention of NWAMSA to build on these existing relationships and work in partnership with ICHCA to underpin the ICHCA Canaries/Africa Regional Chapter overarching commitments and advance the capacities of the African maritime cluster to provide a safe, secure and clean movement of maritime transport.

### **4.3 Research Institutions**

#### **4.3.1 University of Las Palmas Gran Canaria**

The University Las Palmas de Gran Canaria will contribute greatly for the development of the NWAMSA. The close relationship that the university has developed with the Canaries Government will underpin the research and scientific intelligence system.

Geographical location of the Canaries in relation with the coasts of West Africa, the two land masses are adjacent each other especially the Africa countries near to Mauritania and thus share the same ocean space at almost a coastal level.

Optimising resources will streamline a sustainable maritime safety approach and the development of complementary research.

The ULPGC has demonstrated commitment for the development of NWAMSA by way of a knowledge transfer agreement (Dr Karen Sumser-Lupson) with the University of Plymouth and has provided valuable research capacity by the provision of a Research Assistant.

The combination of specialised marine and maritime skills from both the ULPGC and UoPMI will create a condition for innovative collaboration which in turn will lever considerable added value for the North West Africa Maritime Safety Agency and for Canaries maritime stakeholders.

#### 4.3.2 University of Plymouth (Marine Institute)

The University of Plymouth Marine Institute will provide valuable research capacity for the development of the North West Africa Maritime Safety Agency repository of scientific knowledge and intelligence tool.

The partnership forged between the University of Las Palmas and the University of Plymouth with regards to the secondment of Dr Karen Sumser-Lupson to ULPGC will underpin the development of a robust and sustainable working relationship between the two institutions. It is envisaged that the new joint venture will lever added value for the North West Africa Maritime Safety Agency by way of innovative collaborations between specialized academics of both universities.

#### 4.3.3 The World Maritime University (Sweden)

The World Maritime University (WMU) has an established reputation as the global centre for advanced education, training and research for specialist personnel for the international maritime community.

The WMU is currently seeking to increase its capacity with regards to maritime security and maritime environmental issues. It is the intention of NWAMSA to assist the WMO to achieve long term aims and objectives by encouraging a partnership approach and develop potential research opportunities.

### 4.4 International Institutions and Organisations

#### 4.4.1 The International Maritime Organisation (IMO)

The International Maritime Organisation will be an important link for the development of the NWAMSA. The benefits of a partnership are demonstrated by way of the proposed aims of NWAMSA and the mission statement of the IMO each focus on the terms safe, secure, clean and maritime.

It is envisaged that NWAMSA will generate unique knowledge for many sections of the IMO's activities and thus develop a specific internal capacity to provide expert advice on issues that have an important and direct bearing on IMO's work.

NWAMSA aims to provide as much added value as possible for the IMO. This is demonstrated by way of the tasks set out in objective one, in particular task three, which is to propose design and implement a NWAMSA scientific based intelligence system to provide African Member States and other maritime stakeholders with a transparent and robust knowledge exchange centre, from where sound decisions can be formulated.

It is expected that work carried out by the IMO will also underpin decisions made by NWAMSA in that the expertise of the IMO and efficient knowledge exchanges will help reduce potential overlap and ensure that added value is optimised.

*The expected relationship will be based on IMO's Technical Co-operation Programme mission statement: 'To help developing countries improve their ability to comply with international rules and standards relating to maritime safety and the prevention and control*



of maritime pollution, giving priority to technical assistance programmes that focus on human resources development and institutional capacity-building’.

The commitments the IMO have made with regards to the United Nations Millennium Declaration - the 2005 adopted resolution on technical co operation as a means to support the goals of the declaration, with an emphasis for the technical co-operation activities specifically on meeting the special assistance needs of Africa.

#### **4.4.2 The UK Chamber of Shipping (UKCS)**

There are a number of opportunities for a win-win partnership to develop between NWAMSA and the Chamber of Shipping (CS), there are parallels between the organisational aims and focus.

*‘a major focus of ICS activity is the International Maritime Organization (IMO) which is the United Nations agency with responsibility for the safety of life at sea and the protection of the marine environment’.*

The proposed aims and objectives of NWAMSA have goodness of fit to those principles. It is envisaged that data generated by the scientific based intelligence system will provide added value for the work being carried out by the ICS.

The goals of the ICS will be incorporated into the overall NWAMSA core objectives.

NWAMSA will have aspirations that the ICS will underpin the development of guidelines for further Africa maritime transport related data capture, geared towards those goals.

#### **4.4.3. The United States Coast Guard (USCG)**

The overall sustainable development of NWAMSA will depend on the consolidation of a strong International partnership.

The USCG is active in the regions that constitute for the spatial area of NWAMSA.

The global maritime partnership (GMP) is working towards increasing maritime safety with respect to capability and capacity in maritime safety and security.

It will be the intention of NWAMSA to engage with the USCG and develop a harmonious action plan with a clear focus on capability and capacity building in maritime safety and security.

It will be paramount to ensure that data generated by the proposed NWAMSA scientific computer based intelligence system provides added value and that the generation of new data will be relevant to the most pressing of maritime concerns.

The objectives of NWAMSA will align where possible to the fundamental objectives of the USCG.

#### 4.4.4 The United Nations High Commission for Refugees (UNHCR)

During the ICHCA Ghana conference it was clear that irregular and immigration issues were creating for a maritime safety concern. Therefore data produced by NWAMSA will have relevance for the United Nations High Commission for Refugees (UNHCR) and vice versa.

The implications of climate change are still not fully understood - it is evident that there is an increase of individuals from African Member States that are being and will migrate due to the effects of climate chaos, the agreed classification of these communities are environmental refugees - environmental refugees will create for a maritime safety concern long term

The UNHCR has already amassed a wide range of statistical data and the potential of that data to be employed for maritime safety cross correlation purposes is immense.

NWAMSA intends to lever innovative opportunities and create for as much added value as possible.

One of the key objectives of NWAMSA is to ensure that statistical data generated by the proposed scientific computer based intelligence system can be utilised by a **wide variety** of stakeholders.

It is the intention of NWAMSA to commit to the aims and objectives of the eight United Nations (2000) Millennium Development Goals (MDGs), in particular goal three 'promote gender equality', goal seven, '*ensure environmental sustainability*' and goal eight, and '*develop a global partnership for development*'. The UNHCR are also committed to these principles.

#### 4.4.5 Youth Charter (IYC) (International)

The Youth Charter International (IYC) has specific expertise in Africa with Youth Groups up to the age of 30, and is an accredited NGO for the United Nations.

It is envisaged that the International Youth Charter will work closely with the NWAMSA in an advisory role.

The proposed scientific intelligence system will provide data that will also assist for targeted actions by the IYC.

Environmental refugees will create for a huge maritime safety concern long term - Common solutions must be found and implemented at source and it is envisaged that the IYC will provide NWAMSA and African Member States expertise.

The Youth wise programme is an accepted programme that can provide educational life skills and build on the existing abilities of young people with transferable vocational and employable benefits. More importantly it can be adapted and designed to assist refugees and to prevent and rehabilitate where necessary.

## 4.5 European Institutions and Organisations

### 4.5.1 The European Commission

The European Commission is fundamental for the development of NWAMSA because it is representative of the European Member States and their Communities. The European Union comprises of 27 member countries and institutions which are bound by a number of treaties.

The EC represents the Union on the international stage and negotiates international agreements.

The EU Troika represents the European Union in external relations and politically with third countries. This comprises of a representative of the country holding the Presidency of the EU, of the European Commission, of the Secretary-General of the Council, in his capacity as High Representative for the common foreign and security policy and by the Member State, which is next in line for the Presidency.

There are 27 European Commissioners represented by each member state and each with foci on a specific policy matter. The following Directorates have been identified as significant for the development of NWAMSA:

- Directorate General Justice, Freedom and Security
- Directorate General for Transport
- Directorate General for Maritime Affairs and Fisheries
- Directorate General for the Environment
- Directorate General for Development & Humanitarian Aid
- Directorate General External Relations & European Neighbourhood Policy

The North West Africa Maritime Safety Agency will provide a catalyst for the realisation of the European Commission aspirations relating to International relationships.

NWAMSA will provide a mechanism for enabling the EU Strategy for Africa,<sup>1</sup> and of meeting the Millennium Development Goals (MDGs) by 2015.

The European Maritime Blue Paper<sup>2</sup> (COM(2007) 574) provides an excellent knowledge conduit for development of synergised action with Africa.

NWAMSA will design and activate a sustainable maritime safety/security intelligence based action plan which will build upon in place policies and agreed strategies with an aim to generate new rules of governance for the achievement of sustainable international cooperation between Europe and with Africa.

---

<sup>1</sup> <http://europa.eu/scadplus/leg/en/lvb/r12540.htm>

<sup>2</sup> [http://ec.europa.eu/maritimeaffairs/policy\\_documents\\_en.html](http://ec.europa.eu/maritimeaffairs/policy_documents_en.html)

The specific areas of expertise emergent as a part of the NWAMSA process will facilitate for capacity building for African regions. *Designing* constructive capacity and ensuring human resource development within the context of the African/European knowledge economy will lever considerable added value for stakeholders

Maritime issue are of a great interest to the European Communities and indeed concerns are aggravated by the potential consequences of climate change such as chaos events, thus overall safety and security are strategically important to both African and European communities.

NWAMSA could play a critical role by providing for an Africa based dedicated maritime surveillance system comparable and building on that already available for Europe. This system would function in the context of adding value through better integration and the interoperability of systems. NWAMSA would look to developing the means to achieve such a cooperative arrangement for African Member States and other stakeholders.

#### 4.5.2 European Maritime Safety Agency (EMSA)

The European Maritime Safety Agency (EMSA) will be a significant stakeholder for the development of NWAMSA.

It is foreseen that the work of NWAMSA will develop parallels with the EMSA organisations with the exception that NWAMSA will reflect the needs and purposes of the North West Africa Member States and their stakeholders.

The driving aims of EMSA indeed reflect the aims of the proposed NWAMSA.

EMSA as a product of the European Commission is subject to all EU policies and legislations, i.e. The New EU Maritime Policy, the UN Millennium Goals

Of particular importance are the proposals in the Integrated Maritime Policy Blue Paper to:

- ❖ *promote cooperation under the Enlargement and European Neighbourhood Policies, and the Northern Dimension to cover maritime policy issues and management of shared seas; and*
- ❖ *propose a strategy for the external projection of the Union's Maritime Policy through a structured dialogue with major partners*

The North West Africa Maritime Safety Agency will provide a gateway of opportunity for EMSA to cooperate with regards to EU policies.

Due to NWAMSA embryonic status there are numerous prospects to define and propose principles and best practices that will optimise added values for the benefit of North West Africa Member States and also EU Member States.

A strong relationship between the agencies will demonstrate commitment at all levels for the development of the African Union objectives, UN Millennium Goals and indeed EU policies.

#### 4.5.2 Frontex- European Border Control

Frontex will be an important partner for the development of NWAMSA.

The development of a strong partnership is underscored by the EU communication [COM(2008) 67 final] :

*'A long-term vision should consider how FRONTEX can provide added value to the integrated border management model as a whole as well as to its individual components, in particular with regard to measures in cooperation with third countries and to measures at the borders'.*

FRONTEX can carry out pilot projects with third countries as beneficiaries. It is foreseen that such projects could significantly strengthen the impact of cooperation launched under the working arrangements, where the latter could serve to identify concrete needs for capacity building with regard to border management in specific third countries, and be complementary to assistance funded through Community programmes.

There are likely to be some overlaps especially maritime safety and border control issues and it will be important to cooperate to minimise duplications.

NWAMSA by way of the maritime scientific intelligence computer based system will generate added value and by seeking a cooperative working arrangement during the embryonic stages mutual goals and targets can be determined.

The mandate of FRONTEX with regards to cooperation with third countries is limited in the sense that projects aiming, for example, at technical assistance to be carried out by FRONTEX in Africa will have a better chance of success should an African Agency be established and provide transparent enablers – NWAMSA may provide a conduit for cooperation.

#### 4.5.4 European External Border Surveillance System (EUROSUR)

EUROSUR is a new concept from the European Commission and will be a three-phase common technical framework for setting up a "European border surveillance system" (EUROSUR) designed to support the Member States in their efforts to reduce the number of illegal immigrants entering the European Union by improving their situational awareness at their external borders and increasing the reaction capability of their information and border control authorities.

It will be extremely important for NWAMSA to develop a working partnership with the EUROSUR agency. In particular it is quite evident that EUROSUR has maritime concerns embedded into its proposed structure, the following EUROSUR statement emphasises that fact: *'reduce the number of deaths of illegal immigrants by saving more lives at sea'.*

The spatial zone selected by EUROSUR for specific interests is within the geographical margins of the NWAMSA spatial area.

The embryonic status of both organizations will provide an opportunity to develop robust working practices in the first stages.

The aims of both EUROSUR and NWAMSA demonstrate the need for knowledge building and transfer. EUROSUR makes reference to technical services whilst NWAMSA makes reference to the development of scientific intelligence services.

The EU communication makes explicit reference to funding possibilities by the following.

*‘Consideration should also be given to means of providing financial and logistical assistance to certain neighbouring third countries to promote operational cooperation with the Member States in border surveillance’.*

The development of a structured working relationship for NWAMSA and EUROSUR may unlock the potential and lever added value for both EU communities and for African Member States, by targeting research and deliverables and reducing overlap and duplication.

## **4.6 European Member State Organisations**

### **4.6.1 Sociedad Estatal de Salvamento Marítimo (SASEMAR)**

SASEMAR has 21 Maritime Rescue Co-ordination Centres (MRCC) and the locations of SASEMAR intervention centres are important for NWAMSA

The North West Africa Maritime Safety Agency countries ocean interfaces interrelate with coastal communities of Spain, data generated by NWAMSA can be accessed by SASEMAR and vice versus to ensure that information services are optimised.

There are clear benefits of developing a structured knowledge exchange mechanism in the first stages, data gaps can be identified and a well defined scientific intelligence system for the integration, harvesting, analysis, modelling and simulation, management and interactive reporting of scientific born data can be produced. The information base will provide important insight and strategic added value for SASEMAR and other Spanish maritime interested stakeholders.

## **4.7 External Governments**

### **4.7.1 Government of Spain**

Spain is a European Member State, with deep Atlantic vocation, and diversified interests on the global markets.

The North Western geographical space of Africa is adjacent to Spain’s South East mainland and is an important quarter for dialogue between the European Union and the North African Member States/Countries.

The development of a structured cross border partnership that has a focus on maritime safety is extremely (2008) timely due to the increasing numbers of sub-Saharan African migrants that are risking their lives at sea to cross into Europe by way of Spain.

Many migrants are recognised to be clandestine and actual numbers are unknown - during 2005 the Spanish Prime Minister granted an amnesty for around 600,000 illegal immigrants

Local employment opportunities (2008) are in decline and support networks for migrants are also likely to fail.

Spain and France are discussing a proposal for a harmonised European Union immigration policy and to propose a European pact on immigration, covering controls, influx management and policies aimed at eliminating the structural causes of irregular immigration."

The development of a partnership between the Government of Spain and NWAMSA will initialise innovative mechanisms for cooperation.

The partnership core will share EU fundamental values/objectives and to achieve security, stability and well-being for communities for both EU and African Member States.

The partnership will go beyond cooperation, and provide enablers for African Member States to work towards attaining a level of EU political and economic integration.

NWAMSA will seek to cultivate, political dialogue, economic and social development policies, in particular relating to the development of sustainable maritime transport systems; justice and internal affairs especially concerns relating to maritime related migration and the convergence of EU standards.

#### **4.7.2 Government of the Canary Islands - - Presidencia del Gobierno**

There are numerous collaborations between the Government of Canaries and the Governments of African Member States, the development of strong political cooperation's are actively encouraged.

The Government of Canaries aims to broaden economic horizons and to increase sustainable conduits for knowledge exchange that have a focus of the marine and maritime socio-economic and environmental concerns.

Maritime safety is selected for specific attention by the Canary Government and in particular the management of sub-Saharan migrants arriving by boat from Africa.

The efficiency of port operations is a priority for the islands community well-being.

NWAMSA will by way of the scientific intelligence systems will provide a decision management mechanism for Canary Government and maritime stakeholders that will support services designed to combat loss of life at sea and reduce illegal immigration.

NWAMSA will create a collaborative platform whereon joint working tools and methodologies can be agreed and protocols for data access developed.

NWAMSA will provide added value for the Canary Islands Government by way of embedding EU policies into the partnership framework during the embryonic phase this will enable the Canaries to certificate fulfilment of their commitments to the European Union.



## **Section Five: Conclusions and Next Steps**

### **5.1 Conclusions**

The previous sections provide a template for the development of a North West African Safety Agency (NWAMSA).

The first objective which is associated with this report (1.1.1) was to form a partnership model and executive board to agree and consolidate at all levels the framework and protocols for the sustainable development of the North West African Maritime Safety Agency. The work reported here (1.1.1) provides the outputs of three of the sub-objectives tasks a.b.c

### **5.2 Next Steps**

**Task d:** *Contact and arrange a time schedule for meetings with 1<sup>st</sup> level key representatives*

Is work in progress – 1<sup>st</sup> level representatives are subjected to intensive work schedules it is thus difficult to optimise resources. It is envisaged that contact and meetings will be completed by November 2008.

**Task e:** *Identify priorities and concrete measures for a submission to European Union funding streams.*

Task e: is work in progress - a number of priorities that have goodness of fit with the NWAMSA aim and objectives can be identified from the work carried out in Section four of this report. Due to the complexities relating to policy at all levels this examination will exceed the timescales envisaged for Output 1.1.1. Work will be finalised by October 2008 and will be added to this report as an addendum.

### **5.3 Executive Advisory Board**

The NWAMSA work programme will benefit greatly by developing an external Expert, Executive Advisory Board and that this task is integral to the development of the Outline Plan and is delineated as an element of Objective One. The NWAMSA Expert, Executive Advisory Board will be selected by the partnership and will be representative of politicians, managers, executives and major international corporations associated with the maritime safety and security. The knowledge and advice of the Board Members will help the NWAMSA working body to make better informed, more intelligent decisions and facilitate for a strategic progression of the outline plan. The proposed members of the executive advisory board will be contacted during October 2008.

These will form the basis for future needs analysis and work of the NWAMSA Partnership.  
If you would like further information please contact

**Dr Karen Sumser-Lupson**  
**karen.sumser-lupson@plymouth.ac.uk**

## MAIN REPORT

### Section One: Starting Point

#### 1.1 Introduction

The notion of providing a management mechanism for the development of a North West Africa Maritime Safety Agency (NWAMSA) was first deliberated during the proceedings of the 3<sup>rd</sup> Assembly of the ICHCA Canaries-Africa Regional Charter Ports conference held 10-11 December 2007 in Accra, Ghana. The conference theme was 'Looking Ahead' and the thrust of the proceedings was African port logistics, trade, the maritime economy and the overall capacities of the African integrated maritime transport (supply chain).

The discussion relating to Maritime Safety and Security came after a presentation by Dr Karen Sumser-Lupson of the University of Plymouth - Marine Institute (UoPMI) which overviewed a theory relating to the socio-economic and environmental benefits of developing a maritime safety orientated intelligent support framework. The purpose of which would be to provide new scientific research, harmonised statistical data, and the development of management models in relation to the economic impacts for the port and shipping industries of maritime safety issues. The presentation deliberated on the potential added values from such a project, in that outputs would also assist the development of a North West Africa Maritime Safety Agency and indeed lever collaboration between the African and European countries with an Atlantic Ocean interface.

The conference proceeding established without question that effective operations of African port activities are vital for the well being of communities, and that the 'turn around' for incoming vessels is an important factor relating to the economic viability of the sector. It was the concerns relating to maritime safety affairs and the fact that associated issues were impinging upon the operational capacity of the African maritime sector, which provided the backdrop for the subsequent debate. For example, it was noted during the discussions that there is evidence of a 'grey' area between what can be constituted as a maritime safety concern and what is to be recognized as a border control issue. It was agreed issues such as those are aggravating the overall maritime safety management process.

The ICHCA Canaries-African ports and shipping industries representatives' consensus was that the development of methodologies to respond to Maritime Safety and in particular the irregular immigration phenomena, is a priority for the maritime transport sector.



3<sup>rd</sup> Assembly of the ICHCA Canaries-Africa Regional Charter Ports conference held 10-11 December 2007 Accra, Ghana.

## Section Two: North West Africa Maritime Safety Agency (NWAMSA) Aims and Objectives

### 2.1 NWAMSA General Concept

In order to drive the development of the NWAMSA it is necessary to envisage a common scientifically based framework that will support African Member States, Regional Authorities and other maritime stakeholders to operate efficiently at local level, direct at national level, and coordinate at African level. Furthermore it will be necessary for NWAMSA to ensure that related communications with countries outside of Africa are both effective and productive for African Member States.

It was agreed that the establishment of such an agency should not affect the particular areas of jurisdiction of Member States nor replace any existing systems. A key operational objective of NWAMSA should be the development of scientific intelligence services aimed at harvesting information collected by different systems in a more coherent manner and develop harmonised methodologies for analysis and to develop new data streams where gaps exist.

The following aim and objectives were discussed with attendees during the ICHCA Ghana conference (2007) in relation to the development of an initial action plan. It was thought that these first goals would help pull together a framework for action. It was agreed that it would be necessary to develop a core of knowledge from where evidence based decisions could be formed and that this action should be prioritized if the development of a North West Maritime Safety Agency were to be realised.

### 2.2 Primary Aim: North West Africa Maritime Safety Agency (NWAMSA)

The AIM of the North West Africa Maritime Safety Agency will be:

**‘to provide scientific and intelligence assistance to African Member States and other Maritime Stakeholders on matters relating to the safe, secure and clean movement of maritime transport, and the prevention of the loss of human lives at sea’**

#### 2.2.1 NWAMSA 1<sup>st</sup> Phase Objectives

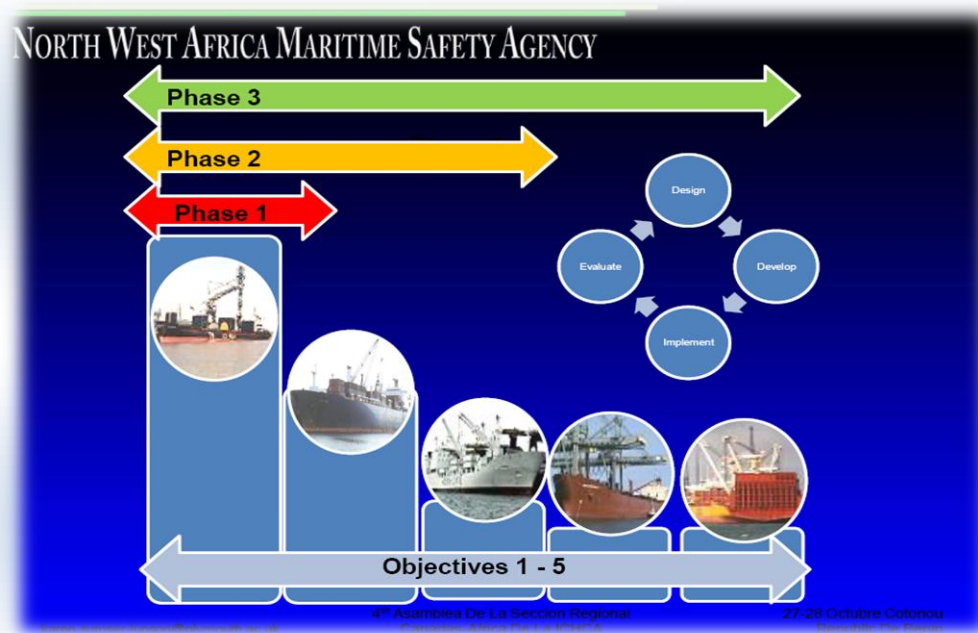
Five objectives have been isolated for the 1<sup>st</sup> phase of the NWAMSA development

- ❖ **Objective One:** to form a partnership model/ framework and 1<sup>st</sup> phase executive board to agree and consolidate at all levels, the framework and protocols for the sustainable development of the North West African Maritime Safety Agency
- ❖ **Objective Two:** to formulate a communication action plan aimed at reinforcing relationships between North West African Member States, the European Communities and other International organizations, and to improve the coordination between Member States and EC assistance

- ❖ **Objective Three:** to propose and design a repository of expert knowledge that can be accessed by maritime safety agencies, stakeholders, politicians and other member states for North West Africa maritime safety purposes
- ❖ **Objective Four:** to identify data gaps and develop a long term action plan and framework for North West Africa Maritime Safety Agency data generation and intelligence service
- ❖ **Objective Five:** to investigate potential funding streams (from all sources) and implement tenders for the work to be carried out for the 1<sup>st</sup> phase development of NWAMSA

### 2.3 NWAMSA Work Plan

The implementation of NWAMSA will be divided into three phases, the first phase to be carried out during 2008 the second 2009/10 and the third phase which will be built upon the two previous ones 2011. It is envisaged that PHASE TWO will be ongoing throughout NWAMSA development because data requirements be African Member States and other Maritime stakeholders will increase as the knowledge repository evolves.



NWAMSA- Objectives and Phases 2008

- Phase 1: Development of a strategic partnership, targeted communications system and outline plan
- Phase 2: Design and development of the Scientific Intelligence System –  
To include geographical information systems and satellite services Targeting scientific research and development aimed to improve the performance of maritime safety and security for African Member States.  
Developing harmonised methodologies for analytical purposes
- Phase 3: Preparation of reports identifying gaps and priorities for action  
Creation of a common information sharing platform between the relevant Member States and other maritime stakeholders  
Dissemination and Preparation of PHASE 4 - Work plan

## 2.4 North West Africa Maritime Safety Agency - Spatial Limitations

Data processing will be an essential task of the North West Africa Maritime Safety Agency (NWAMSA) and statistical relevance of data subsets will require a number of specific criteria should the information gathered provide decision makers robust analytical tools. It will therefore be critical in these first stages to clarify the proposed geographical limitations of the NWAMSA. These will certainly incorporate both sea and land mass because both are interrelated with regards to maritime safety concerns. The justification of this approach are twofold (i) coastal ports and harbours provide the interface for maritime transport and (ii) the impacts of maritime transport accident are well documented to have an environmental consequence for adjacent coastal zones and the communities that live there.

A formal model has been chosen for the selection methodology this is because this type of model consists primarily of axioms which are expressed in a formal language, together with mathematical rules to infer conclusions from these axioms. More importantly formal models can be used to represent geographic space and spatial relations and in this case we can use recognised landmass. A clear and comprehensible spatial definition will be vital for the NWAMSA development process. This detail for example was identified as one of the five high-priority topics for research by the National Centre for Geographic Information and Analysis (NCGIA).<sup>3</sup>

The main goal of a clear definition is to provide a methodology whereon a coherent, mathematical theory of spatial relationships can be consistently achieved. This will be important for NWAMSA because it is envisaged that one of the priorities for the proposed scientific intelligence system will be the development of a robust Geographical Information Systems.

Therefore it is intended that the concepts embedded in the spatial dimensions selected for the NWAMSA reference frame, will correspond with the concepts known to be used by the end users of the proposed scientific intelligence services. Spatial cognition, spatial reasoning, and spatial behaviour have all been considered as one division of the selection process. In parallel a second division for consideration has been the potential needs of a wide range of maritime stakeholders, this to include: politicians, local governments, academic/research institutions, agencies, statisticians, geographers and spatial analysts. It is thought by taking all of the above as the drivers for selection of the NWAMSA operational space, resources will be optimised.

#### 2.4.1 NWAMSA Operational Landmass

In order for a map based model to be an effective information system and a useful tool for spatial representation and analysis, the concepts it embodies and the ones employed by its users must be as similar as possible.

To this end there are three documented conceptual models these are the *design model*, the *user's model*, and the *system image*. Hence, the NWAMSA reference framework has sought to develop a model that demonstrates a balance of all three of these forms. It is fortunate that the parameters of the North West African countries landmasses are widely recognised perimeters; this has reduced some of the initial geographical reference issues.

To simplify the selection process a number of constraints and benefits were considered, these had been discussed during the deliberations of the ICHCA proceedings.

The first point was that South Africa (SA) has already in operation an organisation with a focus on maritime safety concerns.

The second point was that the partnership of the ICHCA is proportionality focused on West, North-West and Central Africa and therefore proposed support would predominantly be available from those areas.

After considering each of these points it was agreed that in the first case duplication would be fruitless and that the development of a complimentary partnership with the operational SA organisation would provide best value. For the second point it was agreed that considering the embryonic status of the NWAMSA proposition a focus on the North West (South Atlantic) elements of Africa would optimise resources and indeed there would be opportunities for proposition extension during additional stages.

The following topography map of Africa excludes individual landmass names; it was thought that by making an assessment based on a land - sea perspective would simplify the approach and avoid political ramifications. Two lines have been placed on the map one horizontal and one vertical – named landmass that has an Ocean interface in the left area will be INCLUDED for NWAMSA scientific data development. Furthermore, all landmass that that the line intersects are also to be INCLUDED for scientific data development.

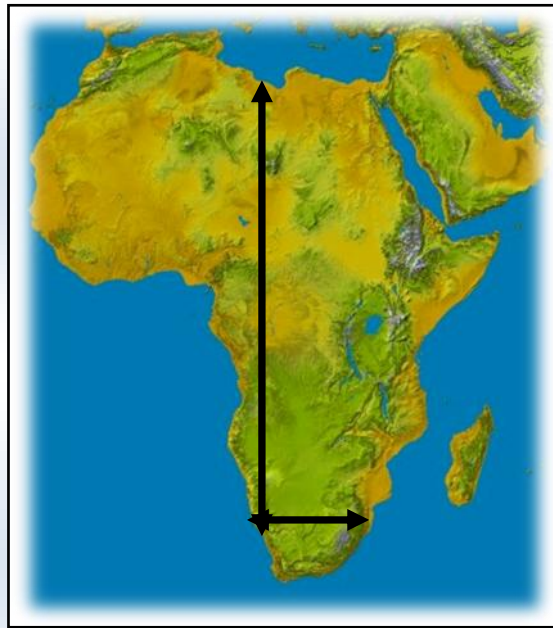


Plate 1.1 Topography Map of Africa source: NASA<sup>4</sup> (2008)

<sup>4</sup>

<http://goafrica.about.com/od/africatraveltips/ig/Maps-of-Africa/Topographical-Map-of-Africa.htm> - accessed 14th July 2008



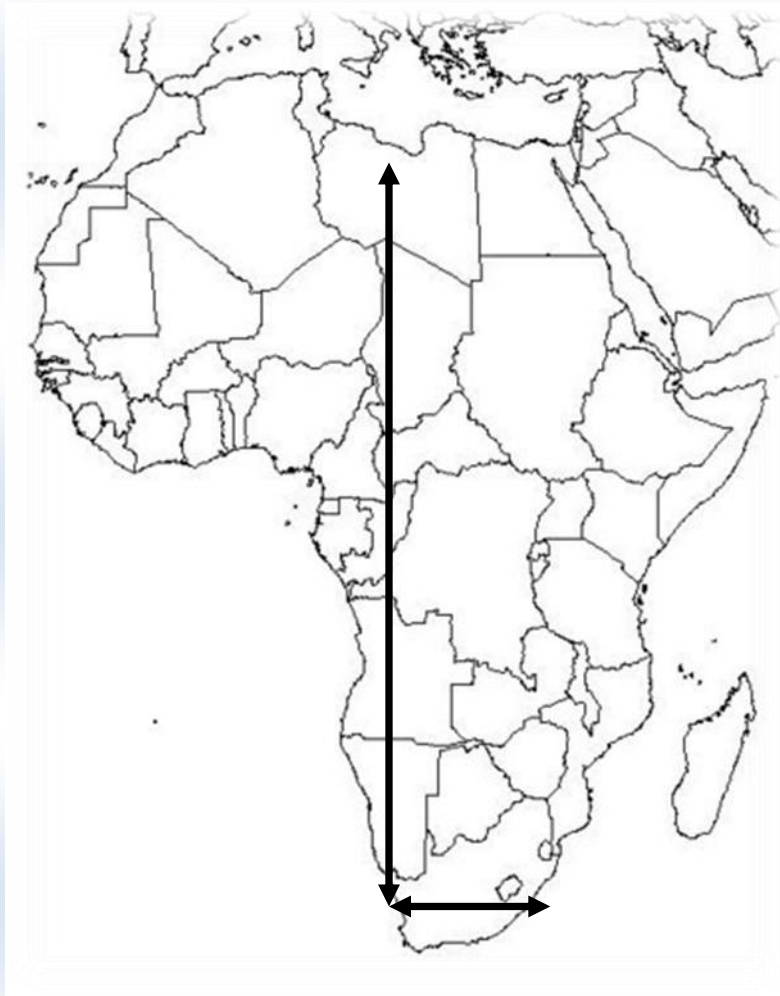
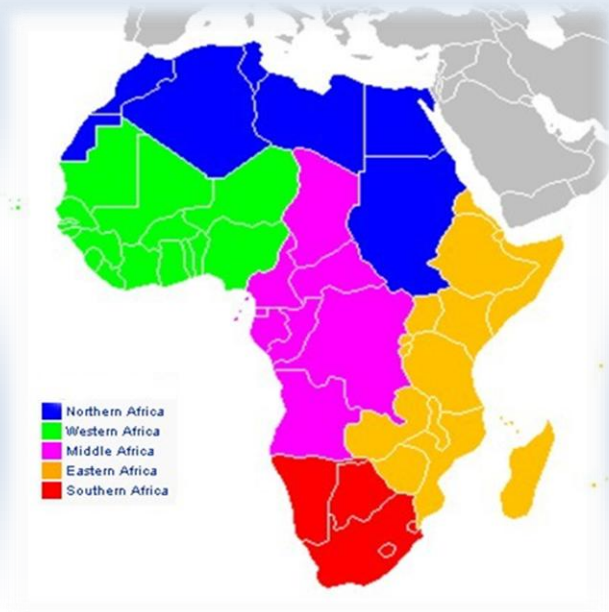


Plate 1.2 Map Outlining Individual African Countries – source: NASA (2008)

Plate 1.2 shows that 24 African landmass which have an Ocean Interface are within the boundary of the proposed North West Africa Maritime Safety Agency (NWAMSA). The landmasses that will be included in the 1<sup>st</sup> Phases are as follows:

Libya,	Tunisia,	Algeria,
Morocco,	<i>Western Sahara</i>	Mauritania,
Cape Verde,	Senegal,	Guinea Bisau,
Guinea,	Sierre Leone,	Liberia,
Cote.D.Ivoire,	Ghana,	Benin,
Nigeria,	Cameroon,	Sae Tome and Principe,
Equatorial Guinea,	Gabon,	Rep of the Congo,
Dem of the Congo,	Angola	Namibia.

#### 2.4.2 United Nations Regional Map<sup>2</sup>



It should be pointed out that due regard for the United Nations Regional map has been taken during the NWAMSA selection processes. However, a number of factors can be forwarded to justify why in this case adoption of the regional approach was not taken.

It is well documented that the marine environment and the natural processes that occur there do not respect man-made borders, a good example of this are natural ocean currents.

Many maritime activities are also dependant on natural processes 'trade winds' etc. It was therefore considered that to optimise resources a focus on the South Atlantic Ocean would enable a single seaward approach to many African maritime issues. It is also thought that

there would be a great deal of added value to be gained by exploiting some of the specific marine natural process variables and examine their relationships with maritime safety concerns. Indeed the potential for new and innovative data to be developed is a thrust for the development of NWAMSA.

It was therefore considered that the South Atlantic Ocean should underpin the overarching spatial selection, although, it is intended that the regions identified by the United Nations will be used as the descriptor for data dissemination purposes. Furthermore it is envisaged that there is the potential to widen the scope of the Agency during the 2<sup>nd</sup> phases to all Mediterranean areas.

#### 2.4.3 NWAMSA Seaward Operational Zone

The control and protection of shipping is an international effort. Brazil, Paraguay, Uruguay and Argentina for example, are linked in the South Atlantic Maritime Area Organisation (AMAS). This is included in the regulation of the Interamerican Treaty for Reciprocal Assistance (TIAR), which provides these countries with the necessary information in the area, and connects them with other similar organisations<sup>5</sup>. The African Defence Review (ADR) (2004) notes that co-operation between AMAS and the Southern African Navies is in fact necessary to control and protect maritime traffic in the South Atlantic, and to contribute to the work that other organisations are doing in the other oceans of the world.

<sup>5</sup>

ADR - African Defence review (1994) <http://www.iss.co.za/Pubs/ASR/ADR19/Abelleyra.html> - accessed – 14<sup>th</sup> July 2008

In oceanographic and meteorologic terms, it is also acknowledged that the marine environments are dynamic and connected. Therefore as stated earlier the marine environment must be considered as a whole if effective maritime safety security operations are to be achieved or maintained. Due to these types of issues it was decided to employ a twofold approach to the seaward spatial area for the development of NWAMSA, these decisions were based on inferences from the United Nations Conventions on the Law of the Sea (UNCLOS) and are discussed below.

#### **2.4.3.1 The Territorial Sea and Contiguous Zone**

The Territorial Sea and contiguous zone<sup>6</sup> is set out by way of the United Nations Convention on the Law of the Sea - Part II and is a band of water extending from the outer edge of the territorial sea to up to 24 nautical miles (44 km) from the baseline, within which a state can exert limited control for the purpose of preventing or punishing "infringement of its customs, fiscal, immigration or sanitary laws and regulations within its territory or territorial sea". This will typically be 12 nautical miles (22 km) wide, but could be more (if a state has chosen to claim a territorial sea of less than 12 nautical miles), or less, if it would otherwise overlap another state's contiguous zone. However, unlike the territorial sea there is no standard rule for resolving such conflicts, and the states in question must negotiate their own compromise. In the case of islands situated on atolls or of islands having fringing reefs, the baseline for measuring the breadth of the territorial sea is the seaward low-water line of the reef, as shown by the appropriate symbol on charts officially recognized by the coastal State.

#### **2.4.3.2 The South Atlantic - High Seas Integrated Approach- UNCLOS VII**

It is also vital for NWAMSA that co-operation in the proposed maritime research areas, the progression of scientifically based intelligence and the assessment protocols takes place at all levels. This is not only because of the interrelation between the oceanographic and meteorologic parameters, but also because maritime safety issues are not confined to the contiguous zones. Activities for example that occur outside those zones can also have considerable impacts on the coastal interfaces and near shore. The decision to take due consideration for areas that exist outside the contiguous zones is based on the guiding principles provided by the United Nations Convention - Law of the Sea - Article VII and in particular Section 1. Article 86 onwards. It is not the intention of this initial document to provide a detailed description of the policies and laws that will drive the development of NWAMSA but below is provided a short insight.

<sup>6</sup>

UNCLOS - [http://www.un.org/depts/los/convention\\_agreements/texts/unclos/part2.htm](http://www.un.org/depts/los/convention_agreements/texts/unclos/part2.htm) - accessed July 14th 2008

**The important elements of UNCLOS Article VII Section 1 are:***Article 86. Application of the provisions of this Part*

The provisions of this Part apply to all parts of the sea that are not included in the exclusive economic zone, in the territorial sea or in the internal waters of a State, or in the archipelagic waters of an archipelagic State.

*Article 87. Freedom of the high seas*

The high seas are open to all States, whether coastal or land locked. Freedom of the high seas is exercised under the conditions laid down by this Convention and by other rules of international law. It comprises, inter alia, both for coastal and land-locked States. Furthermore the freedoms are to be exercised by all States with due regard for the interests of other States in their exercise of the freedom of the high seas, and also with due regard for the rights under this Convention with respect to activities in the area.

- a) freedom of navigation
- b) freedom of overflight
- c) freedom to lay submarine cables and pipelines, subject to Part VI
- d) freedom to construct artificial islands and other installations permitted under international law, subject to Part VI
- e) freedom of fishing, subject to the conditions laid down in section 2
- f) freedom of scientific research, subject to Parts VI and XIII

- Article 88. Reservation of the high seas for peaceful purposes
- Article 89. Invalidity of claims of sovereignty over the high seas
- Article 90. Right of navigation
- Article 91. Nationality of ships
- Article 92. Status of ships
- Article 93. Ships flying the flag of the United Nations, its specialized agencies and the International Atomic Energy Agency
- Article 94. Duties of the flag State
- Article 95. Immunity of warships on the high seas
- Article 96. Immunity of ships used only on government non commercial service
- Article 97. Penal jurisdiction in matters of collision or any other incident of navigation
- Article 98. Duty to render assistance
- Article 99. Prohibition of the transport of slaves
- Article 100 -107 Duty to co-operate in the repression of piracy
- Article 108. Illicit traffic in narcotic drugs or psychotropic substances
- Article 109. Unauthorized broadcasting from the high seas
- Article 110. Right to Visit
- Article 111. Right of hot pursuit

Furthermore, it is intended that NWAMSA shall work closely with Member States in the interests for the conservation and management of the living resources of the high seas and in doing so uphold the principles of UNCLOS VII Section 2 - CONSERVATION AND MANAGEMENT OF THE LIVING RESOURCES OF THE HIGH SEAS. However, it is envisaged that the work of NWAMSA will also extend the principle of UNCLOS VII Section 2 and will inform and support coastal management systems such as Integrated Coastal Zone Management.

By facilitating for an integrated spatial approach in the primary stages NWAMSA will be able to prioritise the needs for a wide range of marine maritime stakeholders and end users. Indeed it is the intention of NWAMSA to provide an innovative catalyst by way of the scientific intelligence system, which in turn will focus on accelerating sustainable development of the marine and maritime environments for the benefit of African Member States and their communities.



### **Section Three: Objective One and Related Tasks**

#### **3.1 Objective One**

**To Form a Partnership Model and Executive Board to Agree and Consolidate at all Levels the Framework and Protocols for the Sustainable Development of the North West African Maritime Safety Agency<sup>7</sup>**

##### Tasks

- a) Develop a sustainable model for the NWAMSA partnership framework*
- b) Identify 1<sup>st</sup> level key organizations and stakeholders representative of the partnership model*
- c) Contact and arrange a time schedule for meetings with 1<sup>st</sup> level key representatives*
- d) Identify governments that are interested in NWAMSA priority issues and likely to be supportive in taking proposals forward*
- e) Identify priorities and concrete measures for a submission to European Union funding streams*

#### **3.2 Ob1-Task a- Develop a Sustainable Model for the NWAMSA Partnership Framework**

To enable the development of a constructive work programme a transparent partnership framework model is required and rather reinvent the wheel a number of successful models were examined and a model initially developed by the United Nations was selected. This model was modified to reflect the purpose of the proposed NWAMSA organisation.

To inform the selection process a number of key terms were considered prior to the model selection, these are as follows: logical, sustainable, flexible, transparent, purposeful, integrated, acceptable and capacity, employing these terms at the offset ensured that the final model selection was optimal. More importantly the final NWAMSA model also demonstrated that it could provide for a strong communication platform for the maritime transport sector and could act as a catalyst for the transfer of knowledge with National Regional and Local Governments and other stakeholders. It was thought that this action would encourage ownership from private sectors and indeed other international organization.

The final model complete with modifications is shown over.

<sup>7</sup>

[NB] It is not envisaged that the totality of the tasks for output 1.1 will be completed during the first phase. This is because representatives of the Executive Board will require reasonable time to prepare for a first meeting- it is envisaged that there will first take place a meeting and a discussion. This will allow for feedback to be implemented into the tasks.

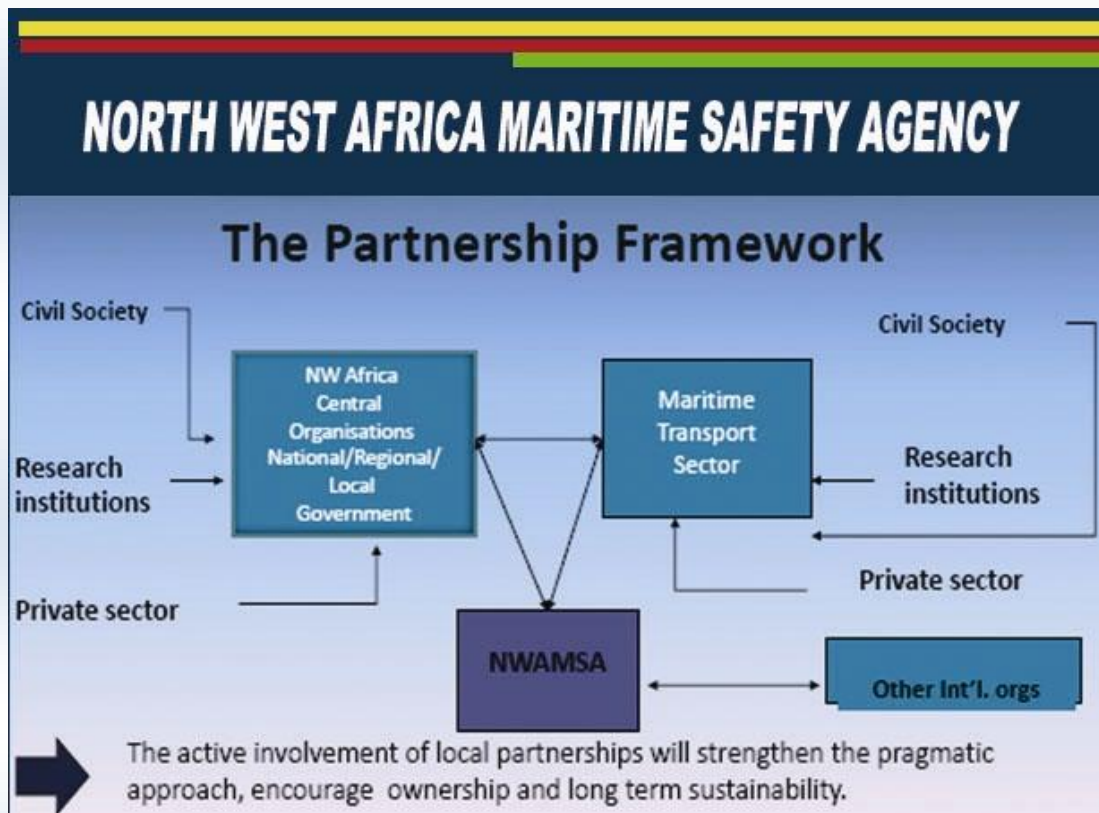


Plate 1.2

The Partnership Framework Model adopted for the development of the NWAMSA support Work Programme. (ICHCA 2008)

The final NWAMSA model shows that at the heart of the proposed partnership are the African National, Regional Governments and the Maritime Transport Sectors. During the ICHCA discussions it was evident that many of these types of collaborations already existed and that for NWAMSA development purposes those collaborations would merely require an added focus.

The NWAMSA support framework also illustrates how research institutions, the private sector and civil society (communities) are included, each of these areas will be vital for the success of the overall structure. Indeed it is well documented that the active involvement of local partnerships will strengthen the pragmatic approach and will encourage ownership and long term sustainability. It will be therefore a long term goal of NWAMSA to identify, encourage and develop these types of partnerships.

The NWAMSA framework is embryonic but provides a clear line of enquiry with respect to objective 1 task (b).



### 3.3 Objective One-Task b and c

**Task b:** Identify 1<sup>st</sup> Level Key Organizations and Stakeholders Representative of the Partnership Model<sup>8</sup>

**Task c:** Identify governments that are interested in NWAMSA priority issues and likely to be supportive in taking proposals forward

#### 3.3.1 Introduction

For this embryonic phase only 1<sup>st</sup> level key organizations and stakeholder representatives of the partnership model have been selected. This is because of (i) time constraints and (ii) the well documented complexities associated with the development of intricate emergent structures such as NWAMSA. However, it is proposed that the partnership model will be evaluated on an annual basis and enlargements by way of a prepared evaluative system are foreseen.

To overcome some of the first stage complications a funnelling methodology has been employed and a number of critical priorities have been considered for the identification of relevant partners for phase 1, these are:

- ❖ Key political organisations that can represent African countries
- ❖ Key maritime organisations that can represent African maritime transport systems
- ❖ Key International, European organisations that can represent a wide range of International stakeholders with a maritime interest
- ❖ Key organisations that can represent European Neighbourhood Communities

Furthermore, the main points discussed during the ICHCA meeting are also included as drivers for the partnership development. This means that organisations such as Universities and research centres and that can assist in the development of solutions to the common concerns of the African maritime transport stakeholders are included<sup>9</sup>.

The following key political, decision makers and stakeholder organisations have been selected as key representatives for the sustainable development of the 1<sup>st</sup> phase North West African Maritime Safety Agency. Headings in *Italics* were not prioritised for this first round of contact.

---

8

NB: [Should the team have overlooked key organizations and or individuals, please accept our sincerest apologies]

9

[N.B: It is important to point out that at this stage that concerns of the Africa maritime transport sector differ to those of other Maritime Safety Agencies and therefore it is likely that in some areas, objectives will not mirror the activities of those organisations.]

### 3.3.2 NWAMSA Strategic Partnership

#### African Government Representatives

- ❖ African Union
- ❖ Government of Morocco

North West Africa National Governments (Phase 2)		
<i>People's Democratic Republic of Algeria</i>	<i>Republic of Equatorial Guinea</i>	<i>Republic of Namibia</i>
<i>Republic of Angola</i>	<i>Republic of The Gambia</i>	<i>Federal Republic of Nigeria</i>
<i>Republic of Benin</i>	<i>Republic of Ghana</i>	<i>Republic of Sao Tome and Principe</i>
<i>Republic of Cameroon</i>	<i>Republic of Guinea</i>	<i>Republic of Senegal</i>
<i>Republic of Cape Verde</i>	<i>Gabonese Republic</i>	<i>Republic of Sierra Leone</i>
<i>Islamic Federal Republic of the Comoros</i>	<i>Republic of Guinea Bissau</i>	<i>Togolese Republic</i>
<i>Republic of the Congo</i>	<i>Republic of Liberia</i>	<i>Republic of Tunisia</i>
<i>Republic of Côte d'Ivoire</i>	<i>Islamic Republic of Mauritania</i>	
<i>Democratic Republic of Congo</i>	<i>Government of Morocco</i>	

Table 1.2 North West Africa National Governments – Phase 2

#### African Maritime Transport Sector Representatives

- ❖ Maritime Organisation for West and Central Africa (MOWCA)
- ❖ ICHCA Canaries-Africa Regional Charter

#### Research Institutions

- ❖ The University of Las Palmas (Gran Canaries)
- ❖ The University of Plymouth (Marine Institute) UK
- ❖ The World Maritime University (Sweden)
- ❖ Regional Maritime Academy in Abidjan
- ❖ Regional Maritime University in Accra

#### International Institutions and Organisations

- ❖ The International Maritime Organisation
- ❖ The International Chamber of Shipping
- ❖ The United States Coastguard
- ❖ The United Nations Refugee Organisation
- ❖ The International Youth Charter

#### European Institutions and Organisations

- ❖ The European Commission
- ❖ European Maritime Safety Agency
- ❖ Frontex- European Border Control
- ❖ European External Border Surveillance System (EUROSUR)

#### European Member State Organisations

- ❖ SASMAR

#### External Governments

- ❖ Government of Spain
- ❖ Government of the Canary Islands

## **Section Four: Profiles of Strategic Partnership Key Organisations**

### **4.1 North West African Key Organisations**

#### **4.1.1 African Union<sup>10</sup>**



The African Union (AU) is an intergovernmental organisation consisting of 53 African Nations. The AU was established on July 9, 2002 and was formed to succeed the amalgamated African Economic Community (AEC) and the Organisation of African Unity (OAU). The organisations headquarters are based in Addis Ababa, Ethiopia.

The main purpose of the AU is to assist the securing African democracy, human rights, and a sustainable economy. Furthermore it is the intentions of the AU to introduce a single currency (Afro) and a single integrated security and defence force. The AU have been instrumental in the development of institutions of state, this includes a cabinet for the EU Head of State.

The African Union Assembly (ACA) is composed of heads of state and heads of government of AU states, the Assembly is currently the main governing body of the African Union although some of its decision-making powers are devolving to the Pan African Parliament. The AU meets once a year and makes its decisions by consensus or by a two-thirds majority. The current Chairman of the Assembly is Jakaya Kikwete president of Tanzania.

The Executive Council of the African Union is composed of Ministers or Authorities designated by the Governments of Members States. The Executive Council is responsible to the African Union Assembly whilst the Commission of the African Union provides the executive/administrative or secretariat. This AU Commission has in place 10 Commissioners each of which deals with different areas of policy, these are listed below:

<b>African Union Commissioners</b>	
<ul style="list-style-type: none"> <li>- Chairman of the Commission</li> <li>- Deputy Chairman               <ul style="list-style-type: none"> <li>• Directorate of Conferences and Events</li> <li>• Directorate of Peace and Security</li> <li>• Directorate of Political Affairs</li> <li>• Directorate of Infrastructure and Energy</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Directorate of Social Affairs</li> <li>• Directorate of Human Resources, Science and Technology</li> <li>• Directorate of Trade and Industry</li> <li>• Directorate of Rural Economy and Agriculture</li> <li>• Directorate of Economic Affairs</li> <li>• Office of the Legal Counsel</li> </ul>

Table 4.1 African Union Commissioners (Source: African Union)

The following Commissioners and Directorates have been identified as fundamental for the development of the outline NWAMSA partnership plan.

1. Chairman of the Commission - (Prof, Alpha Oumar Konare
2. Directorate of Political Affairs - (Commissioner Julia Dolly Joiner)
3. Directorate of Human Resources, Science and Technology- (Dr N Mohammed Assayed)

<sup>10</sup>

<http://www.africa-union.org/> accessed April 22<sup>nd</sup> 2008

**4.1.1.1 African Union and NWAMSA Outline Partnership Plan**

The African Union is vital for the sustainable development of NWAMSA, the African Union has made significant steps for the unification of the countries that make up Africa's whole. In particular it is recognised that NWAMSA ownership and development by the African Member States is crucial and it is therefore critical to ensure full participation of AU in the development and conceptualisation of the NWAMSA programme. The aims of the Africa Union have been considered in detail when the NWAMSA outline plan was in its concept stages and every effort has been made to ensure that a win - win methodology is employed for the Agencies development.

It is anticipated that the progression of NWAMSA will act as a social, economic and environmental catalyst for North West Africa and it is the intention to lever as much added value for those countries as possible. The aims and objectives of the NWAMSA will align to and compliment where possible the following African Union objectives:

1. To achieve greater unity and solidarity between the African countries and the peoples of Africa;
2. To defend the sovereignty, territorial integrity and independence of its Member States;
3. To accelerate the political and socio-economic integration of the continent;
4. To promote and defend African common positions on issues of interest to the continent and its peoples;
5. To encourage international cooperation, taking due account of the Charter of the United Nations and the Universal Declaration of Human Rights;
6. To promote peace, security, and stability on the continent;
7. To promote democratic principles and institutions, popular participation and good governance;
8. To promote and protect human and peoples' rights in accordance with the African Charter on Human and Peoples' Rights and other relevant human rights instruments;
9. To establish the necessary conditions which enable the continent to play its rightful role in the global economy and in international negotiations;
10. To promote sustainable development at the economic, social and cultural levels as well as the integration of African economies;
11. To promote co-operation in all fields of human activity to raise the living standards of African peoples;
12. To coordinate and harmonize the policies between the existing and future Regional Economic Communities for the gradual attainment of the objectives of the Union;
13. To advance the development of the continent by promoting research in all fields, in particular in science and technology;
14. To work with relevant international partners in the eradication of preventable diseases and the promotion of good health on the continent

#### 4.1.2 Morocco Government

The Kingdom of Morocco has been integrated into the international economy for the majority of the country's post-independence existence, this by virtue of its links to the West. In geo-strategic terms, the country has enjoyed substantial links with the West and strong partnerships are common place. Its location combined with the prestige of the monarchy has made Morocco a key African state.

The Moroccan Constitution provides for a monarchy with a Parliament and an independent judiciary. Since the constitutional reform of 1996, the bicameral legislature consists of a lower chamber, the Chamber of Representatives, which is directly elected and an upper chamber, the Chamber of Counsellors, whose members are indirectly elected through various regional, local, and professional councils. The Parliament's powers were expanded under the 1992 and 1996 constitutional revisions and include budgetary matters, approving bills, questioning ministers, and establishing ad hoc commissions of inquiry to investigate the government's actions. The lower chamber of Parliament may dissolve the government.

The Government is made up of the Prime Minister and Ministers. It is answerable to the King and the Parliament. This structure outlines policies to be adopted by the Government in national activities such as economic, social, cultural and foreign affairs.

Specific royal initiatives include upgrading education and training institutions, relaxing rules governing political parties, promoting the use of public opinion polls, promoting macroeconomic stability in order to attract international investment, enhancing the national infrastructure (roads, ports and airports), passing laws that offer greater protection to labour unions and implementing new immigration policies. Some of these initiatives have particular relevance to the development of NWAMSA. The Moroccan Government has in place 26 ministers each of which deals with different areas of policy, these are:

Morocco Government	
Prime minister: Mr. <b>Sr. Abbas EL FASI</b>	Minister of Social Affairs
Minister of Youth and Sport	Minister of Human Resources, Science and Technology
Minister of Security	Minister of Trade and Industry
Minister of Islamic Issues	Minister of Rural Economy and Agriculture
Minister of Tourism	Minister of Economic Affairs
Minister of Energy and Environment	Minister of Culture
Minister of International Cooperation	Minister of Fisheries
	Minister of Transport

Table 4.2 Morocco Government

(Source: Morocco Embassy)

The following Ministers have been identified as fundamental for the development of the outline NWAMSA partnership plan:

1. Mr. Taib FASI FIHRI: Minister of International Cooperation
2. Mr. Karim GHELLAB: Minister of Transport.
3. Mr. Ahmed AJCHICHIN: Minister of Human Resources, Science and Technology

#### 4.2.2.1 Government of Morocco and NWAMSA Outline Partnership Plan

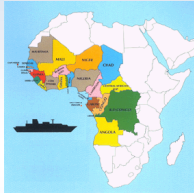
It is of particular importance that the Morocco government is included in the 1<sup>st</sup> phase of NWAMSA development. This is because Morocco is currently outside of the African Union membership, but is inside the geographical space that makes up North West Africa ( see Plate 1.2) the government of Morocco is therefore vital for the sustainable development of NWAMSA

NWAMSA will be unique for North West Africa and thus its development and ownership by African Member States and African maritime stakeholders is crucial, it is therefore important to ensure full participation of the Government of Morocco during the NWAMSA conceptualisation and development stages. It is noted that there are a great deal of benefits for African Member States from the development of such an Agency in particular that NWAMSA will act as a social, economic and environmental catalyst. The aims and objectives of the NWAMSA will align to and compliment where possible the following Government of Morocco objectives – by adhering to these aims and objectives it is anticipated that NWAMSA will lever a great deal of positive added value for the Moroccan Governments.

1. To accelerate the political and socio-economic integration of the continent;
2. To encourage international cooperation, taking due account of the Charter of the United Nations and the Universal Declaration of Human Rights;
3. To promote peace, security, and stability;
4. To promote democratic principles and institutions, popular participation and good governance;
5. To promote and protect human and peoples' rights in accordance with human rights instruments;
6. To promote sustainable development at the economic, social and cultural levels;
7. To promote a modern, productive and competitive economy in order to face the challenge of globalization and free trade.
8. To promote co-operation in all fields of human activity to raise the living standards;
9. To promote principles of responsible citizenship through completion of education and training charters.
10. To work with relevant international partners in the eradication of preventable diseases and the promotion of good health on the continent

## 4.2 Africa Maritime Transport Organisations

### 4.2.1 Maritime Organization for West and Central Africa (MOWCA)<sup>11</sup>



The Maritime Organisation for the West and Central Africa (MOWCA) was established in May 1975 (Charter of Abidjan) as the Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR). The name was changed to MOWCA as part of reforms adopted by the General Assembly of Ministers of Transport, at an extraordinary session of the Organisation held in Abidjan the Republic of Côte d'Ivoire from 4-6 August 1999.

The main objective of MOWCA is to serve the regional and international community for handling all maritime matters that are regional in character.

MOWCA unifies 25 countries on the West and Central African shipping range (inclusive of five landlocked countries). These countries comprise of 20 coastal states bordering the North and South Atlantic Ocean, and to explain the maritime link for landlocked countries the ports of the Ocean interfacing countries provide the seaborne trade of those that are landlocked.

These are shown in the table 4.3.

Countries affiliated with MOWCA are (in alphabetical order):		
<b>Coastal States:</b>		
Angola	The Gambia	Nigeria
Benin	Ghana	Sao Tome and Principe
Cameroon	Guinea	Senegal
Cape Verde	Guinea-Bissau	Sierra Leone
Republic of Congo	Equatorial Guinea	Togo
Democratic Republic of Congo	Liberia	
Cote d'Ivoire	Mauritania	
Gabon	Mozambique	
<b>Landlocked Countries:</b>		
Burkina Faso	Chad	Niger
Central African Republic	Mali	
Source: MOWCA 2008		

Table 1.3 Countries Affiliated with MOWCA [source: MOWCA 2008]

What is of special interest for MOWCA is that together, the countries shown in table 1.3 generated in 1998 an estimated 247million tonnes of cargo which represented 4.8% of world cargo, 95% of which was seaborne. MOWCA has also identified a number of problems at the sub regional level relating to the cost-effectiveness of shipping services these are; availability of shipping space, frequency of sailings, level of freight rates, competitiveness and survival of national/regional operators, efficiency of seaports, safety of cargo/ships, inland transportation

<sup>11</sup> <http://www.mowca.org> accessed April 23<sup>rd</sup> 2008



networks, availability of coastal shipping services, efficiency of multi-modal transport systems and trade facilitation, protection of shippers interests, and the special case of landlocked countries.

***The focus of MOWCA policy is on the following:***

1. Encouraging participation of the private sector in West/Central Africa in ship operation particularly in coastal shipping, by way of ownership/chartering of tonnage and forging co-operation/partnerships between regional operators and foreign shipping companies operating to the sub-region
2. Development of coastal shipping networks and establishment of feeder systems to connect hub and spoke ports - Establishment of an effective multimodal transport system for the sub-region
3. Port development and facilitation with particular reference to achieving a cost effective / faster ship turnaround times and creating special berths and conditions for landlocked countries, coastal /feeder shipping in MOWCA ports
4. Strengthening of service-oriented shippers' councils to effectively protect and represent the users or the demand side of the shipping industry
5. Strengthening of the regional maritime academies of Abidjan, Accra and the Nigerian Academy of Oron to provide training at all levels of the maritime, fishing and petroleum industry, including exchange of teaching personnel, provision of facilities for sea-training for cadets
6. Establishment of national transport observatories to be co-ordinated by a regional observatory based in the Secretariat, to generate an up-to-date, uniform, computerised data base for the entire sub-region
7. Maritime safety and environmental protection with regards to creating effective contingency plans for pollution prevention/curtailment in member states, establishment of reception facilities for the discharge of waste from tankers, enhancement of efficiency of maritime administrations, the implementation of flag state control measures and regional Memorandum of Understanding (MOU) on port state control

The overarching decision-making body for MOWCA is a General Assembly of Ministers of Transport of Member States meeting at ordinary sessions every two years and at extraordinary sessions if necessary.

The Secretary-General (Mr. Magnus Teye ADDICO of the Republic of Ghana) coordinates the following three specialized Units for MOWCA these represent the ports, shippers and operators.

- ❖ The Port Management Association of West and Central Africa (PMAWCA),
- ❖ The Union of African Shippers Councils (UASC)
- ❖ The Association of African Shipping Lines (ANSL)

#### **4.2.1.1 MOWCA and NWAMSA Outline Partnership Plan**

The importance of MOWCA for the sustainable development of the NWAMSA partnership outline plan is evident. The expertise demonstrated by way of their policy underscores the significant benefits of developing a relationship between the organisations. MOWCA has also acknowledged the fact that African sub-region's coastal waters provide for some of the World's busiest shipping routes; which in turn create for large volumes of tanker traffic inclusive of movements from African oil producing countries and maritime safety concerns are linked to maritime transport movements. More importantly MOWCA is already working towards problem solving with regards to issues associated with the implementation of various international conventions relating to safety (SOLAS), marine pollution (MARPOL) as well as the contemporary International Safety Management Code (ISM) and the Standard of Training Certification and Watch-keeping for Seafarers (STCW) Convention. It is extremely likely that NWAMSA will harness data and complement these MOWCA activities.

A point which reinforces the importance of MOWCA involvement in the partnership plan is the potentialities of overlap and clearly the intentions of NWAMSA are to build on existing structures and provide enabling mechanisms that will enhance current initiatives and not duplicate.

The following MOWCA (2008) statement 'The over-riding role of MOWCA is to ensure for the sub-region a cost-effective shipping service high on safety and low on pollution' emphasises the importance of the organisation to the development of a NWAMSA partnership plan.

A point of interest for the development of a NWAMSA action strategy is the comment made by MOWCA in relation to regional integration, this was 'in the absence of a regional integration scheme, each country would develop its own regulatory framework, thereby erecting barriers and obstacles to trade and that the European experience is a worthy point of reference'. Clearly MOWCA recognises that fragmentation of the maritime regularity systems creates for management obstacles and therefore because maritime safety is an element of that system it can be assumed that this issue must also be included in that comment. Therefore it is envisaged that in the long term, NWAMSA will cultivate principles that have goodness of fit with MOWCA values, and as a priority therefore will aim to develop methodologies that will assist in the reduction of institutional barriers.

#### 4.2.2 ICHCA Canaries-Africa Regional Charter



ICHCA International Ltd is a membership organisation originally established in 1952 and was incorporated in 2002 administered by a 10 person board. Members represent a substantial cross-section of senior corporate executives, cargo handling experts, safety professionals, consultants, academics, authorities and experts in a variety of disciplines. For example, maritime transport, cargo handling, insurance, standardisation and inspection procedures. The organisation spans five continents, with National Sections in Australia, Japan, USA and a Canaries / Africa Regional Chapter and operates through a series of National Sections, Regional Chapters, Panels, Working Groups and Correspondence Groups. The ICHCA is dedicated to the promotion of safety and efficiency in the handling and movement of goods by all modes, during all phases of national and international transport chains.

ICHCA promotes policies and projects that will improve the safety and efficiency of physical handling of transport cargo and associated activities. These include International representation of members and the industry, provision of management information and facilitation of knowledge exchange and technical data, industry methods and techniques inclusive of predictive tools for assessment of future trends and industry training requirements. The ICHCA production of member publications includes bi-monthly electronic newsletters (cargo handling news), an annual review incorporating topical trends and developments, plus individual "best practice" publications.

The organisation also participate in and monitor the activities of the regulatory bodies of government, non-governmental and inter-governmental organisations to ensure that members concerns are voiced at the earliest discussion stage in the formulation of agreements, rules, regulations and laws. To enable interaction ICHCA liaise on a regular basis with the International Maritime Organization (IMO), United Nations Conference on Trade and Development (UNCTAD), International Labour Organisation (ILO) and the International Standards Organisation (ISO) International Chamber of Shipping (ICS), International Association of Ports and Harbours (IAPH), Baltic & International Maritime Council (BIMCO), International Federation of Freight Forwarders Association (FIATA), International Atomic Energy Agency (IAEA), World Nuclear Transport Institute (WNTI), Port Equipment Manufacturers Association (PEMA) and Container Owners Association (COA), Through Transport Mutual Services (UK) Limited (TT Club).

The ICHCA also have non-governmental (NGO) consultative status with a number of inter-governmental agencies whose programme of work impacts on the activities of the international cargo handling and transportation industry.

**4.2.2.1 ICHCA Canarias / Africa Regional Chapter and NWAMSA Outline Partnership Plan**

The Canarias/Africa Regional Chapter (CARC) was established in October 2005 after a meeting between representatives from African ports and organisation from Canaries; the outcome of that meeting agreed that the Port of Las Palmas would act as the regional chapter central co-ordinator.

The ICHCA and in particular the Canarias/Africa Regional Chapter of whom the Director and General Secretary is Sergio Galván Montesdeoca (2008) and Chairman of the International Safety Panel, Mike Compton, is fundamental to the development of NWAMSA. ICHCA provided the initial springboard from whence the NWAMSA notion formed and are actively seeking to consolidate the proposition and ensure that the agency

develops in a sustainable and constructive manner.

The ICHCA will provide an important communication link for NWAMSA and their expertise will underpin NWAMSA current capacities. What is really vital is that the North West African ports have a specific relationship with the ICHCA and these links will be critical for the NWAMSA proposition.

The North West Africa Maritime Cluster is also an important element of the Pan African economy and thus the interrelationships between the ports located in Africa and those of the European and International ports sectors are vital for overall economic development and indeed community well-being. It is the intention of NWAMSA to build on these existing relationships and work in partnership with ICHCA to underpin the ICHCA Canarias/Africa Regional Chapter overarching commitments and advance the capacities of the African maritime cluster to provide a safe, secure and clean movement of maritime transport.

Contact with ICHCA will be with Director and General Secretary is Sergio Galván Montesdeoca

## 4.3 Research Institutions

### 4.3.1 The University of Las Palmas Gran Canaria (ULPGC)



The University of 'The Palms of Great Canary' origins are associated with a great social movement in Gran Canaria which culminated with the approval, on the part of the Parliament of Canaries, of the Law of University Re-organization of Canaries, April 26, 1989.

The University of Las Palmas de G.C. is a university bound to a policy based on the continuous improvement of research quality and efficiency. Its primary objectives are to underpin the economic progress and welfare of Canaries by way of maintaining excellence for knowledge exchange, collaboration, stimulus of international relationships and to provide a supportive, responsible, cultured environment for education and personal development. There is a highly developed relationship between the ULPGC and the Government of the Canaries that ensures that university policy and the needs of the region are developed harmoniously and are more importantly transparent.

The ULPGC faculties continually strive towards sustainable excellence in research, innovation and technological development. The ULPGC is an outward looking University that is moving towards enterprise ideals that embrace the continuation of targeted technological research, diversification and human resource development. These enterprise aspirations conform and are developed in parallel with the social, environmental and economic needs of the Canary Islands. To this end the ULPGC are encouraging researchers to invent in areas that will be applicable for business development and industry initiatives and in particular those with an innovative and technical edge.

Innovation and technology are regarded by the ULPGC and the Canaries Government to provide the two corner stone's that will build up and diversify the economy of Las Palmas. To underpin this ideal the ULPGC has set up a scientific and technological park aimed at specifically creating an environment where on innovation can thrive and where new technologies can be channelled into the business environment and onto the market place.

Amongst other elements such as telecommunications and cybernetics the scientific park provides for specific research with a focus on maritime pollution identification and tracking units. This has particular value for the SASEMAR resource base during incidents that include the accidental discharge of hydrocarbons at sea and, also demonstrates the benefits of developing good partnerships between research institutions and other external organizations.

The ULPGC also incorporates a Marine Science Faculty and Technological Centre (ICCM- Government of Canary) which has a focus on oceanography, aquaculture and other marine related research it envisaged that research carried out at the ICCM will have particular relevance for the development of NWAMSA.

#### 4.3.1.1 University of Las Palmas and NWAMSA Outline Partnership Plan

The University Las Palmas de Gran Canaria will contribute greatly for the development of the NWAMSA. In particular the close relationship that the university has developed with the Canary Governments will underpin the research and scientific intelligence system. What is of vital is the geographical location of the Canaries in relation with the coasts of West Africa, the two land masses are adjacent each other especially the Africa countries near to Mauritania and thus share the same ocean space at almost a coastal level. It is not wrong to infer therefore that maritime incidences that occur around the coasts of West African Member States are extremely likely to affect the coasts of the Canaries and vice versus.

It is therefore paramount that good partnerships are developed and maintained between maritime stakeholders that represent African countries and those from the maritime sectors of the Canaries. It is not unreasonable to suggest that optimising resources will streamline a sustainable maritime safety approach and that the development of complementary research with that aim prevailing will help establish such a system.

The ULPGC has also demonstrated commitment for the development of NWAMSA by way of a knowledge transfer agreement (Dr Karen Sumser-Lupson) with the University of Plymouth in line with its policies. Furthermore the ULPGC has also provided valuable research capacity for the development of the North West Africa Maritime Safety Agency repository of knowledge and intelligence tool by the provision of a Research Assistant of whom has specialised skills in oceanography and marine systems. It is thought that the combination of specialised marine and maritime skills from both the ULPGC and UoPMI will create a condition for innovative collaboration which in turn will lever considerable added value for the North West Africa Maritime Safety Agency and for Canaries maritime stakeholders.

#### 4.3.2 The University of Plymouth (Marine Institute) UK (UoPMI)



The Marine Institute of the University of Plymouth is a world leading institute that provides integrated multi-disciplinary expertise in marine research and innovation. The Institute has over 160 specialist researchers adding to the strong national and international reputation of the University as a centre of excellence. Work focuses on both maritime and marine issues; these include shipping and logistics, policy, maritime safety, coasts, estuaries and shelf sea systems. The MI provides opportunities to develop research projects with well established research teams and helps to offer innovative solutions to the difficult issues facing today's marine maritime environments.

There is a tradition of maritime education in the University stretching back to the mid-nineteenth century and there is an active alumni association, the Plymouth Nautical Degree Association (PYNDA) which meets regularly and has a well developed network of maritime experts. The Shipping and Logistics group (ISL) focuses primarily on sustainable business applications and governance issues within the contexts of international shipping, logistics, ports and supply chain management. The ISL Group is also associated with a number of commercial and international maritime organisations including the Institute of Chartered Shipbrokers, the Chartered Institute of Logistics and Transport and the Nautical Institute. The Group has a long-standing and proven research track record in peripheral, developing and transitional economies.

Other related research specific to Dr Karen Sumser-Lupson includes the identification and stimulation of maritime competitiveness clusters and developing a format for the assessment of the economic value of the UK South West ports inclusive of their economic contribution and the development of a strategic plan. Enhancing this work is the continuation of active discussions with the European roundtable for maritime clusters. Dr K Sumser-Lupson on behalf of the The UoPMI also provided a very detailed response to the European New Maritime Green Paper during the consultation process. Other work includes the provision and analysis of key vision document for the North West Europe transnational programme.

The La Manche (2007) Vision report related to the aspirations of the crossborder regions and amongst other issues focused on, maritime transport, marine renewable energies, innovation and maritime safety and security concerns. The work also produced a high level document relating to maritime pollution and contingency planning at the local level for the La Manche or English Channel.

Dr Sumser-Lupson also provided expertise for the European Maritime Safety Agency (EMSA) designing and populating their internal maritime safety data interface tool and Karen also provided detailed work for the Maritime Safety Umbrella Operation (MSUO) with regards to targets and objectives for strategic European funding programmes support post 2007.

#### ***4.3.2.1 University of Plymouth (Marine Institute) and NWAMSA Outline Partnership Plan***



The University of Plymouth Marine Institute will provide valuable research capacity for the development of the North West Africa Maritime Safety Agency repository of scientific knowledge and intelligence tool. The partnership forged between the University of Las Palmas and the University of Plymouth with regards to the secondment of Dr Karen Sumser-Lupson to ULPGC will underpin the development of a robust and sustainable working relationship between the two institutions. It is envisaged that the new joint venture will lever added value for the North West Africa Maritime Safety Agency by way of innovative collaborations between specialized academics of both universities.

Knowledge transfer is a priority for both institutions and the relative Departments of Research and Innovation is specifically charged for collaborations with industry, business, public sector, research and community-based partners regionally, nationally and internationally.

Associate contact:      Professor Martin Attrill, Director Marine Institute  
                                 Professor Julian Beer, Director Research and Innovation



#### 4.3.3 The World Maritime University (Sweden)



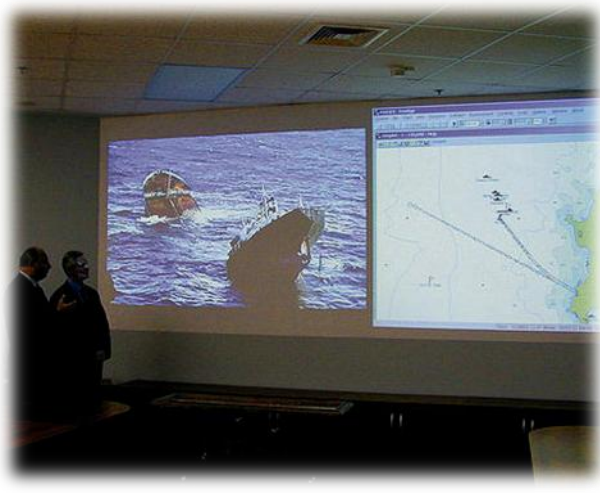
The World Maritime University (WMU) has an established reputation as the global centre for advanced education, training and research for specialist personnel for the international maritime community. The WMU focus is on all maritime issues with an aim to further the International Maritime Organisation (IMO) objective of encouraging and facilitating the highest practicable standards in maritime safety and the prevention and control of pollution of the marine environment. Graduates of the WMU hold senior positions in maritime education, maritime administrations, ports and shipping companies, or represents their governments in a range of capacities, enabling them to influence and direct policy in their countries and regions. WMU graduates are also increasingly called upon to contribute to international maritime forums, including IMO.

##### ***4.3.3.1 The World Maritime Organisation (WMO) and NWAMSA Outline Partnership Plan***

The WMO is a small but highly efficient university with a focus primarily on maritime concerns. The university is currently seeking to increase its capacity with regards to maritime security and maritime environmental issues. It is the intention of NWAMSA to assist the WMO to achieve long term aims and objectives by encouraging a partnership approach and develop potential research opportunities.

NOTE: It is also envisaged that the University network will include:

- Regional Maritime Academy in Abidjan
- Regional Maritime University in Accra



## 4.4 International Institutions and Organisations

### 4.4.1 The International Maritime Organisation



The International Maritime Organization (IMO) was established by convention in Geneva in 1948 and the main task which has since expanded since is to develop and maintain a comprehensive regulatory framework for shipping, inclusive of safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping. The IMO is a specialized agency of the United Nations with 167 Member States and three Associate Members and is based in the United Kingdom with around 300 international staff.

The International Maritime Organisation mission statement is: Safe, Secure and Efficient Shipping on Clean Oceans<sup>6</sup>.

Specialized committees and sub-committees are the focus for the IMO technical work programme which updates existing legislation or develops and adopts new regulations; the associated meetings are attended by maritime experts from Member Governments, together with those from interested intergovernmental and non-governmental organizations.

The technical programme structure provides for a comprehensive body of international conventions, supported by recommendations governing every facet of shipping. Objectives are aimed at the prevention of accidents, including standards for ship design, construction, equipment, operation and manning - key treaties include SOLAS, the MARPOL convention for the prevention of pollution by ships and the STCW convention on standards of training for seafarers. Furthermore, the IMO scrutinise the rules concerning distress and safety communications, the International Convention on Search and Rescue and the International Convention on Oil Pollution Preparedness, Response and Co-operation, these particular issues are significant for the development of NWAMSA.

The IMO has an extensive technical co-operation programme, and has founded three advanced level maritime educational institutes in Malmö, Malta and Trieste.

#### **4.4.1.1 The International Maritime Organisation and NWAMSA Outline Partnership Plan**

The International Maritime Organisation will be an important link for the development of the NWAMSA. The potential benefits of a partnership are demonstrated by way of the proposed aims of NWAMSA and the mission statement of the IMO each focus on the terms safe, secure, clean and maritime.

It is envisaged that NWAMSA will generate unique knowledge for many sections of the IMO's activities and thus develop a specific internal capacity to provide expert advice on issues that have an important and direct bearing on IMO's work. NWAMSA has in mind aims to provide as much added value as possible for the IMO. This is demonstrated by way of the tasks set out in objective one, in particular task three, which is to propose design and implement a NWAMSA scientific based intelligence system to provide African Member States and other maritime stakeholders with a transparent and robust knowledge exchange centre, from where sound decisions can be formulated.

It is expected that work carried out by the IMO will also underpin decisions made by NWAMSA in that the expertise of the IMO and efficient knowledge exchanges will help reduce potential overlap and ensure that added value is optimised.

*The expected relationship will be based on the following IMO's Technical Co-operation Programme mission statement:*

'To help developing countries improve their ability to comply with international rules and standards relating to maritime safety and the prevention and control of maritime pollution, giving priority to technical assistance programmes that focus on human resources development and institutional capacity-building'<sup>12</sup>.

Also the commitments the IMO have made with regards to the United Nations Millennium Declaration whereon during 2005 they adopted a resolution on technical co operation as a means to support the goals of the declaration, with an emphasis for the technical co-operation activities specifically on meeting the special assistance needs of Africa.

#### 4.4.2 The UK Chamber of Shipping



The UK Chamber of Shipping (UKCS) is a trade association for the shipping industry and speaks for all sectors and trades comprising of national ship owner associations which represent over half of the world's merchant fleet. What is unique about the UKCS is that it also represents the global interests of all the different trades in the industry: bulk carrier operators, tanker operators, passenger ship operators and container liner trades, including ship-owners and third party ship managers.

The aim of the CS is to act as an advocate for the industry on issues of maritime affairs, shipping policy, legal and technical matters, including ship construction, operation, safety and management, and to develop best practice in the industry. The organization is involved in a wide variety of areas including technical, legal and operational matters that affect merchant ships.

The organisation is committed to the principle of maritime regulation being formulated at an international level and underscores that value by the following ICS<sup>13</sup> statement:

*"Shipping is by nature international: the regulations that apply to a ship when it sails from Buenos Aires must apply equally when it arrives in Brisbane. The alternative to an international system of shipping legislation would be a chaotic web of local rules and regulations that would result in commercial distortions and mass economic deficiencies".*

The objective of the Chamber of Shipping therefore is the maintenance of a sound, well considered global regulatory environment in which well-run ships can operate safely and efficiently. The structure within which the ICS functions includes a network of national

<sup>12</sup> <http://www.imo.org/> - technical cooperation (accessed 3<sup>rd</sup> July 2008)

<sup>13</sup> <http://www.marisec.org/ics/icsworks.htm> - accessed 3<sup>rd</sup> July 2008

associations and committees, which are responsible for developing the international policy of the industry, including positions to be adopted on international maritime regulatory questions. The national representatives to ICS Committees include experts from individual shipping companies which are members of the national ship owners' associations that belong to the ICS.

So far as possible, the CS represents the views of the entire shipping industry at the various fora which develop international maritime conventions and recommendations, especially the International Maritime Organisation (IMO). The CS is particularly influential because of the support it receives from its member national ship owners associations' which represent the views agreed within ICS to their national governments, which in turn comprise the membership of bodies such as the IMO. Other partners include the World Customs Organisation, the International Telecommunications Union, the United Nations Conference on Trade and Development and the World Meteorological Organization.

#### **4.4.2.1 The Chamber of Shipping (UKCS) and NWAMSA Outline Partnership Plan**

There are a number of very obvious opportunities for a partnership to develop between NWAMSA and the Chamber of Shipping in particular there are to be found a number of parallels between the organisational aims and focus. For example the ICS states that *'a major focus of ICS activity is the International Maritime Organization (IMO) which is the United Nations agency with responsibility for the safety of life at sea and the protection of the marine environment'*.

Therefore the proposed aims and objectives of NWAMSA have goodness of fit to those principles (see 4.5.1). It is envisaged that data generated by the scientific based intelligence system will provide a great deal of added value for the work being carried out by the ICS. It is envisaged that the following goals will be incorporated into the overall NWAMSA core objectives. NWAMSA will also have aspirations that the ICS will underpin the development of guidelines for further Africa maritime transport related data capture, geared towards those goals, these are:

- ❖ To assist organizations to enable high standards of operation and the provision of high quality and efficient shipping services.
- ❖ To reinforce a regulatory environment which embraces safe shipping operations, protection of the environment, and adherence to internationally adopted standards and procedures.
- ❖ To recognize the commercial requirements of shipping and of the need for operators who meet the required standards to secure a proper commercial return.
- ❖ To help promote and update industry guidance on best operating practices.
- ❖ To promote where possible the maritime industry's profile as a safe, clean, comprehensively regulated and responsible facilitator of global trade

It is noted by NWAMSA that the CS is committed to the cooperation with other organisations, both intergovernmental and non-governmental, in the pursuit of the above goals.

#### 4.4.3 The United States Coastguard



The United States Coast Guard (USCG) is a military branch of the United States and amongst many duties is involved in maritime law, mariner assistance, and search and rescue. Upon the declaration of war or when the President directs, the Coast Guard operates under the authority of the Department of the Navy. The USGC has about 40,150 men and women on active duty; they are an armed service, and one of seven United States uniformed services. The USCG mission statement *'is to protect the public, the environment, and the United States economic and security interests in any maritime region in which those interests may be at risk, including international waters and America's coasts, ports, and inland waterways'*<sup>14</sup> and there motto is *Semper Paratus*, meaning "Always Ready".

The USCG has five fundamental roles:

- ❖ Maritime Safety: Eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating.
- ❖ Maritime Security: Protect America's maritime borders from all intrusions by: (a) halting the flow of illegal drugs, aliens, and contraband into the United States through maritime routes; (b) preventing illegal fishing; and (c) suppressing violations of federal law in the maritime arena.
- ❖ Maritime Mobility: Facilitate maritime commerce and eliminate interruptions and impediments to the efficient and economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.
- ❖ National Defence: Defend the nation as one of the five U.S. armed services. Enhance regional stability in support of the National Security Strategy, utilizing the Coast Guard's unique and relevant maritime capabilities.
- ❖ Protection of Natural Resources: Eliminate environmental damage and the degradation of natural resources associated with maritime transportation, fishing, and recreational boating

The USCG has an internal International Affairs department which advises, informs, and assists on strategies, foreign policy matters, and coordinates international engagements, including participating in international organizations, training foreign personnel, arranging visits by foreign officials and providing technical assistance to foreign governments.

*The Director for International Affairs – Ms Kathereen Johnson*

##### 4.4.3.1 The United States Coast Guard (USCG) and NWAMSA Outline Partnership Plan

The overall sustainable development of NWAMSA will depend on the consolidation of a strong International partnership one that will ensure the work programme enhances and builds on work in progress. There is a great deal of documentation that the USCG is active in the regions that constitute as North West Africa. There is for example a global maritime partnership<sup>15</sup>

<sup>14</sup> <http://www.uscg.mil/top/about/> - accessed 3<sup>rd</sup> July 2008

<sup>15</sup> Selby, W (2008) Global Partnership Works to Increase African Maritime Safety- Special to American Forces Press Service. US - <http://www.defenselink.mil/news/newsarticle.aspx?id=49954> - accessed 2<sup>nd</sup> July 2008

(GMP) working towards increasing maritime safety with respect to capability and capacity in maritime safety and security. There are USCG personnel in Africa working on several related GMP projects, which include conducting some law enforcement operations such as vessel boarding, search and seizure.

It will be the intention of NWAMSA therefore to engage with the USCG and develop a harmonious action plan with a clear focus on capability and capacity building in maritime safety and security. It will be paramount none-the-less to ensure that data generated by the proposed NWAMSA scientific computer based intelligence system provides added value and that the generation of new data will be relevant to the most pressing of maritime concerns.

The objectives of NWAMSA will align where possible to the fundamental objectives of the USCG, these will be as follows:

- ❖ To provide robust maritime intelligence services for Member States and other maritime stakeholders with regards to maritime safety with the intention to eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating.
- ❖ To develop robust maritime safety intelligence services for Africa Member States and other maritime stakeholders with an aim to support maritime commerce and efficient and economical movement of goods and people, inclusive of recreational activities.
- ❖ To promote, supply data and specialised information services aimed at the protection of natural resources, and to develop strategies with an aim to eliminate environmental damage and degradation associated with maritime transportation, fishing, and recreational boating



Plates - Scot Epperson – US- Coast Guard<sup>16</sup>

<sup>16</sup> [http://cgvi.uscg.mil/media/main.php?g2\\_itemId=438930](http://cgvi.uscg.mil/media/main.php?g2_itemId=438930)



#### 4.4.4 The United Nations High Commission for Refugees (UNHCR)



The United Nations High Commission for Refugees (UNHCR) (based in Switzerland) is an impartial humanitarian organisation mandated by the United Nations to lead and co-ordinate international action for the world-wide protection of refugees and the resolution of refugee problems.

The UNHCR has two basic and closely related aims, (i) *to protect refugees and (ii) to seek ways to help them restart their lives in a normal environment*. In all of its activities, the UNHCR is committed to the principle of participation, and pays particular attention to the needs of children and the promotion of the equal rights of women and girls. Furthermore, the UNHCR promotes the purposes and principles of the United Nations Charter: maintaining international peace and security; developing friendly relations among nations; and encouraging respect for human rights and fundamental freedoms.

UNHCR's efforts are mandated by the organization's Statute and are guided by the 1951 United Nations Convention relating to the Status of Refugees and its 1967 Protocol-International refugee law; these provide an essential framework of principles for UNHCR's humanitarian activities.

The organisation aims to reduce situations of forced displacement by encouraging States and other institutions to create conditions which are conducive to the protection of human rights and the peaceful resolution of disputes, however in pursuit of the same objective, UNHCR actively seeks to consolidate the reintegration of returning refugees in their country of origin, thereby averting the recurrence of refugee-producing situations.

To enable the organisations aims and objectives and promote solutions the NHCR works in partnership with governments, regional organizations, international and non-governmental organizations. Furthermore the UNHCR is committed to the principle of participation, believing that refugees and others who benefit from the organization's activities should be consulted over decisions which affect their lives.

##### **4.4.4.1 The United Nations High Commission for Refugees (UNHCR) and NWAMSA Outline Partnership Plan**

During the ICHCA Ghana conference it was clear from the ensuing debate that irregular immigration issues were in fact creating for a maritime safety concern<sup>17</sup>, therefore it is envisaged that some data developed by NWAMSA will have relevance for the United Nations High Commission for Refugees (UNHCR) and vice versus. The UNHCR has already amassed a wide range of statistical data and the potential of that data to be employed for maritime safety cross correlation purposes is immense. NWAMSA intends to lever these types of innovative opportunities and create for as much added value as possible, and in support of that statement one of the key objectives of NWAMSA is to ensure that statistical data generated by the proposed scientific computer based intelligence system can be utilised by a **wide variety** of stakeholders.

<sup>17</sup>



Additionally by way of good communication channels the commitment of the UNHCR to the acceleration of overall United Nation global goals will help underpin the overarching work programme of NWAMSA. In particular that NWAMSA activity is updated on a regular basis to reflect relevant circumstance and to embrace new initiatives.

Furthermore, it is the intention of NWAMSA to commit to the aims and objectives of the eight **United Nations (2000) Millennium Development Goals (MDGs)**<sup>18</sup>, in particular goal three ‘promote gender equality’, goal seven, ‘*ensure environmental sustainability*’ and goal eight, and ‘*develop a global partnership for development*’. The UNHCR are also committed to these principles. - The main contact for UNHCR – Anja Klug, Senior Legal officer

#### 4.4.5 Youth Charter International (YCI)



The Youth Charter International is a UK registered charity and a United Nations accredited non-governmental organisation. Launched in 1993 as part of the Manchester 2000 Olympic Bid and successful 2002 Commonwealth Games, Youth Charter has, over the last decade campaigned and promoted the role and value of sport, arts and technology as a way of socially including and developing young people to achieve in life.

The Youth Charter has over 20 years of experience working in Africa and has an extensive background in sport, arts and social and human development. The YCI has established an international reputation for innovative and sustainable programmes and projects that address poverty, HIV (Aids), conflict resolution and other social challenges facing the African continent, in particular, work has been carried out in South Africa, Cameroon, Mozambique, Mali, Nigeria, Zambia, Namibia, Sierra Leone, Kenya, Cote D'Ivoire and Botswana.

The International Youth Charter- Youthwise Programme which has established International accreditation was developed in 1997 to reflect the social and human development of young people through sport and the arts. Aimed specifically at young people globally (those aged up to 30) the programme is entwined in a social and cultural mission with an objective to provide young people with an opportunity to develop through sport and the arts pathways.

The Youthwise Social Coach Workshop was the culmination of the Youth Charter's fourteen-year effort in Southern Africa and since the Youth Charter's launch in South Africa in 1996 one of the results has been the historic "Vision for Sport Conference" which heralded sport in the new South Africa.

The IYC has delivered projects and programmes that have contributed to establishing an international awareness and effort to the ongoing and important role of sport as a major vehicle

<sup>18</sup> United Nations, (2000) Resolution adopted by the General Assembly 55/2. United Nations Millennium Declaration - <http://www.un.org/millennium/declaration/ares552e.pdf> - accessed 4th July 2008

for social and human development. The Magglingen Declaration for sport and the subsequent and ongoing effort of the Youth Charter saw the Magglingen II Conference presented with a U.N. integrated framework and this underlined the overall vision of the contribution of sport for social and human development in the context of the Millennium Development Goals.

With the support of the Swiss Academy for Development, the Youth Charter embarked on a challenging undertaking to consult, reflect as well as meet the needs of the youth and specific community projects/programmes. The consultation undertaken by the IYC have been wide ranging inclusive of Mozambique, South Africa, Zambia and Namibia, the results have enabled representatives to play a lead role in the delivery of social coach workshops. These youth workshops were a joint collaborative effort with Southern African based NGO's, youth based organisations, projects and programmes, which demonstrates how work carried out by the International Youth Charter is a catalyst for further development. However more importantly these particular workshops were prepared and developed by African professionals and volunteers and it was these that resulted in the preparation of the interactive sport and social and human development programme to be known as 'Sportswise'.

#### ***4.4.5.1 Youth Charter International IYC) and NWAMSA Outline Partnership Plan***

What is important in the context of NWAMSA is that the International Youth Charter (IYC) has specific expertise in Africa with Youth Groups up to the age of 30, and is an accredited NGO for the United Nations; these two points underpin the significance of the IYC for the NWAMSA proposition.

It is well documented that the issues of poverty and conflict have seen an unprecedented movement of young African males and females that are prepared to risk their lives for a journey perceived by many 'as more perilous' than the enforced journey subjected to by their forefathers during the 18<sup>th</sup> century slave trade. However, it is not only the desire for employment or the need to escape the turmoil of war that are causing for social migration, there are new drivers that will force communities from African Member states to also join that journey. The implications of climate change are still not fully understood but it is clear that there is a growth of individuals from African Member States that are being and will be forced to migrate due to the effects of climate chaos, the agreed classification of these communities are environmental refugees.

For those who survive this journey, if unsuccessful, they face an uncertain future in the European holding camps that are growing at an alarming rate. Whilst their human rights are observed and a four year wait is experienced, the journey of hope becomes an existence of disaffection. The disaffection leads to potential radicalisation as well as raised tensions in the holding camps, which currently have no positive programme and activity to develop the skills and potential of individual's resident there.

It is envisaged that the International Youth Charter will work closely with the NWAMSA in an advisory role; in particular it is thought that the proposed scientific intelligence system will provide data that will also assist for targeted actions by the IYC. It is clear that irregular immigration and environmental refugees will create for a huge maritime safety concern long term. Not only will the increase of 'castaways' become a potential human disaster on a catastrophic scale but it is likely that these communities will also cause for serious impacts on the shipping and maritime sectors, which in turn will impact on the economic development of the African countries. Therefore, solutions must be found and implemented at source and it is envisaged that this is where the IYC will provide NWAMSA and African Member States expertise by the development and implementation of structured positive activities.

It is anticipated that a programme of vocational skills training will provide as well as contribute to an improved environment in both security and the management of young refugees. The programme must be unique in both its structure and flexibility allowing adaptability and time frames of delivery and duration in order to meet the needs of the individual, the cultural group or social setting. The programme must also reflect real life successes and have the demonstrated that it has been delivered in some of the most challenging environments in the world.

The Youthwise programme is a developed accepted programme that can provide educational life skills and build on the existing abilities of young people with vocational and employable benefits that are both transferable and beneficial to individuals, young people and communities at source. More importantly it can be adapted and designed to assist refugees and to prevent and rehabilitate where necessary.

Contact with the Youth Charter *International* will be with Dr Geoff Thompson OBE



Photograph : WN / Imran Nissar

## 4.5 European Institutions and Organisations

### 4.5.1 The European Commission



The European Commission is fundamental for the development of NWAMSA because it is representative of the European Member States and their Communities. Many European member state borders share common ocean space with African Member States and therefore share concerns and issues.

The European Union comprises of 27 member countries and institutions which are bound by a number of treaties. The most recognized is the Maastricht treaty - effective in November 1993 because it underpinned the origin of European Union (EU).

The European Commission is the European Union 'executive body' and is the core driver for the institutional system. The EC initiates new legislation and is responsible for implementing European legislation (directives, regulations, and decisions), budget and programmes that are adopted by the European Parliament and the Council. This system inclusive with the Court of Justice also ensures that EU law is properly applied. Importantly for NWAMSA the EC represents the Union on the international stage and negotiates international agreements, chiefly in the field of trade and cooperation.

The primary institutions that make up the EU are the European Parliament, Council of the European Union, European Commission, Court of Justice and Court of Auditors. Five other important bodies to be noted are the European Economic and Social Committee, the Committee of the Regions, the European Central Bank, the European Ombudsman and the European Investment Bank.

The Council of the European Union is the EU's main decision-making body. It is the embodiment of the Member States, whose representatives it brings together regularly at ministerial level. The Presidency of the Council of the European Union rotates every six months among the EU Member States and is notably to be the driving force in the legislative and political decision-making process.

The EU Troika represents the European Union in external relations and politically with third countries. This comprises of a representative of the country holding the Presidency of the EU, of the European Commission, of the Secretary-General of the Council, in his capacity as High Representative for the common foreign and security policy and by the Member State, which is next in line for the Presidency.

There are 27 European Commissioners represented by each member state and each with foci on a specific policy matter. The following European Commissioners have been identified as significant for the development of NWAMSA:

Directorate General Justice, Freedom and Security  
Directorate General for Transport  
Directorate General for Maritime Affairs and Fisheries  
Directorate General for the Environment  
Directorate General for Development and Humanitarian Aid  
Directorate General External Relations and European Neighbourhood Policy

Vice-President Jacques Barrot  
Vice-President Antonio Tajani  
Commissioner Jo Borg  
Commissioner Stavros Dimas  
Commissioner Louis Michel  
Commissioner Benita Ferrero-Waldner

#### **4.5.1.1 European Commission and NWAMSA Outline Partnership Plan**

The development of a North West Africa Maritime Safety Agency will provide a catalyst for the realisation of many of the European Commission's aspirations relating to the consolidation of International relationships. For example, NWAMSA will provide a mechanism for enabling the EU Strategy for Africa,<sup>19</sup> which is the European Union's response to the challenge of getting Africa back on the track of sustainable development and of meeting the Millennium Development Goals (MDGs) by 2015.

Furthermore, the European Maritime Blue Paper<sup>20</sup> (COM(2007) 574) is described by Commissioner Borg (2007) to be a drastic change on the way Europe is addressing maritime issues. The Blue Paper envisaged as a means to enhance Europe's capacity to face the challenges of globalisation and competitiveness, climate change, degradation of the marine environment, maritime/energy safety and security, and sustainability will provide an excellent knowledge conduit for development of synergised action with Africa. NWAMSA intends to design and activate a sustainable maritime safety/security intelligence based action plan which will build upon the Blue Paper and other in place policies and agreed strategies, this plan in turn will seek to generate new rules of governance and bring to fruition the achievement of sustainable international cooperations between Europe and with Africa.

Equally important are the specific areas of expertise that will emerge as a part of the NWAMSA development process and how these will facilitate for capacity building for African regions. *Designing* constructive capacity and ensuring that human resource development functions within the context of the African-European knowledge economy. This approach will lever considerable added value for stakeholders interested in the progression of international cooperation policy whilst the outputs will retain the flexibility to respond to situational and other end-user requirements.

Maritime issue are of a great interest to the European Communities and indeed concerns are aggravated by the potential consequences of climate change such as chaos events. Overall safety and security are strategically important to both African and European communities and NWAMSA could play a critical role by providing for an Africa based dedicated maritime surveillance system comparable and building on that already available for Europe. This system would function in the context of adding value through better integration and the interoperability of systems. For example, sectors inclusive of fisheries, maritime safety, law enforcement and border control arrangements could become more effective if maritime surveillance systems were made interoperable across sectors and borders. NWAMSA would seek to develop the means to achieve such a cooperative arrangement for African Member States and other stakeholders.

---

<sup>19</sup> <http://europa.eu/scadplus/leg/en/lvb/r12540.htm>

<sup>20</sup> [http://ec.europa.eu/maritimeaffairs/policy\\_documents\\_en.html](http://ec.europa.eu/maritimeaffairs/policy_documents_en.html)

#### 4.5.2 European Maritime Safety Agency (EMSA)



The European Maritime Safety Agency (EMSA) was created in the aftermath of the *Erika* disaster, and contributes to the enhancement of the overall maritime safety system in the European Community. EMSA's legal structure is the Regulation (EC) N° 1406/2002<sup>21</sup> 'Establishing the European Maritime Safety Agency (EMSA)'. This established the EMSA objectives and tasks, the internal structure and functioning and the financial requirements and was published on 5.08.02 in the Official Journal of European Communities.

The EMSA Administrative Board is composed of one representative of each Member State (15), 4 representatives of the Commission and 4 professionals from the sectors most concerned. Norway and Iceland have reached an agreement with the European Union which allows them to participate fully in the work of EMSA. Since May 2004, the 10 new Member States have taken their seat on the Administrative Board. The Agency's Executive Director is Mr Willem de Ruiter.

Its goals are, through its tasks, to reduce the risk of maritime accidents, marine pollution from ships and the loss of human lives at sea. EMSA provides technical and scientific advice to the Commission in the field of maritime safety and prevention of pollution by ships in the continuous process of updating and developing new legislation, monitoring its implementation and evaluating the effectiveness of the measures in place. To enable these actions EMSA officials cooperate with Member States maritime services.

Strengthening of the Port State Control regime; auditing of the Community-recognised classification societies; development of a common methodology for the investigation of maritime accidents and; the establishment of a Community vessel traffic monitoring and information system are all key areas of EMSA activities

The Agency works very closely with Member States and responds to their specific requests in relation to the practical implementation of Community legislation, such as the EU directive on traffic monitoring, organises training activities and facilitates co-operation between the Member States and disseminate best practices in the Community. EMSA also has a role in the process of European Union enlargement, by assisting the accession countries in the implementation of Community legislation on maritime safety and the prevention of pollution by ships.

EMSA's operational activities are streamered in three pillars (i) Maritime Safety, (ii) Pollution Preparedness and Response and (iii) Environmental Protection, these include the following operations:

---

<sup>21</sup> EMSA (2008) Regulation (EC) N° 1406/2002. Establishing the European Maritime Safety Agency (EMSA)  
<http://www.emsa.eu.int/end179d002d001.html> - accessed 4th July 2008



**Maritime Safety:**

- ❖ *Visits and Inspections:* Classification Societies, Training of Seafarers, Maritime Security, Port State Control, Port Reception Facilities
- ❖ *Implementation of EU Legislation:* Port State Control, Marine Equipment, Ship Safety Standards, Liability and Compensation
- ❖ *Technical Co-operation:* EU Vessels Traffic Monitoring, Accident Investigation, Technical Assistance

**Pollution Preparedness and Response**

- ❖ Vessels – Oil Recovery Service, CleanSeaNet Satellite Service,

**Environmental Protection**

- ❖ Port Reception Facilities, Ship Recycling, Air Emissions

EMSA also assists the evaluation process of the effectiveness of Community legislation by providing the Commission and the Member states with objective, reliable and comparable information and data on maritime safety and on ship pollution.

**4.5.2.1 European Maritime Safety Agency (EMSA) and NWAMSA Outline Partnership Plan**

The European Maritime Safety Agency (EMSA) will be a significant stakeholder for the development of NWAMSA. It is foreseen that the work of NWAMSA will develop many parallels with the EMSA organisations with the exception that NWAMSA will reflect the needs and purposes of the North West Africa Member States and their stakeholders. The driving aims of EMSA indeed reflect the aims of the proposed NWAMSA.

EMSA as a product of the European Commission is subject to all EU policies and legislations, therefore the wider commitments of the European Commission will also underpin the activities of EMSA, this will include the New EU Maritime Policy, the UN Millennium Goals and the commitment of moving towards sustainable development.

Of particular importance are the proposals in the Integrated Maritime Policy Blue Paper<sup>22</sup> to:

- ❖ **promote cooperation under the Enlargement and European Neighbourhood Policies, and the Northern Dimension to cover maritime policy issues and management of shared seas; and**
- ❖ **propose a strategy for the external projection of the Union's Maritime Policy through a structured dialogue with major partners**

The proposed development of a North West Africa Maritime Safety Agency will provide a gateway of opportunity for EMSA to cooperate on behalf of the EU under the above policies. Furthermore, because NWAMSA is embryonic there are numerous prospects to define and propose principles and best practices that will optimise added values for the benefit of North West Africa Member States and also EU Member States. It is envisaged that a strong relationship between the agencies will demonstrate commitment at all levels for the development of the African Union objectives, UN Millennium Goals and indeed EU policies.

---

Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions - An Integrated Maritime Policy for the European Union - {COM(2007) 574 final} – <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2007:0575:FIN:EN:PDF> accessed 4<sup>th</sup> July 2008



#### 4.5.3 Frontex- European Border Control<sup>23</sup>



The Treaty of Rome included the implementation of free movement of European citizens and this in turn meant the abolishment of border-checks between EU Member States. This also meant that **Border security** also had to evolve starting from nationally focused systems underlying the sovereignty of each state to operational cooperation at the external borders. To enhance that evolvement a unified set of effective tools to manage potential risks at the external borders were developed to compliment National border security system. The Agency Frontex was created particularly to integrate national border security systems of Member States against all kind of threats that could happen at or through the external border of the Member States of the European Union.

Frontex is a community body having legal personality as well as operational and budgetary autonomy. It is governed by its Management Board, which consists of operational heads of national border guard services and representatives of the European Commission, which establish the budget, verifies its execution, adopts the appropriate financial rules and establishes transparent working procedures for decision making by the Agency. The Executive Director for Frontex is Gen. Brig. Ilkka Laitinen.

The European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union was established by Council Regulation (EC) 2007/2004/ (26.10.2004, OJ L 349/25.11.2004) having regard to the Treaty establishing the European Community and this is the legal basis for the Frontex Agency<sup>24</sup>.

The main tasks set out for the Frontex Agency defined in the above regulation are as follows:

- ❖ *coordinate operational cooperation between Member States in the field of management of external borders;*
- ❖ *assist Member States on training of national border guards, including the establishment of common training standards;*
- ❖ *carry out risk analyses;*
- ❖ *follow up on the development of research relevant for the control and surveillance of external borders;*
- ❖ *assist Member States in circumstances requiring increased technical and operational assistance at external borders;*
- ❖ *provide Member States with the necessary support in organising joint return operations*

Frontex also promotes a pan European 'tiered' model of **Integrated Border Security**.

Tier 1      exchange of information and cooperation between Member States, immigration and repatriation

<sup>23</sup> FRONTEX-Libertas Securitas Justitia - <http://www.frontex.europa.eu/> accessed 4<sup>th</sup> July 2008

<sup>24</sup> EU (2004) COUNCIL REGULATION (EC) No 2007/2004 of 26 October establishing a European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union

Tier 2	border and customs control including surveillance, border checks and risk analysis
Tier 3	cooperation with border guards, customs and police authorities in neighbouring countries
Tier 4	cooperation with third countries including common activities

#### **4.5.3.1 EU Frontex Agency and NWAMSA Outline Partnership Plan**

In a similar vein as the USCG and EMSA – Frontex are acknowledged to be an important element for the development of NWAMSA. In particular the development of a strong partnership is underscored by the 2008 communication from the Commission to the European Parliament and Council, the European Economic and Social Committee and the Committee of the Regions and Report on the evaluation and future development of the FRONTEX Agency [COM(2008) 67 final] which stated that:

*'FRONTEX will be central for the long-term development of the Union's integrated border management strategy. Its role should be expanded as necessary in response to concrete needs, based on a step-by-step approach and a gradual reinforcement of its administrative capacity, and on a continuous evaluation of how it fulfils its tasks. A long-term vision should consider how FRONTEX can provide added value to the integrated border management model as a whole as well as to its individual components, in particular with regard to measures in cooperation with third countries and to measures at the borders'.*

The report further suggests that consideration should be given to whether FRONTEX should have the possibility of carrying out pilot projects with third countries as beneficiaries. It is foreseen that such projects could significantly strengthen the impact of cooperation launched under the working arrangements, where the latter could serve to identify concrete needs for capacity building with regard to border management in specific third countries, and be complementary to assistance funded through Community programmes. Clearly there are likely to be some overlaps especially maritime safety and border control issues and it will be important to minimise duplications. However, NWAMSA by way of the maritime scientific intelligence computer based system may also generate a great deal of added value and by seeking a cooperative working arrangement during the embryonic stages mutual goals and targets can be determined.

What is important are the recommendations made by the [COM (2008) 67 final] in relation to measures in cooperation with third countries. The report states that in the cooperation with third countries, FRONTEX has to ensure coherence between its activities and the overall framework of the external relations policy.

The mandate of FRONTEX with regards to cooperation with third countries is limited in the sense that projects aiming, for example, at technical assistance to be carried out by FRONTEX in Africa will have a better chance of success should an African Agency be established and provide transparent enablers. It is the Intention of the NWAMSA because it will be an African based project to enable a conduit to assist productive cooperation's. In particular the suggestion that consideration should be given to whether FRONTEX should have the possibility of carrying out

pilot projects with third countries as beneficiaries. It is recognised by the EU that such projects could significantly strengthen the impact of cooperation launched under the working arrangements, where the latter can serve to identify concrete needs for capacity building with regard to border management in specific third countries, and be complementary to assistance funded through Community programmes.

#### 4.5.4 European External Border Surveillance System (EUROSUR)<sup>25</sup>



EUROSUR is a new concept from the European Commission and will be a three-phase common technical framework for setting up a "European border surveillance system" (EUROSUR) designed to support the Member States in their efforts to reduce the number of illegal immigrants entering the European Union by improving their situational awareness at their external borders and increasing the reaction capability of their information and border control authorities.

**ACT : Communication of 13 February 2008 from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: Examining the creation of a European border surveillance system (EUROSUR) [COM(2008) 68 final - Not yet published in the Official Journal].**

**SUMMARY:** The Communication examines the parameters within which a European border surveillance system (EUROSUR), focusing initially on the Union's southern and eastern maritime borders, could be developed, and proposes a roadmap for setting up such a "system of systems" over the next few years. It focuses on enhancing border surveillance in order to:

- ❖ reduce the number of illegal immigrants who enter the European Union undetected;
- ❖ reduce the number of deaths of illegal immigrants by saving more lives at sea;
- ❖ increase the internal security of the EU as a whole by contributing to the prevention of cross-border crime.

It is thought that a single European border surveillance system (EUROSUR) should help the Member States achieve full awareness of the situation at their external borders and enhance the reaction capability of their law enforcement services.

EUROSUR will provide the common technical framework required to rationalise cooperation and 24-hour communication between the Member States' authorities and foster the use of cutting-edge technologies for border surveillance. One essential operational objective must be to create an information-sharing (excluding personal data) environment among national and European systems.

<sup>25</sup>

<http://europa.eu/scadplus/leg/en/lvb/l14579.htm> - accessed July 21st 2008

EUROSUR will be implemented in three phases:

- PHASE 1:** Interconnect and rationalise border surveillance systems at national level
- PHASE 2:** Improve the performance of surveillance tools at EU level
- PHASE 3:** Creation of a common monitoring and information-sharing environment for the EU maritime domain

The objective here would be to integrate into a broader network all existing sectoral systems reporting and monitoring traffic and activities in sea areas under the jurisdiction of the Member States and in adjacent high seas, thus allowing border control authorities to take advantage of the integrated use of these various systems.

Taking into account current migratory pressure, this integrated network should initially be limited to the Mediterranean, the South Atlantic (Canary Islands) and the Black Sea and focus on internal security, linking border control authorities and other authorities with security responsibilities in the maritime domain.

It is anticipated that this integrated network of reporting and surveillance systems could be expanded to the EU's entire maritime domain, going beyond border-related aspects to cover all maritime activities, including maritime safety, protection of the marine environment, fisheries control and law enforcement.

Phases 1 and 2 will be limited to external land and sea borders, while Phase 3 should focus exclusively on the maritime domain. The aspects of this Communication dealing with surveillance of external maritime borders form part of the overall framework set by the Integrated Maritime Policy for the European Union.

#### **4.5.4.1 European External Border Surveillance System (EUROSUR) and NWAMSA Outline Partnership Plan**

It will be extremely important for NWAMSA to develop a working partnership with the EUROSUR agency. In particular it is quite evident that EUROSUR has maritime concerns embedded into its proposed structure, the following EUROSUR statement emphasizes that fact:

*‘reduce the number of deaths of illegal immigrants by saving more lives at sea’.*

Furthermore the spatial zone selected by EUROSUR for specific interests is within the geographical limitations of the NWAMSA spatial area.

What is of particular interest is the embryonic status of both organizations and there is therefore, a great deal of opportunity to develop robust working practices in the first stages.

Furthermore, it is evident that the aims of both EUROSUR and NWAMSA demonstrate the need for knowledge building and transfer. EUROSUR makes reference to technical services whilst NWAMSA makes reference to the development of scientific intelligence services.

It is also pertinent to point out that the EU communication makes explicit reference to funding possibilities by the following.

*‘Consideration should also be given to means of providing financial and logistical assistance to certain neighbouring third countries to promote operational cooperation with the Member States in border surveillance’.*

The development of a structured working relationship for NWAMSA and EUROSUR may unlock the potential and lever a great deal of added value for both the EU communities and for African Member States, by targeting research and deliverables and reducing overlap and duplication.



## 4.6 European Member State Organisations

### 4.6.1 Sociedad Estatal de Salvamento Marítimo (SASEMAR)<sup>26</sup>



The Sociedad Estatal de Salvamento Marítimo (SASEMAR) Search and Rescue agency was established in 1992 under the overall coordination of the DGMM to provide amongst other things, at sea pollution response. The Agency has a main headquarters and 10 *Maritime Regional Coordination Centres* (MRCC) around the coast together with additional local centres at important ports. SASEMAR resources are strategically placed along 8,000 kilometres of the Spanish coastline and include 13 rescue vessels, 45 fast intervention vessels (Salvamares) and 6 search and rescue helicopters.

On site coordination and response of maritime operations is provided by the MRCC's under the coordination of the Sub Director General for Maritime Safety and Pollution Control (Mr. Manuel Nogueira). Furthermore, SASEMAR is a public agency and is responsible for emergency response, search and rescue, medical assistance, towing, the publications of mariner notices, pollution response, and the safety of maritime traffic. The port authorities that link to the work of SASEMAR are the Ente Público de Puertos del Estado (EPPE).

The international conventions and regional agreements signed by Spain that govern SASEMAR are: *Prevention and safety*: MAROL 73/78 and annexes III, IV, V and VI. *Spill response*: OPRC'90 and OPRC – HNS. *Compensation*: CLC'92, Fund'92, Supp. Fund and Bunker. *Regional and bilateral agreements*: Barcelona convention with states bordering the Mediterranean Sea, Member of the EC Task Force and Observer of the Bonn agreement.

Spain has also subscribed to international agreements on maritime rescue and safety of life at sea and on protecting the marine environment and the International Maritime Organisation (IMO) assigned these responsibilities to Spain for an area of one and a half million square kilometres. Furthermore, SASEMAR enables the Government to fulfil its obligations derived from the agreements signed by Spain by means of National Rescue Plans (NRP). These are updated every four years and include guidelines governing investment, expenses, organisation and resources.

The National Rescue plans objectives are the following:

- ❖ The co-ordination of rescue and pollution combat resources.
- ❖ The control of maritime traffic to improve maritime safety and to prevent accidents.
- ❖ The improvement of maritime rescue and pollution combat resources.
- ❖ The preparation and training of specialised personnel.

<sup>26</sup>

<http://www.salvamentomaritimo.es/> - accessed 7<sup>th</sup> July 2008



#### 4.6.1.1 Sociedad Estatal de Salvamento Marítimo (SASEMAR) and NWAMSA Outline Partnership Plan

SASEMAR will be vital for the NWAMSA partnership the agency understands that the seas and oceans have no borders and that it is important for the Maritime Rescue Agency to co-ordinate operations with the rescue services from neighbouring countries. It is envisaged by SASEMAR that this approach will assist the creation of the world rescue network. As discussed earlier SASEMAR has 21 Maritime Rescue Co-ordination Centres (MRCC) distributed along the coastline and their locations are based on the need to cover the coastal area and the Spanish Maritime Search and Rescue (SAR) Zone. The Centres purposes are saving life at sea, the prevention and combating of marine pollution, the surveillance and control of shipping and providing support and information for the Maritime Administration and other stakeholders. What is important for the development of NWAMSA is the locations of a number of the SASEMAR intervention centres in particular, Vigo, Huelva, Cádiz, Algeciras, Almería, Cartagena, Valencia, Tarragona, Barcelona, Palma de Mallorca and especially those of, Las Palmas de Gran Canaria and Santa Cruz, de Tenerife.

The proposed North West Africa Maritime Safety Agency countries ocean interfaces interrelate with many of the coastal communities of Spain, it is therefore vital that data generated by NWAMSA can be accessed by SASEMAR and vice versus to ensure that information services are optimised.

There are clear benefits of developing a structured knowledge exchange mechanism in the first stages. This is because data gaps can be identified and a well defined scientific intelligence system for the integration, harvesting, analysis, modelling and simulation, management and interactive reporting of scientific born data can be produced, it is foreseen that this information base will provide important insight development and strategic added value for SASEMAR and other Spanish maritime interested stakeholders.



[http://www.sea-rescue.de/all/photo\\_video.php?lang=en&file=spanien%2Fdonindaybarcoiris075tb7.jpg](http://www.sea-rescue.de/all/photo_video.php?lang=en&file=spanien%2Fdonindaybarcoiris075tb7.jpg)



## 4.7 External Governments

### 4.7.1 Government of Spain



Spain is a unified country and has a parliamentary representative democratic monarchy, with executive, legislative, and judicial branches of government.

The Kingdom of Spain is considered a parliamentary representative democratic constitutional monarchy, with the seat of government centred in the capital city, Madrid. Spain's current constitution was originally approved by legislature on October 31, 1978, passed by referendum which became effective December 29.

The Kingdom of Spain consists of 17 autonomous communities (comunidades) and two autonomous cities\* (ciudades): these are, Andalucía, Aragón, Asturias, Baleares (Balearic Islands), Ceuta\* , Canarias (Canary Islands), Cantabria, Castilla-La Mancha, Castilla y León, Cataluña, Comunidad Valenciana, Extremadura, Galicia, La Rioja, Madrid, Melilla\*, Murcia, Navarra, País Vasco (Basque Country)

The head of the government is the President of the Government and is usually the leader of the majority party or coalition. Jose Luis Rodríguez Zapatero, the current President (2008), assumed office on April 17, 2004. Spain's First Vice President and Deputy Prime Minister, Maria Teresa Fernandez De La Vega Sanz, and second Vice President Pedro Solbes Mira. Both Vice Presidents are appointed by the monarch on the recommendation of the President. All members of the Council of Ministers are designated by the President. Spain has 16 Ministries and the following have particular interest for the development of the NWAMSA:

- ❖ Defense - Carme Chacon Piqueras
- ❖ Development - Magdalena Alvarez Arza
- ❖ Economy and Finance - Pedro Solbes Mira
- ❖ Environment - Elena Espinosa Mangana
- ❖ External Affairs - Miguel Angel Moratinos Cuyaube
- ❖ Interior - Alfredo Perez Rubalcaba
- ❖ Justice - Mariano Fernandez Bermejo
- ❖ Labor and Immigration - Celestino Corbacho Chaves
- ❖ Science and Innovation - Cristina Garmendia Mendizabalor

#### 4.7.1.1 The Government of Spain and NWAMSA Outline Partnership Plan

Spain is a European Member State, with deep Atlantic vocation, and diversified interests on the global markets. Geographically Spain from a European perspective embraces the western arch of the Mediterranean, and thus holds a geostrategic decisive position in one of the most sensitive segments of the Atlantic Ocean. What is important is that the North Western geographical space of Africa is adjacent to Spain's South East mainland and thus this area is an important quarter for dialogue between the European Union and the North African Member States/Countries.

The development of a structured cross border partnership that has a focus on maritime safety is extremely (2008) timely due to the increasing numbers of sub-Saharan African migrants that are risking their lives at sea to cross into Europe by way of Spain. The fact that many migrants are recognised to be clandestine and actual numbers are unknown is also becoming problematic for the Spanish mainland and indeed the Canary Islands. For example, during 2005 the Spanish Prime Minister Jose Luis Rodriguez Zapatero, granted an amnesty for around 600,000 illegal immigrants in 2005.

However, local employment opportunities are in decline and this is having an impact on the support networks for migrants in that these are also likely to begin to fail and, as a response Spain and France are discussing a proposal for a harmonised European Union immigration policy. The Spanish Foreign Minister Miguel Angel Moratinos stated in July 2008 (French newspaper Le Monde) that "We are working with France to propose a European pact on immigration, covering controls, influx management and policies aimed at eliminating the structural causes of irregular immigration."

The development of a partnership between the Government of Spain and NWAMSA will be extremely constructive and indeed one of the aims of initialising such a partnership will be to formulate innovative mechanisms for cooperation. The core of which will be looking for opportunities to share EU fundamental values/objectives and to achieve security, stability and well-being for communities for both EU and African Member States.

It is envisaged that the partnership will go beyond cooperation, and provide enablers for African Member States to work towards attaining a level of EU political and economic integration. In particular NWAMSA will seek to cultivate, political dialogue, economic and social development policies, in particular relating to the development of sustainable maritime transport systems; justice and internal affairs especially concerns relating to maritime related migration and the convergence of EU standards. Furthermore, for the acceleration of maritime safety management systems it is envisaged that the partnership will explore the role of social and cultural conduits for disseminating purposes.

NWAMSA will work towards developing a harmonised structure taking in due account for the following aims of the Spanish Government

- ❖ The deepening of the relations of alliance and friendship with the countries of continent, and his development in economic and commercial ambiances
- ❖ To promote economic and political development of African countries aimed at modernization and stability of the continent
- ❖ To promote education and training of the continent
- ❖ To promote a better knowledge of the continent, for a socio-economic development.
- ❖ To promote a cooperation work to improve the immigration situation

#### 4.7.2 Government of the Canary Islands - Presidencia del Gobierno



The Canaries form an archipelago made up by seven main islands, located in the Atlantic Ocean near the Tropic of Cancer and close to the African coast of Western Sahara. The islands stretch in an East-West 500 Kms arch and the latitude of the Canaries is in the subtropical zone. The Canary Islands are an integral part of Spain; but form an "Autonomous Community" within the Kingdom of Spain. The islands have their own Government, Parliament and Administration, established by the Statute of Autonomy of the Canary Islands. The Canarian fiscal and economic system is different from the general Spanish one, which is in force in the major part of the Mainland. The Parliament of the Canaries is in Santa Cruz de Tenerife; the delegation of the Spanish Government in the Canaries is in Las Palmas de Gran Canaria, with a sub-delegation in Santa Cruz de Tenerife; the Supreme Court of Justice of the Canaries is in Las Palmas de Gran Canaria.

The Government of Canaries articulates exterior, institutional and cooperation actions with the African continent by way of a Commissioner of Exterior Actions. There are numerous collaborations between the Government of Canaries and the Governments of African Member States especially with the Kingdom of Morocco, the Islamic Mauritanian Republic, the Republic of Senegal and the Republic of Cape Verde, the development of strong political cooperation's are actively encouraged.

Underpinning this willingness to cooperate steers specific EU Member States towards active engagement with neighbouring countries Africa and, to enable that progression has designed and implemented a specific funding programme for the term 2007-2013. The thrust of this 'Neighbourhood programme' is to promote specific measurements for the ultra peripheral regions of the EU and to reinforce the economic, social and cultural relations of those countries (inclusive of the Canaries) with the nearby territories.

The Canary Agency of Investigation, Innovation, Society and Information are responsible for the development and support of projects that will assist cooperation and partnership amalgamations with African Member States. The Director of the Agency is Dr. J.J. Hernández Brito, this department.

Considering the importance of the Canary services sector and especially the tourism sector which constitutes 74.6% (indirect and direct) of the overall economy, the creation of NWAMSA will contribute abundant socio-economic and environmental benefits for the islands.

Furthermore what is specifically relevant will be the benefit generated for the port and companies of maritime sector by the implementation of NWAMSA. Both sectors tourism and maritime transport are emphasized as target areas for the international promotion of the islands.

#### **4.7.2.1 Government of the Canary Islands Presidencia del Gobierno and NWAMSA Outline Partnership Plan**

There are numerous reasons to justify the benefits of developing a strong partnership between NWAMSA and the Canary Government. The diversification of the Canary economy, the special environmental characteristics of the islands, as well as the position of Canaries in geopolitical space create for a fundamental challenge for the internationalization and promotion of the Islands.

What is important for NWAMSA is that one of the aims of the Government of Canaries is to broaden the islands economic horizons and to increase sustainable conduits for knowledge exchange that have a focus of the marine and maritime socio-economic and environmental concerns.

There are two principal targets which the Canary Government is focusing their actions.

The first is to participate in activities that embrace cross-border cooperation with Africa, the aim of which will be to assist the internationalization of the Canary economy. The second is to develop collaborative partnerships to promote agreements that are beneficial for both the Canary Islands and African Member States and that will underpin further development of those countries in line with EU policies.

What is important for NWAMSA is that maritime safety is selected for specific attention by the Canary Government and in particular the management of sub-Saharan migrants arriving by boat from Africa.

The impacts of migrants arriving by boat from Africa are creating for specific concerns. Due to new routes being adopted by migrants to avoid detection journeys that used to last 12 to 24 hours when the boats left from Morocco are now lasting one week to ten days and this has serious maritime safety ramifications. There are also major implications for maritime transport systems in particular International obligations for the ships master (UNCLOS) and these obligations will impact of the smooth running of port logistics. Maritime systems are vital for the Canary Islands because the majority of foodstuffs, energy and other goods are imported and therefore the efficiency of port operations is a priority for the islands community and social well-being

It is intended that NWAMSA will by way of the scientific intelligence systems will provide a decision management mechanism for EU maritime stakeholders and African Member States that will support services designed to combat loss of life at sea and indeed reduce illegal immigration.

NWAMSA will create a collaborative platform whereon joint working tools and methodologies can be agreed and protocols for data access developed. It is the intention of NWAMSA to provide added value for the Canary Islands Government by way of embedding EU policies into the partnership framework during the embryonic phase this will enable the Canaries to certificate fulfilment of their commitments to the European Union. .

The aims and objectives of the NWAMSA will align to and compliment the following Government of Canary Islands objectives:

- ❖ To accelerate the political and socio-economic integration of the continent;
- ❖ To encourage international cooperation.
- ❖ To promote peace, security, and stability;
- ❖ To promote sustainable development at the economic, social and cultural levels;
- ❖ To promote education and training of the continent.
- ❖ To promote development of efficiency transport systems.
- ❖ To promote a better knowledge of the continent, for a socio-economic development.
- ❖ To promote new techniques and systems to assure a dynamic cooperation between Canary Island and African countries.

Contact Professor José Joaquín Hernández Brito, Director Research and Innovation



Ellen Maersk – [www.shipphotos.de](http://www.shipphotos.de)

## **Section Five: Conclusions and Next Steps**

### **5.1 Conclusions**

The previous sections have provided a template for the development of a North West African Safety Agency (NWAMSA). Section one explained where the notion was first discussed and Section two pulls together the threads from that inception discussion and explores the parameters and spatial zones from which a North West Africa Maritime Safety Agency could make progress during its embryonic stages. Section two also after careful deliberation proposes a comprehensible and overall aim for the evolution of NWAMSA and provides for five logical objectives which can be projected into the first phase of a three phase workplan.

The first objective which is associated with the report discussed here (1.1.1) was to form a partnership model and executive board to agree and consolidate at all levels the framework and protocols for the sustainable development of the North West African Maritime Safety Agency. This was broken down into five sub-tasks:

- a. Develop a sustainable model for the NWAMSA partnership framework*
- b. Identify 1<sup>st</sup> level key organizations and stakeholders representative of the partnership model*
- c. Identify governments that are interested in NWAMSA priority issues and likely to be supportive in taking proposals forward*
- d. Contact and arrange a time schedule for meetings with 1<sup>st</sup> level key representatives*
- e. Identify priorities and concrete measures for a submission to European Union funding streams*

The work reported here (1.1.1) provides the outputs of three of the sub-objectives

**Tasks a:** Is discussed in Section three whereon a detailed analysis of partnership paradigms was discussed and a model for the sustainable development of a NWAMSA support partnership was selected and optimised.

**Task b:** Section three also identifies 1<sup>st</sup> level key organisation and stakeholders' representative of the partnership model. Section four enriches the detail and provides an overview of the proposed partner and examines the benefits for those organisations from the development of NWAMSA.

**Task c:** Section three provides a listed table of African governments that are likely to be interested in NWAMSA priority issues. However due to financial and time constraints it is decided that for the first phase where possible the identification of overarching establishments such as the Africa Union would optimise the teams' resources and ensure longevity of the plan. It is envisaged that during Phase Two and after the implementation of task e of objective one there will be available the necessary resources to engage with all identified African governments.

## 5.2 Next Steps

**Task d:** *Contact and arrange a time schedule for meetings with 1<sup>st</sup> level key representatives*  
Is work in progress it must be appreciated that 1<sup>st</sup> level representatives have very intensive work schedules and it is difficult therefore to optimise resources whilst maximising travel and meeting arrangements. It is envisaged however that contact and meetings with all 1<sup>st</sup> level representatives of the NWAMSA partnership model will be completed by November 2008.

**Task e:** *Identify priorities and concrete measures for a submission to European Union funding streams.*  
Task e: is work in progress although a number of priorities that have goodness of fit with the NWAMSA aim and objectives can be identified from the work carried out in Section four of this report. However due to the complexities relating to policy at all levels this examination will exceed the timescales envisaged for Output 1.1.1.

It is thought that this work will be finalised by October 2008 and will be added to this report as an addendum.

## 5.3 Executive Advisory Board

The NWAMSA work programme will benefit greatly by developing an external Expert, Executive Advisory Board and that this task is integral to the development of the Outline Plan and is delineated as an element of Objective One. The NWAMSA Expert, Executive Advisory Board will be selected by the partnership and will be representative of politicians, managers, executives and major international corporations associated with the maritime safety and security. The knowledge and advice of the Board Members will help the NWAMSA working body to make better informed, more intelligent decisions and facilitate for a strategic progression of the outline plan. The proposed members of the executive advisory board will be contacted during October 2008.

These will form the basis for future needs analysis and work of the NWAMSA Partnership.

If you would like further information please do not hesitate to contact

**Dr Karen Sumser-Lupson**  
**karen.sumser-lupson@plymouth.ac.uk**  
NWAMSA  
University of Las Palmas de Gran Canaria  
C|Juan de Quesada no 30  
Las Palmas 35001  
Tlf. 0034.928457460  
Gran Canaria  
Spain.



