REPORT ON THE 1ST WEST AND CENTRAL(WACAF) PORTS ENVIRONMENTAL MANAGERS WORKING CONFERENCE
(Kick-off meeting under the Africa Ports Initiative (APEI))

15 – 17 June, 2010
Tema, Ghana

“Creating a Platform for Exchange of Experiences to Improve Environmental Performance in the Port Area and its Hinterland Logistics”
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0. SUMMARY

The 1st West and Central Africa Port Environment Managers Conference held in Tema, Ghana between 15th-17th June 2010 came off successfully as a historic event. Participants gained insight into Multilateral Environmental Agreements (MEAs) relating to ports and appreciated the implications of environmental challenges of port activities. Insightful presentations were made on Ballast Water Management, Oil Spill Response and Contingency Planning, Detection and Handling of Hazardous Waste Shipments through seaports, and on MARPOL. Participants were also taken through ECOPORT Tools with an insight into hinterland logistics. International experiences were shared from the Dutch ports of Rotterdam and Amsterdam as well as the Port of Antwerp. The Dutch ports indicated their willingness to work with the initiative to promote port strategy aimed at creating sustainable ports and hinterland logistics for the region.

Participants learned that MARPOL does not make Port Reception Facilities (PRF) an obligation for ships and therefore it is for countries and ports to provide these facilities for ships to use. The conference revealed that whilst PRF is a compulsory user facility in Europe with Ghana and Nigeria adopting similar approaches, other countries as Cameroun rather pay ships for discharging their waste. This was quite interesting for participants as some questioned that where then lies the principle of “polluter pays”?

It came out implementing axle load policy can work against some countries. Ghana had lost some of its transit trade to its neighbouring competitors as a result of adopting an axle load policy. This was because its neighbouring competitors did not have such policy. Togo is however also implementing an axle load policy. Another issue was that of importation of secondhand cars; whilst countries like Nigeria had less age limits, Benin had more and therefore importers managed to take advantage of the weak link.

Not too different was the toxic dumping in Abidjan. It was clear from deliberations at the conference that had there been information sharing among ports in the region, the incident could have been averted. This is because the vessels had been rejected in a number of countries in the region before finally landing in Abidjan. Recently just before the conference, Nigeria had been able to prevent the shipment and dumping of electronic waste apparently due to its participation in the International Network for Environmental Compliance and Enforcement (INECE), which was able to inform Nigerian Authorities of the shipment and therefore returning the vessel upon arrival without allowing it to discharge the shipment. This emphasized the need for WACAF ports to begin to get involved in collaborative efforts to improve the control of transboundary movements of wastes and prevent the unwanted import of electric and electronic equipment into our countries.

Another issue was that of old ships that would not be allowed in some ports elsewhere bringing in especially bagged and bulk cargo into the region’s ports. The question then is could WACAF as a maritime region find a way of harmonizing and standardizing its ports environmental management practice? The working conference agreed on the initiation of an environmental network of WACAF ports in a bid to share environmental information and experiences to improve environmental performance in
WACAF ports. There was an acknowledgment that an environmentally friendly port is a successful port and that environment requires investment and cooperation which means shared cost and shared burden.

Training and capacity building, the need for sensitization and information for Port Managers, as an environmental meeting/workshop for briefing Director Generals of WACAF ports were some of the major suggestions that ran through the working conference.

Participants appreciated the need to work together and proposed actions for next steps. They endorsed the initiative and recommended the setting up of environmental networks both at individual ports and also at the regional level to jointly tackle common environmental problems, monitor them, exchange information and also look for solutions in a bid to promote environmental cooperation within and among ports. Making our ports sustainable will require cooperation, knowledge development and training, information technology support, exchange of good practices, and a port environmental management system.

Some important environmental issues that came up in open discussions are captured as Appendix I, an Action Plan as Appendix II, the conference communiqué as Appendix III, and list of participants as Appendix IV.

Our next step is to get a number of ports not less than five in the WACAF region to make a commitment to form the core for initiating a Ports Environmental Network and work at introducing sustainability into our ports.
1. INTRODUCTION

The first West and Central Africa (WACAF) Ports Environmental Managers Working Conference was held in Tema, Ghana from 15th – 17th June 2010 under the theme “Creating a Platform for Exchange of Experiences to Improve Environmental Performance in the Port Area and its Hinterland Logistics”. It was organized by Ports Environmental Network-Africa in association with the Port Management Association of West and Central Africa (PMAWCA), the Ports Management Association of East and Southern Africa (PMAESA), and the Interim Guinea Current Commission (IGCC), and in a close cooperation with the ports of Amsterdam and Rotterdam. It was hosted by the Ghana Ports and Harbours Authority. The conference, the first of its kind in the sub-region, was a Kick-off meeting under the Africa Ports Environment Initiative (APEI).

The overall objective of the conference was to initiate the rallying of WACAF ports in particular and associated maritime sector operators to take responsibility and appropriate authority for environmental management and protection of WACAF ports and port areas, and hinterland logistics under a common and harmonious framework through a cooperative and collaborative approach for both direct and indirect socio-economic and ecological benefits.

Participants included representatives from Ghana, Nigeria, Togo, Gambia, Guinea Bissau, Senegal, Sierra Leone, Cameroun, Congo, Kenya, South Africa, The Netherlands, United Kingdom, and Belgium. The conference was also attended by representatives from Port Management Association of West and Central Africa (PMAWCA), Ports Management Association of East and Southern Africa (PMAESA), the Interim Guinea Current Commission (IGCC)/UNIDO, the United States Embassy, Accra and the International Maritime Organisation (IMO). A list of participants is provided in Appendix III.

The activities of the three- day conference focused on:

• Reviewing the environmental situation in WACAF ports
• Developing practical ways of implementing environmental laws and regulations,
• Exchanging environmental best practices and sharing knowledge needed to deal with common environmental problems such as handling ships waste, managing ballast water and responding to oil spill emergencies.
• Combating illegal hazardous waste trade through ports
• Devising an Action Plan for Effective Environmental Management in WACAF Ports

The conference opening was chaired by Mr. Nester P. Galley, Director General of Ghana Ports and Harbours Authority, and moderated by Harry Barnes Dabban, Executive Coordinator, Ports Environmental Network-Africa (PENAf), Mamudu Abdulai Saiko, Head of Academic Affairs, Regional Maritime University, Henk de Bruijn Director Strategy, Port of Rotterdam and Herman Journée, Director Strategy, Port of Amsterdam.
2. PRESENTATIONS

Details of the presentations delivered at the conference are available on www.penaf.org.

2.1. DAY 1 MORNING:

The conference was opened by Mr. Nestor Percy Galley, Director-General, Ghana Ports and Harbours Authority.

2.1.1 Welcome Address - Mr. Nestor Percy Galley, Director-General, Ghana Ports and Harbours Authority

Nestor Percy Galley welcomed participants to the conference and emphasized that there are increasing number of environmental regulations and laws which are making it obligatory for port authorities, port operators as well as logistic chain operators to implement and find ways to balance their business activities with environmental considerations. Some ports in Europe, America and parts of Asia, he said, continue to anticipate the environmental implications of their activities and work together at initiating actions to curb them. Ports in the region however, he indicated, lack the capacity, knowledge and commitment in proactively tackling their environmental issues. He emphasized it was therefore essential for WACAF ports to cooperate in dealing with common environmental challenges and create sustainable ports in the WACAF region, capable of supporting WACAF economies.

2.1.2 Introduction of Conference background – Mr. Harry Barnes Dabban, Executive Co-ordinator, Ports Environmental Network-Africa (PENAf), Ghana

Harry Barnes-Dabban indicated that having conducted separate research on “Implications of Seaport Activities on the Urban Environment” using Tema Port as a case study, and “Modernizing Ports in the Sub-region Ecologically” with a focus on the ports of Abidjan, Tema and Lome, his research findings revealed lack of attention for environment in African ports. This motivated him to initiate action to improve environmental performance in African ports through a co-operative approach. It is against this background that resulted in the setting up of the Ports Environmental Network-Africa (PENAf), a non-profit organization with an interest in improving environmental performance in African ports, in July 2009 to spearhead the African Ports Environment Initiative (APEI). Harry Barnes-Dabban highlighted that the overall objective of the West and Central Africa Environmental Managers Working conference is to initiate the rallying of African/ WACAF ports in particular and associated maritime sector operators to take responsibility and appropriate authority for environmental management and protection of African ports and port areas, and hinterland logistics under a common and harmonious framework through a cooperative and collaborative approach to bring about both direct and indirect socio-economic and ecological benefits. He stated that the conference is the first of its kind in the sub-region, and it is a kick-off meeting under the Africa Ports Environment Initiative (APEI). Environment, he said, knows no boundaries and especially for marine environment issues, therefore calling for cooperative and collaborative effort at its protection and management. Unfortunately however, he further stated, ports in the WACAF region with all the common environmental challenges they face, continue to operate as individual entities without recourse to any environmental linkages amongst them. This situation makes WACAF ports vulnerable and needs to change.
2.1.3 Opening Statements

2.1.3.1 - Dr. Samuel Donkor, Executive Secretary & Regional Co-ordinator, Interim Guinea Current Commission (IGCC)

Dr. Stephen Donkor introduced the Interim Guinea Current Commission (IGCC) and explained how it ties in with PENAf’s initiative of promoting environmental cooperation among ports to deal with their environmental challenges. The IGCC, he said, is an interim organ established about 4 years ago by all the sixteen countries along the Gulf of Guinea, the region’s large marine ecosystem, stretching from Angola to Guinea Bissau. He indicated that the work of the IGCC has been in progress since 1998 through scientific study and others related to the broader area of marine affairs. Dr. Stephen Donkor outlined some of the importance of oceans to humankind and emphasized the need to bring activities on the ocean into the limelight. He reiterated that the diversity of life in the oceans is under ever-increasing strain due to various anthropogenic activities which pose a grave threat to the marine environment. There is the need, he said, to address the damaging impacts of human activities in order to derive maximum benefit from the oceans.

2.1.3.2 - Mr. El Hadji Mar Gueye, Secretary General, Port Management Association of West and Central Africa (PMAWCA)

El Hadji Mar Gueye highlighted that in line with its mandate, PMAWCA has facilitated many meetings to discuss and exchange information on burning issues relating to port development in the sub region. The sub-region, he said, provides some of the busiest shipping routes for international trade. Within the sub-region, is the Gulf of Guinea, regarded as one of the world’s top oil and gas exploration hotspots. Oil exploration and production activities along with a network of tanker movements, generate a lot of environmental issues such as handling ships waste, managing ballast water, responding to oil spill emergencies, and combating illegal hazardous waste materials. Efforts by the shipping industry to address the impact of shipping on the environment, he said, are not only an international obligation, but also in the interest of the shipping industry itself. Emissions from the shipping industry are still significant, he said, and contribute about 3.5 percent of all global emissions. This figure is also expected to rise over time with the expansion of global trade. International shipping greenhouse gas emissions (GHG) are now being considered, in the overall targets to be set by the parties to the United Nations Framework Convention on Climate Change (UNFCCC). He indicated that the IMO has also recently established an Energy Efficiency Design Index for new ships, an Energy Efficiency Operational Index for all ships, and best practice guidelines for the whole shipping industry. El Hadji Mar Gueye called for cooperation to evolve workable strategies that would effectively address these emerging environmental challenges so as to guarantee the viability of African ports and by extension the socio-economic well-being of people in the region.

2.1.3.3 - Mr. Jerome Ntikerberewa, Secretary General, Port Management Association of Eastern and Southern Africa (PMAESA)

Mr. Jerome Ntikerberewa stated that the Port Management Association of Eastern and Southern Africa (PMAESA) have a work plan which encompasses the stakeholders and regional integration agenda. He emphasized that ports in the region are confronted with common environmental issues which are trans-boundary in nature, but lack adequate measures to efficiently deal with them. Policies in this direction have received low priority and attention within the region. Environmental management he said, is paramount in achieving sustainability. There is therefore need for Africa ports to balance their
commercial goals with environmental concerns. He indicated that though he appreciates the efforts being made by Africa governments in world climate change forums to reduce CO₂ emissions from port operation and development, more actions need to be done in the sector. Building capacity in dealing with waste management; development of emergency/contingency/disaster management system should be a priority in the entire African region. He suggested the need to determine appropriate action and methods of intervention in the development of offshore activities, develop guidelines on management of used oil, and prepare a position on funding options for dealing with pollution and waste management. He expressed the full support Pan-Africa Ports Cooperation (PAPC) to PENAf’s initiative and announced that the next Africa Ports Environmental Managers Conference will be held in September 2010 in Mombasa, Kenya. This will be the 1st in the Eastern and Southern Africa region and the second meeting under the Africa Ports Environment Initiative (APEI).

2.1.4 Ministerial Address - Mr. C.K. Scott, Chief Director, Ministry of Environment, Science and Technology, Ghana

C.K. Scott emphasized that there is greater pressure than ever before upon both individuals and organizations globally to take actions to reduce the impact of their activities on the environment. Ports, he said, have reached the situation where they have to either pull together, share ideas and face the challenges of the environment, or take the risk of becoming dumping sites for pollution and all negative environmental hazards. The sub-region, he said, has already suffered some bad experiences of illegal dumping, such as the recent Probo Koala incident in Abidjan. That is why the efforts being made now by PENAf to have Port Authorities prioritize their environmental challenges and build a network for environmental cooperation among ports in the sub-region is timely and in the right direction. Such initiatives, he indicated, have been started in many parts of the developed world. In Europe, America and some parts of Asia, he said, ports are pulling together efforts, sharing ideas and to see to what extent they can face the very critical challenges of environment in contemporary times.

2.1.5 Key Note Address - Hon. Dzifa Atitivor, Deputy Minister of Transport, Ghana

Hon. Dzifa Atitivor delivered the key note address on behalf of the Honorable Minister of Transport, Ghana. She highlighted that more than 90% of foreign trade in West and Central Africa (WACAF) economies is sea bound with exports and imports representing about a quarter of Gross Domestic Product (GDP). To achieve growth in WACAF economies trade must necessarily expand. Environmental regulations and standards are fast becoming requirements for development agenda and international trade on which ports depend to survive. She emphasized that for WACAF ports to meet the challenges of globalization, they have to move from individual and national approaches to work together on regional, continental and onto international levels. This is the only way for ports in the sub-region to develop to withstand contemporary times. Port reforms, she said, must go beyond infrastructural renewal to integrate environmental commitments. It must be extended beyond port boundaries to address societal needs and ensure sustainable development. Hon. Dzifa Atitivor commended PENAf for this timely initiative.
2.1.6 Presentation 1 - Environmental Challenges For West And Central African Ports - Mr. Afam Edozie, Principal Environmental Manager, Nigeria Ports Authority  Key Points

Afam Edozie detailed that environmental challenges facing WACAF Ports include ship generated wastes; oil spill; dredging and disposal of dredged material; ballast water management; air pollution; traffic congestion; climate change and environmental dumping. He stated that recent attempts to dump e-waste in Nigeria in April and June 2010 were averted through international collaboration with a Dutch organization, International Network for Environmental Cooperation and Compliance (INECE). Most natural disasters today, he said, are traceable to abuses of environment in the past. Maritime safety and environmental protection can best be monitored at the port. He recommended that there is the need for exchange of environmental information, capacity building and training, and thorough assessment of local situations to determine the appropriateness or otherwise of would-be palliative measures. He further stated that the complex nature of environmental challenges facing ports in the sub-region warrants multi-sectoral, multi-disciplinary, international and inter-generational measures for mitigation and adaptation.

2.1.7 Presentation 2 - Multilateral Environmental Agreements (MEAs) -Madam Christine Asare, Environmental Protection Agency, Accra

Christine Asare stressed that multilateral environmental agreements seek to provide the framework for dealing with specific environmental problems. She explained some of them, and stated that a number of actions are being taken in Ghana to integrate the various multilateral environmental agreements relating to the ports and marine sector into a national legislation.
3. DAY 1 AFTERNOON:

3.1 Presentation 3 - Case Study of State of The Environment In Port of Tema - Mr. Bright Andy Berko, Senior Estate & Environment Officer, Ghana Ports & Harbours Authority

Bright Andy Berko gave an overview of the activities of Port of Tema and related its environmental challenges. He categorized the environmental challenges into air, water and land aspects. The main sources of emissions in the port, he said, are from vessels, trucks and cargo handling equipment. He indicated that Ghana’s major oil refinery has its jetty at the Port from where there are occasional oil spills during discharge of oil, which can be harmful to marine life and at one time resulting in fire outbreak in the port claiming lives. Accidental oil spillage from vessels also contaminate the port basin. Solid wastes like plastic bags and metal cans often contaminate the sea basin as a result of illegal disposal of waste by vessels at anchorage. He further stated that there is little soil contamination as an issue in the port’s operational area and emphasized that the Port Authority was taking the necessary steps that would empower it to police its environment through the enforcement of sanctions to defaulting port users who pollute its environment. Capacity building, triad-network approach, polluter pays principle, development oil spill contingency plan, provision of port waste reception and treatment facilities and creation of green belts as carbon sinks, he said, are some of the measures that are being taken by the port authority to ensure the protection of the environment.

3.2 Presentation 4 - Case Study of State of The Environment In Kenya Ports - Julius J. Maghanga, Manager Health, Safety and Environment, Kenya Ports Authority.

Julius Maghanga highlighted that the Kenya Ports Authority has been embarking on various programmes to ensure protection and conservation of the environment. The port, he said, has a pollution control centre for surveillance of the harbor and responds to marine pollution incidents. He said there was an emergency management plan which takes into cognizance the incidents likely to occur which could adversely impact the environment. He explained that oil pollution is a major threat to the Kenya port industries and therefore the need to take adequate measures to protect the marine environment.

3.3 Presentation 5 - International Conventions and regulations in relation to ship generated waste and Port Reception Facilities (PRFs) - Gudrun Janssens, Policy Advisor, Public Waste Agency of Flanders

Gudrun Janssens explained what can and cannot be classified as ship generated waste. She said there are different conventions and legislations that are applicable to the different kinds of waste. She explained that the main goal of the MARPOL Convention is to achieve the complete elimination of international pollution of the marine environment. She also gave an overview of the International Maritime Organisation’s (IMO) Marine Environment Protection Committee (MEPC) Guidelines, Circulars and Manuals that concern ship generated waste and port reception facilities, the Basel Convention, and the EU Council Regulation 1013/2006 which is the practical implementation of the Basel Convention within Europe. Ship generated waste, she said, is excluded from the Basel Convention. However, once waste is brought ashore, the Basel Convention applies to the waste streams. She showed how competent Authorities can deal with port reception facilities (PRF) and ship generated waste. She indicated that the provision of adequate port reception facilities is required to allow for the ultimate
disposal of ships’ waste to take place in an environmentally appropriate way. The port authority, she said, must oblige incoming ships to deliver ship generated waste to a PRF. Gudrun Janssens emphasized that the development of a cost recovery system is an important factor for success in EU ports, but also cautioned that cost recovery system should not be a disincentive to use the port reception facilities. Any system should be embedded in an overall Port Waste Management Plan (PWMP) and developed in close consultation with environment department and relevant stakeholders. Transboundary shipment of illegal waste, she said, should be prevented because such wastes could be very hazardous.

3.4 Presentation 6 - Management of Marpol Waste Reception Facility - Toby Godwin Brown, Managing Director, Tilbury Environmental Group (TEG)

Toby Godwin Brown outlined the background of International Convention on the prevention of Marine Pollution by Ships and its related protocols (MARPOL 73/78). The international traffic of maritime transport, he said, has increased so much and the risk of marine pollution has spiraled. Ports are therefore under pressure to combat these profoundly before they harm. He emphasized that in spite of not having National Legislation on the Marpol Convention, Ghana has established reception facilities in its two ports (Tema & Takoradi) and they are compulsory user facilities. The Tema Port facility, he said, is being operated by the Tilbury Environmental Group (TEG) and they deal with oily waste and garbage from ships. He explained how the reception facilities are being operated at the Tema Port. Some of the challenges in relation to the operation of the facilities he mentioned as including training /capacity building of staff, and refusal by some captains to discharge their Ship-Generated Waste into the Facility. The reception facility, he said, is a means of ensuring the protection of natural resources as it helps in reducing the adverse effect of marine transportation on the sea ecology. It also offers the benefit of attracting high business to the port as serious international corporate bodies look for areas with environmental commitment to invest. Ghana as a country, he said, cannot afford to become a victim of environmental disaster in a competitive globalised world where environmental compliance is a prerequisite for survival. There is therefore need to be pro-active; building the requisite capacity to handle and contain eventualities.

3.5 Presentation 6 – Waste Recycling/ Port Reception Facilities - ANDINWO Mah SAMA, Quality, Health, Safety and Environment Manager, BOCOM INTERNATIONAL SA, Cameroon

Andinwo Mah Sama, stated that the main aim of Bocom International is to protect the environment. It deals in wastes incineration and wastes recycling. She emphasized the company’s capacity in waste management, detailing their approach in the management of wastes from sea ports. Bocom International, she said, is changing waste into wealth, creating employment, protecting and promoting sustainable environment. She mentioned some of the Challenges confronting the company as including lack of storage facilities to plan for crises moments, and getting documentation approved by the port authorities and Cameroun Ministry of Nature and Environmental Protection (MINEP).
3.6 Presentation 7 - Waste management in the Port of Antwerp - Mr. Patrick Verhaert, Manager Port Dues, Port of Antwerp, Belgium

Patrick Verhaert outlined the general responsibilities of the Antwerp Port Authority and explained the main lines of policy framework of directive 2000/59/EC. In this directive, each port, he said, has to draw up a waste management plan and exchange information on waste discharge by vessels for purposes of effective enforcement. He explained how waste is managed in Port of Antwerp indicating that for each call, vessels are obliged to notify the harbour master’s office about its waste and deliver its ship-generated waste and cargo residues to a recognized port reception facility and pay charges for reception and processing to the reception facility. Every seagoing vessel, he said, has to pay a substantial waste fee to the Port Authority for each call irrespective of the use of a port reception facility. Vessels can be exempted from mandatory notification, mandatory waste delivery and payment of the substantial waste fee if they meet some specific conditions. Vessels that deliver oily waste and/or ship's garbage in the Port of Antwerp can receive a financial compensation made available by the Port Authority, but paid by the port reception facility.

3.7 Presentation 8 - Ballast Water Management in African Ports - Alexander Adnan Awad, Director, International Oceanographic Institute, (IOI), South Africa

Adnan stated that approximately 10 billion tonnes of ballast water is transferred globally per year and more than 7,000 species of microbes, plants and animals are carried globally at any one time. As a result of this, invasive alien species are introduced into marine and coastal environments, posing a major threat to the world’s oceans. These invasive marine aliens adversely affect various aquatic life forms, causing massive fish mortalities in some cases. They also cause significant economic losses and impact human health as well. Adnan indicated that, relative to oil pollution, impacts of marine bio-invasions are increasing over time. He gave an overview of the IMO-GEF-UNDP GloBallast Programme and emphasized that Ballast water is essential to the structural integrity of modern vessels, and it is therefore important to adopt appropriate strategies to manage it in a more environmentally sound manner. He enumerated awareness raising, political engagement, policy and legislation development, risk assessment, port biological surveys, compliance monitoring and regional strategy development as essential approaches to ballast water management. He said the WACAF region needs to prepare for the entry into force of the Ballast Water Management Convention, and also finalize and adopt a regional strategy for implementation as well as integrating it functionally into regional bodies. He said there was the need for the development of Compliance, Monitoring and Evaluation (CME) and Training programmes for the ports. There is also the need to develop appropriate forum for coordination and communication.

3.8 Presentation 9 - Oil Spill Response/ Contingency Planning, Leslie Andrews, General Manager RoClean Desmi Ltd, United Kingdom

Leslie Andrews highlighted on contingency plan generic steps and the major components as well as equipment used in oil spill clean up. He explained that tier 1, 2, and 3, refers to small, medium and large oil spills respectively. Most ports, he said, are expected to have a tier 1 or 2 level of response and preparedness. To handle tier 1 spill, it is essential for ports and oil operators/exploration companies to
have the requisite equipment and trained personnel on site. Components, he indicated, may vary from port to port. He however emphasised that for the correct plan to be defined, it is essential at the consultancy phase to identify requirements, staffing & equipment selection as these are unique to each port.

3.9 Presentation 9 - Counteracting illegal shipments of waste a call for international cooperation - Henk Ruessink, Dutch Ministry of Spatial Planning, Housing and Environment/INECE/SESN/IMPEL

Henk Ruessink stated that, through international seaports and shipping lines, hazardous waste is illegally transported from Industrialized world to upcoming economies. This illegally shipped hazardous waste is a serious risk for the environment, eco-systems and human health. He enumerated efforts being made by some authorities in exporting countries and the International Network for Environmental Compliance and Enforcement (INECE) and IMPEL-TFS in combating the illegal shipment of hazardous waste. To successfully combat and prevent the transboundary shipments of illegal hazardous waste, he said, there is the need for the increased problem awareness, improved exchange of information and more effective domestic and international cooperation with respect to control and enforcement. The sea transport sector, he indicated, should integrate action against illegal waste cargo in corporate social responsibility. He stated that a concerted approach of responsible public and private stakeholders is essential. His presentation emphasized the need for WACAF counties to be equipped in other to be able to tackle the growing problem of e-waste imports coming from the developed world including Europe, and thereby protect the health of citizens particularly children while providing economic opportunities.
4. DAY 2 MORNING:

4.1 Film – “Invaders from the Sea”, a film by IMO and BBC on Transfer of Harmful Invasive Species Through Ballast Water

The film was introduced by Harry Barnes-Dabban, Executive Coordinator for Ports Environmental Network-Africa (PENAf). Participants enjoyed the film with most of them learning for the first time the dangers associated with ballast water. Participants remarked on the need to bring this awareness and education to the various ports for its appreciation and adoption of monitoring and management strategies by their various ports.

4.2 Introduction to Group Working Sessions - Mr. Harry Barnes-Dabban, Executive Co-ordinator, Ports Environmental Network Africa (PENAf), Ghana

Harry Barnes-Dabban got participants to form three groups with each assigned to one of the topics presented so far at the conference. The groups were to discuss presentations with the presenters to appreciate what the issues meant to their various ports, how they were being handled and also identify if any cooperative/collaborative arrangements or networks existed within their ports and with other ports relative to the topics:

4.2.1 Group 1 - Ballast Water Management

This group was moderated by Alexander Adnan Awad, Director, International Oceanographic Institute, South Africa. The group discussed among other things strengths that exist in WACAF ports to manage ballast water, identified what the priorities should be for WACAF ports in managing ballast water, and also how to capture these issues for institutional support and commitment.

4.2.1.1 Strengths

In looking at Strengths to manage ballast water, the group identified the existence of national and regional associations, bodies and institutions as well as agreements that could be used as conduit. These are:

- Ship Owners Associations that exist nationally
- MOWCA – which comprises Transport Ministers of all 20 port state countries in the region
- PMAWCA’s Technical Committee on Maritime security, environmental protection, and operations (PMAESA has same)
- IMO Regional Representatives West and Central Africa (Eastern and Southern Africa has same)
- Regional Task Force/National Focal Person on Ballast Water
• The Interim Guinea Current Commission which seeks to achieve sustainable development through the integration of environmental concerns in the management of the Guinea Current Large Marine Ecosystem

• Abuja MoU – Port State Control agreement for all 20 port state countries in the region

4.2.1.2 Priorities

On what the Priorities should be for WACAF (African) ports, the group identified the following:

• Engagement with Ship Owners and other stakeholders (Terminal Operators, Research Institutions, Industry etc.)

• Nominate port representatives to national task forces

• Sensitisation and awareness creation for stakeholders

• Capacity Building/retaining and use of skilled staff

• Financial support and investment

• Environmental commitment

• Political will

4.2.1.3 Institutional Support & Commitment

On how to capture the identified issues for Institutional Support & Commitment, the group identified:

• Ports Environmental Network-Africa (PENAf) is an appropriate Body for coordination and communication. They reckoned awareness materials could be channelled through PENAf to reach PMAWCA’s Technical Committee on Maritime Security, Environmental Protection and Operations

• The need to Draft Ballast Water Management Plan for WACAF ports at the next ports environment conference

• Awareness raising and Stakeholder Engagement

• Training and Capacity Building

• Involving other relevant regional organisations/associations/NGOs

Role of regional assoc., orgs, NGO’s
4.2.2 Group 2 - Oil Spill Response & Contingency Planning

This group was moderated by Leslie Andrews, General Manager, Ro-Clean Desmi A/S, United Kingdom. The group was taken through a desk top scenario for responding to oil spill and the process for a contingency plan to protect the port environment. They looked at tiers 1, 2 and 3 in responding to oil spills with tiers 1 and 2 normally being within the port level and its environs and tier 3 being the National level. These levels should always fit together. Oil spill response requires an established port department to coordinate with adequate staffing levels, job description and training to be effective and take responsibility. Technical competence of available staff needs to be assessed to know whether to use existing staff, or get others to play a dual role or employ new hands which has cost implications. The response team needs to have an organogram detailing who does what and it should have a leader who ideally should be an external expert. This facilitates independence with no local conflict of interest.

The group learnt that before developing a contingency plan, there is the need for risk assessment and gap analysis. In assessing risks, issues as impact of leaking oil on shoreline due to leakage from Offshore Single Bouy Mooring (SBM) facility, potential impact off spills on adjoining communities, port land, shoreline, ecosystem damage, tourism and leisure, entrance channels, etc. would all have to be assessed. This kind of assessment calls for records of previous spill events and claims etc.

The plan should be developed to international standard. Due to the transboundary nature of oil spills, there is the need for cooperation and this gives it regional dimension. Oil spill in Cote D’Ivoire will impact Ghana and likewise oil spill in Ghana will impact Nigeria etc.

There is also the need for adequate serviceable equipment as pollution control boat, skimmers, storage tanks, booms, chemical dispersants, absorbers, coagulants, protective gear, first aid, vehicles etc.

Communication, the group was told was one key component in responding to spills. There is the need for a coordinating centre with effective communication equipment. The centre must have the telephone numbers and contacts for all team members, relevant institutions and actors.

Also relevant in a contingency plan is waste disposal. The plan should include how waste collected will be disposed.

Training is very essential for responding effectively to oil spills. There is therefore the need for regular exercises and drills.

4.2.3 Group 3 – Detection & Handling of Illegal Hazardous Waste in Seaports

This group was moderated by Henk Ruessink, Dutch Ministry of Spatial Planning, Housing and Environment/INECE/SESN/IMPEL-TFS. The group were taken through the challenges posed by the hazardous wastes to the environment and public health as well as other economic implications. They were made to understand that most of these are being shipped from advanced economies under the guise of second-hand goods into developing economies as those in through ports. The ports therefore had a role in their detection and handling to prevent them from entering into their countries.
They then looked at the question, what are the first steps that authorities in ports could take to ensure more effective inspections of waste shipments?

The group came out with the following:

- Direct contacts between ports of export and ports of import
- Training of inspectors which should be done not only at country level but regional
- Port Authorities working together at regional level
- Stimulating ports and stakeholders to have common definitions and vocabulary
- Authorities in ports must ensure to be adequately educated and informed on the subject
- Employ environmental experts on the subject
- Establish a multidisciplinary team with the relevant background and skills
- Authorities in ports must familiarize themselves with provisions in the Basel Convention
- Make assessment of the actual situation of how waste shipments are handled in the ports and have it improved
5. DAY 2 – AFTERNOON: THE DUTCH PORTS EXPERIENCE

5.1 Presentation 10 - Port Strategy, Environmental Management and Hinterland Logistics: The Golden Triangle – Dr. Henk de Bruijn, Director Strategy, Port of Rotterdam

Henk de Bruijn gave an overview of the core activities and major challenges of Dutch Ports. He stated that there is increasing port competition in and outside Europe, and in Africa as well. Excellent hinterland connections, he said, are crucial. An environmental friendly port, he added, is a successful port. Henk de Bruijn also emphasized that as part of the objectives of their port vision, their strategy is to contribute to a better residential and living environment. The ambition of the Dutch Ports is to maintain position as Europe’s leading port area and also become active as port manager overseas.

5.2 Presentation 11 - Port Strategy in Practice, Drs. Herman Journée, Director Strategy, Port of Amsterdam/ Chairman Ecoports Foundation

Herman Journée outlined the trends and strategies of the Port of Amsterdam and gave some examples on how they are pursuing their strategic targets for 2020. He emphasized that Introducing sustainability in port strategy and putting sustainable strategy into practice requires Cooperation, Knowledge development and permanent training, and IT support.

5.3 Presentation 12 - Port Environmental Management, Drs. Herman Journée, Director Strategy, Port of Amsterdam/ Chairman Ecoports Foundation

Herman Journée highlighted that it is a priority to make ports and transport between seaports and their hinterland more sustainable by cooperation in the logistic corridors. He outlined the top 10 Environmental Priorities in European Ports. He emphasized that the implementation of so many environmental laws and regulations requires cooperation, exchange of good practice experience and a port environmental management system. He showed the step by step approach of EcoPorts Port Environmental Management System:

1. Preparation Phase
   create awareness and deliver knowledge
2. Introduction Phase
   4 STEPS (and Tools) to introduce port environmental management
   STEP 1. Self Diagnosis: identify environmental priorities and risks
   STEP 2. Find and implement solutions
   STEP 3. Monitor and report improvements
   STEP 4. Demonstrate your basic environmental competence

5.4 Presentation 13 - Port Environmental Management: Environmental Self Diagnosis Method (SDM) - Drs. Herman Journée, Director Strategy, Port of Amsterdam/ Chairman Ecoports Foundation

Herman Journée showed how to use the Self Diagnosis Method (SDM) to track Port Environmental Performance. He stated the following as benefits of SDM:

• Periodical self-evaluation of the port’s environmental improvement
• Measure Port’s Baseline Performance and Progress
• Effective comparison of environmental performance of the port against an European benchmark
• Prioritising Improvements in the quality of current environmental management by:
  (A) GAP Analysis: identification of gaps between the current management and the European and international standard requirements (PERS, EMAS and ISO 14001)
• Identification of environmental risk sources
• Checking compliance with environmental legislation
• Raising the environmental awareness of the Port Authority

5.5 Presentation 14 - Ecoports Port Environmental Management Tools: Port Environmental Review System (PERS) – Drs. Herman Journée, Director Strategy, Port of Amsterdam/ Chairman Ecoports Foundation

In his presentation, Herman Journée stated that the role of PERS is to assist with the implementation of ESPO Code. He highlighted that conformity, consistency, and continual improvement are the fundamentals of PERS.

The components of PERS consist of:
1.0 port profile
1.1 environmental policy statements
1.2 identification of environmental aspects, legal requirements and performance indicators
1.3 documented responsibilities
1.4 conformity review on requirements
1.5 basic environmental report
1.6 selected examples of best practice

5.6 Presentation 15 - Sustainable Logistic Chain Management – Drs. Herman Journée, Director Strategy, Port of Amsterdam/ Chairman Ecoports Foundation

Herman Journée emphasized on the building blocks for sustainable logistic chain management. He also stated that transport has created large environmental problems and congestion that cannot be solved by a single government or company. New logistic solutions can deliver enormous improvements but need public private cooperation to be introduced successfully. Connecting innovative companies and their solutions into a logistic system leads to important increase in knowledge, cost reduction, environmental improvements and delivers the targets for international policies on sustainability.

5.7 Presentation 16 - Interactive Discussion on Ideas for a WACAF Ports Environmental Network/Platform - Mr. Harry Barnes-Dabban, Executive Coordinator, Ports Environmental Network-Africa (PENAf)

Harry Barnes-Dabban led participants through the background, vision, objectives, operating mechanism and proposed activities of the African Ports Environment Initiative (APEI) under which the 1st WACAF Ports Environmental Managers Working Conference is being organized. He indicated that the initiative had come about as a result of growing concern about threats to global environmental quality which is
bringing pressure to effectively implement International Environmental Agreements and also develop sustainable systems. He said he had observed that Africa’s ports lagged behind in effectively pursuing any environmental agenda although they are faced with a reality of the dominance of environment in the global development agenda. Africa’s ports, he said, like all other ports in the world face common environmental challenges, but whilst ports in other regions of the world were collaborating to improve environmental performance, this does not seem to have caught their attention.

With this, he said, he found it necessary to begin to stimulate discussions on initiatives aimed at encouraging Africa’s ports to balance their economic interest with environment and become proactive in environmental management and performance. To actualize this initiative in the WACAF region, he said he would require a core group of five ports desiring to improve their environmental performance to make a commitment.

5.7.1 Vision

He stated the initiative’s vision as “build a coordinated environmental network among Africa’s ports to serve as a platform for cooperation and information sharing and exchange of practices with the aim of improving and harmonizing environmental performance”

5.7.2 Objectives

He stated the objectives of the initiative to include;

- Raising environmental awareness and information dissemination among African ports
- Influencing environmental policy in African ports by creating a bridge between environmental principles and practice
- Promoting environmental cooperation through exchange of information and best practices
- Supporting capacity building for sound environmental management in African ports
- Facilitate collaborative networks to support the implementation of the overall vision

5.7.3 Operating Mechanism

The operating mechanism for the initiative, he said, would be through a collaborative arrangement with the port management associations of the Africa’s three maritime regions; PMAWCA, PMAESA & UAPNA, to create regional environmental platforms, which will culminate at the continental level in a collaboration with Pan-African Port Cooperation (PAPC).

The initiative aims at creating Port Environmental Networks (PEN) at three levels:

- **Port Level**: bringing all stakeholders at individual ports together to create a steering mechanism to tackle environmental issues
- **Regional Level**: bringing all the ports in each region together to hold yearly working conferences of Port Environmental Managers for each region

- **Continental Level**: bring all the three regional level networks together to an African Ports Environmental Forum as a side event during PAPC meetings

### 5.7.4 Proposed Activities

Harry Barnes-Dabban indicated that the initiative proposes to carry out the following activities to inform, support and strengthen existing environmental management efforts in Africa’s ports:

- **Awareness Raising**
- **Promoting Environmental Cooperation**
- **Facilitating the Development of a Common Environmental Management Framework**

To be able to achieve these, he said, there was the need to secure a written agreement and arrangement (Memorandum of Understanding) between Ports Environmental Network-Africa (PENAf) and each of the three Port Management Associations as well as the Pan-African Ports Cooperation (PAPC). This agreement and arrangement would acknowledge the importance of environmental sustainability for the ports as well as the commitment of all parties to work together to achieve improved environmental performance in the ports.

### 5.7.5 Funding

On funding, he said, PENAf is a non-profit organization and would seek funding from international donor and development agencies with an interest in improving environmental performance. Port Members of the network may also be made to contribute to participation fees for programmes and activities.

### 5.7.6 Remarks

Participants showed great interest at the initiative and expressed the view that it was a timely one. They indicated that development cannot be achieved by going alone. They expressed that, following the presentations given, environmental issues affects all and therefore all the ports were to be encouraged to be part of the initiative’s network. They said it was necessary to work together in identifying their common environmental challenges and also planning solutions together. They expressed the need for training and capacity building and also involving academic and research institutions in the process.

They indicated that much as they were in charge of environmental issues in their various ports and were interested in getting the network initiated, they did not have the mandate to make any commitment. They therefore suggested that much as the initiative was a laudable one, it needs to be brought to the knowledge of Director Generals of all of WACAF ports for them to make a commitment to participate.
6. DAY 3 MORNING:

6.1 Action Plan on Way Forward

Participants were again divided into three groups for a group exercise with the objective of establishing a WACAF Ports Environmental Network to Promote Environmental Cooperation for Improving Environmental Performance. In carrying out the exercise, they were requested to:

1. Define from the presentations and their own practical background information and knowledge, what was the cause for the lack of environmental commitment in WACAF ports.

2. Identify strengths and weaknesses that exists in addressing this cause

3. Identify the main environmental challenges/issues facing WACAF ports

4. Pick the top five (5) priorities

5. Propose strategic actions that must be carried out to address these priority challenges/issues

6. Propose how a WACAF Ports Environmental Network can be initiated to address the challenges/issues identified

The outcome of this exercise is attached in Appendix II

6.2 Presentation 17 - The Role of The Guinea Current Large Marine Ecosystem in Managing The Coastal Environment - Dr. Stephen Donkor, Executive Secretary And Regional Coordinator, Interim Guinea Current Commission (IGCC)

Dr. Stephen Donkor gave an overview of the Guinea Current Large Marine Ecosystem (GCLME) project detailing its strategic and national action programs. He emphasized that the high biodiversity of the GCLME is threatened by anthropogenic activities and natural processes. Inadequate regional institutional capacity and human resources, and ineffective regional cooperative arrangements among others, he said, are hindering the sustainable management and joint governance of natural resources. The long term development goals of the project are to recover and sustain depleted fisheries, restore degraded habitats and reduce land and ship-based sources of pollution, by establishing a regional management framework for sustainable use of living and non living resources. He stated that Lagos (Nigeria) and Monrovia (Liberia) are among the top five cities most vulnerable to sea level rise. In addressing issues of climate change variability, he indicated that a Regional Activity Centre (RAC) for Risk Assessment has been set up in Libreville, Gabon. Dr. Stephen Donkor indicated that plans are underway to transform the IGCC to a Guinea Current Commission (GCC) for it to become a permanent commission. This, he said, is pending approval from the ministers of the 16 member states. If this is done, the role of the UN in the IGCC will be decreased and the member states will take over.
6.3 Presentation 18 - Cooperation Between Port Authorities And Maritime Administrations – Critical for Effective Marine Environment Protection – Mr. Michael Luguje, IMO Regional Coordinator for West and Central Africa (Non-Francophone Countries)

Michael Luguje explained that the global mandate of the IMO is to ensure Safe, secure and efficient shipping on cleaner oceans, and detailed how the IMO and some 20 West and Central Africa coastal States are making efforts to protect the marine environment. Through IMO and the Maritime Organization for West and Central Africa (MOWCA) advocacy and initiatives, most of the challenges of cooperation between Port Authority and Maritime Administration are being addressed in the sub-region. Michael Luguje underlined the main sources of marine pollution in West Central Africa, and some environmental protection related Conventions. He gave the following recommendations on how port management can advance sustainable solutions and practices that promote environmental stewardship:

- Develop conscious awareness that a clean port/marine environment is not an option – but a NECESSITY
- Cooperate with Maritime Administrations to build national capacity for effective marine environment protection
- Provide mutual support (finance & HR) for marine environment protection
- Encourage regional exchange of experience and expertise in marine environment through field attachments and conferences/seminars
- Explore funding avenues for capacity building
7. DAY 3 AFTERNOON:

7.1 Communique/Outcome of Working Conference

This is attached in Appendix III

7.2 Close of Conference

7.2.1 Closing Remarks – Dr. Henk de Bruijn, Director Strategy, Port of Rotterdam

Henk de Bruijn congratulated participants for doing a wonderful job. He commended them for being committed throughout the three day conference and hoped to meet again very soon.

7.2.2 Closing Remarks – Drs. Herman Journée (Director Strategy, Port of Amsterdam/Chairman, Ecoports Foundation)

Herman Journée stated that they were very eager to assist if WACAF ports take the next step, and they will wait for the next move on the PENAf initiative from the African participants led by Mr. Harry Barnes-Dabban.

7.2.3 Closing Remarks – Mr. El Hadji Mar Gueye, Secretary General, Port Management Association of West and Central Africa (PMAWCA)

El Hadji Mar Gueye expressed his appreciation for being part of the conference and said that PMAWCA will play its role to move the initiative forward and link every port with government, partners and the private sector to move forward in the issue of environment. He thanked Mr. Nestor Galley, Director General, Ghana Ports and Harbours Authority for hosting the conference and Harry Barnes-Dabban for this initiative.

7.2.4 Closing Remarks – Dr. Stephen Donkor, Executive Secretary & Regional Co-ordinator, Interim Guinea Current Commission (IGCC)

Dr. Stephen Donkor congratulated participants for devoting their time and resources to actively participate in the conference.

7.2.5 Closing Remarks - Mr. Nestor Percy Galley, Director General, Ghana Ports & Harbours Authority (GPHA).

Nestor Percy Galley congratulated participants for actively participating in the conference to appreciate the environmental challenges ports in the West and Central Africa region face. He stated that the action plan that has been developed by participants indicate their acknowledgement of the need to cooperate
in improving the management of environment in ports in the sub-region. He thanked participants and facilitators and called the conference to a close.

7.3 PORT VISIT

Participants visited and toured the Port of Tema, Ghana Ports and Harbours Authority.

END OF CONFERENCE
### APPENDIX I. SOME IMPORTANT ENVIRONMENTAL ISSUES AND AREAS OF COOPERATION FOR WACAF PORTS

<table>
<thead>
<tr>
<th>Name / Organisation</th>
<th>Most Important Environmental Issue in organisation</th>
<th>Most Important Area of Cooperation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Nigeria Ports Authority Lagos – Nigeria</td>
<td>Waste Management (in port)</td>
<td>Oil spill Response</td>
</tr>
<tr>
<td>2. BOCOM International</td>
<td>Oil Spill Response Training and Management</td>
<td>Waste management anywhere within the African Region</td>
</tr>
<tr>
<td>4. Ghana Ports &amp; Harbours Authority, Takoradi Port</td>
<td>Improvement in air quality with emphasis on dust as well as untreated sewage that runs in the port</td>
<td>Collaborate on monitoring electronic, hazardous and illegal waste in the sub-region</td>
</tr>
<tr>
<td>5. Ghana Ports &amp; Harbours Authority, Tema Port</td>
<td>Human Resource capacity building in environmental management</td>
<td>Collaboration in the collection of data and monitoring of sea water quality in the sub-region</td>
</tr>
<tr>
<td>6. Ghana Ports &amp; Harbours Authority, Tema Port</td>
<td>Water pollution from the adjoining lagoon, drains, sewage and human activities close to the port</td>
<td>Cooperation to fight against dumping of wastes in the waters in the sub-region</td>
</tr>
<tr>
<td>7. Freetown Port</td>
<td>There is no government policy that addresses ports environmental concerns hence waste management problems, land encroachment, dust pollution etc.</td>
<td></td>
</tr>
<tr>
<td>8. Freetown port</td>
<td>The Freetown Port has the problem of poor waste management, poor drainage system which leads to the issue of dumping of garbage in runoffs when it rains. This garbage finally lands around the port area in huge piles</td>
<td>Cooperation is needed with government through line ministries to arrest this problem</td>
</tr>
<tr>
<td>No.</td>
<td>Port Authority</td>
<td>Environmental Problems and Solutions</td>
</tr>
<tr>
<td>-----</td>
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<td>-------------------------------------</td>
</tr>
<tr>
<td>9.</td>
<td>Environmental Protection Agency, Ghana</td>
<td>Compliance &amp; enforcement monitoring Lack of real time environmental quality monitoring data</td>
</tr>
<tr>
<td>10.</td>
<td>Dakar Port Authority</td>
<td>The most important environmental problem at the Dakar Port Authority is the Pollution of Water bodies (pollutions by hydrocarbon, pollution by the bad water outlets, pollution as a result of liquid waste discharged by vessels)</td>
</tr>
<tr>
<td>11.</td>
<td>Guinea Conakry</td>
<td>Guinea is one of the biggest exporters of bauxite and this exportation is done through the port, creating a lot of dust which pollute the air. Our current problem is how to manage this rise of dust which is harmful to the port users and neighbours.</td>
</tr>
</tbody>
</table>
| 12. | Pointe Noire Port Authority Congo/Brazzaville | Coastal erosion Installation of adequate waste reception facilities in the Port Noire Port Authority | Reinforcement of management capabilities and port and maritime experts taking charge of the environmental problems:  
- Marine Pollution  
- Hazardous goods  
- Collection of waste  
- Coastal erosion |
## APPENDIX II. ACTION PLAN

<table>
<thead>
<tr>
<th>CAUSES</th>
<th>STRENGTHS</th>
<th>WEAKNESSES</th>
<th>CHALLENGES / ISSUES</th>
<th>STRATEGIC ACTIONS</th>
<th>ACTIONS FOR NETWORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of political will</td>
<td>Regional mechanisms/organizations</td>
<td>Non-availability of uniform equipment</td>
<td>Frequent oil spills</td>
<td>Capacity building/training programmes</td>
<td>Reporting to Director Generals: summary of workshop proceedings/recommendations and proposals to facilitate programme</td>
</tr>
<tr>
<td>Lack of stakeholder engagement</td>
<td>Coast guard project by MOWCA</td>
<td>Non-availability of standardized code of practice/policies</td>
<td>Waste management</td>
<td>Exchange programmes</td>
<td>Develop &amp; enhance partnership between PMAWCA &amp; PENAf</td>
</tr>
<tr>
<td>Differing mandates (Ministry of Transport/Ministry of Environment)</td>
<td>AU Maritime Action Plan</td>
<td>Absence of regional response centre</td>
<td>Awareness raising</td>
<td>Engage with international regulatory frameworks as MARPOL, BWMC, London Convention, OPRC etc</td>
<td>Identify and designate focal persons (representatives for ports) for contact and to engage with PENAf</td>
</tr>
<tr>
<td>Lack of communication</td>
<td>Growing awareness</td>
<td>Lack of modern technologies</td>
<td>Ballast water discharge</td>
<td>Strengthen regional cooperation by information &amp; knowledge sharing/monitoring &amp; evaluation/search and rescue &amp; a common environmental management framework</td>
<td>Ensure support for PENAf to function through existing regional structures</td>
</tr>
<tr>
<td>Lack of awareness/knowledge/capacity</td>
<td>Existence of PENAf</td>
<td>Inadequate capacity</td>
<td>Air pollution</td>
<td>Investment in environmental infrastructure</td>
<td>Regular meetings/workshops</td>
</tr>
<tr>
<td>Costs of Environmental Impact Assessment</td>
<td>Trained environmental personnel</td>
<td>Funding systems</td>
<td>Port planning/Squatters/illegal settlements</td>
<td>Develop Environmental Management systems eg. ISO etc.</td>
<td>Set up networks in various ports among stakeholders</td>
</tr>
<tr>
<td>Lack of Environmental Management Plans</td>
<td>Cumbersome procedures</td>
<td>Ship generated wastes</td>
<td>Regular communication between key port actors in individual ports and among ports</td>
<td>Harmonize procedures</td>
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</tr>
<tr>
<td>Fragmented approach (non-holistic)</td>
<td>Ineffective implementation/enforcement of regional/international agreements</td>
<td>Coastal erosion</td>
<td>Consultations with external stakeholders</td>
<td>Use of webportal/written communication etc.</td>
<td></td>
</tr>
<tr>
<td>Lack of support – management, logistic, budget, resources</td>
<td>Dredging and dredged material disposal</td>
<td>Strengthening environment agenda for PMWACA technical committee</td>
<td>Reporting experiences to network (harmonise reporting format)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not priority</td>
<td>Impacts of townships on ports and vice-versa</td>
<td>Seek funding sources</td>
<td>Self-assessment/evaluation and communicate to other members</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inadequate legislature/policy/vision</td>
<td>Vehicle regulation enforcement</td>
<td>Review existing internal norms and define roles</td>
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<tr>
<td>Non-cooperation (focus on self-interest)</td>
<td>Vessel monitoring system</td>
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**NOTE:** Proposed actions do not follow any order
APPENDIX III. Communiqué

West and Central African Ports Start Cooperation in Environmental Management in Ports and Hinterland Logistics

The first conference for West and Central African ports on improving the environment in the port area and the hinterland transport corridors held in Tema, Ghana from 15th – 17th June 2010 was very successful. The conference was organized by the Ports Environmental Network-Africa (PENAf) on the request of the Ghana Ports and Harbours Authority, the Port Management Association of West and Central Africa (PMAWCA), the Ports Management Association of East and Southern Africa (PMAESA), and the Interim Guinea Current Commission (IGCC) and in a close cooperation with the ports of Amsterdam and Rotterdam. More than 120 participants from ports and countries from all over Africa, and specialists from outside Africa, exchanged strategies and practical solutions for sustainable management of ports and logistics.

The conference has led to the set up of a cooperative network that will facilitate the exchange of good practice experience in environment, sustainability and logistics. The main aim of the cooperative network is the introduction of basic environmental management systems and standards for ports and logistics in Africa. The approach that is chosen is to realize a reduction of costs in the chain together with a reduction of environmental impact. The new cooperation will build upon the proven and worldwide accepted port environmental management standards of Ecoports Foundation and the recently developed additional instruments for sustainable chain management. These ports of Amsterdam and Rotterdam presented their recent port strategies and the new approach for sustainable hinterland logistics.

Intensive discussions started after a series of presentations from ports and specialists on actual environmental issues in ports and logistics in Africa. Participants specifically underlined that waste shipments coming into their ports are of particular concern in view of the negative impact this waste has on the environment and public and occupational health. They acknowledged the need for appropriate measures to be taken to manage this waste issue adequately. The illegal import of waste streams should be counteracted through effective domestic and international cooperation among relevant competent authorities and where needed, capacity to do so should also be built.

In a round table discussion all ports presented their most important environmental aspects for the future. They all stressed that cooperation is needed to realize solutions. As a result more than 10 ports of the conference showed the real intention to start the cooperation as soon as possible to realize environmentally friendly ports. During the conference all ports presented their views on the environmental priorities and key issues for future cooperation. Together they developed a first action plan that contains what they see as the main priorities:
• A monitoring system to analyze environmental issues and priorities
• The priorities mentioned are
  o Waste management, especially hazardous waste
  o Coastal management
  o Oil spill pollution
  o Air pollution
  o Water pollution
  o Pollution caused by hinterland transport
• To start a program to train trainers in each of the participating countries to set up a basic environmental management
• To find financial support for creating new solutions
• To contact the national governments to exchange their different national environmental policies
• To contact port users to exchange the environmental solutions and to start new environmentally friendly hinterland connections

At the end of the conference all participants thanked the Ghana Ports and Harbours Authority for hosting this first conference who informed about their actual strategy for environmental port and hinterland logistics.

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1st West and Central Africa Ports Environmental Managers Working Conference Report

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