

## ANNEX I TO EA4HC WEST AFRICA ACTION TEAM REPORT DECEMBER 2002

### COUNTRY REPORT : GUINEA

#### INTRODUCTION.

1. International. Guinea is not a member of IHO, but is an associate member of the EA4HC. Guinea is a member of MOWCA and Port Autonome de Conakry (PAC) is a member of PMAWCA. Guinea is a member of IALA, and has acceded to the SOLAS and UNCLOS conventions, but is not a signatory to the SAR convention.
2. Preliminary liaison. The WAAT visit was prepared by the French Defence Attaché (Lt-Col Fontrier, Adj-chef Mbengue), in co-ordination with PAC officials. The short period for the visit, coinciding with the month of Ramadan, unfortunately didn't allow sufficient time to meet all of the relevant authorities.
3. Contacts. Updates to the IHO Yearbook:
  - a. Ministry of which the Hydrographic Office is part: Ministry of Transport and Public Works. Mr Cheick Mohamed FOFANA, Directeur National, Marine marchande, + 224 41 27 43, ([cfofana23@yahoo.fr](mailto:cfofana23@yahoo.fr)).
  - b. N° of Charts published: 10 (SHOM charts (France) n° 5888, 5931, 5932, 5935, 5941, 5957, 6148, 6228, 6288, 7185)
  - c. Points of contact within the Port Autonome de Conakry:  
Mr Almamy Kabèlè CAMARA, Civil Administrator, Managing Director PAC, + 224 41 45 64  
Mr Edouard Fara KAMANO, Director of Technical Services, + 224 41 27 44  
Mr Souleymane BAH, Chef Service Hydrographie, + 224 11 29 13 64 ([souleymane.bah@voila.fr](mailto:souleymane.bah@voila.fr))  
Mr Ousmane DIALLO, Head of Aids to Navigation
  - d. In addition there is a separate responsible authority for the port of Kamsar (not visited by WAAT) and the developing port of Benty (also not visited).
  - e. Elsewhere the Guinean Navy has responsibility for the Maritime area: Capitaine de Frégate Aly DAFPE, Chef d'Etat-Major de la Marine + 224 45 27 15

#### DESCRIPTION OF MARITIME ACTIVITIES.

4. National Maritime Affairs. National maritime affairs are dealt with by the Ministry of Transport and Public Works / General directorate of the Merchant Marine. The Autorité Nationale des Affaires Maritimes (ANAM) co-ordinates the work of several contributing agencies (including the PAC and Guinean Navy). Geographic and functional areas of responsibilities are divided between these different bodies according to their respective mandates, however, the dividing lines were not always clear cut. For example, the responsibility for the maintenance of the lights outside of the harbour of Conakry was not made clear to the WAAT.
5. Trade and Maritime Traffic. 90% of the commercial trade of Guinea passes through the harbour of Conakry, and a project of development for the harbour of Benty is in progress (hydrographic surveys have been conducted recently). At Conakry, the traffic is approximately 600 ships per year, for 4,000,000 tons of merchandise and 44,000 containers (in 2000). To the north of Conakry the Port of Kamsar is used primarily for the export of bauxite from Boke.

- a. Through Routes. The main through route runs parallel to the West African coast to and from ports to the north and south of Guinea. There are no statistics on the amount of traffic and the Guinean authorities have no means of monitoring this offshore shipping.
  - b. Transshipment and Bulk Trades. Exports are dominated by bauxite (1,500,000 tons – centred at Port Kamsar) and alumina (600,000 tons). Imports mainly consist of oil products (500,000 tons) and food (rice, flour, sugar, etc. 500,000 tons).
  - c. Feeder, Coasting and Local Trade. Low.
  - d. Offshore Supply and Support. Unknown, probably none.
  - e. Tourism – Cruise Liners. None.
  - f. Tourism – Small Craft. None.
  - g. Fisheries. Artisanal fishing employs nearly 12000 Guinean fishermen. Asian industrial fishing ships were reported to be operating in Guinean waters.
6. Responsibility for Safety of Navigation. Responsibilities in this area were poorly defined. PAC has responsibility for the approaches and harbour of Conakry and is equipped to conduct surveys and maintain the buoys in its channels. Elsewhere in the coastal area the responsible authority was not made clear, and it was doubtful if there was any capacity to service aids to navigation or conduct hydrographic surveys. Further offshore, the responsibilities for the remainder of the EEZ was not established. Neither did there seem to be a responsible authority for SAR.
  7. Defence Force Responsibilities. The Navy does not contribute directly to the collection of hydrographic information or reporting of matters affecting maritime safety during the conduct of its coastal patrols. These patrols are mainly to monitor fishing activity. The Navy expressed a general requirement for better charts to aid their operations, particularly at the developing port of Benty which needs to have buoys marking the approach channel. Naval ships use charts from the Leningrad Institute, based on Russian surveys from the 1970's.
  8. Coastal Zone Management and Environmental Protection. None reported.

## **CAPACITY ANALYSIS.**

9. Status of Surveys Within the National Maritime Zone. Surveys used to produce French charts date from the 19<sup>th</sup> century or the first half of the 20<sup>th</sup> century, except for the mouth of Rio Nunez (chart 6148) where there is a survey from 1958. Prior to 1989 SHOM also received the results of several surveys from private companies. Extensive surveys were conducted by the USSR during the 1970's and charts were produced by the Institute of Leningrad. A chart of the Approaches to Conakry (n° 36426G, published in 1980) was seen at the PAC surveyor's office and a general chart of the Guinean coast (n° 31056G, scale 1:500,000) has been supplied to the WAAT by the Navy.
10. During the visit many uncharted wrecks were evident in and around Conakry. Although not directly in the main channel, some of these wrecks were sufficiently offshore to pose a danger to navigation, particular at night as they were unlit and unmarked. Most of those wrecks within the harbour showed evidence of heavy silting and were completely inundated by mud. Silting was reported to be a general problem in the harbour and dredging is required to maintain depths alongside berths and in the main channels. Dredging takes place every 2 years and the next operation is due to start in December 2002. There are 10 buoys in the approaches to Conakry and 3 more inside the main basin – all were reported to be in their charted positions and working correctly. It was reported that the lighthouse at Matakong Island was defective.
11. Survey work has reportedly been carried out at Benty as part of the project to re-open the port. It is important that the survey results be sent to SHOM so that the published chart can be up-dated. Likewise any new information concerning the Port of Kamsar would be helpful.

12. Collection and Circulation of Nautical Information. There does not appear to be a focal point for the collection and circulation of nautical information in Guinea. Even if information was gathered there is no centralised system for ensuring that it will be provided to the mariner in a reliable and timely way. At present information is sent by pilots or radio link with the harbour master's office to the ships as they arrive or leave Conakry. Unfortunately there is much information that needs to be given to ships at sea, such as the prominent wrecks in the approaches to Conakry are unlit and uncharted.
13. Concerning SAR there does not appear to be an organisation or the means to conduct operations.
14. Survey Capability. PAC has a hydrographique service, which only has responsibility for the harbour and its approaches. Two hydrographers (Mr Souleymane BAH and Mr Dioumé KEÏTA) have been trained on FIG/OHI category B courses at Bordeaux. They conduct or supervise surveys before and after dredging operations. The hydrographic team is equipped with:
  - Two DGPS with a reference station (Trimble DSM) ;
  - Two echosounders; DESO 20 and LAZ 4100 ;
  - A computer to acquire data (non-operational since mid-2002, and still under repair) and a workstation for processing data ;
  - HYPACK software ;
  - A3-printer.
15. This equipment can be deployed on one of the harbour tugs. There are two tide-gauges in Conakry, one of them operated by the CERESCO (centre dependent on the Ministry of Research), the other by the meteorological service of the harbour. Tidal predictions were said to be in good agreement with observed tides.
16. Chart Production Capability. There is no capacity to produce, distribute or up-date nautical charts in Guinea. SHOM assumes the primary charting responsibility for Guinea's sea area, and can continue this task provided that nautical information is regularly made available. At this stage of development it is not considered necessary or feasible for Guinea to set up its own marine cartographic unit.

#### **PROPOSALS FOR COORDINATION AND CAPABILITY BUILDING.**

17. National Hydrographic Committee. A high level co-ordinating body for hydrographic matters in Guinea would be most useful. The ANAM is likely to be the appropriate government body for bringing all the interested agencies together (although the WAAT was unable to meet with ANAM representatives during the visit). Indicative terms of reference for such a body are included in the main report. As a matter of priority this committee should create an organisation for the collection and circulation of nautical information, in which the hydrographic service of PAC should be strongly involved since this is where the current practical expertise and resources are to be found.
18. MSI Organisation and GMDSS. For the time being there is no real MSI organisation nor GMDSS operations. Important safety information is either missing or fails to get properly circulated through a variety of means (VHF radio by the harbour master, by hand of the pilots, or through local NtMs or those issued by SHOM). It would be desirable to create a focal point for the collation of information and to decide on its character and urgency (permanent or temporary, routine or distress) and the best means for its dissemination.
19. Within GMDSS several technical means are used for passing MSI to mariners. For ocean-going ships, the navigational warnings should be made available on INMARSAT (SafetyNET) via the NAVAREA II coordinator: although it was noted that no input has been received from Guinea. For ships sailing through Guinean waters or approaching Guinean harbours, NAVTEX should be the optimum solution; but this infrastructure does not exist at the moment. However, since the concerned ships are part of international shipping, they will have INMARSAT facilities onboard, hence the same information could be passed on SafetyNET via the NAVAREA II co-ordinator. This requires the MSI to be made available to the NAVAREA co-ordinator by telephone/fax/e-

mail. For local coastal warnings, the only practical solution is to use VHF through the port authorities, however, the range of the existing VHF stations should be checked.

20. No NtMs or nautical publication (List of Lights, Sailing Directions, etc) are issued by Guinea. These publications are published and maintained by SHOM.
21. Hydrographic capability. A hydrographic capacity already exists within the survey department of PAC (described above) which concentrates its current efforts on the port of Conakry and its approaches. It would be important to establish what other capacities exist at Kamsar and Benty, since both these harbours will have requirements for maintaining minimum depths as well as buoyed channels and other aids to navigation. It is recommended to build on what already exists with the addition of staff and resources to meet the immediate needs of Guinea's major ports, their approaches and inshore waters where a lack of reliable hydrographic information is a danger to safe navigation. Without increasing the current capacity there is already much important work which can be carried out (such as the positioning and reporting of wrecks).

### **PROPOSALS FOR ASSISTANCE.**

22. Training. There are already two trained hydrographic surveyors (Category B) in the hydrographic service. It would be advantageous to train at least one of these surveyors on a Category A course. Details of available course were left by the WAAT. Furthermore, if the hydrographic team in Conakry is to expand its coverage to provide advice and practical help in the ports of Kamsar and Benty, then an additional Category B trained surveyor will be needed.
23. Equipment. It is vital that the defective data-acquisition computer is repaired as soon as possible. In the meantime the survey team could investigate whether the DGPS system can be put to work for fixing the positions of wrecks. France and UK will send their latest editions of the published charts for comparison and updating in the field.
24. Funding. No specific issues arose. The WAAT emphasised the need to ensure that a proportion of the levies from ships using the national ports was invested in hydrographic services.

### **FOLLOW UP ACTIONS.**

25. Formation of a National Hydrographic Committee. There was general acceptance of the proposal to form a National Hydrographic Committee. This should be acted upon with a view to rapidly establishing areas of responsibility for each of the authorities involved and nominating a focal point for the collection and circulation of nautical information. Consideration should be given to building up a national hydrographic unit based on the existing port survey team in Conakry.

**Action: Guinea**

26. Provision of Hydrographic Services in accordance with SOLAS. France can continue to issue nautical publications, charts and up-dates, on behalf of Guinea. The provision of MSI and a growing national capacity to conduct hydrographic surveys according to local priorities will support the safety of navigation in Guinean waters. An agreement between the States of France and Guinée would give an unambiguous reply to the commitments contracted by Guinée towards the international community through its accession to IMO conventions like SOLAS.

**Action: Guinea & France**

27. Encouragement of effective and timely collection and promulgation of Hydrographic Information.
  - a. It is urgent to report existing known dangers to navigation – particularly the wrecks in the harbours and approaches, which requires fixing and possibly marking as soon as possible. All such dangers should be reported to SHOM for immediate assessment of the need for NtM and/or charting action.

**Action: Guinea**

- b. An organization for the collection and dissemination of Maritime Safety Information should be instituted as soon as possible, with a link being established with the NAVAREA II co-ordinator at EPSHOM, Brest, for the distribution of urgent MSI on INMARSAT SafetyNET.

**Action: Guinea & EPSHOM**

28. Encouragement of Development of Hydrographic Capability.

- a. The training needed to upgrade and expand the capacity of the PAC survey team should be undertaken as soon as possible. Details of courses were left by the WAAT and applications should be forwarded to the appropriate authority (US, IMA at Trieste, or France). France and IHB will provide advice as necessary on equipment and training packages.

**Action: Guinea & France/IHB**

- b. The defective equipment should be fixed as soon as possible to enable the port survey team to continue their tasks.

**Action: Guinea.**

- c. Immediate surveying priorities are to establish the position of all wrecks that pose a potential danger to navigation and check the status of all lighthouses and floating navigational marks in Guinea. This information, together with any latest results of port dredging operations should be sent to SHOM so that the published charts can be updated as soon as possible.

**Action: Guinea with advice and assistance from France**