

Moving Forward
Network →



INTERNATIONAL SHIPPING & OCEAN-GOING VESSELS COUNTRY PROFILE



SENEGAL



PRODUCED IN ASSOCIATION WITH

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Moving Forward Network

The **Moving Forward Network (MFN)** is a national network of over 50 member organizations that centers grassroots, frontline-community knowledge, expertise and engagement from communities across the US that bear the negative impacts of the global freight transportation system. MFN builds partnerships between these community leaders, academia, labor, big green organizations and others to protect communities from the impacts of freight. Its diverse membership facilitates an integrated and geographically dispersed advocacy strategy that incorporates organizing, communications, research, legal and technical assistance, leadership development and movement building. This strategy respects multiple forms of expertise and builds collective power.

MFN advocates for effective rulemaking on global and local levels as necessary to maximize zero-emission requirements for marine engines. Regulation and technological development that center zero emissions while prioritizing environmental justice are not just feasible; it is deadly to continue to delay action.



FOR FURTHER INFORMATION, PLEASE VISIT: [MOVINGFORWARDNETWORK.COM](https://movingforwardnetwork.com)

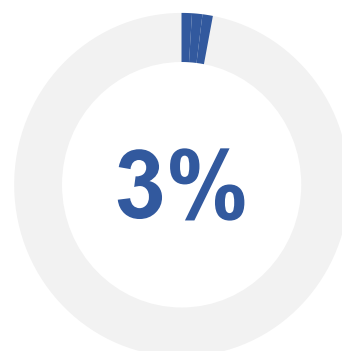
IMPACTS OF MARITIME SHIPPING

Environmental and Public Health

Maritime shipping is responsible for about 3% of all greenhouse gasses (GHGs) worldwide every year.¹ The main emissions from shipping are CO₂, methane, nitrogen oxide (NO_x), sulfur oxide (SO_x), methane (CH₄), black carbon (BC) and particulate matter or particles (PM), all known to be harmful to human health and the marine environment.² In addition, the sector contributes significantly to air pollution and other environmental problems such as invasive species, whale strikes, ocean noise pollution, and pollution discharges at sea and in delicate marine ecosystems. The sector is regulated on multiple levels with the broadest being the International Maritime Organization, which is based in London, UK, with a membership of 175 countries.

There is a substantial amount of evidence on the wide range of health effects of air pollution, which include respiratory, cardiovascular, and metabolic diseases, stroke, lung cancer, impaired fertility outcomes, preterm birth, reduced birth weight and premature mortality.³ PM more specifically triggers heart attacks, strokes, and asthma, causes cancer, exacerbates obesity and diabetes, and contributes to cognitive challenges, including Alzheimer's, dementia, and mental health disorders.⁴

APPROXIMATELY



OF WORLDWIDE
GREENHOUSE GAS
EMISSIONS ARE DUE TO
MARITIME SHIPPING





Deaths from outdoor pollution in Senegal have been increasing, and in 2019 3,369 deaths were linked to outdoor particulate matter air pollution in the country.

Small Long Fishing Boats Near Fatick Island, Senegal.

Historically, there have been approximately 266,000 premature deaths per year worldwide from shipping's air pollution impact alone.⁵ Nearly 70% of ship emissions occur within 400 km of coastlines,⁶ meaning that the health of coastal communities is often the most impacted by the sector's emissions.

While there are currently no studies directly linking shipping emissions to Senegal's overall greenhouse emissions and pollutants, there is data on the country's overall air quality. Senegal has set up a continuous air quality monitoring system, the only one of its kind in West Africa, as well as being one of the few countries in Africa to provide information to the World Health Organization (WHO) database on fine particle concentrations.⁷ This data reveals that while the air quality was generally good during the rainy season, it was average to bad or even very bad for most of the time during the dry season.⁸ According to data from the Institute for Health Metrics and Evaluation, deaths from outdoor pollution in Senegal have been increasing, and in 2019 3,369 deaths were linked to outdoor particulate matter air pollution in the country.⁹



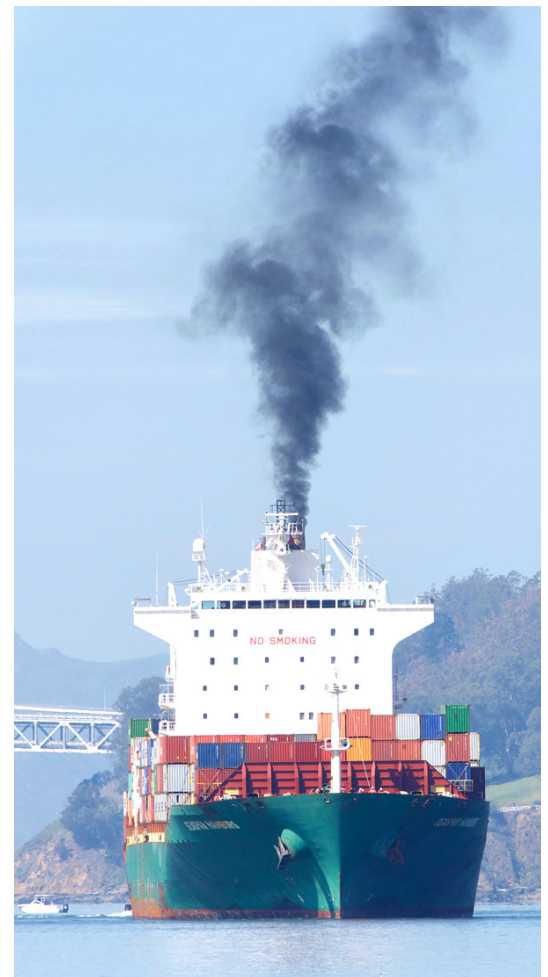
WHAT IS THE INTERNATIONAL MARITIME ORGANIZATION AND WHY DOES IT MATTER?

The International Maritime Organization (IMO) is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.¹⁰ The IMO sets global standards for international shipping through the creation of universally applicable laws, regulations and policy programmes.



**NAVIGATING
THE FUTURE:
SAFETY FIRST!**

Representatives from member countries come together in various committees, subcommittees and working groups in order to make decisions at the IMO.¹¹ There are currently 175 countries that are members of the IMO.¹² This makes the IMO a key forum through which countries can ensure that the shipping industry takes meaningful action on climate change and other matters that have serious consequences for environmental justice communities worldwide.



RELEVANCE OF INLAND & MARITIME SHIPPING TO SENEGAL

Economic Relevance of Maritime Industry in Senegal

The international maritime sector is of great importance to Senegal's economy and has an immense impact on local communities' standard of living and way of life. According to the Government of Senegal, the fisheries subsector, comprising both 'artisanal' (traditional) fishing, and industrial scale fishing, is particularly important. In 2016 fisheries contributed to 3.2% of total national GDP, with goods and services related to fisheries being Senegal's primary export.¹³

Potential to Mitigate International Shipping's Contribution to Climate Change

Estimates indicate that if GHG emissions from ocean-going vessels are not more stringently regulated on a global scale, international shipping may be responsible for 10–13% of global emissions in the coming decades.¹⁴ This increase would exacerbate the climate change impacts that Senegal is already experiencing. Senegal has high vulnerability to the impacts of climate change: Flooding, erosion, rising temperatures, desertification and over exploitation of forests and fish stock threaten the health and livelihoods of many people.¹⁵ Meetings of and regulations created by the IMO's Marine Environmental Protection Committee, including through its Working Group on GHG emissions, would be of significant relevance to Senegal.



Fishing Boats in the Saint Louis Estuary in Senegal





Port Cranes in Dakar, Senegal

Potential Financing for Adaptation and Mitigation of Climate Change Impacts

Various measures that will help international shipping reduce its climate impact are currently being discussed at the IMO. This includes economic measures, such as a levy on GHG emissions from ships, that could also be used to generate finance for adaptation and mitigation in countries most impacted by climate change, such as Senegal. The revenues raised from such a measure could be significant: According to the World Bank, between \$1 trillion to \$3.7 trillion could be raised by 2050.¹⁷ Recently (September 2023) various Heads of State and Government from the African Union signed the Nairobi Declaration at the African Climate Summit, which included a call for a 'global carbon taxation regime including a carbon tax on fossil fuel trade, maritime transport [...]'.¹⁸

All measures, and in particular their impacts on countries around the world, are currently being assessed (Spring 2024). This research will provide the basis for discussions at the meetings of the Intersessional Working Group on GHG emissions and the Marine Environmental Protection Committee, where any selected measure will be adopted. The levy and its revenues could be of use to Senegal for climate adaptation and mitigation.

Strategic Diplomatic Relevance

Participation at the IMO has the potential to be of strategic diplomatic importance to the Senegalese Government. President Macky Sall has set several objectives for Senegalese diplomacy during his term, including '[to] Consolidate our membership of major sub-regional and international groups.'¹⁶



SENEGAL'S PARTICIPATION AT THE IMO



Senegal joined the IMO in 1960. Senegal has ratified many Conventions and Protocols which have been created under the auspices of the IMO - an overview of ratifications per country is available on the IMO's website.¹⁹

Senegal's activity in the IMO meetings related to protection of the marine environment and GHG emissions has been limited to date. This may be due to resource and capacity restraints. It is important to note that countries such as Senegal can apply for financial assistance to attend and participate in IMO meetings via the IMO's Voluntary Multi-Donor Trust Fund.²⁰

LOCAL GROUPS & OPPORTUNITIES FOR PUBLIC PARTICIPATION

There are many organizations and citizen's movements which do or may be interested in getting involved with the work of the IMO. The following local/regional groups are actively involved in matters related to the IMO:

Women in Maritime of West and Central Africa (WIMOWCA)²¹

WIMOWCA is part of IMO's Women in Maritime programme (facilitated to improve gender balance and working conditions for women in the shipping industry).²² The group has met in Senegal and discussed various cross-sectoral issues such as policy changes for a sustainable shipping industry and the decarbonisation of shipping.²³

Human Rights Organizations

The following aim to promote, defend and protect human rights in Senegal and/or Africa more broadly. All are active in Senegal.

The National Organisation for Human Rights in Senegal²⁴

The African Institute for Democracy²⁵

The African Assembly for the Defense of Human Rights²⁶

Rural Populations

Rural populations in Senegal face significant socio-economic hardships. The Senegalese government has created a special program to improve rural population's socio-economic infrastructure and access to social services: Programme d'urgence de Développement Communautaire (Translation: Urgent Community Development Programme). The programme includes systems to finance and support fish farming in relevant populations as a means to improve standards of living,²⁷ suggesting some work of the IMO could be of relevance to this group.



ENDNOTES

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