

**THEME: MARITIME SECURITY, SAFETY, INTERNATIONAL  
TRADE & THE BLUE ECONOMY IN THE GULF OF GUINEA AND  
BEYOND: THE FUTURE WE WANT**

**A PROPOSAL FOR AN INTERNATIONAL WORKSHOP**

**BY**



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*.....AND ITS PARTNERS*

**DATE: NOVEMBER 1-4, 2022**

**VENUE: TRANSCORP HILTON HOTEL, ABUJA, FCT NIGERIA**

## WORKSHOP BACKGROUND

### *Introduction*

Globally, international trade driven by maritime security and safety constitute a major index to the socio-economic transformation of littoral states and communities. Socio-economic transformation is commonly regarded as a process in which an increasing proportion of economic output and employment are generated by sectors other than agriculture: Besides, most development experts agree that the key stages of development are related to three different transitions, namely- a structural transformation of the economy; a demographic transition, and a process of urbanization. In most of African countries, while the processes of structural transformations are rather slow, demographic and urbanization transitions have remained a challenge to the continent with the population of young people being estimated at 830 million by 2050. Viewing such a medium as a form of new opportunity, safety, security and international trade have and will continue to play critical (intermediary) roles in the way coastal and maritime ecosystems make contributions towards that end.

Furthermore, the oceans are crucial (vital) to the world's economy and prior to the COVID-19 pandemic, it was estimated that sustainable ocean-based economic activities now considered as *Blue Economic Activities*, were worth between US\$3-5 trillion. Marine and coastal tourism, fishing/fisheries capture, marine aquaculture, seafood industries, offshore energy and port activities were the ocean sectors forecasted to grow most rapidly in terms of global value added (OECD, 2016). Marine fisheries alone are estimated to directly or indirectly employ over 200 million people worldwide (UN n.d.): while economic activities were steadily increasing until late 2019, the COVID-19 pandemic has had large economic impacts around the world. The profound economic costs of measures put in place by countries to control this disease, and the long-term effects on ocean activities and associated economic output remain unknown, although the impact is likely to be felt a long time after the pandemic eventually comes to an end (CLME+HUB (2021) <https://clmeplus.org/>).

Whilst the littoral and coastal areas consist of where the land masses meet the seas, they (the littorals/coastal environments) which include tidal wetlands, estuaries, bays, shallow near-shore waters, mangrove swamps, and in-shore reef systems and adjoining navigable rivers. The critical habitats of these zones are feeding, breeding, nursery, and resting areas. Marine ecosystems are the largest of Earth's aquatic ecosystems and exist in waters that have a high salt content. These systems however contrast with freshwater. Nigeria is developing a roadmap for the Mangrove Protection Areas (MPAs) soon.

### ***Blind to the sea***

Generally, Nigeria like many other subregional states, is *Maritime albeit sea, Blind to the realities, challenges and opportunities that abound therein*. These challenges of the maritime sector are enormous, yet most governments have unknowingly turned a blind eye to those issues, instead of facing them head on. Accordingly, it is expedient that there is a deliberate restoration to sea vision from maritime/sea blindness, by bringing all stakeholders together and index their performance and also create the mechanisms for continuous measurements.

The Blue Economy as a concept is featuring as a topical area of interest in many maritime conferences recently. This is because the potentials of the sea need to be harnessed to address socio-economic development issues in sustainable ways. Adverse conditions affecting the sea include fish trawling and oil spillage that result in the death of thousands of fish and other aquatic life. There is need therefore for capacity development of the maritime sector through the establishment of training and research institutions so that the economic life of citizens can be improved, as it is said, *where there is no shipping there is no shopping*. It is important as well to recall in the words of Admiral Thayer Mahan of the US Navy, that “**those who take control of the sea command the wealth of the nations**”.

In the socio-economic empowerment of the users of the sea, efforts should identify opportunities based on coastal ecosystem services and active engagement and participation of the users of the sea in designing, implementing and maintaining nature-based solutions (including monitoring activities on the performance and impacts of the solutions), taking into account cultural heritage aspects where relevant.

Despite the importance of maintaining the integrity of the oceans to ensure the continued survival of humanity and the economic benefits provided by the ocean, criminal malpractices – from sea piracy and other maritime crimes, overfishing, habitat degradation, pollution, and inevitable impact of climate

change – are significantly reducing the capacity of the oceans to continue providing key ecosystem services, and as a result undermining the potential of the oceans to sustain the livelihoods so many societies depend on. In addition, new ocean-related economic activities are anticipated to continue growing as the global population increases, and could further exacerbate pressures on the oceans pushing more and more of the world’s most vulnerable into poverty. If the business-as-usual model continues, the poor, indigenous peoples, and other vulnerable groups with a high dependency on natural resources may have their well-being especially threatened.

Ensuring that developing countries can fully benefit from sustainable ocean economies and healthier oceans has become a global priority and efforts are needed to further encourage opportunities provided by the Blue Economy including more jobs, cleaner energy, improved food security, and enhanced climate resilience. As such, many countries have defined or are in the process of defining “Blue Economy” strategies to support a more sustainable future. However, to be successful with these strategies and ensure that they support the sustainable management of ocean resources, collaboration between nation-states and across public-private sectors and institutions will be necessary on a scale that has not been previously achieved. Enhanced ocean governance will therefore be needed at different levels to improve the management of our precious ocean resources and secure ocean sustainability. In practical terms this entails enforcement of security and safety standards, rules and regulations and policies and legal frameworks at national, regional and international levels. This workshop is therefore a major critical step in multi-stakeholder engagement and institutional mechanisms that can begin to view the maritime sector in a different way.

### ***The Nature and Significance of the Blue Economy***

According to Okafor-Yarwood (2020), the “Blue Economy” or “Oceans Economy” (BE or OE) is increasingly being proposed by scholars and policy makers as a useful concept for conserving the world’s ocean and the inherent resources. Rapidly resonating with many countries, demonstrated by its prominent positioning on national development agendas, the concept of the BE was first highlighted at the United Nations Conference on Sustainable Development held in Rio de Janeiro in 2012. At the backbone of the BE lies the need for “improved human wellbeing and social equity, while significantly reducing environmental risks and ecological scarcities” thus placing the society, economy and environment at the core of the discourse. Recent works evaluate BE using global case studies and summarizing it as a macro-economic concept that encompasses every aspect of national and global governance, economic

development, environmental protection and sustainability and international communication.

The term blue economy has been used in different ways, but is defined by the World Bank as being the range of economic sectors and related policies that together determine whether the use of oceanic resources is sustainable (World Bank and UNDESA 2017). The conception and vision determined by each country for the blue economy concept depends on the mix of oceanic activities and unique national circumstances. *However, in general, the concept seeks to promote economic growth, social inclusion, and the preservation or improvement of livelihoods while at the same time ensuring the environmental sustainability of the oceans.* Put simply, *the blue economy concept aims to protect and restore, where needed, ocean resources that supply food and livelihoods to the world's population; while at the same time, seek enhanced or new sustainable economic opportunities derived from the oceans, moving beyond business as usual.* It should also fully anticipate and respond to the potential impacts of climate change on the marine and coastal environment limiting associated socio-economic damage.

Sectors that contribute to the blue economy concept are diverse and incorporate both traditional ocean-based industries (fisheries, tourism and shipping), but also emerging activities (offshore renewable energy, marine aquaculture, seabed mining, marine biotechnology and bioprospecting) as well marine forensics. Ecosystem services provided by oceans can also be considered in the blue economy concept despite not having a market value. Carbon sequestration, coastal protection, waste disposal and biodiversity all contribute to economic output and human well-being, and can therefore be included as contributing to blue socio-economic development to upscale social safety and security of the people and ecosystems.

### ***Ocean governance, state Port Control and maritime security***

The importance of ocean governance cannot be overemphasized. To Atakpa (2022), ocean governance implies the governance of the 5 world ocean bodies through the instrumentality of the United Nations Convention on the Law of the Sea (UNCLOS), otherwise known as the constitution for the oceans. The ocean bodies are the Arctic, Atlantic, Pacific, Indian and Southern oceans. The attainment of an effective ocean governance implies the establishment of a well-articulated legal and institutional frameworks, as the blue economy first order of business. The emplacement of an effective maritime security, R&D and the maintenance of adequate and accessible national marine/maritime databank must of necessity follow up on the legal and institutional frameworks in order for blue economy to thrive credibly. This author illustrated his point with three

countries, one in Europe (Republic of Ireland) and 2 in Africa (Republics of Seychelles and South Africa) provide exemplary models for the establishment of blue economy. Ireland started her blue economy project in 2012 through an Integrated Marine Plan under the Harnessing Our Ocean Wealth (HOOW) policy. Under the Plan, Ireland established 8 blue economy enablers comprising the Clean Green Marine, maritime security and Research and Development (R&D) amongst others. Similarly, Seychelles started her blue economy project in 2015 by establishing the Blue Economy Strategy Roadmap Implementation (BESRI), Blue Economy Department (BED) under the Ministry of Finance, Blue Economy Research Institute (BERI), MSP Infrastructure and MPAs. Also, South Africa established her blue economy in 2014 through Operation Phakisa by establishing Ocean Economy Labs (OEL), an Ocean Act, an integrated ocean governance regime, national MSP and a Department of Planning, Monitoring and Evaluation (DPME) for the blue economy under the Presidency. These are good basis for the Gulf of Guinea States, especially Nigeria.

Port State control is a veritable means of achieving sustainable development of maritime transportation. In recognition of this, the IMO standardizes operations in this regard. The Abuja MoU is the Memorandum of Understanding on Port State Control for West and Central African Region and is one of the 9 Regional MoUs and 1 national MoU established pursuant to IMO Resolution A.682(17) of 1991. At its Regional Workshop for Heads of Maritime Administrations held in Lagos, Nigeria from 09 to 11 May 2022, it was stated that Abuja MoU aims to create awareness on the duties and responsibilities of the Heads of Maritime Administrations (MARADs) on port State control matters, exchange views and discuss experiences to enhance the harmonization of port State control activities and flag State implementation in the MoU region and to develop information sharing capabilities<sup>1</sup>.

There is an overlap of the Exclusive Economic Zones of Gulf of Guinea right from Gabon, and to Liberia and other West African countries, that hitherto are potential areas of international maritime conflicts. However, this Workshop could bridge the lacunas in the continental maritime sector, open up the blue economy and integrate the Africa Free Zone authorities as well as the free trade zone of regional bodies (regional economic communities), which focus on free trade areas.

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<sup>1</sup> In attendance among other dignitaries in the maritime sector were the Director Generals and Heads of Port State Control Officers from the following countries: Angola, Benin, Cameroon, Congo DRC, Côte d'Ivoire, Gabon, Republic of Guinea, Guinea Bissau, Gambia, Ghana, Equatorial Guinea, Sierra Leone, Mauritania, Nigeria, Senegal, Republic of Congo, Liberia, South Africa and Togo.

Another dimension to the sustainability of the maritime sector is the role of Parliamentarians in the Gulf of Guinea States and international regions; unfortunately, some of the parliamentarians are ignorant of the maritime sector and the blue economy, hence a sustainable measure should be urgently put in place to recoup the dormant potentials of the maritime sector through legislative policies and professional development of the actors in the sector. Emphatically, the potentials of the seas have been left untapped for too long, thus the need for this workshop. It is therefore necessary to bring stakeholders together and monitor/index performance and have a method of measurement and statistics for future planning. The challenges of the maritime sector are not unsurmountable even though many of the authorities in the subregions have turned a blind eye on the issues.

Contributions on the potentials of the sea should be harnessed to address global warming, trawling and pollutions affecting blue life and find ways of providing safety and security of goods and services as well. The repercussion of spillage is that thousands of aquatic lives are affected thus the health of people is affected if they consume them. Demurrages on the high seas and ports are important concerns as well.

By way of illustration, tourism and shipping are key ocean sub-sectors that make massive contributions to economic output of states and regions in general.

- 1. Tourism:** Increasingly, tourists seek to participate on whale, shark and turtle viewing tours; shark viewing operations alone have received 600,000 people that have reportedly spent over US\$30 million annually on this activity. Recreational activities such as diving, surfing, cruises, ecotourism, and recreational fishing operations support the livelihood of millions of people living near coastlines.
- 2. Shipping:** The world depends on international shipping to transport over 90 percent of world trade. This low cost and reliable mode of transportation is at the core of the global economy and moves food, medical supplies, commodities, raw materials, energy and consumer goods around the globe. Freight is estimated to generate over half a trillion US Dollars in annual income (ICS n.d.) and is an important source of employment, both at sea and ashore. The shipping industry is projecting significant growth, with some estimates indicating that global freight demand could triple by 2050 (ITF 2019) depending in part on the impacts of climate change and climate policy. In 2018, the volume of international maritime trade hit an all-time high of 11 billion tonnes

loaded (UNCTAD 2019) with developing economies accounting for the largest share, both in terms of exports and imports.

In Nigeria, for example, the entire maritime sector activities are largely unreported and unregulated, because of lack of adequate capacity. There is a quota of toxic waste effluent discharged into the water bodies regularly, but because of the ineptitude and lack of political will on the part of states, regulatory bodies are nonchalant about this and therefore, infringe on the environmental policies provided to enforce sanctions on defaulters of this menace.

Overall, the Economic Community of West African States (ECOWAS) at its 61<sup>st</sup> Ordinary Session of the Authority of Heads of State and Government of the region held on 03 July 2022, in Accra Ghana, stressed the significance of maritime safety and security. In a Communiqué released at the end of the Session, the regional body commended:

Member States for the improvement of the situation and enhanced coordination which consolidates the safety and security improvement observed in the ECOWAS maritime domain. It welcomes the sustained efforts from the Commission towards the full operationalization of the entire ECOWAS Maritime Security Architecture. The Authority adopts the Supplementary Act on the Transfer of persons suspected of piracy and associated property and/or evidence as a mean to strengthen the gains made so far...invites all ECOWAS Member States to ratify the Lomé Charter on Maritime Security and Development in Africa (ECOWAS 2022: 6-7)

The above quote depicts the realization of the challenges facing the sub-region and efforts made in providing security and safety for intra-regional development.

### ***Intra-Maritime and International Trade***

The maritime sector should boost intra-maritime trade and international trade, but because the resources of the seas and the inland waterways are left untapped *ab initio*, the socio-economic development of the West African subregion, for example, is gradually subducting into the abyss. The reality is that we need intra-maritime trade to boost the national economies of the Gulf of Guinea<sup>2</sup> and

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<sup>2</sup> The Basin countries of the Gulf of Guinea are: Liberia, Cote d'Ivoire, Ghana, Togo, Benin, Nigeria, Cameroon, Equatorial Guinea, Gabon, Sao Tome and Principe, Republic of Congo, Democratic Republic of Congo and Angola, with a surface area of 2,350 000km<sup>2</sup> (or 910,000 sq mi). The river source is Niger and the Ocean/Sea source is Atlantic Ocean.



beyond. If we can revive intra-maritime waterways and make the creeks and rivers safe, then we can change the economic misfortunes, for there is so much wealth in the seas.

Overall s in foreign reserve earnings through the exportation of shrimps, fish, oysters, crabs, snails, etc., all are all veritable sources of the growth in the gross domestic products (GDP). Nigeria, for example has the third best grade of shrimps in the world. The impact of maritime countries should be to connect their waterways and dredge places that need to be secure to boost socio-economic development.

### ***The Sustainable Development Goal (SDG) 14 Angle (“Life Below Water”)***

The United Nations Sustainable Development Goal (UNSDG) sources report that an estimated more than 3 billion people rely on the ocean for their livelihoods, and over 80 per cent of world merchandise trade is carried out by sea. Oceans contribute to poverty eradication, sustained economic growth and food security. However, the benefits they provide are increasingly undermined by human activities. Rising CO<sub>2</sub> emissions are driving ocean warming, acidification and deoxygenation, which threaten marine ecosystems and the people who depend on them, and are overwhelming the capacity of oceans to moderate climate change. Overfishing depletes fish stocks, a third of which are already overexploited. Land-based pollutants, including plastic pollution and nutrient and sewage runoff, adversely affect coastal habitats and communities. These changes have long-term repercussions that require urgent scaling up of protection of marine environments, investment in ocean science, and support for small-scale fishing communities and the sustainable management of the oceans.

Furthermore, the scientific measurement of ocean sustainability in an all inclusive environmental, social and economic manner has been a major challenge in the assessment of the developmental impacts of blue economy since its inception. This challenge is an inherent constraint of the sustainability concept. It is for this reason that marine data (scientific ocean data comprising biological, chemical, oceanographic, meteorological and geological data) and maritime data (economic ocean data composed of blue economy investment data and percentage contribution of ocean resources to national Gross Domestic

Product etc) constitute fundamental aspects of blue economy assessments (also see Atakpa, 2018 & 2021).

A cardinal focus of UNSDG in general and Goal 14 in particular is the principle of sustainability or sustainable development. Sustainable development, as conceived by the Brundtland Commission of 1987, is development that meets the need of the present without compromising the ability of future generations to meet theirs. The sustainable development of nations, particularly littoral states, from the oceans is therefore the *raison d'être* of blue economy. Thus, blue economy symbolizes and comprehends that form of maritime economy which employs effective regulation through ocean governance regime to achieve ocean sustainability for enhanced economic growth and improved citizenry well-being.

A proper understanding of the concept begins with the understanding that all littoral states operate one form of maritime economy or the other by default. While the maritime economy exploited ocean resources under a tragedy of the commons principle, blue economy seeks to exploit ocean resources under an international sustainable development framework. The economics of a blue economy thus includes, besides traditional fishing and shipping, innovative ocean exploitation for marine biotechnology, deep sea mining, maritime tourism and renewable ocean energy amongst others. The blue economy, as an ecological economics development strategy.

The extent of marine protected areas (Atakpa, 2021) has increased significantly, with 2020 coverage reaching 7.74 per cent of global coastal waters and oceans. The 10 per cent target set for 2020 may still be met, because several sites planned for designation in 2020 were delayed. Between 2000 and 2020, the mean percentage of key biodiversity areas (KBAs) covered by protected areas grew from 28 per cent to 44 per cent. However, increases have plateaued, and coverage rose by only 1 percentage point over the last five years. On average, over half of each KBA remains outside of any form of protection.

Safeguarding KBAs remains crucial to the sustainability of oceans. A recent example from the South Atlantic used satellite tracking data for 14 species of seabirds and seals to pinpoint breeding grounds and feeding sites crucial to the preservation of these and other species. This information was used to revise the management of a marine protected area by extending the closure of fisheries by two months and expanding several permanent no-fishing zones, while allowing commercial fishing to occur in a regulated manner.

Whereas this Workshop is not indexing the performance of UNSDG 14, which states to **Conserve and sustainably use the oceans, seas and marine resources for sustainable development**, it however, leverages on its framework and set targets (and to an extent the indicators). Our workshop has generated its objectives, which we have attempted to align with specific targets of the SDG14 in order to contextualize the outcomes of the workshop within international best practice values and systems.

### ***Justification for an Institutional Framework beyond this Workshop***

An important aspect of the establishment of the Centre/Institute is the consideration and popularization of International Maritime Organisation (IMO)'s procedures for port State control, 2019 (IMO, 2020). For example, the Convention on the International Maritime Organization relating to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships, is very key. The purpose is that efforts by port States should greatly contribute to enhanced maritime safety and security, and prevention of marine pollution, as well as promoting issues connected to recommendations of the Marine Environment Protection Committee, and the Maritime Safety Committee, among other instruments.

It desirable that after our workshop, we should have a database of our water channels. As already stated above, there is so much in the blue economy that need to be put to use for the benefit of humanity. We need more than just a paper work-workshop but one that is action-based. Environmental safety, its importance to the communities and also the sea as well as bilateral and multilateral trade agreement and policies aimed to protect the interest of the citizenry and the environment are key training and capacity building themes that can be fostered through an established institute/Centre. This is the future we want.

Nigeria's impressive move with the acquisition and deployment of a hydrographical charting ship can benefit countries of the Gulf of Guinea and beyond. Technologies are very significant in the maritime sector security and safety provisions. The institute/Centre should emphasize the need for and use of maritime security and other related gadgets, tools, technologies and devices to enhance safety, security aboard, on land as well as the overall socio-economic transformation of the people. There is need to focus on the environmental impact of hazardous wastes on the security and safety of the communities residing along the waterways as well as the sea governance and policies that

protect the interest of citizens and the environment. For example, do international trade agreements require international multinational oil and gas or mineral exploration companies to comply with in regard to the environmental policies of host countries?

Research and training capacities can enhance the quality of shore activities and fish farming through intellectual and professional exchanges and linkages. This is the whole essence of proposing to establish an institute/centre to translate the gains of the workshop into concrete, sustainable value addition. Undergraduate and postgraduate studies can be enhanced through the institute/Centre. Transforming the lessons of the workshop into tangible, legal entity will perpetuate the legacies of the workshop. Beyond that, an *International Maritime Hall of Fame and Museum* is only deserving of a place like our proposed Centre.

## **WORKSHOP OBJECTIVES**

The objectives of the capacity building programme are as follows:

1. Encourage open dialogue and consultations on regional security and safety challenges of the Gulf of Guinea and beyond
2. Discuss safety, security and transparency in waterways activities efficiently
3. To build capacity on modalities of maritime stakeholder collaboration in the waterways of the Gulf of Guinea and beyond
4. To foster greater understanding into the core competences and responsibilities of the maritime stakeholders
5. Address technological and data issues with analytical and policy-oriented approaches

## **DELIVERABLES**

1. The Workshop will contribute to strengthening integrity in the security and safety sector of the regions thereby, contributing to the socio-economic development of the West African region, especially through the use of modern technologies and thereby preventing associated hazards in

the maritime activities/operations. This will open up more markets for high-tech companies.

2. Due to increased awareness of environmental issues and significant vessel traffic in the West African subregions and the global regions, a number of policies have been established in an effort to reduce shipping induced environmental issues and challenges, but these have not produced any positive desired outcome. Maritime policy literacy will be a major plank of the workshop takeaways.
3. Proffering measure in resolving the lacunas in the maritime economy and revamping the intra- maritime trade and the inland-waterways, thus tapping hugely into the potentials and resources of the seas for investment.
4. Develop legislative frameworks that will improve the maritime environment which is the main purpose of the international maritime organization to develop an international regulatory framework for the shipping industry. Toxic effluent discharge into the water bodies presently attracts no sanctions and most regions are treating this matter with levity. The Workshop will engage in fruitful policy awareness creation to improve the level of enforcement of international and regional policy frameworks on maritime safety and security.
5. To harness the maritime potentials of the West African subregion and the International maritime resources will assist to fine-tune the fishing and other businesses across the waterways and coastal environment which will optimally transform the socio-economic life of citizens. This will open further investment opportunities for investors.
6. Establishing common understanding and joint approaches to ensure coherence and consistency throughout the Gulf of Guinea countries, in order to facilitate the basin-wide promotion of the principles and objectives of different regional Memorandum of Understanding (MoU). The gap analysis and the potential applications of the State Port Control Directives will be the scope of the engagement which can be regarded as the culmination of the whole workshop by representatives of various states and organizations.

7. A Proposed Maritime Institute will be instituted which will provide a long-term benefit and advancement of the ideas canvassed at the workshop. The institute will be a place for intellectual and academic engagement for the promotion of knowledge and professionalism through inter-exchanges of students and staff. The establishment of the proposed institute will be a major sustainability plan and policy framework from the workshop for scholars, academics and policymakers.

### **TARGET PARTICIPANTS (AMONG OTHERS):**

- Nigerian Navy (NN)
- Nigerian Maritime Administration and Safety Agency (NIMASA)
- Governors of the Littoral States (Cross River, Rivers, Akwa Ibom, Bayelsa, Edo, Delta, Ondo and Lagos)
- Office of the National Security Adviser (ONSA)
- Tertiary Education Fund (Tetfund)
- Maritime Academy of Nigeria, Oron
- Nigerian National Petroleum Corporation (NNPC) (Downstream and Upstream)
- Nigerian Ports Authority (NPA)
- Federal Ministry of Environment
- African Development Bank (AfDB)
- Customs
- Afreximbank
- Nexim Bank
- Free Zone Authorities
- Freight Forwarders
- International Trade and Organisations and Stakeholders
- The Police
- International Oil Companies (IOCs) Downstream and Upstream
- Major Oil Marketers
- Niger Delta Development Commission (NDDC)
- Ministry of the Niger Delta Affairs (MINDA)
- Coast Guard Services

- Private maritime security companies (such as Castor Vali, Ocean Water Marine & Oil services Ltd, Seina Marine Nigeria Ltd, SAA West Africa)
- Maritime and Land Security Services, Britanic Maritime Ltd, Oil and Gas Freight Shipping companies, etc.
- Nigerian Oil and Gas Companies
- Academics and practitioners

## **FACULTY**

The Faculty for this workshop will be made of recognized top-class experts with international experiences in maritime safety and security as well as policy implementation from around the world.

## **MODE OF DELIVERY**

The workshop will be delivered through a combination of lectures, practical hands-on and/or demonstrations. Though primarily planned as an in-person event, provisions will be made through teleconferencing to allow for virtual participation of certain speakers and attendees.

## BUDGET ESTIMATES (N)

<b>PART A</b>		
<b>S/N</b>	<b>ITEMS</b>	<b>COST</b>
<b>1.</b>	Logistics	₦5,000,000.00
<b>2.</b>	Conference Hall (Transcorp Hilton): P.A system, teleconferencing	₦10,000,000.00
<b>3.</b>	Accommodation for Guests	₦5,000,000.00
<b>4.</b>	Honorarium	₦20,000,000.00
<b>5.</b>	Transportation Cost	₦10,000,000.00
<b>6.</b>	Food & Drink (Tea breaks, Lunch, Cocktail)	₦5,000,000.00
<b>7.</b>	Miscellaneous	₦5,000,000.00
<b>SUB-TOTAL</b>		<b>₦60,000,000.00</b>
<b>PART B: INSTITUTE/CENTRE</b>		
<b>i.</b>	Rent: 5years	₦15,000,000.00
<b>ii.</b>	Bandwidth, Internet, Spectrum, Website, LAN Networking, Projectors	₦20,000,000.00
<b>iii.</b>	Renovation and Furnishing	₦50,000,000.00
<b>iv.</b>	Remuneration/Emolument of staff for 3 Years Maximum	₦100,000,000.00
<b>v.</b>	Power Plant: Generator	₦10,000,000.00
<b>vi.</b>	Project Vehicle	₦5,000,000.00
<b>vii.</b>	Administrative Charges (CAC Registration Cost)	₦500,000.00
<b>viii.</b>	Teleconferencing Facility: Projector, Electronic Board, TV	₦10,000,000.00
<b>ix.</b>	Maritime Hall of Fame & Museum	₦30,000,000.00
<b>SUB-TOTAL</b>		<b>₦240,500,000.00</b>
<b>GRAND TOTAL</b>		<b>₦300,500,000.00</b>

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**Contact Person:** Prof. Sam Smah<sup>3</sup> Afrigate Ltd-08037000860

<sup>3</sup> Please, note that this workshop is being packaged and will be delivered by a highly competent Team of experts that include Rear Admiral Tim Dakwat, PhD, with several years of extensive experiences in the maritime sector; Commodore Abimbola Ayuba (Rtd), with several years of wide-ranging engagements in the maritime sector; Mr. Chris O. Ndibe- a foremost PR expert and successful international businessman; Dr. Frankie O. Balogun, a passionate environmentalist, marine geologist, petroleum geologist, and safety expert; Mrs. Deborah



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Smah, a conscientious scholar in criminology, human trafficking and human rights as well as Prof. Sam Smah, a forensic criminologist, criminal justice researcher and security expert. We are the best team put in place in recent times to implement this type of workshop that will lead to the establishment of a maritime security institute/centre.

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