

REPORT ON THE HOSTING OF AN INTERNATIONAL (ONLINE) TRAINING WORKSHOP ON MARITIME SAFETY, SECURITY & THE BLUE ECONOMY



HOSTS: AFRIGATE FORENSIC CONSULTS & TRAINING LTD., ABUJA- NIGERIA

DATE: MONDAY 19TH – TUESDAY 20TH JUNE, 2023

VENUE: ONLINE (Moderated from Suite 307A, Anbeez Plaza, 3rd Floor, 16 Ndola Crescent, Abuja-Nigeria)

TIME: 9.00AM -5.00PM DAILY

“Those who take control of the Sea command the wealth of the nations”- Admiral Thayer Mahan

WORKSHOP SUMMARY/BACKGROUND

Globally, more than 80% of international trade, driven by ocean cargo services is largely defined by maritime security and safety and further constitutes a major index to the socio-economic transformation of countries, littoral states, and communities. It is estimated that sustainable ocean-based economic activities now considered *Blue Economic Activities*, were worth between US\$3-5 trillion before covid-19 lockdowns. Marine and coastal tourism, fishing/fisheries capture/boatmaking, marine aquaculture, seafood industries, offshore energy, and port activities of the maritime sectors are forecasted to grow most rapidly in terms of global value added. Marine fisheries alone are estimated to directly or indirectly employ over 200 million people worldwide, according to United Nations estimates.

Considering the potential of the sea in littoral states and intra-maritime waterways of contiguous states as well as the rapid economic growth of countries, there is a need to harness the maritime sector to address socio-economic development issues in sustainable ways. However, piracy at sea, human trafficking, maritime terrorism, illegal oil bunkering, oil spillage, and dumping of toxic effluents into the sea and other water bodies including other maritime crimes have constituted major threats to the safety of the ecosystem that otherwise hinder the realization of the objectives of the marine and mangrove protected areas as key potentials for the growth of national GDP (gross domestic product) and livelihoods of riverine communities.

This assertion is even more critical within the Member States of the Gulf of Guinea (GoG), ECOWAS maritime domain, and states contiguous to internal waterways. To this effect, African countries must diversify their economies to support the continent's estimated 830 million youths by 2030, for which all stakeholders must take cognizance of the United Nations Sustainable Development Goal (SDG) 14 on the sustainable use of ocean resources for development. Afrigate Forensic Consults & Training Ltd as an entity devoted to human security, human resources development, and deployment of Information and Communications Technology (ICT) resources with its partners, therefore, propose this international event to engage participating stakeholders from technical/maritime forensic, academic and professional angles to evolve robust scientific approaches to addressing the challenges and resources of the maritime domain for socio-economic transformation. It is hoped that the outcomes of the workshop will translate into policy and training resources in the future.

Importance of the Workshop

This workshop is necessitated by the importance of security and safety to the full realization of the potential of the Blue Economy of the maritime sector in any country. This is in consideration of the employment and income, improved GDP, and sustainability of the livelihoods opportunities of littoral states and riverine communities. This will reduce the burden of the restiveness violence and ensuing conflicts arising from competitions over land-based resources.

The Workshop

This is the second in the series of our training courses on capacity building of sector stakeholders, the first being in April 2022. The main aim of developing this course and hosting it is to create opportunities for professional development, human resources development, employment generation and economic growth hence reducing the poverty afflicting our people in contiguous river states and regions, societies and communities as well as in littoral states and the maritime domains of the countries of the Gulf of Guinea (GoG) and Economic Community of West African States (ECOWAS), tapping on the rich resources of the oceans.

The maritime sector is replete with opportunities for all kinds of trade-transportation, fishing, eco-tourism, sports and techno-investments. Unfortunately, these opportunities have been neglected due to what has been dubbed, ***blindness to the sea***. Most countries, regions and exclusive economic zones do not see the need to open up the sector to investors and other productive human activities. Thus, criminal elements tend to take over the lakes, rivers, seas and oceans for odious reasons.

We consider that if we effectively control criminal activities, such as piracy at sea, human trafficking, maritime terrorism, illegal oil bunkering, oil spillage, and dumping of dangerous (toxic) effluents into the sea and other water bodies, including other maritime crimes, which have constituted major threats to the safety of the marine ecosystem, the realization of the objectives of the marine and mangrove protected areas as key potentials for driving the growth of national gross domestic product (GDP) and micro-livelihoods of riverine communities will be easily attained.

Workshop Objectives

The objectives of this year's training session are to:

- Build capacity of participants on business opportunities (transportation, eco-tourism, fisheries, snail farming, boatmaking, fishing netmaking and other forms of activities) in the maritime and inland waterways sector
- Create understanding of the nature and benefits of the blue economy to national development
- Create a collective consciousness of the security and safety of the maritime, inland waterways and riverine environment
- Train participants on personal safety measures in the maritime and inland waterways

Who to Attend: Staff of security agencies related to water, ocean, and rivers; staff of river-basins development authorities; federal, state and local government and MDA officials in charge of trade, environment, transportation, economic and social development; directors of policy and planning divisions; Officials of State and Federal SDGs; private sector and states maritime and inland waterways transporters; private sector tourist promoters; maritime workers/associations; academics and students in all tertiary institutions; importers and exporters; and the general public.

Benefits: The benefits for this training programme include accessing accelerated business opportunities that promote national economic development and knowledge of the overall security and safety of the maritime and inland waterways sectors for improved social integration.

2. CONCEPTUAL CONTEXTS

Conceptual clarifications regarding certain concepts and notions are important to enable us situate, not only the context of the workshop but the understanding of the entire blue economy as a national productive sector.

According to the **World Bank**, the blue economy is the "sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of ocean ecosystem."

European Commission defines it as "All economic activities related to oceans, seas and coasts. It covers a wide range of interlinked established and emerging sectors."

The Commonwealth of Nations considers it (Blue Economy) "an emerging concept which encourages better stewardship of our oceans or 'blue' resources."

Conservation International adds that "blue economy also includes economic benefits that may not be marketed, such as carbon storage, coastal protection, cultural values and biodiversity."



Figure 1: The Scope of the Blue Economy
 Source: Bing/Wikipedia accessed 23 June 2022

The Center for the Blue Economy says "it is now a widely used term around the world with three related but distinct meanings - the overall contribution of the oceans to economies, the need to address the environmental and ecological sustainability of the oceans, and the ocean economy as a growth opportunity for both developed and developing countries."

A **United Nations** representative recently defined the Blue Economy as an economy that "comprises a range of economic sectors and related policies that together determine whether the use of ocean resources is sustainable. An important challenge of the blue economy is to understand and better manage the many aspects of oceanic sustainability, ranging from sustainable fisheries to ecosystem health to preventing pollution. Secondly, *the blue economy challenges us to realize that the sustainable management of ocean resources will require collaboration across borders and sectors through a variety of partnerships, and on a scale that has not been previously achieved.* This is a tall order, particularly for Small Island Developing States (SIDS) and Least Developed Countries (LDCs) who face significant limitations." *The UN notes that the Blue Economy will aid in achieving the UN Sustainable Development Goals, of which one goal, 14, is "life below water".*

World Wildlife Fund begins its report *Principles for a Sustainable BLUE ECONOMY* with two senses given to this term: "For some, blue economy means the use of the sea and its resources for sustainable economic development. For others, it simply refers to any economic activity in the maritime sector, whether sustainable or not."

As the WWF reveals in its purpose of the report, there is still no widely accepted definition of the term blue economy despite increasing high-level adoption of it as a concept and as a goal of policy-making and investment.

Other Related Terms

Ocean economy: A related term of blue economy is ocean economy and we see some organizations using the two terms interchangeably. However, these two terms represent different concepts. Ocean economy simply deals with the use of ocean resources and is strictly aimed at empowering the economic system of ocean. Blue economy goes beyond viewing the ocean economy solely as a mechanism for economic growth. It focuses on the sustainability of ocean for economic growth. Therefore, blue economy encompasses ecological aspects of the ocean along with economic aspects.

Green economy: The green economy is defined as an economy that aims at reducing environmental risks, and that aims for sustainable development without degrading the environment. It is closely related with ecological economics. Therefore, blue economy is a part of green economy. During Rio+20 Summit in June 2012, Pacific small island developing states stated that, for them, "a green economy was in fact a blue economy".

Blue growth: A related term is blue growth, which means "support to the growth of the maritime sector in a sustainable way." The term is adopted by the European Union as an integrated maritime policy to achieve the goals of the Europe 2020 strategy.

Blue Justice: Blue Justice is a critical approach examining how coastal communities and small-scale fisheries are affected by blue economy and "blue growth" initiatives undertaken by institutions and governments globally to promote sustainable ocean development. The blue economy is also rooted in the green economy and the UN Sustainable Development Goals. Blue Justice acknowledges the historical rights of small-scale fishing communities to marine and inland resources and coastal space; in some cases, communities have used these resources for thousands of years. Thus, as a concept, it seeks to investigate pressures on small-scale fisheries from other ocean uses promoted in blue economy and blue growth agendas, including industrial fisheries, coastal and marine tourism, aquaculture, and energy production, and how they may compromise the rights and the well-being of small-scale fisheries and their communities.

Potential of the blue economy

On top of the traditional ocean activities such as fisheries, tourism and maritime transport, blue economy entails emerging industries including renewable energy, aquaculture, seabed extractive activities and marine biotechnology and bioprospecting. In addition to that is marine forensics. Blue economy also attempts to embrace ocean ecosystem services that are not captured by the market but provide significant contribution to economic and human activity. They include carbon sequestration, coastal protection, waste disposal, and the existence of biodiversity. The 2015 WWF briefing puts the value of key ocean assets over US\$24 trillion. Fisheries are now overexploited, but there is still plenty of room for aquaculture^[15] and offshore wind power. Aquaculture is the fastest growing food sector with the supply of 58 percent of fish to global markets. Aquaculture is vital to food security of the poorest countries especially. Only in the European Union the blue economy employed 3,362,510 people in 2014.

Issues to tackle in the long run

The World Bank specifies three challenges that limit the potential to develop a blue economy, but which all scientific and innovative approaches must address. They are:

1. Current economic trends that have been rapidly degrading ocean resources instead of upgrading them.
2. The lack of investment in human capital for employment and development in innovative blue economy sectors.
3. Inadequate care for marine resources and ecosystem services of the oceans.

Sectors of the blue economy to develop

- Aquaculture (fish farms, but also algaculture)
- Maritime biotechnology
- Bioprospecting
- Fishing
- Desalination
- Maritime transport
- Coastal, marine and maritime tourism (Blue Tourism)^[1]
- Mineral resources
- Offshore oil and gas
- Offshore wind power (also tidal and wave)

- Shipbuilding and Ship repair^[11]
- Carbon sequestration
- Coastal protection
- Waste disposal
- Existence of biodiversity
- Ocean development

4. PRESENTATIONS

4.1 Attendance

As shown in Appendix 2, a total of 21 persons registered for the workshop. By all standards of online event planning, we consider this as an impressive outing. The participants cut across several sectors, such as oil and gas, the Navy, academia, security and safety, the media and civil society, among others.

4.2 Facilitation

Facilitation during the two days was very intensive. A total of seven papers were scheduled and presented (Appendix 4). The presentations were anchored by seasoned, time-tested and certified Facilitators (Appendix 3). They include retired senior naval officers, academics and advocates of the maritime sector.

The first paper, “Security and Safety Concepts, Global Trends and Patterns”, was presented by Prof. Sam Smah. The paper conceptualized safety and security in the context of the maritime sector and drew examples from their global relevance in promoting the blue economy across the oceans, seas and rivers. He asserted that there is no blue economy without security and safety as both oceans and inland waterways are risk prone areas. Various concepts, such as safety, security, maritime, blue economy and maritime forensics, etc., were explained for the basic understanding of participants.

Following that was the presentation by Retired Commodore Abimbola Ayuba, which specifically addressed “Human Safety and Security on/under the Seas and Waterways”. The presenter categorized security and safety on the basis of their importance to the maritime sector. He outlined in detail the consequences of insecurity on maritime ecosystems.

That presentation was closely followed by that of Rear Admiral, Dr. Timothy T. Dakwat (Rtd.) on the topic “Of the Blue Economy and the Opportunities in it”. He discussed the various economic opportunities and/or activities, such as fishing, boatmaking, transportation, etc. as they relate to the small businesses and gross domestic product (GDP) of nations. He highlighted the challenges the sector has faced over the years and tied them to ‘sea blindness’ of national governments.

The morning sessions came to a close and participants broke off for the break and resumed around 2pm. The afternoon session kicked off with Dr. Frankie Balogun’s presentation on “Understanding and using Marine and Water-based Resources for National Development”. Itemised the various resources associated with the seas and rivers to include gemstones and other minerals, shrimps, and fishes. The resources of the sea, according to him, can be found from the land to the territorial sea (12 nautical miles from baseline), continental shelf made up of the exclusive economic zone (about 200 nautical miles from baseline) and far into the high sea. Though considered capital intensive, doing business on the sea is very profitable to the economy as shown by such countries as the United States America, China and the Eurozone.

Commodore Ayuba (Rtd.) returned to complete his presentations with a topic, “Capacity Development of Maritime and Inland Waterways Stakeholders”. This presentation encapsulated the need to build capacity of respective stakeholders-defined to include government agencies and private sector operators of the sector. He raised the cardinal issue of intra-sectoral rivalries, operational encroachment/functional duplications, conflicting legislations and unhealthy competitions. In doing this, the sector has become vulnerable, lost its “sea power” and retarded the development of formal and informal subsectors as important sources of income for the economy of littoral states and riverine communities.

Rear Admiral Dakwat (Rtd.) examined the “Policy Challenges on the Development of the Blue Economic Sector”, highlighting the dearth of policy coherence and consistency. He cataloged a number of national and international policy documents/frameworks that are essential for the development of the maritime sector, especially provisions for safety, security and socio-economic wellbeing ocean users. He pointed out that most of the national policies are at conflict with each other and called for their harmonization/streamlining for the effective

development of the blue economic sector as a burgeoning contributor to the national GDP and security.

A final presentation was by Prof. Sam Smah and it was on the topic, “Maritime Forensics and the Markets Ahead”, in which he presented a visualised opportunities that technologies offer to investors on the sea, seaport, rivers, dams or lakes. He drew attention to the abundant varieties of security and safety technologies that when deployed can boost the blue economy and contribute to national security. His presentation closed with a call for investment in technologies that can improve the security and safety of the maritime sector. The first day’s presentations were concluded at 5.01pm, however, the next day witnessed the Rapporteur’s report development, which is what we present here. The designing, signing and distribution of participation and completion certificates concluded the workshop on the second day being 20th of June, 2023.

5. PARTICIPANTS’ OBSERVATIONS

We are not able to capture every comment made by participants during the participatory presentations, a number of them however, are apt to report here:

1. There is the need to hold an in-person version of the workshop in the future. This will enable more practical engagement and discussions. The physical meeting will remove the technical glitches experienced, especially at the start of the workshop.
2. There is a need to interface with the Nigerian Navy to champion the cause identified in this workshop. The Navy is the national ‘sea watchdog’ and must take the lead to host an intra-sector high-level stakeholders’ sensitization training. This should involve national parliamentary committee members as well.

6. CONCLUDING REMARKS

The Sessions’ Moderator and Chairman/CEO of Afrigate Forensic Consults & Training Ltd and host of the Training Workshop thanked everyone for their participation in the programme and promised to get Management to consider the recommendations of the participants.

Signed:
Prof. Sam O. Smah
Chairman
20/06/2023

Signed:
Femi Agbelua
Coordinator/ Admin.
20/06/2023

APPENDIX 1: OPENING REMARK-

“WHEN PREPARATION MEETS OPPORTUNITY”

An Opening Remark by Prof. Sam O. Smah, at the International (Online) Training Course on ***Maritime Security, Safety and the Blue Economy***, Organized by **Afrigate Forensic Consults & Training Ltd**, Abuja on June 19 & 20 2023 by 9.00am Daily

Protocol:

Welcome!

It gives me great pleasure to welcome you all and to thank you for taking the time off to participate in this very important training workshop. This course is unique in several respects, but the main one being that it features a combination of security, safety, and the blue economy.

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The main aim of developing this course and hosting it is to create opportunities for professional development, human resources development, employment generation and economic growth hence reducing the poverty afflicting our people in contiguous river states and regions, societies and communities as well as in littoral states and the maritime domains of the countries of the Gulf of Guinea (GoG) and Economic Community of West African States (ECOWAS), tapping on the rich resources of the oceans.

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We consider that if we effectively control criminal activities, such as piracy at sea, human trafficking, maritime terrorism, illegal oil bunkering, oil spillage, and dumping of dangerous (toxic) effluents into the sea and other water bodies,

including other maritime crimes, which have constituted major threats to the safety of the marine ecosystem, the realization of the objectives of the marine and mangrove protected areas as key potentials for driving the growth of national gross domestic product (GDP) and micro-livelihoods of riverine communities will be easily attained.

Workshop Objectives

This workshop will contribute in varied ways, by:

1. Encouraging open dialogue and consultations on the challenges of national and regional security and safety affecting the attainment of the blue economy objectives
2. Discussing in order to arouse the awareness of the public to the imperatives of environmental safety, security and transparency in our waterways.
3. Building the capacity of stakeholders in the maritime domain in order to promote blue economic activities
4. Bolstering greater understanding into the core competences and responsibilities of the maritime stakeholders
5. Addressing technological and data issues with analytical and policy-oriented approaches

Conclusion

Distinguished participants, it is my hope that in these two days of intensive interaction with our industry-certified Facilitators, we shall make the best of the insight and opportunities to improve on the diversification of our state, national and/or regional economies through the sustainable development of the sector.

Thank you and welcome, once again!

SGD

Prof. Sam O. Smah
Director/Course Moderator
19th June 2023

APPENDIX 2: PARTICIPANTS (BLUE ECONOMY CLASS)

S/N	NAME	PHONE NUMBER
1	Aminu Mohammed ADAMU	08053304560
2	Saddiq Hassan ARIVI, PhD	08035308152
3	Christiana UZOUKWU C	08026952343
4	Dr. Goji Tizhe CORNELIUS	07034729170
5	Onubogu Uzonna CHIEMELIE	09032133473
6	Dr. Daniel Leku ISHAYA	08036386326
7	Mrs. Deborah SMAH	08068824648
8	Utibe Udo HARRISON	07032593572
9	Kolawole Ramoni NIYI	08024530033
10	Mairiga Musa YUSUF	07037448212
11	Dr. Mohammed Ayuba OCHE	07036036920
12	Rabi MOHAMMED	08178448938
13	Mohammed Musa BALARABE	08034150075
14	Dynast Joseph Ndukwe IKARA	08059001449
15	Mercy Amarachi AGBAYI	08132084764
16	Janet OGUNDEPO	08086996606
17	Esther ORINYA	08138377247
18	Prof. Sam O. SMAH	08037000860
19	Luka OSABWOLO	09016194387
20	Ewuji Samson BABATUNDE	08023014027
21	Ndubuisi IKPEAGHA	08028841499

APPENDIX 3: LIST OF FACILITATORS (BLUE ECONOMY CLASS)

S/N	NAME	ORGANISATION	PHONE NUMBER
1	Rear Admiral T. T. Dakwat (Rtd.), PhD	Afrigate Ltd., Abuja	08100147928
2	Commodore Abimbola Ayuba, Rtd.	Afrigate Ltd., Abuja	08180010643
3	Dr. Frankie O. BALOGUN	Federal University Lafia	08038163139
4	Mr. David SMAH	AfrigateLtd., Abuja	09014922030
4	Mr. Femi AGBELUA	UNICEF, UN House, Abuja	08035757328
5	Prof. Sam O. SMAH	Afrigate Ltd., Abuja	08037000860



APPENDIX 4: INTERNATIONAL TRAINING WORKSHOP ON MARITIME SAFETY, SECURITY & THE BLUE ECONOMY TIME-TABLE MONDAY 19- TUESDAY 20 JUNE 2023

SESSION 1 (09.00AM-10.00AM)	SESSION 2 (10.01AM-11.00AM)	SESSION 3 (11.01AM-12.00PM)	SESSION 4 (12.01PM-1.00PM)	BREAK TIME (1.01PM-2.00PM)	SESSION 5 (2.01PM-3.00PM)	SESSION 6 (3.01-4.00PM)	SESSION 7 (4.01PM-5.00PM)	REMARKS
				Day 1 (19TH)				
Welcome! Security & Safety Concepts, Global Trends and Patterns	Of the Blue Economy and the Opportunities in it	Human Safety and Security on and under the Waterways and the Seas	Maritime Forensics and the Markets ahead	BREAK TIME	Understanding and Using Marine and Water-based Resources for National Development	Capacity Development of Maritime & Inland Waterways Stakeholders	Policy Challenges for the Development of the Blue Economic Sector	CLOSING
Day 2 (20TH)								
RAPPORTEUR'S REPORT				CERTIFICATION				

Summary:

Day1:

Session 1 Speaker: Prof. S. Smah

Session 2 Speaker: Dr. T. Dakwat, Rear Admiral, Rtd.

Session 3 Speaker: Codre. A. Ayuba, Rtd.

Session 4 Speaker: Prof. M. Abubakar

Session 5 Speaker: Dr. F. Balogun

Session 6 Speaker: Codre. Abimbola Ayuba, Rtd.

Session 7 Speaker: Dr. T. Dakwat, Rear Admiral, Rtd.

Day 2:

Sessions 1-2 Anchors: Secretariat