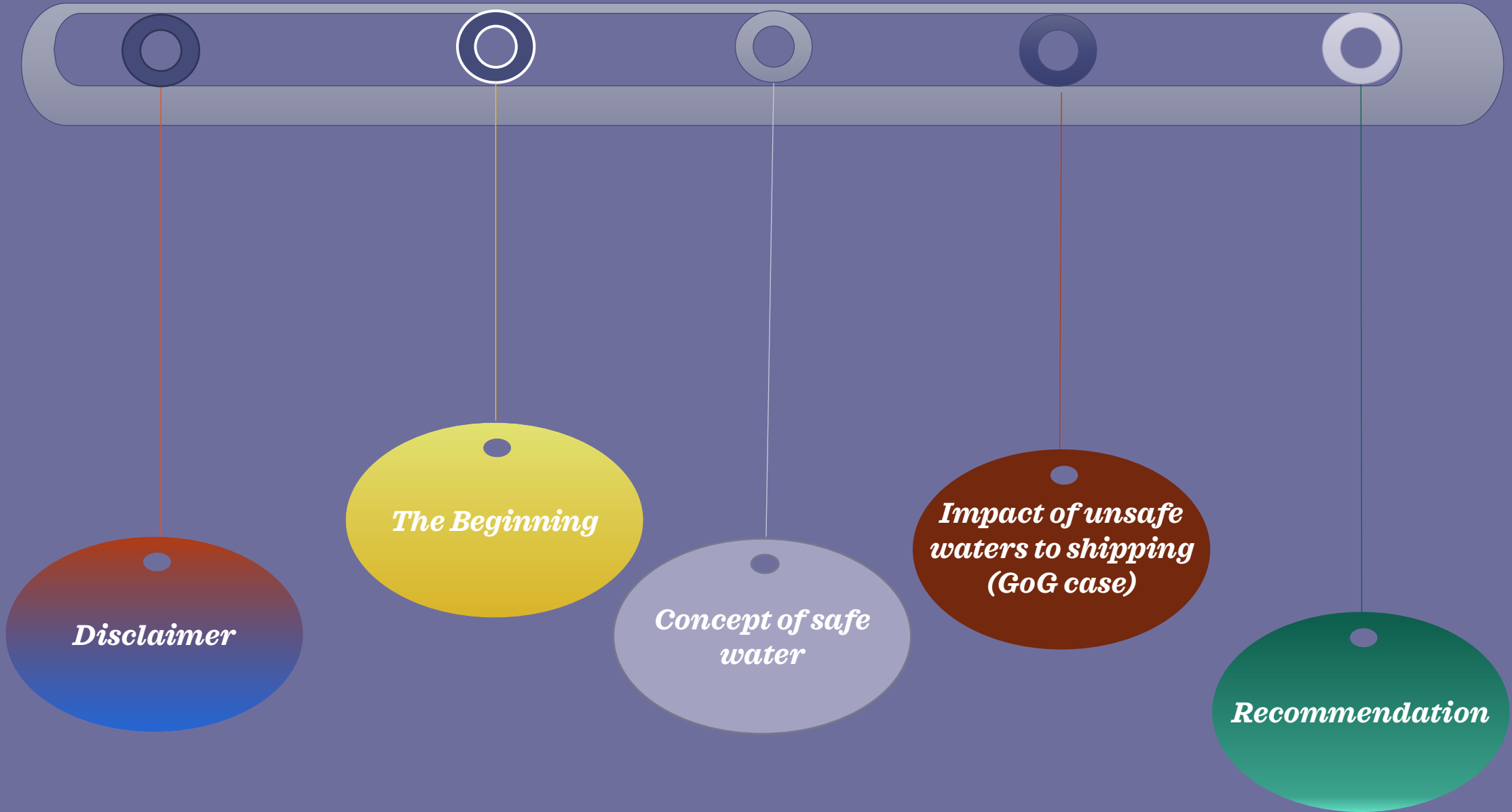


Safe Waters: An Imperative for Economic Viability and Sustainability



Emmanuel Maiguwa

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Emmanuel Maiguwa G.

ROGER!!



A dark, moody photograph of a night sky with a bright moon and a path of light reflecting on the ocean surface. The moon is positioned at the top center, casting a shimmering path of light down the middle of the frame. The water below is dark with some white foam from waves. The sky is filled with dark, wispy clouds.

A calm and peaceful water is the start of it all.



With the right song, the waters often dance to all kinds of styles

The sea itself was initially safe....

Safe: "Protected from or not exposed to danger or risk; not likely to be harmed or lost" Oxford Lexico

*But then comes man's economic activities,
an unavoidable necessity.*



A photograph of a construction site on a rocky shoreline next to a blue body of water. Several multi-story buildings are under construction, showing their concrete and steel frameworks. Some buildings have orange-colored panels on their lower levels. In the background, a hillside is covered with green trees and a residential neighborhood with houses featuring red-tiled roofs. Several large tower cranes with long horizontal jibs are positioned around the construction site. The sky is clear and blue. The text "Shoreline Construction" is overlaid in the center in a white, serif font. There are decorative orange and white wavy lines in the bottom right corner.

Shoreline Construction

Fishing




An aerial photograph of an offshore oil rig in the middle of the ocean. The rig is a complex structure with several tall, lattice-like towers and a central derrick. It is supported by a platform on stilts. To the right of the rig, a smaller red and white supply vessel is visible. In the foreground, a large dark-hulled ship with a green deck is moving across the water, leaving a wake. The water is a deep blue-green color. The word "Exploration" is written in a stylized, italicized font across the center of the image.

Exploration

Transportation





***Along with these economic activities
come the emergence of interesting
characters.....***

Piracy



A fleet of military ships is shown at sea during a sunset. The sky is filled with orange and yellow clouds, and the sun is low on the horizon. The water is a deep blue. In the foreground, a large ship with a prominent radar dome and various antennas is visible. To its left, a smaller tugboat is pulling it. In the background, several other similar ships are visible, stretching into the distance. The overall scene is one of a powerful naval force at sea.

Military (Navy) Activities



These human activities are necessary for sustaining life through economic viability.

However, to sustain the economic viability of our waters, key actors must respond to ensure that these human activities are conducted in a way that guards the waters against,

Exploitation

Pollution

Mismanagement

Hostilities/Insecurity

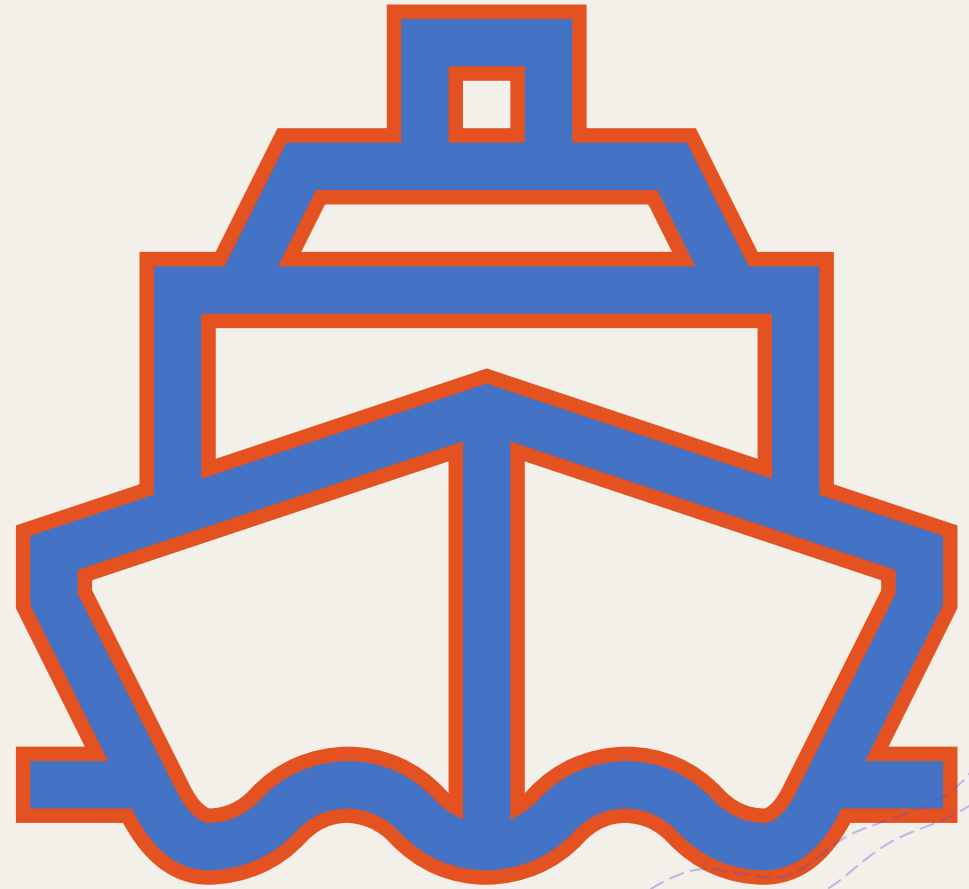
International Instruments Protecting the Waters


International Convention for the Safety of Life at Sea (SOLAS 74)

International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)

Illegal, Unreported, and Unregulated Fishing (IUU)

International Convention for the Standards of Training, Certification and Watchkeeping (STCW 95)





+ *While there has not been any international convention set up solely for combating piracy, there are private-sector models, state legislation and regional documents to achieve safe and secure waters across the global hot spots.*

+ *Some of which are:*

+ *ISPS*

+ *MTSA*

+ *EUMSS*

+ *BMP 4*

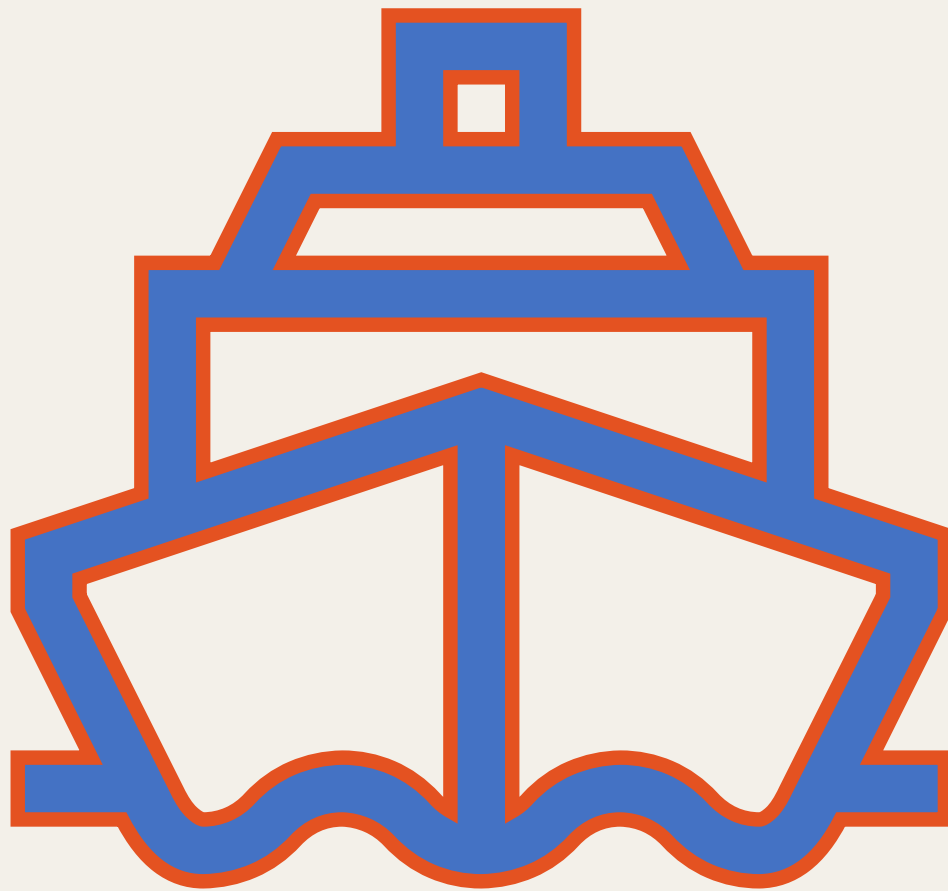
+ *BMP WA*

+ *SPOMO Act*

+ *GoG- MCF*



*The Economics of Shipping; Insight on per voyage,
per Destination*



+ Economic activities created over Investment on ship through OPEX and purchase;

- + Survey Market
- + Building Market,
- + Manning Market
- + Supply Market - food, Parts, Bunkers
- + Insurance
- + Multimodal Transport system
- + Repair market
- + Training Institutions
- + Banking Services
- + Technology market

LIFETIME INVESTMENT ON AN AFRAMAX TANKER		
Ave. Cost of Aframax Tanker		\$ 50,000,000.00
Ave. Freight Rate (TC)	16,000,000/Day	\$ 163,520,000.00
Ave. OPEX	7500.00/day x Per year X 28 years	\$ 76,650,000.00
Ave. Life Span (28yrs) Gross P	\$163,520,000 - \$76,650,000	\$ 86,870,000.00
Investment = Cost of Aframax + Total Opex in 28 years Life Span		\$ 126,650,000.00

+ **TABLE 2 LIFETIME ECONOMIC CONTRIBUTION TO TRANSPORT ECONOMY (@ Optimum)**

+ *Gaining an insight here will require an assumption that the vessel trades all her life carrying PMS from Rotterdam to Port of Lagos*

+ *2 scenarios are illustrated below*

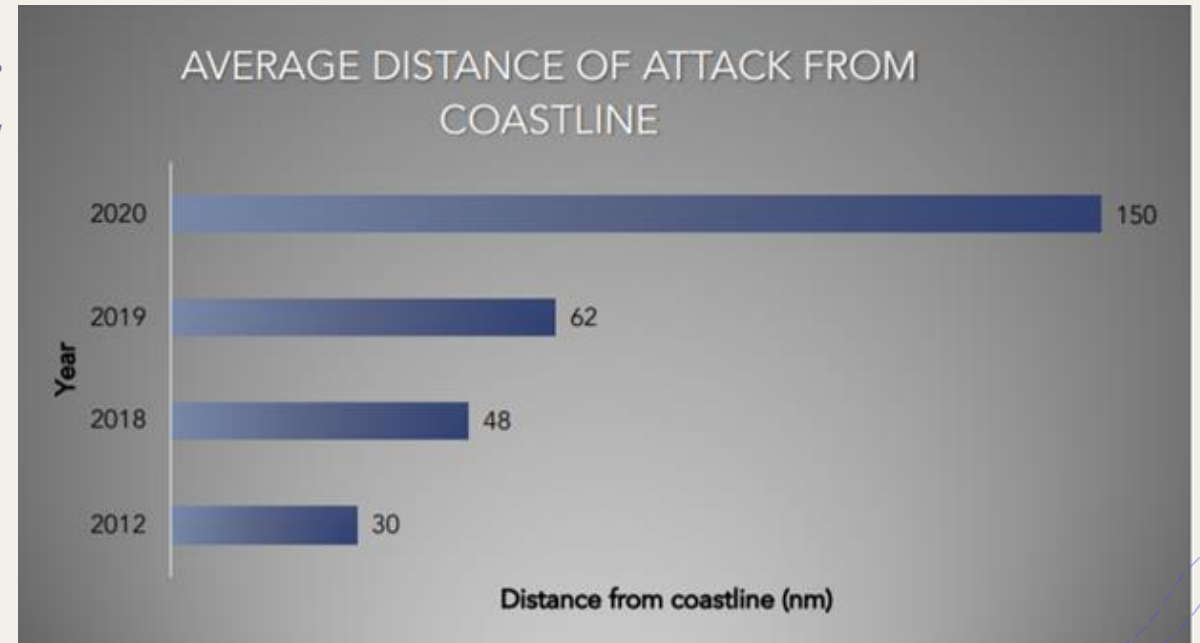
Scenario 1 (LTEC 1)-Low Risk Area- Destination -Lagos			Scenario 2 (LTEC 2)- High Risk Area- Destination- Lagos		
<i>Cost of Cargo (Ex Lagos)</i>	62,700,000.00	\$ 313,500,000.00	<i>Cost of Cargo (Ex Lagos)</i>	62,700,000.00	313,500,000.00
<i>Port Fees</i>	280,000.00	\$ 1,400,000.00	<i>Port Support Fees</i>	260,000.00	1,300,000.00
<i>Land Transport</i>		\$ 1,250,000.00	<i>Land Transport</i>		1,250,000.00
	Total per Year	\$ 316,150,000.00	<i>Private Security Expenses</i>	350,000.00	350,000.00
	Total by 28 years Lifespan	\$ 8,852,200,000.00	<i>Other Resultant Security Cost (RA, SP, premiums, Hardening etc)</i>	100,000.00	100,000.00
				Total per Year	316,500,000.00
				Total by 28 years Lifespan	8,862,000,000.00

TABLE 3-COMPARATIVE ANALYSIS OF DATA			
<i>LTEC 1</i>	<i>Lifetime Cost (Approx 28 Years)</i>	<i>Difference</i>	
\$ 8,852,200,000.00	\$ 126,650,000.00	\$ 8,725,550,000.00	
<i>LTEC 2</i>	<i>Lifetime Cost (Approx 28 Years)</i>	<i>Difference</i>	
\$ 8,862,000,000.00	\$ 126,650,000.00	\$ 8,735,350,000.00	
<i>LTEC 2</i>	<i>LTEC 1</i>	<i>Difference</i>	
\$ 8,862,000,000.00	\$ 8,852,200,000.00	\$ 9,800,000.00	

UNCTAD - Maritime Review 2018 “Maritime transport is the backbone of international trade and the global economy. Around 80 per cent of global trade by volume and over 70 per cent of global trade by value are carried by sea and are handled by ports worldwide.”

Constraints posed to shipping by unsafe waters

- + Difficulties in facilitating crew changes.*
- + Challenges in accessing Ship Victualling - Handling Service.*
- + High cost of handling ship spares.*
- + Difficulties in accessing ship technical support services - survey, hull cleaning, minor repairs and inspections.*
- + Higher OPEX associated with deep Sea drifting.*
- + Support Services needed by ship on call.*



Source: CEMLAWS Africa's Maritime Governance Brief Vol. 2. Issue 1 2020, Pg 3

What does this mean for the Coastal State? Nigeria as a Case study

The screenshot displays the AISLive Maritime Portal interface. The main map shows the Lagos coastline with numerous ship icons (red, yellow, green, blue) and a dashed pink box highlighting a specific area. The interface includes a top navigation bar with 'MENU', 'Maritime Portal', and 'AISLive' logos, and a right-hand side with 'My Home', 'English', 'Help', 'Cover Your Area', and 'Log Out' options. Below the navigation bar are tabs for 'List Ships', 'List Ports', 'WatchLists & Alerts', 'Ship Tracks', and 'Analysis'. The left sidebar contains several data panels:

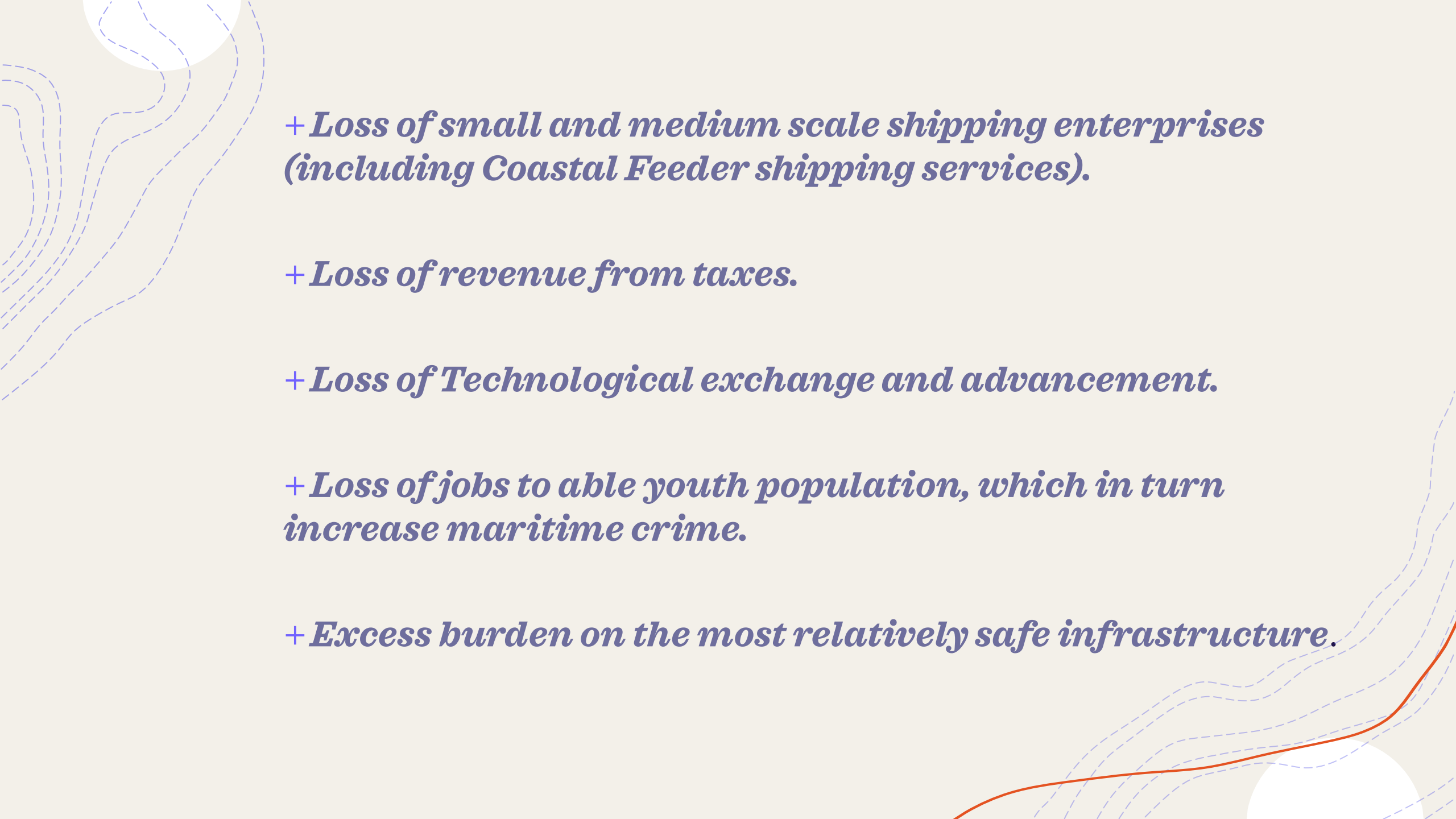
- SHIP FLAG (top 10) All Ships**

1. Belgium	1
5. Germany	1
6. South Africa	1
7. Norway	1
- SHIP FLAG (top 10) All Ships**

1. Nigeria	62
2. Marshall Islands	14
3. Liberia	13
4. Panama	12
5. Singapore	5
6. Unknown	5
7. Togo	4
8. St Kitts & Nevis	3
9. Netherlands	2
10. Belize	2
- LAST PORT OF CALL (top 10) Verified Ships**

1. Lagos (Nigeria) Secure Operations Area STS	23
2. Tin Can Island	19
3. Lagos (Nigeria)	7
4. Lagos (Nigeria) Atlas Cove Terminal SBM	6
5. Apapa	6
6. Lagos (Nigeria) Secure Operations Area STS	4
7. Tin Can Island Nigerdock Shipyard	4
8. Lome	3
9. Calabar	3
10. Onne	2
- SHIP TYPE (top 10) Verified Ships**

The bottom of the interface shows a Windows taskbar with various application icons, a search bar, and system tray information including the date (5/15/2021) and time (11:05 PM).



+ Loss of small and medium scale shipping enterprises (including Coastal Feeder shipping services).

+ Loss of revenue from taxes.

+ Loss of Technological exchange and advancement.

+ Loss of jobs to able youth population, which in turn increase maritime crime.

+ Excess burden on the most relatively safe infrastructure.

Recommendations

Although the issue of maritime crime is socio-economic, which must be addressed from its roots ashore on long-term goals, immediate measures to ensure relative safety on waters for economic viability and sustainability are recommended:

*Identification -
GMDSS and AIS
system
implementation*

*Strategic segregation
and regulation of the
use of water*

*Centralized
intelligence and
access across
commons region, i.e.
GoG*

*Regional Coordination -
Younde Code Of Conduct.*

*Adoption and
successful
implementation of a
justice system*

*MTSA ACT Model to
complement ISPS*

Until states, regions and the global community come together with a realistic strategy to secure the waters, shipping will continue to lose its comparative cost advantage at the expense of the global economy.

