

DREDGING, MARITIME, OIL & GAS, EQUIPMENT & ENVIRONMENT NEWS



HAPPENING NOW:
ANOTHER BAR BEACH SAGA OPENS IN LEKKI
...As ALPHA BEACH is gobbled by Atlantic Ocean.



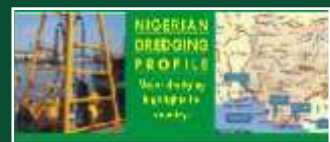
P. L. Carrodano



Engr. Olaniyan



Dr. Omene



Nigerian Dredging Profile:
From Sand to Reclamation
and Chinese Dredgers.

- NPA's New Deep Sea Port at Ibaka, Akwa Ibom State: How Feasible?
- NIMASA: The Search to Rescue Original Mandate - Olaniyan.
- **STAR INTERVIEWS**
"China Needs Africa..." - Carrodano.
"Amnesty is good but the concept is faulty" -Dr. Omene.

■ Plus Nigerian Marintime NewsR oundup

P R E S E N T S

5TH NIGERIAN DREDGING SUMMIT & EXHIBITION CALABAR 2011



Dredging for Transport, Oil & Gas and Delicate Environments.

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- "The effects of hydrographic surveys in dredging activities: a case study of Calabar Port dredging campaign" by Nigerian Ports Authority

Managing Efficient Dredging Outfits" by Engr Ben Efekarurhobo.

- "The National Content Law and Empowerment of Local Operators - Progress in Implementation" by the NCDMB".

- Nurturing A Viable Cabotage Industry For Safety, Security And Greater Participation Of Nigerians Through The Local Content Initiative by NIMASA.

- "The Lower River Niger Dredging Project- Prospects for Goal Attainment" by NIWA.

- Pre-dredge and post-dredge surveys and resolution of disputes about quantity" by Surveyor Felix Osanebi.

- Mineral investigation techniques and Cross River State mineral deposit profile. - By Dr. Archibong Otu Bassey..

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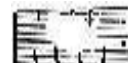
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"To report the industry of dredging, petroleum and transportation, especially as an interwoven system, and to generate and sustain therefrom discussion and opinion leadership amongst its diverse actors, operators, local and overseas readers so as to advance the industry locally with a cross-flow of international ideas as a part of the global human commercial endeavour and for the better supply of services from these sectors to the Nigerian population."

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FROM THE PUBLISHER



Another Bar Beach saga in the making

Alpha Beach in the Lekki peninsula is gradually being wiped out as you read these lines. The culprit is the Atlantic Ocean. In the past few weeks, most of the shanties and shacks that used to serve the hospitality industry are gone; their owners left without their businesses. Most importantly that pristine ecosystem has been taken over by the ocean waters and it is now becoming a nightmare to people who have erected palatial mansions on that waterfront. What will they do? And, for that matter, what will the government at various levels do for remediation, if possible? We have covered the story in some depths, within the permissible press time available to us.

In a related segment of the economy, the young tenure of Mr Patrick Akpobolokemi at the Nigerian Maritime Administration and Safety Agency (NIMASA) is being looked upon by industry stakeholders to become a watershed in the struggle of indigenous operators to take over the industry as the laws intended and as is the practice in other emerging maritime nations like India, Venezuela, Brazil, Malaysia and Indonesia. In this edition, our interviewees, chiefly Dr Wilson Omene Odafé and Engineer Akin Olaniyan, hands-on practitioners in the industry, having x-rayed the state of things in the sector, advise the new director-general to break new grounds by correcting the deviations of the past which saw NIMASA engrossed more with what they call "peripheral" duties instead of its core mandate. The new helmsman's recent activities suggest a new direction to pursue close working relations with associations and groups in the industry which have been clamouring for this change to re-align with the original mandate to improve Nigerian participation in international shipping. We bring you news, analysis and interviews to portray this prevailing mood.

The Nigerian dredging industry is also riding the tempo of high-profile projects like the recent dredging of the lower Niger and epoch-making landmarks like the Eko Atlantic City project whose reclamation at the Bar Beach in Lagos

seems to be racing to a conclusion. But many other companies that used to be vibrant in the sector are now less so due to the vagaries of uncertain business fortunes in a struggling economy like Nigeria's. In our Nigerian Dredging Profile supplement, some space has been taken to update on the current realities and firms still on ground.

We have also served in this edition a special focus on the world of green field port development in Nigeria: the case of a deep sea port being planned for Ibaka by the Nigerian Ports Authority and the Akwa Ibom State Government. After a detailed presentation of the investment background, we look at the prospects and politics and some of the viability problems of such a highly desirable development.

Among our star interviews, we have veered off the beaten track to serve you the nitty-gritty of running a local government in Nigeria from the perspective of a maritime expert who worked as private consultant to Dr Kema Chikwe, former transport minister in 1999. He is Dr Wilson Omene Odafé, a pioneer staff of the defunct National Maritime Authority. He regales us with the rigour of politics at that primary level and, speaking from this insight, queries aspects of the federal government's amnesty programme for ex-militants, Niger Delta youth restiveness and the path to lasting peace and the needed adjustments for more revenue allocation favouring local government authorities in the country.

Finally, does the rising Asian superpower, China, need Africa? You have to read the observations of Pier Luigi Carrodano, group managing director of the Comet Group of Companies, the agents of China Shipping in Nigeria to find out that the critical nexus between Nigerian sea trade and the hugely expanding appetite of the Chinese economic machine.

Edmund M Chilaka
Editor-in-Chief

Emerging Dredging Technology



The Damen approach to deep sea mining - an innovative flexible dredging concept.



projects and dredge fleets. Its modular approach will break the dredging market open by enabling other vessels or contenders to enter the deep sea mining market. The new RoRo Deep Dredge will cause mutiny in dredging to the extreme.



Damen Dredging Equipment has developed an innovative flexible dredging concept which challenges current technical limitations. The new development is the answer to the increasing demand for raw materials while sand winning locations are located further from shore at increased dredging depths. The RoRo Deep Dredge, as the innovative solution is called, can work up to -200 m dredging depth.

Two vital aspects of the RoRo Deep Dredge installation are the key to its flexibility. First of all the dredging equipment is placed on a Platform Supply Vessel thus the storage and transport facility of the mined sand has been separated and is done by a number of barges. Secondly, the steel suction pipes of TSHD's have been replaced by a flexible hose. Hence the dredging depth can vary and has become independent from the vessels length.

The installation consists of a submersed excavation unit, which includes a drag head and a Damen dredge pump. A hose is connected to the unit and runs to a storage reel on deck. The flexibility of the system is evident as the hose can be rolled on and off the reel to adapt the dredging depth hence the name RoRo Deep Dredge. On deck the dredge piping connects the reel to discharge spreaders. Barges sailing alongside are filled continuously.

As a result the dredging process is a continuous one, boosting the efficiency of the dredging gear. No sailing time is required for the dredging gear, thus idle time is sharply decreased. As the operating time of all equipment involved has been maximized, the profitability of investments is increased. Another important advantage is that the modular dredging system can be temporarily mounted on a commonly available vessel, resulting in a relatively minor investment and a shortened return-on-investment time.

The RoRo Deep Dredge is a flexible dredging concept which revolutionizes dredging in the 21st century. With its optimum use of invested capital and therefore its lower cost per m it will challenge current

The first module in the Marine Propulsion Course will start on 22 and 23 September. This seventh edition of the training series will be the last one in which Professor Hans Klein Woud, who played a leading role in the establishment of the successful course, will act as instructor for modules 1 and 5. "The Marine Propulsion Course still meets a significant demand," says Klein Woud. "The purpose of the series is to provide higher educated technical employees with further insight into the field of maritime propulsion systems." The supplementary course 'Design of Marine Auxiliary Systems' with a specific focus on auxiliary operations was later developed in cooperation with Klein Woud and Professor Stapersma.

'Marine Propulsion Course fills a gap' The maritime industry was quick to respond enthusiastically to the Marine Propulsion Course when it started in 2005. Initially attracting an average of nine participants per module, later editions could count on over twice that number. Klein Woud: "Maritime mechanics is a multidisciplinary field which requires knowledge of mechanical systems and components as well as maritime hydrodynamics and electrical installations. Education at technical universities and colleges tends to train students to become mechanics, shipbuilders or electrical engineers. They miss the essential knowledge and skills required to design and engineer maritime systems, and the Marine Propulsion Course fills this gap."

Klein Woud looks back on six successful editions of the course: "I have always enjoyed teaching this course. It is a pleasure to inform an interested audience about my own field and teach them the basic principles. An added bonus was that evaluation surveys showed that the

participants really appreciated the course programme. They also indicated how much their newly acquired knowledge was being directly applied in practice."

Having retired several years ago, Klein Woud is currently focusing on his astronomy studies. This year will be the final edition in which he will act as instructor for modules 1 and 5 of the Marine Propulsion Course.

Modules

The Marine Propulsion Course consists of the five modules listed below, each of which can be taken separately:

- * Propulsion Plant Concepts and Basic Ship Hydrodynamics (22 & 23 September 2011)
- * Marine Propulsors: Characteristics (13 & 14 October 2011)
- * Diesel Engines and Gas Turbines: Characteristics (3 & 4 November 2011)
- * Electrical Drives: Characteristics (24 & 25 November 2011)
- * Matching Propulsion Engine and Propulsor (15 & 16 December 2011)

Marine Propulsion Course

The course contributes to a better understanding of specific ship characteristics, propulsion trains and the matching thereof, including the subsystems and components. The course takes place at a university level whereby theoretical laws and design regulations are related to practical applications.

The Marine Propulsion Course is pre-eminently suitable for designers, engineers, project managers and sales persons active at system integrators, propulsion suppliers (engines, thrusters), shipping companies,



ANOTHER BAR BEACH SAGA IN THE MAKING?

The story of how ocean surge is fighting one of the most popular beaches in Lagos State Nigeria.

Why is the Atlantic ocean eating up Alpha Beach? This is the prevailing question at the site of the once-glorious beach where holiday makers and revelers used to carouse in the sand and children played all kinds of games on sunny days. For miles on end, the exciting Atlantic waves would surge and recede without break. But the party seems to be over. Was it caused by three ships blown to grounding by a storm last year as some are saying or is this the adverse effect of sand mining by trailing suction hopper dredgers which have been scooping sand from a location less than 10 miles away inside the Atlantic Ocean as others argue? These dredgers were taking the sand to reclaim the site at Bar Beach where a new city, Eko Atlantic City, is being developed, promoted by the Lagos State Government and companies allied to the Lebanese businessman, Chagouri Chagouri.

As one local man, smoking something and lounging on beach chairs with his friend, told DDH at Alpha Beach grounds in June, "the sea is now angry". Another man nearby said the residents saw the ocean waves coming closer and closer and taking more and more of the beaches in the past few months but they did not know.

The surging noisy waves were breaking less than 100 metres from where we stood, grabbing more and more of the upland where shanties and kiosks, made from this-and-that, used to stand. Most of them are gone now, for good. A block and concrete one-story hotel building has also been lost to the waves, along with not less than 300 other small businesses engaged in the business of creating pleasure for tourists and visitors from far and near.

A bee-hive of activities in the day time, especially during weekends, Alpha Beach is a known red-light district where the law preferred to keep at bay, and where, for that matter, few incidents other than pleasure-seeking, used to happen. On any good day, local urchins, posing as local government agents with fake receipts, charged anything from N100 to N500 per visitor, depending on how exotic one looked, to allow access to the far-flung inviting beach grounds dotted with tall coconut trees. Once past the toll points, miles of kiosks, sunshades and large umbrellas of all types and colours give the area a carnival atmosphere. Petty traders, selling all that had once been asked of them, run a

marketplace that, mixed with calypso and other music blaring from juke boxes, trades into the night hours. Seated fun seekers, mostly gaze at the Atlantic and anchored ships idling in the distance, waiting for berths at Apapa and Tin Can Island ports were sold as well as the sheds. Or they could watch the horses which the beach boys gallop for fun and to entice boys who hop on for quick rides at a fee. There was no scarcity of barbecues in meat, fish and snails; soups of every variety from various parts of Nigeria; assorted drinks, cigarettes, cigars. Even banned substances could be procured... if the right price was paid. In some of the restaurants, live barracudas, cooked on the spot, was a special treat before the waves came and put a stop to it.

Ordinarily, fishing is a natural occupation for some of the Ijaw or Awori residents who used the beach as outlet for their products. Small crowds would gather and it was a small wonder to see hardy fishermen piloting their motorized canoes into the beach from the surging waves, bringing

fishes, shrimps, turtles, etc, to a bursting community which has done business here for longer than anyone around can accurately tell.

As the population of Lekki peninsula and Ajah environs increased in the new millennium, Alpha Beach became well positioned to serve all comers, including expatriates looking to satiate lusty appetites. But another feature that made the beach popular was road that offered an escape from the crowded all-important Lekki-Epe 4-lane expressway. Whenever the traffic jams of many miles took over the lone access in and out of the expensive peninsula, SUVs and even smaller cars, in single file, would divert to pass through Alpha Beach, bypassing many bottlenecks on their way home or out, if they overcome the sandy parts of the undulating thoroughfare.

When DDH visited the beach at the end of June, some of the traders yet to be visited by the waves were adopting a wait-and-see attitude but most looked forlorn because they knew it was a matter of time. One of them told us that the state government officials had given them notice to vacate the grounds to make way for some remediation but some queried what anybody can do against such raging oceans?

Lagos has about 180 kilometres of ocean shoreline and if Alpha Beach, known in local parlance as *ijoko agba* (the seat of elders), is lost, it might seem a small fraction of prime land space in a state where land is seen by the locals as their own "crude oil". However, it adds to a series of worrying trends now being seen as a recurring decimal along the shoreline. In the recent past, another prime estate situated along the coastline had its heavily reinforced concrete fence pulled down by the ocean surge. What are the likely immediate or remote causes of these spates of ocean surges?

A University of Lagos associate professor of surveying and geoinformatics, Patrick C. Nwilo recommends further research to pinpoint the exact causes while pointing to the adverse effects of the ships which were beached by last year's storm as a likely factor. When asked about the effects of the development of the new city, he said that existing models suggested such effects would take place in adjacent environments like Kuramo waters, for example; and not far off, as in the case of Alpha Beach, several kilometers away.

His perspective was supported by another surveyor at the Nigerian Institute of Oceanography and Marine Research who believes the beached vessels in the vicinity might be the direction to look for the cause of the misfortune now befalling Alpha Beach. But she stressed that the trend of happenings along the Nigerian coastline suggests that no one is really in charge. She urged the federal government to remedy this by creating an agency that will be

responsible for the nation's coastline. But another expert hydrographer who did not give permission to use his name elaborated on what he termed "natural budgeting" of sand on the ocean floor whereby scooped spoil from the ocean bed, if more than the naturally allowable limit, has the tendency to pull in sand from the shoreline to make up for the deficit. He said in advanced countries this factor was responsible for the regulation of the quantity of sand allowed to be dredged from the water bodies. Perhaps the point of which agency was really in charge was demonstrated when DDH inquired from the Federal Ministry of Environment in Lagos where one informant who wants to remain anonymous said he had not even heard of the beach in question. He said he knew only the Bar Beach and the to-and-fro that took place between Lagos State Government and the federal government some years ago culminating in the hand-over of Bar Beach to the former. So that although the informant from NIOMR thought that the federal government is responsible for looking into the Alpha Beach situation, her Environment Ministry counterpart said it was not part of their schedule. Thus, it seems plausible to say that no one seems to know exactly the agency or ministry whose job it is to take care of the Atlantic shoreline of Nigeria.



• Prof. P. Nwilo



Alpha Beach before



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NIGERIAN DREDGING PROFILE

Major dredging
highlights in-
country.



Nigerian Dredging Profile

Major dredging highlights in-country.

The Lagos dredging market is quieter this year than in the past few years. The number of active local firms is quite reduced, many old firms have either moved out of the Lagos operational area or maybe closed shop for now. As well, some new entrants, mainly the so-called indigenes who were favoured secretly by the state government, have come into the business of sand dredging and supplies. The process of eliminating the former



One of many sites of red earth mining in Lekki abandoned after exploitation.

practitioners who were accused of being non-indigenes was the issuance of the permits for sand stockpile. The policy did not follow a very clear, precise or even open method but was closely managed by the top echelons of the state government ministry officials in charge of dredging and environment, most of whom used the system to become directors and shareholders in the companies that they gave permits. DDH investigations shows that before any permits were eventually released to the applicant, discrete agreements were reached on the sharing formula of proceeds from the dredging firm's activities, especially the stockpile and sale of sand or the reclamation of parcels of land to be used as residential or commercial estates, the two main private sector dredging activities taking place in Lagos at the

moment. In the process, many prominent indigenes of the state got themselves entrenched in a business seen from outside as very lucrative. However, the new permit holders were strictly warned to look for prior possessors of licenses from the National Inland Waterways Authority (NIWA) which is the only body recognized by federal law in Nigeria to be the regulator of dredging licenses. All forms of dredging activities in Nigeria are listed in her federal constitution to be in the Exclusive List which is reserved only for the federal government and its agencies. The idea of partnering with possessors of NIWA licenses has to do with the registered coordinates for burrow pits in the rivers, lakes or other water bodies that dredgers work in. The permits issued by the

Lagos state government are devoid of this essential feature without which they are not properly grounded. But it seems that a grudging acceptance of this reality by all stakeholders is responsible for the relative peace in the industry in the state for now. Many new entrants into the industry have succeeded in patching some accommodation with NIWA license holders while some, who could, have gone the extra length to pursue registration and licensing also with NIWA, so as to be covered from all fronts.

One major fallout of the crisis in the industry is the relocation of many operators away from Lagos. Many have gone to the banks of Ogun River that are located in Ogun state, where the indigene feature and the greed of local

Nigerian Dredging Profile

officials are yet to blossom into a problem. Others have found abode in neighbouring coastal states like Delta, River and Bayelsa. These are states with high and rising profiles of commercial and oil-field sector dredging activities. And to make them more attractive, none of the incidents of state-sponsored violence that resulted in the seizure of operators' dredgers and working plants and equipment which happened frequently in Lagos in 2009 could be found in these states. Their only equivalent of such menace was community restiveness which they have learnt to settle now with wide-ranging MOUs. In almost all the communities in these Niger Delta states,

dredging firms have a peaceful atmosphere to operate because the villagers take a share in the proceeds and are involved from day one of the operation.

Artisanal and red earth diggers to the rescue

For a state like Lagos where the need for sand is equivalent to the human need for water, what has happened in the interregnum when dredging activities from rivers and water bodies were curtailed. The gap was filled by artisanal sand miners using wooden canoes. Along major roads in the metropolis by the side of rivers, mounds of sharp sand or filling sand mined from the rivers by hand can be seen and the

operators which were formerly small-scale have transformed into heavy suppliers for even major construction works. Secondly, the rise in the use of red earth, laterite, has seen many lush forests in the state turned into cavernous holes in the ground that will take years to fill. It's an environmental disaster that will show up in greater relief with the passage of years. But this is where the office of the Federal Ministry of Mines and Steel Development which regulates all sand mining comes in. The state representative, Engr Mayowa Omosibi, patrols the nooks and crannies of the state to rein in this runaway trend. Nevertheless, a lot of damage has been done already. Otherwise he said the ministry now insists that red earth miners must submit to his ministry EIAs, pre- and post- the intended activity on the land and that these are thereafter monitored by his department to ensure compliance such that the degradation of the past is not repeated.

How can these holes be fixed? According to information available to the magazine from the authorities, some of these can be used as swimming pools, fish ponds or some other controlled activity suggestions that seem far-fetched but a situation that presently seems to be beyond the management of the authorities in the state. The problem lies with the large number of construction activities, public and private sector, taking place in a mega city accounted to be not less than 15 million

inhabitants. Moreover, as the commercial capital of Nigeria, host of the busiest port system in the country and with the Lekki peninsula, the fastest developing region in Africa at the moment and the location of a new export processing zone, a deep sea port, a petrochemical plant and a proposed new airport, the need for sand runs into several millions of cubic metres. Therefore, the state is in need of a proactive, just and modern sand use policy that is environmentally friendly and not the current segregation in favour of "indigenes" which overlooks their fumbling and charlatanism in dredging a practice that will spell intractable erosion, floods and landslides for future generations.

Chinese and locally made dredges.

Another current highlight of the Nigerian dredging industry is the change in the source of equipment supply. Like many other things in the world now, made-in-China dredges in Nigeria are like a bull in a china shop! Typical Euro-American dredgers cost in the millions of dollars. But the Nigerian dredge operator, believing he is streetwise, even though possibly foolish in the long run, prefers the relative cheapness of Chinese dredgers which cost, sometimes, just a small fraction of its Euro-American equivalent and has a shorter working life. The last point is even sadder because the maintenance culture here is appalling. To add to the trend, some local engineers who have



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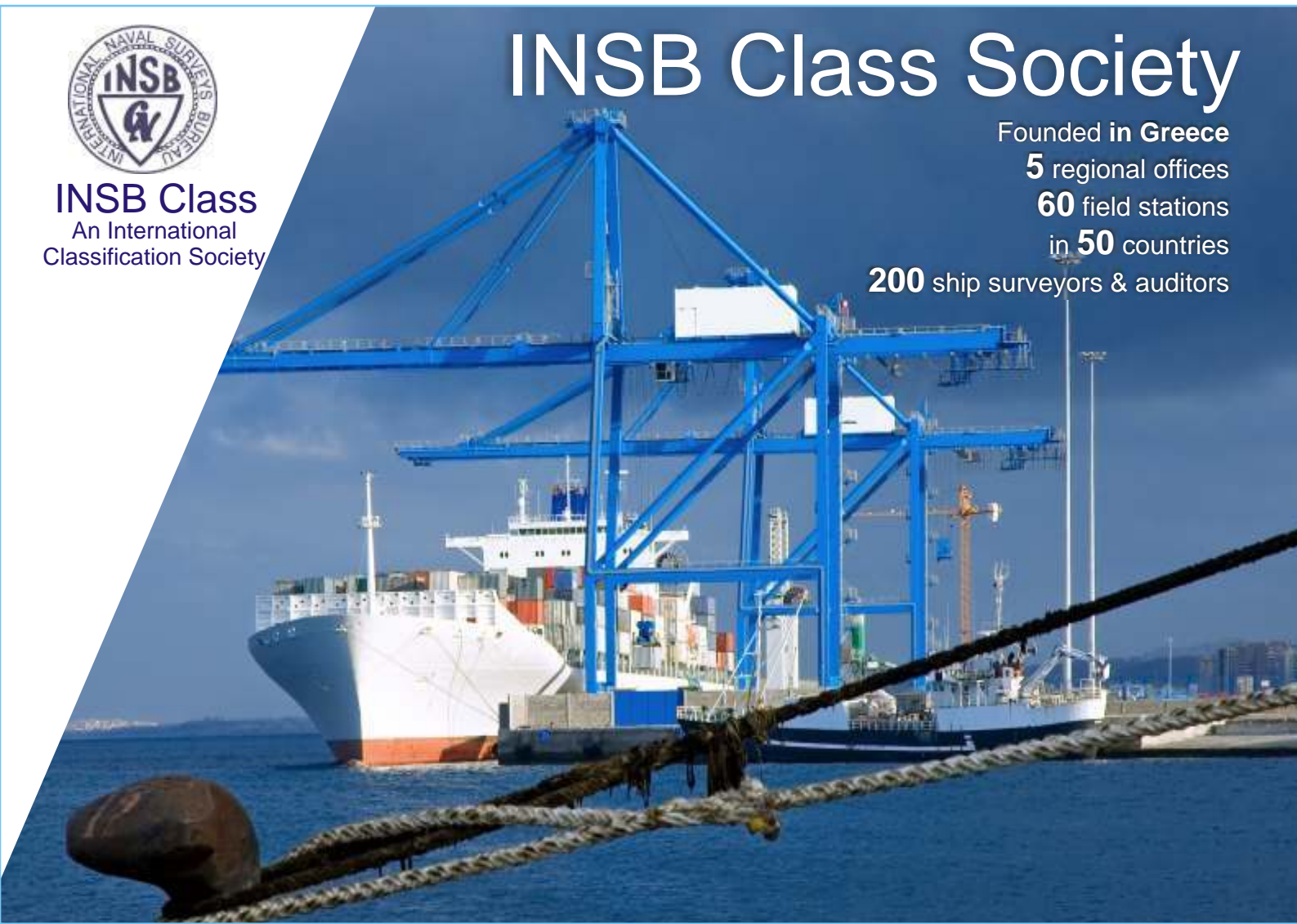
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A typical Chinese dredge in Nigerian waters.



4TH Nigerian Dredging Summit Participants on excursion at MAN Oron Jetty

demonstrated capacity to couple dredges have also drawn quite a bit of the dredge supply market to themselves, for good or ill.

Big time projects

These include the Eko Atlantic City project in Lagos, the reclamation for Bayelsa's new airport, reclamation and sand stockpile for the Coastal Road from Lagos to Calabar, harbor dredging in Calabar, Warri, Bonny, etc, and the new deep sea port proposed for Ibaka in Akwa Ibom state. The dredging of the Lower River Niger has entered into the phase of maintenance dredging which must go on for the next two years. There is also the Olokonla Deep Sea Port in yet another free zone area located at the boundary of Ogun and Ondo state for the \$9.8 billion Olokonla Liquefied Natural Gas company. The project being promoted by Shell, BG Group, Chevron and NNPC became slightly mired in the politics of the two host states but DDH was reliably informed that the impasse is now past and work would soon resume at the site. To solve agitations of marginalization, it was resolved that one leg of the two moles protecting the port will be in each of the states; it was before now designed to be all in Ogun state.

Dredging related activities at this site will be huge and with the law on local content requiring certain per cent of the contracts to be awarded Nigerian firms, local operators would be busy there as at the other locations. During President Jonathan's visit to the site last November, it was disclosed by the NNPC that the project during peak execution will employ 15,000 workers. And talking about the local content law and its significance for Nigerian dredging operators, there is expanded opportunities right now for dredging related jobs in the oil and gas sector for local operators.

Eko Atlantic City and the Environmental Challenge

There is no dispute that the prospects of Eko Atlantic City are a mixed bag: it will probably make Nigeria proud, as the promoters say of the project, but it seems to be a fight against the waves of the Atlantic ocean. And in every fight against nature, nature wins. As we analyzed, in this edition, the misfortune of

losing Alpha Beach to ocean surge, there is a notion that sand mining off the shores of Alpha Beach by the hopper dredgers working to reclaim land for the proposed new city is the principal cause of the problem. This is like robbing Peter to pay Paul. Today, it is Alpha Beach. Will it be Goshen Estate tomorrow or any of the other communities dotting the 180-kilometre shoreline of Lagos State or even beyond? DDH has been reliably informed that the rate of sand loss to the sea, despite the bund wall erected to protect the reclamation, has been very rapid despite the fact that Pearl River, one of the biggest hopper dredges in the world, has been working there intermittently since last year, transferring much sand, to achieve the progress now visible. Projected as a nine-square-kilometre extension into the ocean off Victoria Island in Lagos, will this city be structurally stable or will it have to fight for existence all the way? Then the inhabitants will have to sleep with one eye open! However, it will be nice to have the city without problems, if possible.

Harbor dredging update

The Nigerian Ports Authority (NPA) and Lagos Channel Management (LCM) are still beating their chest over the ship call by Mv Izmir which was able to come into port laden with 3,500 containers, a record so far. The draught of this ship was not mentioned in the NPA publication which broke the story. However, the emphasis is this story was the clearing of wrecks from the access channel of the Lagos ports system which reportedly have been a major hindrance in the past to smooth navigation. As yet Apapa port, under the operation of terminal concessionaires AP Moller Terminals for 25 years beginning in 2006, is the busiest port round the year and has a draught now improved to 11.5 metres by the recent phase of wreck removal and maintenance dredging. According to the report, LCM's general manager, Phil Glenton disclosed that the wreck removal exercises were divided into phases and phases 1 and 2 took care of wreck numbers MO 1, 8, 23, and

B18 and that further wrecks 59 and 13 were prioritized when the operations took place around entrance to Commodore Pool and Apapa port channels.

The import of all these was the desire to make Nigerian ports a hub for cargoes destined for the West African region and Mr Glenton was quoted as assuring that from now with the new depth of the ports all vessels which have about 80% of Nigerian bound cargoes will call in Nigeria first before calling on other sub-regional ports.

For Calabar and Warri ports, a similar situation could be said to describe their fate. Calabar has been on the dredging radar of the NPA but since 1996, with the award of the capital dredging to CCECC of China, it has not been gotten quite right. The 1996 campaign was followed by a 2007 dredging process which was faulty due to contractor disagreements on quantity of spoil removed. The two contractors used for the project, Van Oord and Jan de Nul, left site without the 84 kilometre channel fully dredged to the required depth of -8m. As at press time, the re-award of contract for Calabar dredging is in the offing but DDH gathers surveys done for it in 2010 must be updated or much allowances made for the differential due to high siltation rate of Calabar river, if a repeat of the 2007 fiasco is to be averted.

At Warri, sand shoals at the mouth of Escravos river block the entrance to the ports' access channels. These and many oil pipelines belonging to NNPC, Chevron and other oil companies which clog the river channels are the targets of the dredging contracts being prepared to free the river mouth and keep it navigable for big ships all year round. DDH gathered that meetings between NPA and the oil companies have been going on to obtain an accurate picture of the pipeline network and other oil and gas infrastructure buried in water so as to protect them from rupture by working dredges.

At Bonny, the hitch free operations of busy NLNG vessels have depended on the brilliant dredging work of Bonny Channel Company which is responsible for both capital and maintenance dredging of the channel. In fact, for the invaluable work being done by LCM and BCC in Lagos and





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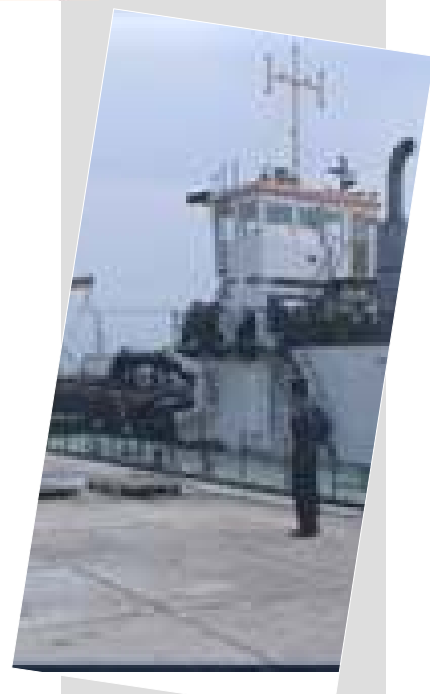
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Satellite view of Eko Atlantic City. Courtesy <http://www.ekoatlantic.com/discover-eko.html>



Mv Izmir sailing into Apapa port

Bonny respectively, many have called for the establishment of a channel management for Calabar as the only panacea to the longstanding draught problems of that port. The magic in the

collaboration of the NPA promises dredging prospects that are yet to be quantified because the project is still on the drawing board, even if being fast-tracked.

Nigerian Dredging Summit at Calabar

This year's edition of the Nigerian Dredging Summit promises to be packed with experiences and information from institutional and private sector actors. Expressions of interest have been rife and there seems to be a tendency for more openness on the side of the authorities to disclose paths followed for various dredging campaigns across the country. These shall fully come out with the corporate presentations and exhibitions. For details of this, check DDH magazine website.



Participants of 4TH Nigerian Dredging Summit Calabar



channel management companies is nothing more than the fact that they are joint ventures with NPA which operate with the efficiency and speed mostly possible in the private sector. Thus, needed repairs and response to maritime navigation issues are carried out with same-day dispatch unlike the civil service which will take weeks or months before ministerial approvals can be obtained. In Bonny, for example, if the NPA had been in charge of day-to-day running of the channel issues, when will approval be secured before problems encountered by an expensive gas carrier coming or going into the loading bay are solved? DDH gathered that NPA is poised to expand the Bonny access channel to take two big ships passing side by side instead of the present situation where one ship has to wait for the other to make the passage. Ibaka Deep Sea Port

The development of this deep sea port which is being promoted by Akwa Ibom State with the active



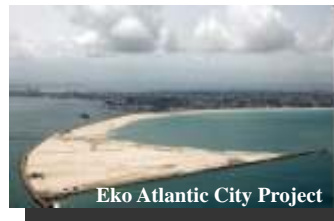


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DISN currently runs operational sites in different locations in the country namely; Eko Atlantic City project (Lagos), Lower River Niger dredging project (Lot 2), Opobo town extension (Rivers state), Maintenance dredging and Wreck removal works (Bonny Island) and various prospective oncoming projects.

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