

LAGOS STATE SUMMIT ON

CLIMATE CHANGE @ EKO HOTEL & SUITES
4TH – 7TH MAY, 2010

PRESENTED TO THE

"Special Panel on Shipwreck and Coastal Erosion with a focus on the Lagos Coastal Community"



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WHAT IS 'SHIPWRECK'?

'The ruin or destruction of a vessel during the course of Navigation'

or

'Vessel in a state of ruin from disaster at sea, on rocks, etc.'

Quote from Webster encyclopaedic unabridged dictionary

WRECKS



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CAUSES OF SHIP WRECKS PARTICULARLY IN NIGERIA

- } ACCIDENTS - COLLISION, GROUNDING, STRANDING, MATERIAL DAMAGE, ARRESTS,
- } ABANDONMENTMENT OF SHIP AND SOMETIMES WITH CARGO,
- } INADEQUATE LEGISLATION and POOR REGULATORY SYSTEM
- } LENGHTY ADMIRALTY PROCESS
- } NIGERIA, AS AN END USER OF MARINE TECHNOLOGY (SHIPS, SPARE PARTS AND MATERIALS) IS SUSCEPTIBLE TO VESSELS AT THE END OF THEIR USEFUL LIFE,
- } WEAK INFRASTRUCTURAL AND ADMINISTRATIVE SUPPORT FOR SHIPPING - Salvage, Repair yards, Insurance, navigational warnings, tidal water control, Sea swells, human capacity (dearth of professionals in quality, quantity and right mix), etc
- } INSUFFICIENT AWARENESS ON THE POSSIBLE DEVASTING CONSIQUENCIES OF SHIPWRECK - third party weakness
- } GENERAL ATTITUDE AND ADMINISTRATIVE WEAKNESS.

WRECKS AS INSTRUMENT OF EROSION

- DIVERT WATER FLOW
- INCREASE LEVEL OF SEA WATER
- DANGEROUS EMISSION
- DISINTEGRATE TO RELEASE DANGEROUS, JETSAM, LAGAN, DERELICTS AND OTHER COMPONENTS OF THE SHIP.
- UNPREDICTABLE INFLUENCE ON WATER PASSAGE AND TIDAL FLOW

CONSEQUENCES OF SHIP WRECK

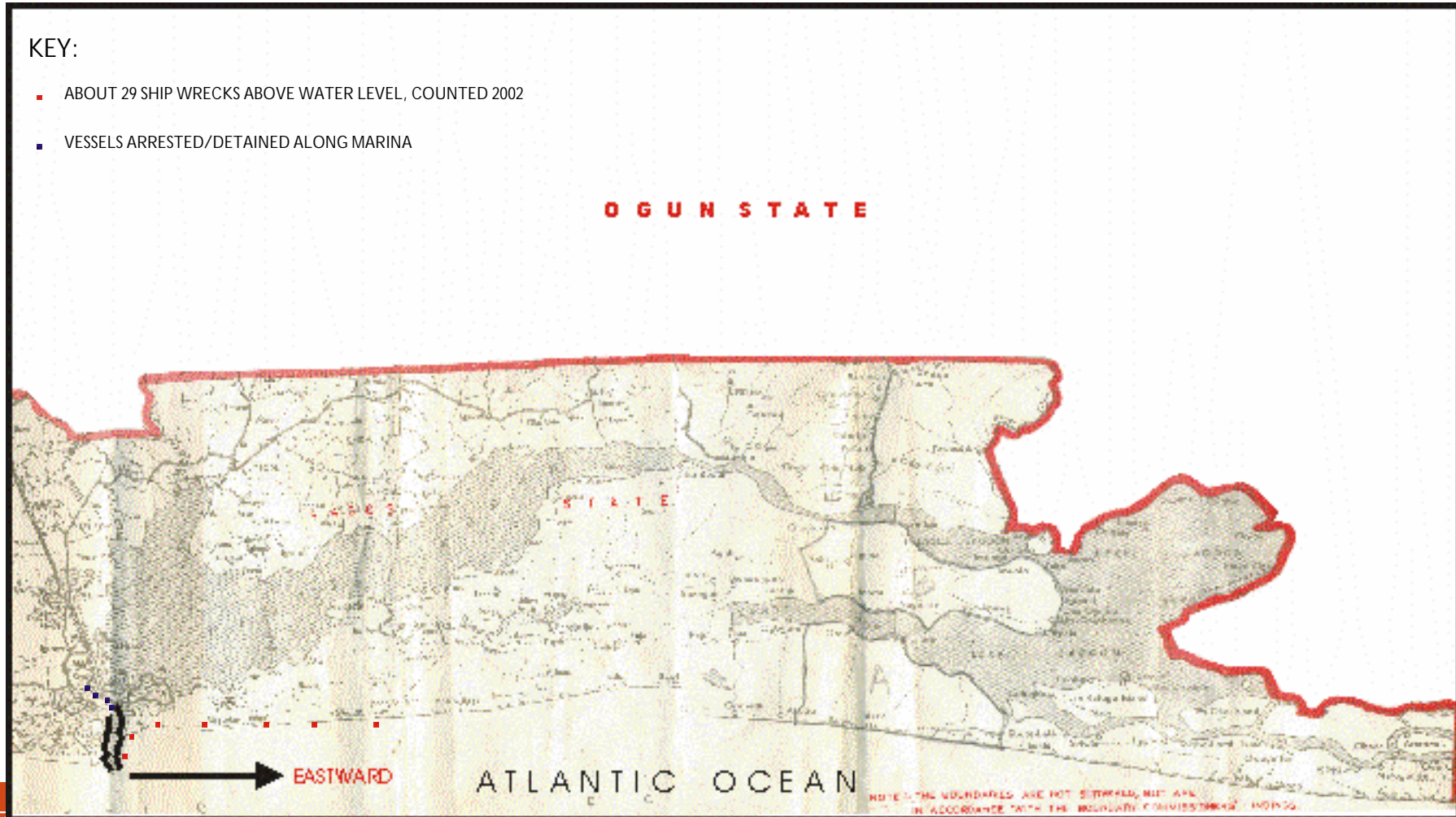
- Navigational problems between communities and other states.
- Toxic and other dangerous emissions into waterways.
- Erosion, diversion of water flow and community displacement.
- Recession of coastline.
- Possible loss/submerge of land between the Atlantic Coast and the Lagoon/Creeks
- Hide-out and launching platform for migrants.
- Economic wastages, and
- Reflection of indiscipline, poor administration and lack of commitment to international obligations.

VULNERABILITY OF LAGOS STATE TO SHIP WRECK Cont..... (COASTLINE CHARACTERISTICS)

LAGOS STATE COASTLINE EAST OF THE ENTRANCE TO THE PORTS.

KEY:

- ABOUT 29 SHIP WRECKS ABOVE WATER LEVEL, COUNTED 2002
- VESSELS ARRESTED/DETAINED ALONG MARINA



LAGOS STATE COASTLINE EASTWARDS OF THE PORTS

- Lagoon + Creeks/Rivers run over VI and parallel to the coast through to Ondo and other coastal states,
- Over 75 villages along the lagoon and creeks
- About 20 villages along main coast
- Plan Export Free Zone, with associated
- Anticipated river bank social/economic development
- Transport between villages and means of livelihood for the dwellers.

OVER 29 SHIP WRECKS ABOVE WATER LEVEL WERE
COUNTED IN 2002

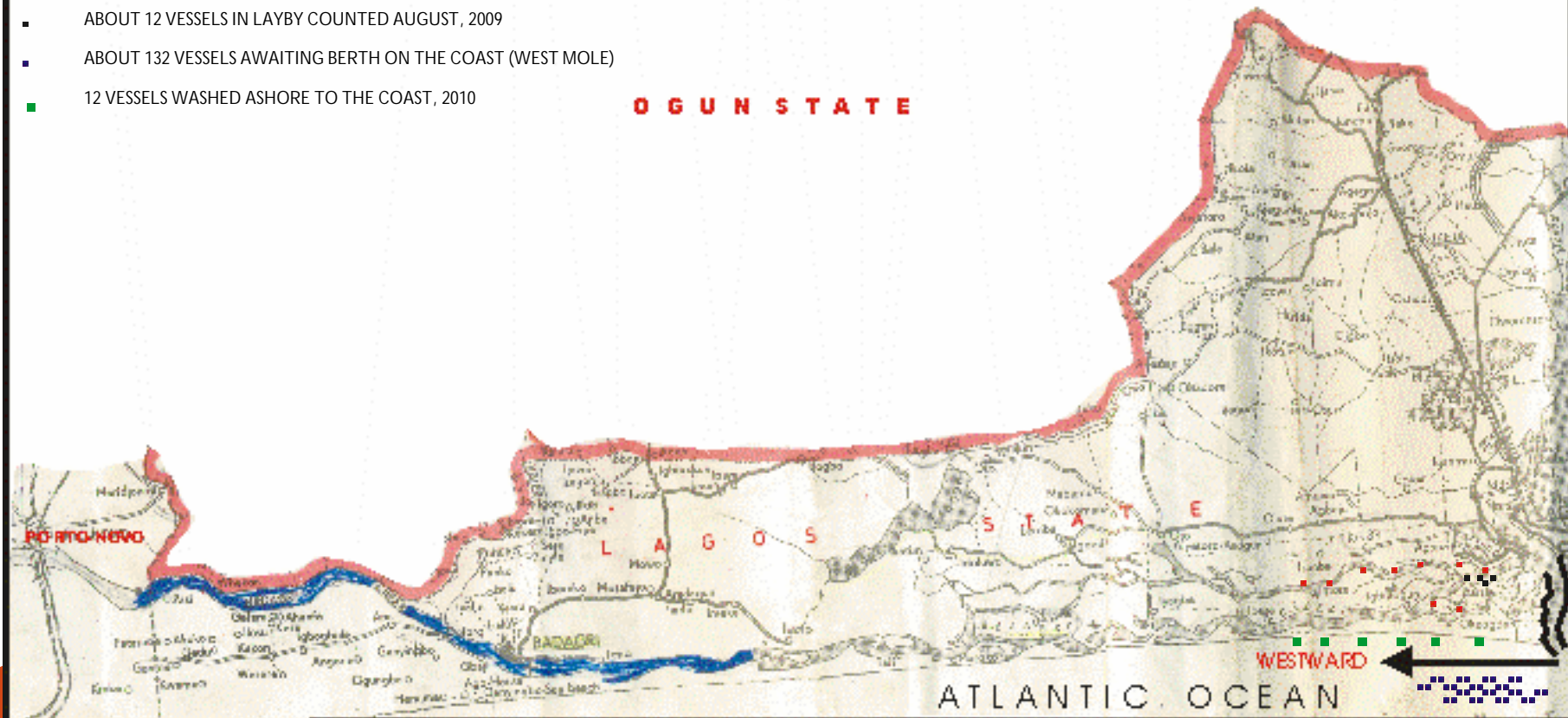
VULNERABILITY OF LAGOS STATE TO SHIP WRECK Cont.

(COASTLINE CHARACTERISTICS)

LAGOS STATE COASTLINE WEST OF THE ENTRANCE TO THE PORTS.

KEY:

- ABOUT 77 SHIP WRECKS ABOVE WATER LEVEL, COUNTED 2002
- ABOUT 12 VESSELS IN LAYBY COUNTED AUGUST, 2009
- ABOUT 132 VESSELS AWAITING BERTH ON THE COAST (WEST MOLE)
- 12 VESSELS WASHED ASHORE TO THE COAST, 2010



LAGOS STATE COASTLINE WESTWARD OF THE PORTS

- Lagoon/Creeks stretch parallel to the coast and even nearer the Atlantic than on the eastern side leading to Badagry
- Not less than 25 villages along the lagoon.
- Highly populated, commercialised and socially developed areas for example: Takwa Bay, Festac, Kirikiri, Igbo-Elejo, Port Novo Island, Ogogoro village, etc.
- Not less than 16 villages along the main coast.

ABOUT 77 WRECKS ARE SCATTERED IN THE LAGOONS AND CREEKS

WRECK CONTROL INSTRUMENTS

- UNITED NATION LAW OF THE SEA (UNCLOS)
- IMO-INTERNATIONAL CONVENTION ON THE REMOVAL OF WRECKS, 2007
- NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA) ACT, 2007
- MERCHANT SHIPPING ACT, 2007
- NATIONAL INLAND WATERWAYS AUTHORITY, DECREE No. 13

OBSERVATIONS

- All previous attempts and on-going effort may not yield desired effect, whereas; UNCLOS and IMO Instruments for which Nigeria is a party are substantial for the needs of the country.
- The Merchant Shipping Act, 2007 and the Nigerian Maritime and Safety Administration (NIMASA) Act, 2007 provide sufficiently for necessary action to prevent, control and remove wrecks, and salvaging of ships in Nigerian waters but these laws remain impotent.
- It appears only the Federal Government assume responsibility for ship wrecks whereas the consequences of wrecks may course serious havoc to the communities particularly if the ship carries dangerous goods.
- It appears the coastline and ecosystem of Lagos state requires holistic study as a guide for developmental activities.
- It appears there is a need for better awareness on the associated danger with wrecks, the gradual poisoning and degradation of the waterways and the possibility of a catastrophic discharge of dangerous cargo.
- The inherent social/economic benefits of Nigeria being an end user of Marine Technology will assist Lagos State tremendously. About 60% of Nigerian cargo pass through the Ports of Lagos, Lagos ports host annually over 2000 ships, 500 trawlers, finished product tankers, numerous barges and other crafts.

RECOMMENDATION

CAVEAT

- To achieve sustainable development for the prevention, control and removal of wrecks as well as creating jobs and wealth for the state and its people, internationally recognised administrative procedure should be considered.
- Lagos State, in its spirit of modelling may wish to showcase best known practices for achieving cleaner waterways.

RECOMMENDATION

- Lagos State should demonstrate its interest by urging NIMASA to give effect to the provision of part XXVI section 362(1) of the Merchant Shipping Act (MSA), 2007 in respect of making regulation and appointment of receiver of wrecks and the assistants- Lagos State like other coastal states should at least be assistants.
- Similarly, Lagos State may wish to discuss with the Minister of Transport on development of the national regulation on Salvage assistance and salvage of vessels' operation as provided in section 400 (1) of the Merchant Shipping Act,2007,
- Lagos State may consider the establishment of a private-sector joint-venture salvage company to protect its interest and create wealth for its people,
- Lagos State may, in collaboration with Nigerian Ports Authority motivate private sector/joint venture to establish Safe-haven/Scrape yard for distress ships that will accommodate detained ships, unseaworthy ships, recovered wrecks and abandoned ships, -to achieve clean ports and waterways
- Considering the long standing presence of federal activities in this domain and the Federal laws, a very high powered discussion should be initiated by the state between the governments' authorities,
- Every regulation and administrative arrangement made regarding wrecks and salvage should be devoid of political interests as much as possible, crafted for successful implementation by appropriate structure and manned by competent staff, and
- Let us involve the Universities and scientific NGOs in the Archaeological study of shipwrecks and underwater/seabed monument of historical value in our Lagoons, territorial waters and Exclusive Economic Zone.

FINALLY

THANK YOU