



## **7TH NIGERIAN DREDGING SUMMIT AND EXHIBITION, BADAGRY 2013.**

**With SEMINARS & EXCURSIONS to TOURIST ATTRACTIONS.**

### **INVITATION TO NOMINATE DELEGATES.**

You are hereby invited to nominate delegates to the 7th edition of the Nigerian Dredging Summit and Exhibition which will take place as follows:

Date: Wednesday - Friday, September 11th - 13th, 2013.

Venue: Admin. Staff College of Nigeria (ASCON), Badagry, Lagos State.

Time: 9:00am.

### **Brief Introduction**

The Nigerian Dredging Summit and Exhibition is an annual forum for industry stakeholders and environmental enthusiasts to meet, share ideas and network. Participants range from Nigerian and foreign dredging companies, equipment manufacturers, suppliers and vendors to officers from government ministries and regulatory agencies such as Ministry of Mines and Steel, Ministry of Environment, Ministry of Petroleum, Ministry of Transport, NNPC, NPA, NIMASA, NCDMB, LCM, BCC, to mention a few.

Dredging in Nigeria has enjoyed the most dramatic increase in profile and volume since the return to civilian democratic dispensation in 1999. Previously, the most frequent dredging projects in Nigeria were harbor dredging to service the navigational needs of the coastal ports system. Since 1999 however, the volume and scope of harbor dredging have spiked exponentially, especially with the seaport concession programme in the new millennium which transferred cargo operations to private terminal operators leaving NPA to serve landlord roles.

The other exponential increase in the dredging sector is the search for sand. Sand mining now accounts for more than 60% of all dredging projects across the country. It is closely followed by dredging services to the oil and gas industry for wellhead sweeping, canalization, reclamation and remediation of oil spill environments, etc.

The theme this year is **Eco-Dredging And The Development Of Green Ports**. This is because of a current drive now for private-sector-led developments of new ports which are on the drawing board for Nigeria's rising port industry. These are mainly deep-sea ports and maritime industrial complexes that are combining with export-free zone initiatives. The locations of these new ports are Badagry and Lekki in Lagos, Ibaka in Akwa Ibom State, Olokonla at the Ogun and Ondo States' boundary.

Moreover, the second aspect of our theme, balancing with the environment, resonates with the safety mandates of the Nigerian Maritime Administration and Safety Agency (NIMASA). The NIMASA role includes maritime security and the development of human capacity for the indigenous dredging and maritime sectors.

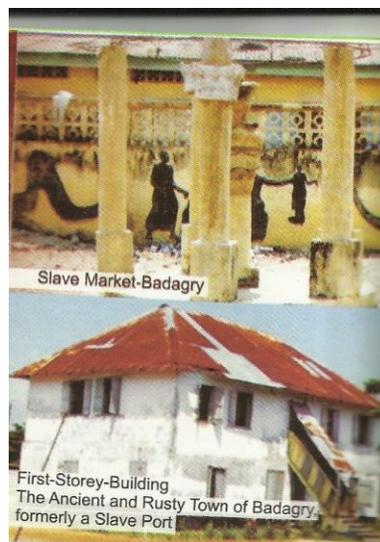
The foregoing issues are topics routinely discussed at the Nigerian Dredging Summit and Exhibition Series which have been taking place since 2007.

### **WHY BADAGRY?**

- Badagry is now one of the attractive dredging destinations in Lagos State for sand mining. As is widely known, a deep sea port is also in an advanced

stage of planning and execution in this ancient town. Delegates shall be taken round some of these locations for the feel of practical dredging sites and environments.

- Badagry is also an international tourist destination with some UN-Heritage sites located there. These include the Slave Relics Museum, The Slave Port, The Point-of-No-Return and The First Storey Building in Nigeria, etc. There are also beach resorts and the nearby Seme Border, a thriving town in its own right. Delegates shall be taken round these attractions at no extra cost.



- The Summit venue, ASCON, is a premier conference facility established by the federal government in 1972 but still aglow in remarkable allure. Residential facilities for guests are superb, with recreational facilities like table tennis, lawn tennis courts, swimming pool, squash and badminton, gymnasium, billiard and other indoor games and a 24-hour medical centre. All rooms are equipped with satellite Tv.
- **FULLY RESIDENTIAL SUMMIT:** For the first time in the series, the 7<sup>th</sup> edition of the Dredging Summit is fully residential for all interested delegates. As stated above, the accommodation is posh, spacious and suitable for

couples or families attending together. However, delegates are also free to make alternative accommodation plans if they so wish.



The categories of available rooms are as follows:

Executive Suite	N25,000.00 per night.
Double Room	N13,500.00 per night.
Standard Room.	N10,000.00 per night.

- For first-timers to Badagry, the summit venue is about two hours by road on the Lagos-Badagry Expressway. You are advised to leave early to beat the rush-hour traffic at Mile 2 and Volkswagen/LASU Junction.
- **AIR-CONDITIONED BUS SERVICE:** For all delegates going from Lagos, arrangements are being made to put on a bus service. The bus will leave from City Hall (Lagos Island) on September 12 at 12 noon. Delegates who wish to travel by this bus will be carried free of charge, to and fro. All delegates who wish to travel with the bus must have paid their attendance fees and should contact the organizers early to book their places.
- If arriving Lagos by air and in need of our assistance in any way, please contact the address below. In all cases, you may call or email us with your requests concerning attendance, hotel bookings, transportation logistics and any other enquiries. Early arrangements are advised, please.

## **SOME OF THE LEADING PAPER PRESENTATIONS AT THE SUMMIT:**

- “EIA Regimes and Environmental Safety in Nigeria’s Dredging Industry” by Federal Ministry of Environment.
- “Opportunities for Dredging and Sand Mining in Various States in Nigeria” by State Governments.
- “The Equipment Market for Dredging and Sand Mining in Nigeria: Availability and Prices” by Manufacturers and Vendors.
- “Green and Sustainable Ports Development: The Future Trend” by LCM.
- “NPA Channel Management Joint Ventures: Celebrating The Prospects, Managing the Challenges” by NPA.
- “Developing the Bonny Waterway by Dredging: Prospects and Challenges” by BCC.
- “Royalties over Sand: Authority for Mining and Mineral Exploitation in Nigeria” by Ministry of Mines and Steel Development.
- “Dredge and Equipment Repairs, Maintenance and Inspection” by Dave Moore.
- “Implementing Cabotage Law for New Deep-Sea Ports and Green Ports: Deepening NIMASA’s Role in the Industry.”



## **PARTICIPATION FEES**

### **REGISTRATION FEES:**

Individual Delegate (1 person)	N100,000.00
Group Delegates, 3 participants	N260,000.00
Group Delegates, 4 participants	N340,000.00
Group Delegates, 5 participants	N400,000.00

### **EXHIBITION:**

Cost of Booth:	N250,000.00 per booth (measuring 3m x 3m, 9sq m.).
Cost of Table:	N120,000.00 (A 2-seat Table).

### **ACCOMMODATION RATES:**

The categories of available rooms are as follows:

Executive Suite	N25,000.00 per night.
Double Room	N13,500.00 per night.
Standard Room.	N10,000.00 per night.

***(See Table on the next page for combinations of registration and accommodation fees.)***

S/No	Category	Attendance Fee	Accommodation Option	Total
1	Executive Suite	N100,000.00	With Accommodation (3 nights @ N25,000.00 per night)	N175,000.00
			Without Accommodation	N100,000.00
2	Double Room	N100,000.00	With Accommodation (3 nights @ N15,000.00 per night)	N145,000.00
			Without Accommodation	N100,000.00
3	Standard Room	N100,000.00	With Accommodation (3 nights @ N10,000.00 per night)	N130,000.00
			Without Accommodation	N100,000.00
4.	Group of 3 Delegates	N260,000.00	With Accommodation, add cost of chosen rooms.	N260,000.00 Plus...
			Without Accommodation.	N260,000.00 only.
5.	Group of 4 Delegates	N340,000.00	With Accommodation, add cost of chosen rooms.	N340,000.00 Plus...
			Without Accommodation	N340,000.00 only.
6.	Group of 5 Delegates	N400,000.00	With Accommodation, add cost of chosen rooms.	N400,000.00 Plus...
			Without Accommodation.	N400,000.00 only.
7.	Other Group numbers.	Please call the secretariat for further details.		

## **SUMMIT COLOUR BROCHURE**

A Summit Colour Brochure where adverts can be placed is usually published for the Event with the following advert rates.

### **Advertisement rates for the Colour Brochure:**

Outside Back Cover	N250,000.00
Inside Front Page	N200,000.00
Inside Back Cover	N180,000.00
Full page	N150,000.00
Half Page	N95,000.00

### **MODE OF PAYMENT**

Two modes of payment are acceptable.

1. By cheque, made payable to: **DREDGE SKILLS AND MARINE TRAINING CENTRE LTD.**
2. Or by bank transfer / E-Payment to our bank accounts as follows:

Name of Bank: Stanbic IBTC Bank Plc.  
Name of Account: Dredge Skills And Marine Training Centre Ltd.  
Account Number: 9202145879.  
Sort Code: 221150690.  
Email Address: [dredgeskills@gmail.com](mailto:dredgeskills@gmail.com)  
Telephone: 08033378735.

Name of Bank: GT Bank Plc, Ajah Branch.  
Name of Account: Dredge Skills And Marine Training Centre Ltd.  
Account Number: 0013355857.  
Sort Code: 058152272.  
Email Address: [dredgeskills@gmail.com](mailto:dredgeskills@gmail.com)  
Telephone: 08033378735.

To request payment invoices, please contact the secretariat by email or phone.

## **THE NIGERIAN DREDGING HONOURS AWARD**

The 7<sup>th</sup> Summit will continue with the conferment of awards of honor on deserving organizations as instituted in 2012. The list of about three awardees for 2013 will be circulated in due course. Titled “The Nigerian Dredging Honours Award”, the ceremony is usually put together in close collaboration with the local Dredging Association as a way of nurturing growth, innovation and performance for the industry.

## **EXHIBITION STANDS /MARKETING**



## **EXHIBITION STANDS**

As usual, the exhibition gallery boosts the opportunities for equipment vendors and other service providers to show off their wares or services. Organizations that are interested in taking up Exhibition spaces should contact the organizers as soon as possible via email or telephone. Sterling Bank, as an awardee, shall be entitled to a stand like this.

## **SUMMIT COLOUR BROCHURE**

Another marketing avenue during the occasion is the Summit's Colour Brochure where adverts can be placed. This Brochure which is distributed

free of charge to all participants holds useful information and contact details of participating companies, regulatory agencies and other service providers.

**Advertisement rates for the Colour Brochure:**

Outside Back Cover	N250,000.00
Inside Front Page	N200,000.00
Inside Back Cover	N180,000.00
Full page	N150,000.00
Half Page	N95,000.00

## **BRIEF PROFILE OF NIGERIA'S DREDGING INDUSTRY.**

### **INTRODUCTION**

The recent dredging of the Lower River Niger and subsequent plans to dredge the Benue, Calabar Channel and the Escravos, etc, stand out as signposts to a very important industry. The dredging campaigns are to keep our river ports navigable all year round. Coupled with the search for river sharp sand, Nigeria is probably one of the busiest dredging locales in the world. Participants at the Summits always deliberate on how to manage the economies of dredging and sand mining vis-à-vis the precautions for environmental best practices.



Dredging the river ports and inland waterways of Nigeria remain the key procedures for tapping their economic advantages to the fullest: enabling cargo-laden ships to sail in and out of our ports and harbours. For example, since 2005, Lagos Channel Management has dredged 53,583,546 cubic metres of spoil in capital and maintenance dredging to bring the Lagos channel to the depth of 13.5 metres. On the other hand, Bonny Channel Company has performed a similar task at the Bonny River, scooping 43,537,000 cubic metres of spoil since 2004 to bring the river's draught to its current 12.5 metres.

In the same vein, sand mining from rivers, streams, natural and man-made lakes continue to supply the nation millions of cubic metres of sharp sand annually for road construction, real estate development, beach replenishment and even remediation of oil spills, etc. For instance, about 40 dredging firms

are currently operating in Bayelsa state with an estimated target to stockpile more than 7 million cubic metres of sand for public and private users, according to industry operators. Other heavy dredging states include Lagos, River and Delta.

What are the aggregate business opportunities in the sector and in what direction of growth is the industry going? These are the points of interest for the annual dredging summit series.

## **NIGERIA'S DREDGING HISTORY IN BRIEF...**

### *Harbour Dredging*

Dredging to deepen shipping channels began in Nigeria in 1906 when the colonial authorities placed a dredger at the Lagos port access to the Atlantic Ocean for the removal of sand shoals. The shoals had made entrance for big ships into the harbor difficult.



As ships got bigger with deeper draught, the need for more and rigorous dredging of access channels, turning basins and berths became all the more compelling. The more the number of river ports increased, especially after the Nigerian civil war, the larger became the programme for harbor dredging.

With the addition of special navigational needs like the very high and increasing throughput at the Lagos Ports Complex and exigencies of greater movements of gas carriers for the Nigerian Liquefied Natural Gas at Bonny River, the NPA formed joint-venture dredging management companies to oversee a dedicated channel dredging system for uninterrupted service. Almost always, some dredging project for the NPA is underway in some rivers of the country all the year round, with Warri, Escravos and Calabar now ongoing. A new channel management company has just been approved for Calabar channel.

For the inland waterways, the first leg of the dredging of the Lower River Niger commenced in 2008 and gulped over N36 billion paid by the federal government via the National Inland Waterways Authority (NIWA) which manages inland water transport regulation. Six dredging companies and same number of consultants were engaged on the project which was declared completed in 2011. The distance covered ranged from Warri via Forcados and the bifurcation at River Nun, and up river to Onitsha, Ida, Lokoja and Baro, over 500km. River ports were to be constructed or refurbished at the last four locations. By far, the campaigns along the inland waterways and harbor dredging form the bulk of public sector dredging projects in Nigeria today.

### *Sand mining*

This is the quest for sharp sand or red earth; the former is dredged from rivers and lakes while the latter is mined from surface soils and forests. More than 90% of all dredging activities take place in the Niger Delta and south west Nigerian states bordering the Atlantic Ocean. The need mainly is for filling materials and mortar for road and housing constructions. Lagos enjoys the pride of place as the leading location for highest use of sand due to many factors, including the massive road projects, the housing boom in Ibeju-Lekki peninsula, Badagry road modernization and other fast-springing residential and industrial centres.



The famous Eko Atlantic City, where South Energy of Holland and high net-worth investors are investing to reclaim over 1.5km hectares from the Atlantic Ocean at Bar Beach in a public-private initiative with the Lagos State Government is another ambitious dredging project on the Nigerian horizon. The reclamation will require the dumping of 95 million cubic metres of sand procured from the sea. With the first phase completed, real estate developers have moved to site for piling and construction of various infrastructure projects.

In addition to all these, there are more than one hundred reputable small-scale dredging firms engaged in the business of sand mining from water bodies all over the riverine areas of the country. They also supply the same market for road construction and housing developments.

#### *Oil and Gas Sector and other sub-sectors...*

For all swamp operations of the IOCs, like Shell, Mobil, Agip, etc, much dredging services are also usually employed. These are for well-head sweeping, canalization, channelization of rivers and small streams, remediation in situations of oil spill, etc. As of 2008, over 65% of Shell's swamp activities require dredging services of various kinds. In view of the so-called mono-crop nature of Nigeria's economy, this translates to a sensitive business which is handled by the dredging sector for the IOCs.

It is a developing industry, especially the indigenous operators of this business which used to be a totally foreign affair less than two decades ago. However, it appears that the longer the new comers are able to stay focused and grasp the rudiments of the trade, the more they prosper. We now have some local rising giants in the business such as the Nestoil Group, Funq Tai Engineering Company, Japaul Marine Services, Harris Dredging, etc.



### **WHY STAKEHOLDERS ATTEND NIGERIAN DREDGING SUMMIT.**

1. Dredging is fast becoming one of the emergent industries in Nigeria for accomplishing projects belonging to federal, state and local governments, as well as serving the various needs of oil field operating companies. It is also now becoming useful for private sector real estate development through the demand for sand. Before now, capital and maintenance dredging for harbors have kept many dredging firms constantly busy. In recent times, however, many startup Nigerian firms have joined the ranks of the foreign dredging contractors, and thus the competition, necessitating networking and intelligence.

2. The quest for best practices and information by stakeholders: the users of dredging services, including terminal operators; dredging contractors and operators; consultants and various service providers and clients. Especially for new entrants into the sector, there is the need to obtain adequate knowledge and information about rules and regulations and technical know-how to fine-tune their businesses.
3. The Nigerian Dredging Summit and Exhibition has been effective as a marketing arena and a meeting place for dredging and dredge equipment makers and vendors as well as a place for interaction between environmental engineers, consultants, academics and governmental regulatory agencies for the exchange of ideas and meaningful debates of existing policies.
4. Avid and keen operators want the development of an umbrella association of serious dredging stakeholders and the summit and exhibition provide a cradle for this.
5. Promoters of leading edge or new services such as ferry or other marine transportation like sand barges use the summit and exhibition as a sounding board because of the yearly massive gathering, the only one of its type for the local dredging community.

#### CONTACT DETAILS

**DREDGE SKILLS AND MARINE TRAINING CENTRE LTD,  
SUITE E270, IKOTA SHOPPING COMPLEX,  
AJAH. LAGOS.**

TELEPHONE: +234 1 7928166 OR 08033378735.

EMAIL: [dredgeskills@gmail.com](mailto:dredgeskills@gmail.com)

WEBSITE: [www.ddhmag.com](http://www.ddhmag.com)

***END OF PROPOSAL***

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