

OPERATIONAL INTEGRATION FOR EFFECTIVE CARGO DELIVERY FOR PORT AND SHIPPING



BY

OLUWADAMILOLA EMMANUEL

(General Manager, Lagos State Waterways Authority (LASWA))





LAGOS STATE AND ITS WATERWAYS

- Water Transportation is associated with inland waterways, coastal waters, and the deep sea.
- The movement of goods and services along inland waterways is one of the oldest means of transportation because Inland water transport offers the most economical, energy efficient, and environmentally friendly means of transporting all types of cargo from place to place.
- Water transportation in Lagos State currently contributes to less than 2% of total traffic in all motorized public transport modes, with road transport contributing over 80%, hence the cause of congestion on our road network.



LAGOS STATE WATERWAYS AUTHORITY (LASWA)

- Lagos State Waterways Authority (LASWA) was established by the Lagos State Government (LASG) in 2008 to regulate, develop and manage all aspects of the waterways of Lagos State.
- LASWA is committed to the regulation of the use of Lagos Inland Waterways, encourage sustainable investment (through Public Private Partnership or foreign investment) and develop lasting water transport solution for the people of Lagos State.



LASWA – FUNCTIONS BY LAW

- (a) Registration of all vessels on the waterways.
- (b) Regulation of ships or other vessels within the state waterways, and the use of state internal waterways by all users including private and common carriers.
- (c) Grants franchise, concession or license to any company or person, that confers the right to operate a ferry service between such points as are specified in such franchise or license or to own and operate a private jetty.
- (d) Inspection and patrolling of the waterways.
- (e) Enforcement of safety standards.
- (f) Clearing and maintaining waterways, free from all obstructions, wrecks, abandoned properties, water hyacinth and other aquatic weeds
- (g) Installation of route buoys, gauges, distance boards and marking along the waterways;
- (h) Insurance of the vessels and other properties of the Authority in any manner it deems fit.
- (i) Establishment of state Waterways Guard Corps to patrol, superintend, secure, and regulate traffic, safety and compliance
- (j) Conducting hydrological and hydrographic surveys of the water ways



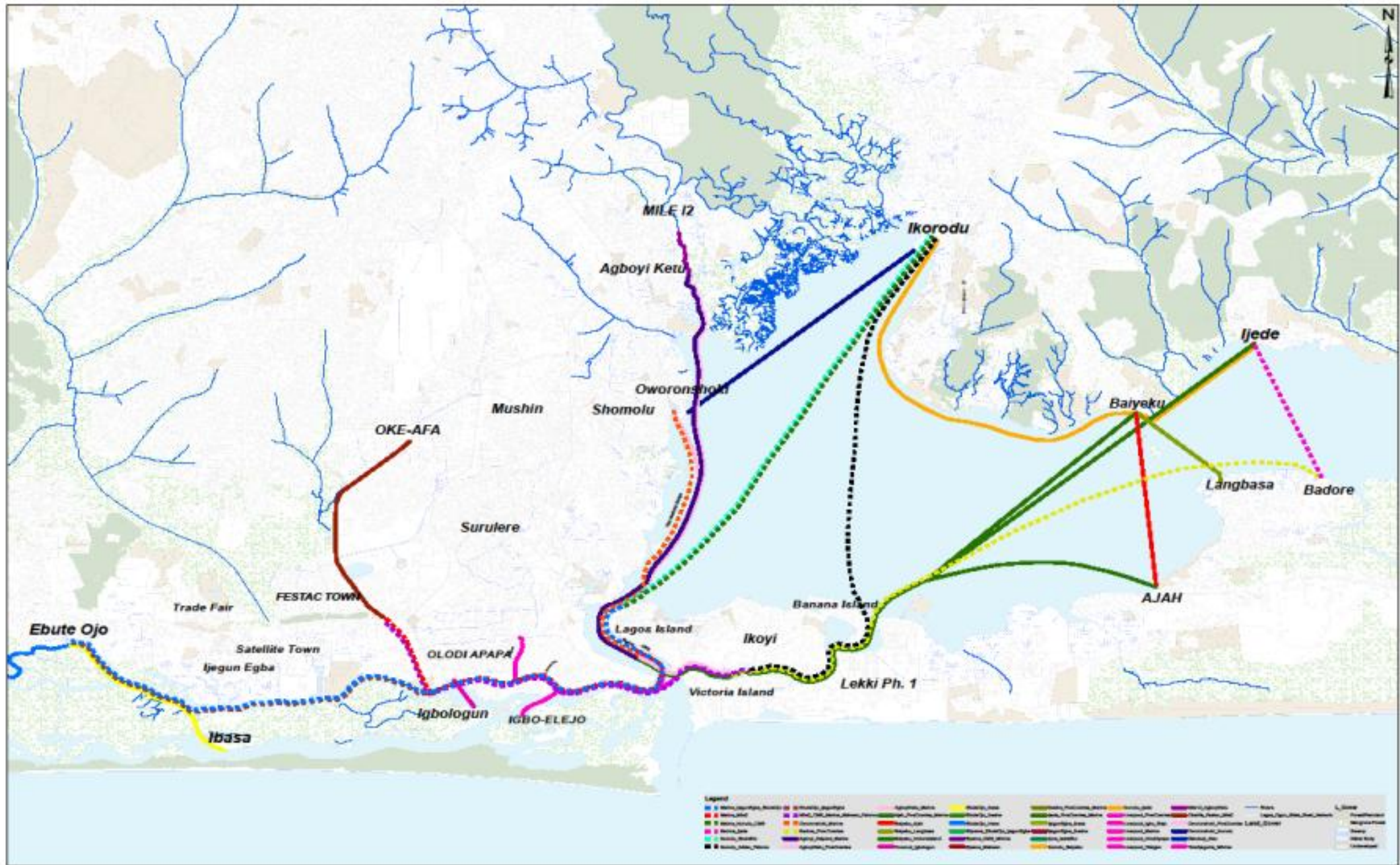
DO YOU KNOW OVER
2MILLION
LAGOSIANS MOVE
AROUND BY BOAT
EVERY MONTH?



RIDERSHIP COUNTS



S/N	NAME OF JETTIES	MAY 2ND - 8TH	MAY 9TH-16TH	MAY 17TH -23RD	MAY 24TH -30TH	TOTAL PER MONTH
1	ABULE OSUN	5383	5458	5423	5475	21739
2	ALEX	17,515	17,518	17,781	19,792	72,606
3	AGBOYI KETU	10,901	10,865	11,097	11,297	44,160
4	BADORE	6,816	67,025	6,840	8,771	89,452
5	BAYEKU	13,889	13,745	13,724	13,801	55,159
6	COMMANDO JETTY	648	680	597	665	2,590
7	CMS	15,431	15,522	14,657	14,770	60,380
8	COCONUT	17,902	17,819	17,251	16,884	69,856
9	EBUTE IKORODU	12,427	12,365	12,287	11,874	48,953
10	ELEGBATA	4,572	4,435	4,692	4,396	18,095
11	EPE	6,584	6,405	5,623	5,379	23,991
12	FALOMO	2,655	2,524	2,678	3,113	10,970
13	IBESHE	761	764	698	644	2,867
14	IJEDE	8,571	8,420	8,691	8,803	34,485
15	IJEGUN EGBA	24,189	25,892	25,561	25,743	101,385
16	IJORA	275	282	269	274	1,100
17	IYA AFIN	17,627	17,528	17,619	17,186	69,960
18	LANGBASA	1,726	2,011	1,590	1,606	6,933
19	LIVERPOOL	23,781	24,006	24,234	24,638	96,659
20	OJO	12,896	12,924	12,755	11,946	50,521
21	OKE IRA NLA	14,705	15,224	15,245	15,427	60,601
22	SAGBOKOJI	17,540	17,783	16,943	16,908	69,174
23	SLAVE ROUTE	9,612	9,582	9,349	9454	37,997
24	TAKWA BAY	8,895	9,350	10,373	11,251	39,869
25	TIN CAN	15,511	15,471	15,743	15,831	62,556
						1,130,319

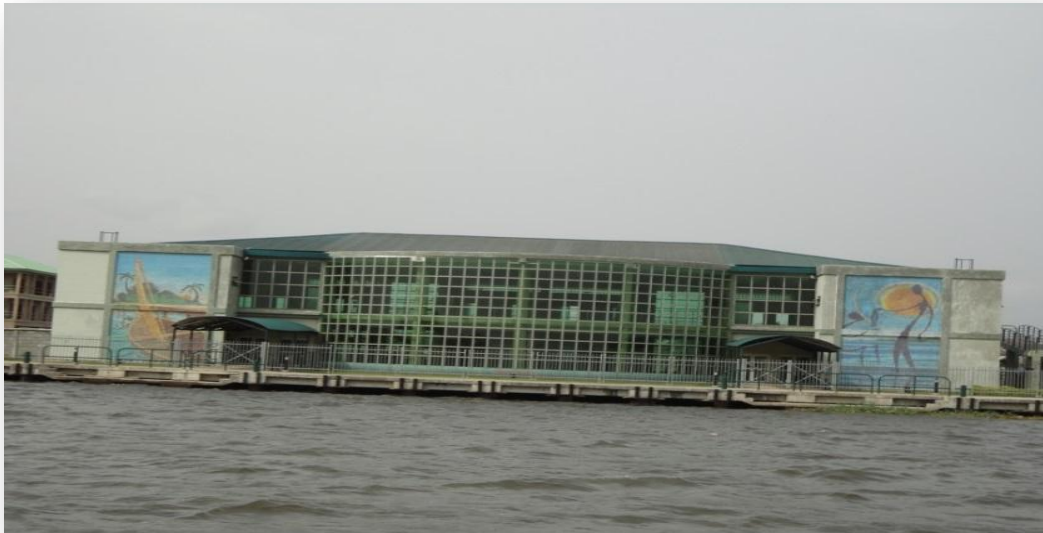


EXISTING STATE TERMINALS AND JETTIES

- There are 55 Terminals and Jetties owned by the State.
- 7 major Terminals, 13 Commercial Jetties with LASWA oversight and 35 Jetties without LASWA oversight.



FIVE COWRIES TERMINAL



IKORODU TERMINAL



LIVERPOOL JETTY

FEDERAL PORTS IN LAGOS



There are Six (6) Federal ports in Nigeria. Two (2) of these ports are in Apapa:

- Lagos Port Complex Apapa
- Tin Can Island Port Apapa





FEDERAL PORTS IN LAGOS

- Lagos ports are most active because Lagos is the economic capital of the country.
- Many importers would prefer to receive their goods in Lagos.
- 99% of Nigeria's trade goes through its sea borders, meaning the fate of the country's trade rests on port efficiency.
- Port activities have an impact on the surrounding area hence the reason for the congestion in Apapa where shipping trucks line the side of the road.
- Over 70% of the entire Nigerian import cargos are handled by Apapa and Tin-Can Island Ports due to their advantage location.

APAPA GRIDLOCK

- The Apapa Gridlock remains a challenge to the federal government despite heavy investment in infrastructural development.
- After the concession of operations in 2006, Cargo throughput in the nation's port doubled.
- Due to this increase, entrance into Apapa port city has become very difficult as service providers including other road users face serious issues like:
 - ❖ Man hour-loss.
 - ❖ Increase in costs of doing business due to delays in clearing.
 - ❖ Threat to smooth movement of goods

Asides rehabilitation of roads, reduction of government agencies from the ports' premises and development of other ports outside Lagos, there is need for integration of operational activities with the State inland waterways.

GOVERNMENT INTERVENTION TO DECONGEST APAPA PORTS

- Reviving the Eastern Ports in order to divert traffic to those ports.
- The use of dedicated truck parks as holding bays.
- Deployment of a revised effective Empty Container Return Management Policy
- Rehabilitation works inwards and outwards Apapa road networks.

Other Strategies that may be effective include;

- Truck online scheduling appointment system to reduce idle trucks in ports and mitigate the traffic.
- Relocation of part of the port activities like cargo handling, distribution centres and other formal procedures to an inland port or terminal to reduce gate congestion.
- Dedicated freight routes and travel days.

STATE INLAND WATERWAYS AS AN ALTERNATIVE



- As important as the listed measures are, they are more focused on road transport even though water transport has all the potentials to assist in the overall transport system of the metropolis.
- The challenges keep compiling, hence the need for the development of transshipment centres and hinterland transport to support the Ports .
- The government can tackle the transport problems around the ports by shifting emphasis to major Inland waterways terminal to ease the pressure on the roads.
- LASWA has therefore commenced plans to carry out feasibility studies to identify various Transshipment points on the Inland waterways to assist in resolving these issues.





TRANSSHIPMENT CENTRES ON STATE WATERWAYS

- Transshipment is the movement of goods or containers to an intermediate destination, before being shipped to their final destination.
- It takes place through any mode of transportation and it helps control congestion at the final destination of cargo.
- With limited number of ports, it is fundamental to have efficient ports that avoid congestion, simplify international trade and thus improve the economy, living standards and port effectiveness.
- It is a highly capital-intensive investment and involves private and public investors.

TRANSSHIPMENT CENTRES ON STATE WATERWAYS

- In 2007, The European Inland waterways transported 520million tons of goods, The United States did 800million while China did 1.3billion tons.(UNCTAD 2008).

Other reasons For Transshipment include;

- Creation of alternative means of transportation during intermediate stoppage before cargo reaches its destination.
- Bridging the distance between origin of cargo and its destination where a single mode of transportation is unavailable.
- Larger vessels with more cargo may not be able to berth in smaller ports. Transshipment is the only logical way forward.
- Consolidation of goods going to the same port of destination to reduce number of vessels.

TRANSSHIPMENT CENTRES- WAY FORWARD

- Studies on the best ways to integrate operations between State Transshipment Centres and Federal Ports to ease gridlock.
- Feasibility study to Identify best location for transshipment centres along the State Inland Waterways.
- Architectural design of the transshipment centres.
- Traffic management within the transshipment centers.
- Mode of partnership with agencies for the purpose of regulations and revenue generation.
- Creation of strong public awareness and stakeholders integration to attract local and foreign investors especially in areas like dredging, Vessels, Badges.
- Upgrade of existing jetties and terminals.

LASWA – SHORT TERM GOALS IN LINE WITH TRANSHIPMENT OPPORTUNITIES



COMPONENTS	BENEFITS
SAFETY	<ul style="list-style-type: none"> • To develop and promote safe and efficient transport on the waterways
STAKEHOLDER'S ENGAGEMENT AND PUBLIC SENSITIZATION/ AWARENESS	<ul style="list-style-type: none"> • To increase public sector knowledge on water transportation • Creation of sustainable investment on the waterways • Organization of stakeholders' meetings to address issues relating to usage of the waterways
INTEGRATION OF BUS STOPS	<ul style="list-style-type: none"> • Easy connectivity between all existing modes of transport- Existing LAG-BUS routes • Improve safety and accessibility to terminals and jetties
UPGRADING JETTIES	<ul style="list-style-type: none"> • Opportunity for park and ride facilities • Jetty expansion and improvement of existing facilities to accommodate passenger growth. • Improve passenger safety and efficiency of ferry services.
HYDROGRAPHIC SURVEY	<ul style="list-style-type: none"> • To identify hazards to navigation and demarcate channels • To verify and create aids to navigation and landmarks. • Installation of Directional Signages on all the bridges
CONTINUOUS CLEARING OF WATERWAYS	<ul style="list-style-type: none"> • To rid the waterways of water hyacinths, plastic waste, debris and wrecks

LASWA & NIWA



UNIFY

Unify Standards for
All Waterways
Infrastructure and
Operations

ENFORCE

Enforce all
Waterways Laws
and Regulation

HARMONISE

Harmonise all
Tariffs/Levies/Fines/
Penalties/Fees and
Permits

STABILIZE

Stabilize the
Waterways for
Sustainable
Investments to
thrive



LASWA



Safer
Cleaner
Prosperous

