

**DELTA STATE ATLANTIC OCEAN COASTLINE INFRASTRUCTURE DEVELOPMENT
ASPIRATIONS AND INLAND WATERWAYS POLICY FRAMEWORK PAPER
ON THE DEVELOPMENT OF THE NIGERIA BLUE ECONOMY SUBMITTED BY DELTA
STATE GOVERNMENT**

**1.0 THE POTENTIAL OF THE BLUE ECONOMY IN ACCELERATING ECONOMIC
GROWTH OF NIGERIA**

The Blue Economy initiative essentially involves building an ecosystem of industrial and mercantile business activities in order to comprehensively harness the abundant natural, aquatic and marine resources of the Atlantic Ocean, Rivers, lakes, inland Waterways and the River Basins, etc in Nigeria. Incidentally, these aquatic bodies are characterized by marshy, swampy and difficult terrain which are costly to develop and pose challenges regarding the provision of infrastructural facilities. However, concerted efforts must be made to mobilize investment capital in order to turn these areas into the Nigeria's industrial and business hubs and the grow the national GDP as was done in Cape Town in South Africa, Istanbul in Turkey, Singapore, Malaysia and many Australia and Chinese and USA cities to mention a few examples around the world.

A study in the USA, produced by the Center for the Blue Economy in Monterey, California regarding Blue Economy showed that a growing handful of coastal states, cities and counties are focusing their economic development efforts on industries that rely on the ocean. Participants in the blue economy shoreside communities contributed \$385 billion to the gross domestic product in 2019 and supported 3 million jobs in more than 20 marine industries, including fishing, tourism, off-shore oil drilling and boat building. Although 30 states and 1,000 counties abut an ocean or another major body of water, some states, including Massachusetts, Rhode Island, Washington and Alaska, along with coastal cities like Gulfport, Mississippi and San Diego, have, over the past few years, become strategic about planning the use of their shorelines rather than relying solely on tourism and recreation to generate water-related revenue.

If the Blue Economy initiative is faithfully and successfully implemented in the 9 littoral States, 11 River Basins and with strong commitment by FGN and the State governments including MDAs which are considered to be the primary

Stakeholders to the Blue Economy initiative and the Development Partners, the Country could substantially grow its GDP through investments in the following:

Sea Ports

Involves the development of Inland water ways and Sea Ports in the country.

Tourism

Involves the development of aquatic sports, beach resorts and hotels.

FIGURE I



Rail and Road Development

In order to effectively evacuate goods from the Sea Ports, there is urgent need to build railway lines and multi- carriage roads from the ports to major market centres in the country.

Airports

More Airports should be built at coastal and inland Blue Economy hubs.

Agriculture and Aquaculture

The natural aquatic resources should be harnessed for the development of viable and sustainable fishing and aquaculture businesses.

Infrastructural Facilities, Information and Communication Technology

Most of the aquatic, littoral and riverine areas are remote, have swampy terrain and difficult to access. As a result the cost of providing infrastructural facilities and utilities is very exorbitant. There is need, therefore, to provide the following in order to enhance the development of Blue Economy in Nigeria:

- i. More electric power generation, transmission and distribution facilities including the use of sea waves and winds.
- ii. Provision of information and communication technology comprising: high-speed fibre-optic internet broadband network, cable television and rural telephone services and manufacture of ICT products including computer hard and soft ware.

Petroleum Industry

i) Oil

Exploration, Refineries, Oil Tank Farm, Petrochemical Industries, oil pollution remediation activities, etc in petroleum producing areas.

ii) Gas

In the gas sector, investment opportunities abound in gas gathering facilities and utilization including obtaining Carbon Credits, Compressed Natural Gas (CNG), LPG processing facilities and gas pipeline infrastructure. There also exist huge internal markets for Liquefied Natural Gas.

Housing

Owing to swampy terrain, scarcity of building materials and high cost of transportation, the cost of housing construction in the swampy areas is very high.

Consequently, there is need to provide suitable houses in the riverine areas as most of the existing housing stock are in poor and uninhabitable state requiring upgrade.

2.0 EXPECTED OUTCOMES OF THE IMPLEMENTATION OF BLUE ECONOMY IN DELTA STATE

Delta State is among the 9 Littoral States with a total of 850km coastline out of which Delta State alone has 163km making the state to have about 19.2% of the country's total coastline which is the longest. In addition, there are so many rivers which transverse the length and breadth of the state such as River Niger, Ethiope, Orogodo, Warri, Benin, Forcados and River Ramos, etc such that the State is easily a Blue Economy Hub. Consequently, all the 25 Local Government Areas (LGA) in the State shall be impacted by the Blue Economy initiative. Accordingly, the LGAS and land distribution in the state on LGA basis are shown in figures I and II below.

FIGURE II - LOCAL GOVERNMENT AREAS IN DELTA STATE

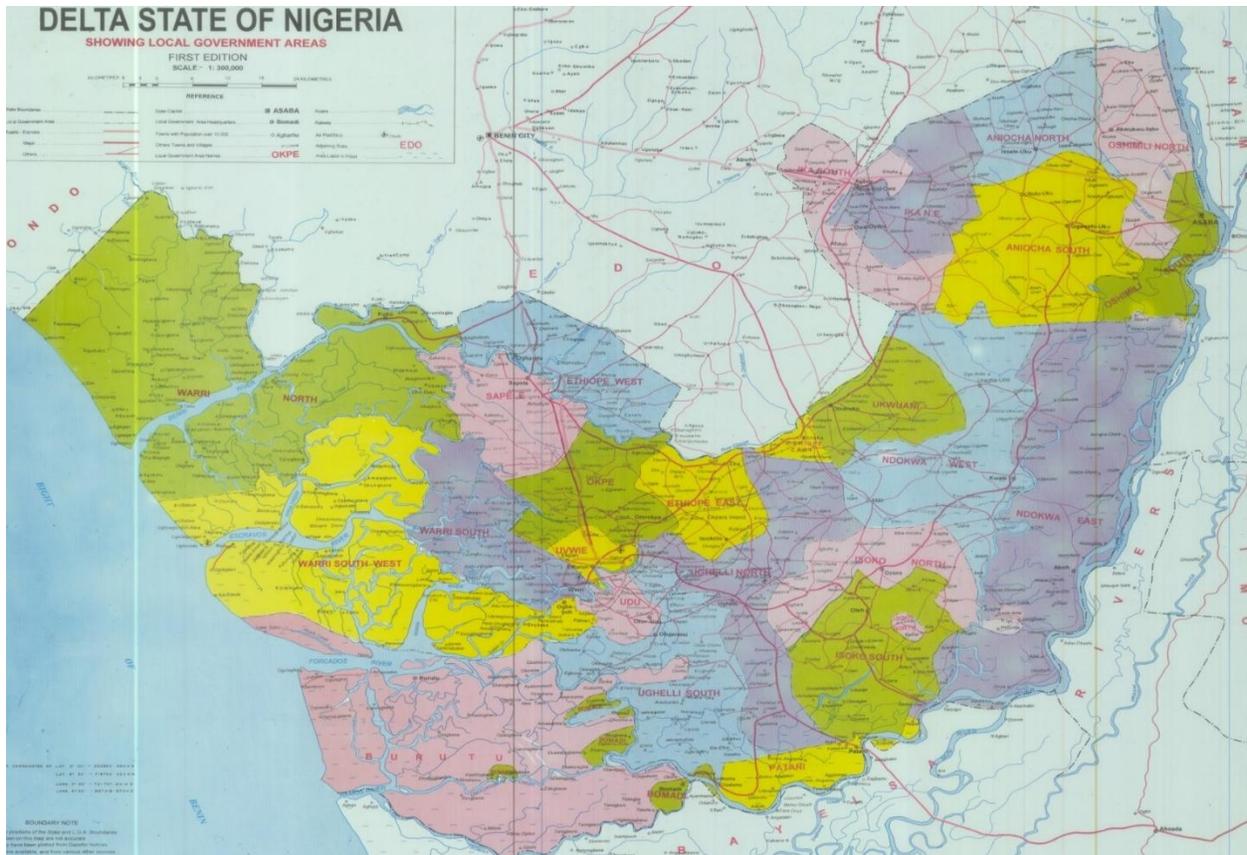


FIGURE III - LAND AREA DISTRIBUTION AMONG DELTA STATE LGAS

S/N	LOCAL GOVT. AREA	LOCAL GOVT. H/Q	AREA (Sq.KM)
1	Aniocha North	Issele-uku	410
2	Aniocha South	Ogwashi-uku	936
3	Bomadi	Bomadi	170
4	Burutu	Burutu	1,928
5	Ethiope East	Isiokolo	462
6	Ethiope West	Ogharefe	575
7	Ika North East	Owa-oyibu	501
8	Ika South	Agbor	460
9	Isoko North	Ozoro	447
10	Isoko South	Oleh	643
11	Ndokwa East	Aboh	1,796
12	Ndokwa West	Kwale	941
13	Okpe	Orerokpe	470
14	Oshimili North	Akwukwu-igbo	516
15	Oshimili South	Asaba	324
16	Patani	Patani	266
17	Sapele	Sapele	469
18	Udu	Otor-udu	163
19	Ughelli North	Ughelli	835
20	Ughelli South	Otu-jeremi	760
21	Ukwuani	Obiaruku	352
22	Uvwie	Effurun	95
23	Warri North	Koko	2,270
24	Warri South	Warri	552
25	Warri South West	Ogbe-ijoh	1,709
	Grand Total		18,050

FIGURE IV - Summary of Potential Investment Projects for Delta State Blue Economy

	MAJOR SECTORS	INVESTMENT OPPORTUNITIES
1	PETROLEUM RESOURCES	
	Oil and Gas (40% of National Reserves)	Oil Exploration, Refineries, Petrochemical Industries, CNG, LPG, LNG, etc.
2	2. SOLID MINERALS	
	Clay, Coal, Lignite, Tar Sand, Silica, Kaolin, Sharp Sand, Marble, Gypsum, Iron-Ore	Exploration and Exploitation of Solid minerals as well as the Production of bye products of solid minerals and industries based on these raw materials for vale addition.
3	AGRICULTURE	
	Oil palm, Rubber, Cassava, Plantain, Banana, Yam, Pineapple, Tomato, Fishing and Fish and Shrimps	<ul style="list-style-type: none"> • Large Scale Agriculture • Food Processing • Agro-allied Industries • Aquaculture and Deep-sea Fishing and Shrimp production
4	COMMERCE AND INDUSTRY	
	Industrial Estates, Export Free Zone, Industrial Parks and Markets at Blue Economy Hubs.	Establishment of Economic and Export Free Zones, Import Substitution Industries, Distributive trade and other Commercial Services
5	TOURISM	
	Hotels and development of tourist sites	<p>Delta State is a tourism haven on account of its warm and highly hospitable people, spectacular sand beaches along the coastline, many cultural festivals, biodiversity of the ecosystem, historical monuments and sites among others. The State Government’s policy on tourism is to create the enabling environment through the provision of infrastructure and encouragement of a private sector driven tourism industry. The following are the notable tourism sites in the state:</p> <ol style="list-style-type: none"> i. River Niger- Source at Umuaja in

		<p>Ukwuani LGA.</p> <ul style="list-style-type: none"> ii. Nana Living History Museum in Koko, Warri South LGA. iii. Obi Palace Idumuje-Ugboko in Aniocha North LGA. This is one of the oldest palaces in the state. iv. The Mungo Park Building (Asaba Museum) in Oshimili South LGA. v. Bible Site in Araya, Isoko South LGA. vi. Lander Brothers Anchorage in Asaba, in Oshimili South LGA. vii. Ughoton Natural Harbour in Okpe LGA. viii. Demas Nwoko House, Idumuje-Ugboko, in Aniocha North LGA. ix. The Ibru Ecumenical Centre, Agbarha-Otor in Ughelli North LGA. x. Chief Bekederemo's Palace, Kiagbodo in Burutu LGA. xi. Slave relics, Aboh, Ndokwa East LGA. xii. Ojife Monument, in Asaba, in Oshimili South LGA. xiii. Ekumeku Monument, in Asaba, in Oshimili South LGA xiv. Okpe Bead Museum, Orerokpe, in Okpe LGA. xv. The Turf, Abraka, Ethiope East LGA. xvi. Olona Ranch, Onicha Olona, in Aniocha North LGA. xvii. New/upcoming Film Village at Anwai, near Asaba.
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6	TRANSPORTATION	
	Roads, 4 Nos. Seaports and 2 Nos. Airports	Investments in Road, Railway, ports, Airports, Warehousing and maritime Business.

3.0 WAY FORWARD

A UN-Habitat paper on Blue Economy and Cities to support coastal cities and districts in their processes of implementing sustainable development practices to seize Blue Economy opportunities underlines important aspects that coastal cities, waterfront cities, urban centres, local and national governments should bear in mind when creating their own economic opportunities, and environmental protection and spatial planning activities. These considerations include:

1. Local and national governments should understand that Blue Economy includes all types of water bodies, including the world’s oceans, lakes, rivers, and wetlands.
2. As the majority of the urban centres in the world are located along the coasts, they should acknowledge the value of the water bodies and harness them to create sustainable livelihoods, green and blue jobs, sustainable housing and infrastructure, waste management, ecological protection, and restoration of coastal and waterfront areas.
3. National government policymakers, local government officials, marine protection experts and other civic stakeholders should integrate spatial planning and integrated coastal zone management for better economic, social, and environmental outcomes.
4. Governments should anticipate, mitigate and adapt to the impacts of climate change. In addition, several plans and programmes should be set in place to prevent further degradation of the environment, focusing on waste management, wastewater, oceans, and marine pollution.
5. Every government should involve and engage all segments of the population, including women, youth, and other marginalized groups.

6. Governments should invest in data, science and cutting-edge technology to support governance prioritization, reforms, and shaping management decisions.

The challenges of the Blue Economy are global and will require global solutions that can be adapted to national and local priorities. The majority of the governments around the world should participate in the discussion about innovative methods, technologies, and cutting-edge research to tackle sustainable Blue Economy opportunities.

In view of the above, it is our considered opinion that Delta State is a critical Stakeholder in the proposed Blue Economy project and should be included in the development of the initial conceptual framework and implementation processes.

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