

THE

VOYAGE



VOL.6 NO.1 JANUARY – MARCH 2018

NIGERIAN MARITIME FORECAST: BRIGHT FUTURE AHEAD



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GROWING THE ECONOMY WITH OUR WATERS

We steer our set objectives and goals to facilitate trade and generate revenue for Nigeria's economic development

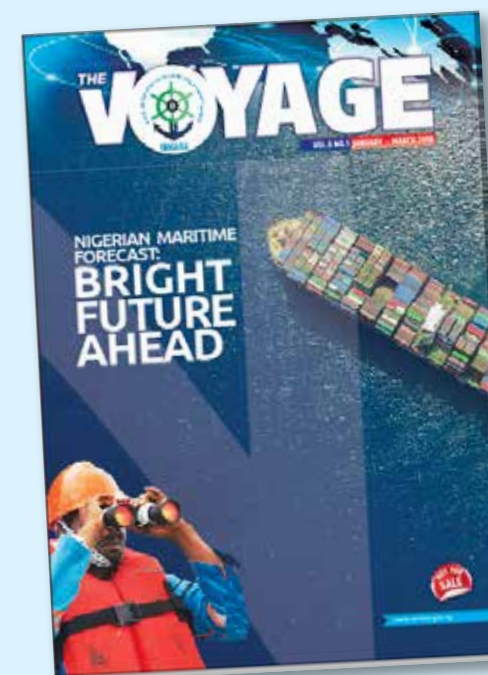
- Cabotage Services
- Indigenous Shipping Development
- International and Coastal Shipping Trade

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Dr. Dakuku Peterside,
DG/CEO NIMASA

Consolidating On Our Gains

2

2018 is a year the international community has predicted a slow but steady growth of the Nigerian economy. The International Monetary Fund, IMF welcomed the stability recorded in Nigeria's foreign exchange market. Available statistics have shown that compared to a year ago, inflation in Nigeria had continued to drop to 13.34 per cent as of March 2018 when compared to about 19 per cent last year. Things have improved significantly in Nigeria. And the capital inflow due to recovery in oil prices globally is also seen as responsible.

We at NIMASA are committed to contributing our own quota to this change in narrative for the Nigerian economy through the Nigerian Maritime Industry Forecast.

The Nigerian maritime industry forecast is to serve as a short and medium term guide to drive direct investment in the sector. The focus is to ensure in practical terms the diversification of the Nigerian economy is not only gradual, but also steady on empirical grounds.

While taking cogent steps to encourage foreign investment in the Nigerian maritime industry, this administration is also focused on growing indigenous capacity in terms of both

human and infrastructural. Our quest to change the terms of trade from Free on Board (FOB) to Cost insurance and Freight (CIF) is an indication that the indigenous stakeholders are also our priority.

The engagements have started with the Nigerian National Petroleum Corporation, NNPC, and other necessary steps will follow. Our ultimate goal is to grow indigenous capacity in line with acceptable global best practices.

Even as we put in place all the pieces to form a dependable foundation for a sustainable growth of the Nigerian maritime sector, it is our hope that the industry will serve as a catalyst to drive sustainable development in Nigeria as we consolidate on the gains of the past year.

Our conviction towards ensuring safety and security in our sector is unwavering especially as we strive to create opportunities that will grow our economy. You will realize that today there is a rough estimate that maritime related activities contribute as much as 30 per cent to the country's GDP because maritime plays major role in the oil and gas industry whether as support vessels or as means of taking oil and gas outside of our country. In addition, maritime also plays a very important role in the entire upstream sector of the industry and transportation and other areas such as; agriculture, specifically in the area of aquaculture and also assists in creating direct and indirect employment opportunities, thereby reducing the unemployment rate in the country.

Furthermore, NIMASA is embarking on a number of exercises in collaboration with the Nigerian Navy to better understand our maritime domain and respond to incidents faster. We are about making an investment to acquire purpose built specialized mission patrol aircraft and vessels as well as a command and control centre.

The Agency is also painstakingly pushing for the early passage of the anti-piracy bill as well as the building of necessary regional cooperation to tackle maritime crimes, all with the intentions of ensuring zero tolerance to all forms of illegalities on the nation's maritime domain.

Enjoy the read.

Dakuku Peterside

WORDS ON MARBLE

Today, the whole country appreciates the fact that we are making a difference in the Maritime space, we are not only contributing to the economic development of the country, we are not only creating employment for our people, we are giving people opportunities they will remember for a life time.

– DR. DAKUKU PETERSIDE



Isichei Osamgbi

Brighter Days Ahead

T

he premium an organisation places on values and commitment to sector specific goals and targets will determine to a great extent its capacity to harness potentials and attract investments in that sector in consonance with the overall policy drive, economic growth and development of government, especially in an emerging economy like Nigeria.

This commitment is one of the major success stories of the current NIMASA administration led by Dr Dakuku Peterside, the Director-General. How this came about you will find out in our interesting story on the first ever data-driven analyses of the potential and bright prospects of the Nigerian maritime sector in 2018 and beyond. Forecast: Nigeria Maritime Industry To Grow by 5 per cent in 2018/2019 and Beyond is the title of the story.

The Government policy on the Ease of Doing Business as it affects the Maritime sector is a pertinent matter addressed at a Stakeholders forum in Warri in this first quarter of the year, with the Honourable Minister of Transportation, Rt. Hon. Rotimi Amaechi assuring Stakeholders of a Safe Maritime Domain to work. We bring you the various perspectives from that engagement.

Again, it is two years on since Dr. Peterside took on leadership of the Management team of this leading African Maritime Agency, and as it is typical of his style, let the work speak! Albeit, we decided not to let it go by without drawing your attention to the fast changing face of the maritime sector of the country, nay Africa in this short period of time.

The bold attempt at moving the indigenous shipping firms into the big time role of freighting our natural resource is one area that is getting adequate attention to ensure the change of terms of trade from Free On Board (FOB) to Cost Insurance and Freight (CIF), to ensure adequate competitive environment for them. We serve you details of the engagements with the Management of the nation's petroleum sector, led by the Minister of State for Petroleum, Dr. Ibe Kachikwu and Top Management of the Nigerian National Petroleum Corporation (NNPC) led by its Group Managing Director, Engr. Maikanti Baru.

These and other notable stories are what we bring to you to further enrich your knowledge of the industry and guarantee a pleasurable reading.

Bon Voyage!

Isichei Osamgbi

OUR VISION

To be the leading maritime administration in Africa, advancing Nigeria's global maritime goals.

OUR MISSION

To achieve and sustain safe, secure, shipping, cleaner ocean and enhance maritime capacity in line with global best practices towards Nigeria's economic development.



Forecast: Nigerian Maritime Industry To Grow By 5% In 2018 And Post 2019 Election

*...As Dakuku notes, Nigeria's Economy Bound for Growth
...NIMASA Projects Huge Investment Opportunities*



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he Nigerian Maritime industry is projected to grow by 2.5 – 5 per cent within the period 2018-2019 with a projected increase in demand for maritime services in Nigeria during the period of projection. This was contained in the Nigerian maritime industry forecast for

2018/2019 unveiled in Lagos, by Dr. Dakuku Adol Peterside, Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) and the Agency's Board Chairman, RtD Gen. Jonathan India Garba.

The analysis in the publication shows that Nigerians should expect total fleet size to grow by 4.08 per cent in 2018 and 4.41 per cent in 2019. The maritime forecast released by NIMASA also projects that oil tanker fleet size will decrease by 2.23 per cent in 2018 and increase by 1.7 per cent in 2019. The non-oil tanker fleet size is projected to increase by 8.15 per cent in 2018 and 8.72 per cent in 2019 while the oil rig count is projected to increase by 27.67 per cent in 2018 and 0 per cent in 2019.

The forecast noted that the maritime sector plays a major role in the exploitation, distribution and export of Nigeria's ocean resources. With a total annual freight cost estimated at between \$5 billion and \$6 billion dollars annually. The maritime component of the Nigerian oil & gas industry is worth an estimated \$8 billion dollars further reflecting the prominence of the sector to the Nigerian economy

The Nigerian Maritime Industry Forecast for 2018 and



L-R: Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, President, Nigerian Maritime Law Association (NMLA) Mr. Luke Chidi Ilogu, SAN and Barrister Emeka Akabogu a maritime law expert at the event.

2019 which is the first of its kind in the sector is intended to serve as a compass for local and international stakeholders willing to do business in the Nigerian maritime domain. It is part of the initiatives of the Dr. Dakuku Peterside led management aimed at realizing a robust and virile maritime industry in Nigeria. The forecast period 2018-2019 covers a time of continuous recovery from recession, to the 2019 general elections and finally culminates in the post-election era.

"As a regulator, we are driven by values and commitment, as these are the only ways that investors can be attracted to harness the great potentials in our maritime sector. On our part, we will continue to work out incentives and maritime sector specific interventions to attract investments", the DG said.

Speaking further at the event, the Director General of NIMASA Dr. Dakuku Peterside expressed delight at

the maritime forecast release which coincided with the release of the country's Gross Domestic Product (GDP) figures by the National Bureau of Statistics (NBS) confirming Nigeria's exit from recession. He noted that it is a positive indicator that Nigeria's economy is rebound for growth in 2018 and beyond.

Dr. Peterside said the forecast reviewed developments in the industry in 2017; shows expected international and local developments in policy and regulatory environment for the maritime sector in 2018 and 2019 and also takes a look at emerging opportunities and challenges for the maritime industry; all with the sole aim of realizing a robust and business friendly maritime domain that will also create avenues for economic prosperity.

He identified five bills undergoing legislative processes at the national assembly as key regulatory developments in the Nigerian maritime industry that will affect the maritime industry. These include the Anti-Piracy Bill, the establishment of the Maritime Development Bank, Inland Fisheries Amendment Bill, the Deep Offshore and Inland Basin Production Sharing Contract Amendment Bill and the Cabotage Act Amendment Bill 2017. "All these if passed into Law will help realize the dream of making Nigeria the maritime hub in Africa,"

Dr. Peterside who also maintained that despite the fact that the oil sector remains one of the pillars of the Nigerian economy and a catalyst for measuring the nation's growth, the success of it is still largely dependent on the maritime sector which continues to play a strategic role in the economy of the country.

He also pointed out that some other factors that have contributed to the gradual growth being recorded in

the sector are the receding crime in the Niger Delta region, the deep blue economy scale up of our maritime security architecture and continuous collaboration, which is addressing the immediate challenge in this areas aimed at suppressing the emerging threats on our waters.

While unveiling the book that contained the forecast for the industry, Dr. Peterside outlined some key parameters that will drive the maritime industry; geographic factor, availability of skilled labour force, an efficient and effective regulatory environment, manpower and human capacity development, maritime infrastructural development, globalization and new technology amongst others.

In a goodwill message at the event, the Secretary General of the Abuja Memorandum of Understanding (MoU) and former DG of NIMASA, Barrister (Mrs.) Mfon Usoro commended the forecast as a great interaction with the industry players to move the sector forward. She also observed that the increased presence of NIMASA activities in the maritime sector of the West and Central Africa sub-region is an indication that the present leadership of the Agency is on course.

Also speaking at the event, Dr. Doyin Salami, a lecturer at the Lagos Business School noted that forecasts are essential tools for growing an industry. In his analysis of the maritime forecast, he pointed out that the gaps in the sector must be filled by policy makers in order to realize its potentials. He urged all investors, local and international to take the forecast serious as a way of enhancing the growth of their businesses.

• Visit www.nimasa.gov.ng for full version of Nigeria's Maritime Industry Forecast.



EASE OF DOING BUSINESS:

Amaechi Assures Stakeholders of Safe Maritime Domain

...As Dakuku calls for more support

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he Minister of Transportation, Rt. Hon. Rotimi Amaechi has assured stakeholders in the maritime sector that the Federal Government will leave no stone unturned in actualizing its goal for a safer and more secured maritime domain in the Nigerian maritime space.

The Minister who said this during a one-day stakeholders' interactive forum held in Warri, Delta State with the theme; "Implementation of Executive Order One (1) Ease of Doing Business in a secure maritime environment" noted that one of the factors militating against the success of the maritime sector is insecurity in the Niger Delta region, which he said is also hampering the growth and development of the region.

Amaechi also used the opportunity to charge the stakeholders to collaborate with the government in order to actualize its policies and also join forces to frustrate efforts by saboteurs who are bent on distorting government's efforts in realizing a robust and crime free maritime domain.

"We must resist the efforts of some unscrupulous individuals trying to frustrate government's efforts in ensuring safety and security of our maritime domain, because private interest should not and cannot supercede national interest. On our part as government, we will do all we can to ensure we secure the Nigerian waterways", Amaechi said

Speaking further, the Minister also commended the efforts of the agencies under the watch of the Ministry of Transportation for their astuteness in ensuring that the

sector gets the desired attention and challenged them not to rest on their oars in ensuring that the Federal Government's policy on ease of doing business is realized.

In the same vein, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside who delivered a goodwill message called on the industry players to continue to support government policies.

The DG who described the maritime industry as a multi-stakeholder industry that plays an important role in the growth of the nation, noted that without the sector, we cannot fund the budget of the Federal Government of Nigeria.

"In our industry, all of us are equally important and have our different roles; but it is only when we work

R-L: Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Mohammed Umaru Bago, Minister of Transportation, Rt. Hon. Rotimi Amaechi, CON, Chairman, Board of the Nigerian Ports Authority (NPA), Mr. Emmanuel Olajide Adesoye and Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside during the 2nd edition of the maritime Stakeholders' interactive forum tagged: "Implementation of Executive Order I (Ease of Doing Business) in a secure maritime environment" held in Warri, Delta State



synergistically that we can accomplish great results. For us in NIMASA, we have our eyes on the ball and the different achievements made in recent times are because of the roles of the different stakeholders", Dr. Dakuku Peterside stated.

He also said that in the past few months the Agency has made significant progress in various areas such as; sponsoring 298 cadets for sea time training in United Kingdom and Egypt; Nigeria has moved up in ease of doing business; also it is a fact that because of the New Cabotage Compliance Strategy (NCCS), in the past six months we have had over 200 seafarers onboard different Cabotage vessels, amongst other developmental initiatives.

Speaking further, the NIMASA DG hinted that the Agency is in talks with the Nigerian Content Development and Monitoring Board (NCDMB) which is at its advanced stage, leading to the engagement of over 100 brand new Cabotage vessels in the oil and gas industry.

Dr. Peterside also used the opportunity to thank the Minister of Transportation for the focused and dynamic leadership he has provided for the sector and assured him of the unalloyed support of the Agencies under his watch, working towards a common goal to reposition the maritime sector. "At the end of the day, the industry will be better for it and we will all benefit", the DG concluded.

Also, several Stakeholders in the industry threw their weight behind the maritime Agencies and pledged their continuous support to the growth and development of the maritime sector.

The event had in attendance the Chairman House Committee on Maritime Safety, Education and Administration, Hon Umar Bago who also stated that the Legislative House will do all it can within its powers to ensure the ease of doing business in the maritime sector. Also present at the event were; the Chairman of the NIMASA Governing Board, Maj. Gen Jonathan India Garba (Rtd.), the Chairman, Board of the Nigerian Ports Authority (NPA), Mr. Emmanuel Olajide Adesoye, the Managing Director, Nigerian Ports Authority, Ms Bala Hadiza Usman, Executive Secretary, Nigerian Shippers' Council, Barrister Hassan Bello. Other stakeholders from the private sector present at the event include, President Nigerian Shipowners Forum, Margaret Orakwusi, Ify Akerele as well as the Chairman, Truck Owners Association, Chief Aderemi Ogungbemi amongst other notable stakeholders.

The maritime stakeholders' interactive forum is an initiative of the Federal Ministry of Transportation geared towards bringing the government to the people so that challenges and solutions will be discussed and brought to a roundtable, all with the sole aim of developing the maritime sector for greater efficiency and all-inclusive participation. The 2018 edition is the 2nd in the series.





MARPOL Amendments Enter Into Force

...Ship Fuel Oil Reporting Requirements, Garbage Classification and IOPP Certificate



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requirements for ships to collect data on their fuel oil consumption entered into force on March 1, 2018. Other important amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) have also entered into force, covering the classification of garbage, including the addition of a new category of “e-waste”, and amendments to the International Oil Pollution Prevention Certificate.



SHIP FUEL OIL CONSUMPTION DATA REPORTING REQUIREMENTS

The ship fuel oil consumption data reporting requirements are the latest mandatory requirements aimed at enhancing the energy efficiency of international shipping.

The data collection will begin on 1 January 2019 with data reported at the end of each calendar year to the International Maritime Organization (IMO), the United Nations agency with responsibility for regulating the safety, security and efficiency of shipping and preventing marine and atmospheric pollution from ships.

The data collection system is intended to equip IMO with concrete data on fuel oil consumption, which should assist member states in making decisions about any further measures needed to enhance energy efficiency and address greenhouse gas emissions from international shipping.

The mandatory requirements were adopted by IMO’s Marine Environment Protection Committee (MEPC) in 2016, through amendments to chapter 4 of annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL).

Under the new Regulation 22A on Collection and reporting of ship fuel oil consumption data, ships of 5,000 gross tonnage and above are required to collect consumption data for each type of fuel oil they use, as well as other, additional, specified data including proxies for transport work. These ships account for approximately 85 per cent of CO₂ emissions from international shipping.

The aggregated data will be reported to the flag state after the end of each calendar year and the flag state, having determined that the data has been reported in

accordance with the requirements, will issue a Statement of Compliance to the ship.

Flag states will be required to subsequently transfer this data to an IMO Ship Fuel Oil Consumption Database. IMO will be required to produce an annual report to the MEPC, summarizing the data collected.

In addition, on or before 31 December 2018, in the case of a ship of 5,000 gross tonnage and above, the mandatory Ship Energy Efficiency Management Plan (SEEMP) shall include a description of the methodology that will be used to collect the data and the processes that will be used to report the data to the ship’s flag state.

The new mandatory data collection system is intended to be the first in a three-step approach in which analysis of the data collected will provide the basis for an objective, transparent and inclusive policy debate in the MEPC, under a roadmap (through to 2023) for developing a “Comprehensive IMO strategy on reduction of GHG emissions from ships”. The roadmap was agreed in 2016.

The next stage in the process will see an initial GHG strategy expected to be adopted by the MEPC at its 72nd session (9-13 April 2018). The MEPC session will be preceded by the third session of the Intersessional Working Group on Reduction IMO of GHG Emissions from Ships (3-6 April).

The initial strategy is expected to include, inter alia, a list of candidate short-, mid-, and long-term further measures, with possible timelines, to be revised as appropriate as additional information becomes available. The data collected under the mandatory reporting system will help inform the MEPC when it comes to adopting a revised strategy in 2023.

In 2011, IMO became the first international body to adopt mandatory energy-efficiency measures for an entire industry sector with a suite of technical and operational requirements for new and existing vessels that entered into force in 2013. By 2025 new ships built will be 30 per cent more energy efficient than those built in 2014.

GARBAGE REQUIREMENTS UNDER MARPOL ANNEX V

Amendments to MARPOL Annex V on Prevention of pollution by garbage from ships also entered into force on 1 March 2018. They relate to cargo residues of products which are Hazardous to the Marine Environment (HME) and Form of Garbage Record Book. In particular:

- Amendments to Regulation 4 and 6 of Annex V require the shipper to declare whether or not they are classed as harmful to the marine environment. A new appendix provides criteria for the classification of solid bulk cargoes.
- The Form of Garbage Record Book is updated. The Record of Garbage Discharges is divided into Part I for the use of all ships and Part II, required for ships that carry solid bulk cargoes.
- A new category of garbage “e-waste” is included. E-waste is defined in the 2017 Guidelines for implementation of MARPOL Annex V as electrical and electronic equipment used for the normal operation of the ship or in the accommodation spaces, including all components, subassemblies and consumables, which are part of the equipment at the time of discarding, with the presence of material potentially hazardous to human health and/or the environment.



Hydrography and Nigerian Maritime Administration



• Coastal Anti-Erosion



• NIMASA MSI Portal

BY EDWARD OSAGIE

W

hen we consider the fact that over 90 per cent of global trade and 60 per cent of the annual world oil consumption are transported by sea, one cannot underestimate the need for hydrographic services.

It will also be very useful for a coastal country like Nigeria to exercise its sovereign rights over the resources in the sea and under the seabed from baseline up to the exclusive economic zone as conferred by the provisions of the United Nations convention on the law of the sea.

Hydrography can be described as the measurement and description of the physical features of oceans, seas, coastal areas, lakes and rivers, for the primary purpose of safety of navigation and all other marine purposes and activities. This includes economic development, security and defense, scientific research, and environmental protection.

Hydrography is required for ships to sail, ports construction, offshore infrastructure development, shoreline protection, and maritime boundary delineation amongst others.

Hydrography provides support services in marine disaster management, resources exploitation, coastal zone management, safety of navigation and marine environment protection amongst others.

It is pertinent to note that a very important component of the mandate contained in chapter 5 regulation of the SOLAS Convention, is the ability of a maritime administration to provide reliable and accurate hydrographic data and information necessary for safety and security of life at sea.

NIMASA provides hydrographic support services for the



• Mine Clearance Operation

Nigerian Maritime industry which includes the acquisition, collation, processing and storage of all hydrographic data and Information to create navigation and enhance safety.

The Agency plans and carry out hydrographic survey of the Nigerian coastal area for purposes of safety of navigation.

NIMASA is also responsible for the compilation and dissemination of maritime safety information in liaison with NIMET for meteorological broadcast in NAVAREA 2.

The NIMASA Hydrographic Unit is equally saddled with the responsibility to locate, investigate, identify and mark wrecks in Nigerian waters working with other departments and units of the Agency.

Aside of monitoring submarine cables and pipeline routes and survey, the Agency also carry out pre and post dredging surveys in line with International Hydrographic Organization IHO, specifications for special orders surveys.

In summary, NIMASA ensures compliance with IHO standards.

It is noteworthy that in her quest to succeed in the responsibilities, NIMASA has established an Automatic tide

CABLE COMPANIES IN NIGERIA

- Main one Cable
- SAT.3
- African Coast to Europe
- ELOI
- West African Cable System

gauge station. Compiled a chart folio, developed survey plan for the Nigerian waters, conceptualized the installation of navigational aids amongst others.

In this era of exploiting virgin areas to shore up revenue for the federal government, it may not be out of place to see hydrography as a veritable revenue generation source. Socio-economic studies conducted by the International Hydrography Organisation (IHO), in 2012, revealed that South Africa Maritime Administration (SAMSA), generated about \$4.2 billion from the sale of charts, tide tables, nautical almanacs and provision of other hydrographic services to mariners.

Nigeria can toe this line and also generate more revenue for the government by effective monitoring of submarine cables and pipelines, and a holistic approach to offshore facilities charges.



A0 Plotter



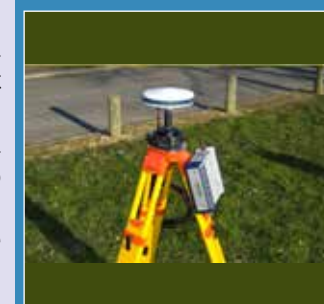
Reversible Water Bottle



Side Scan Sonar



Single Beam Echo Sounder



Static GPS



Vaveen Grab

Abuja MoU Moves Against Substandard Shipping In Africa



I

n a bid to harmonize port state control inspection procedures that will lead to the elimination of substandard shipping in the West and Central Africa sub-region, the Abuja Memorandum of Understanding (AMoU) hosted its 3rd Ministerial Conference and 9th Port State Control Committee Meeting in Accra Ghana.

The 3rd Ministerial Conference themed "Tightening the Net: Regional Cooperation to Eliminate Substandard Shipping" was to develop a unified system of Port State Control inspection procedures for the region.

The Minister of Transportation, Rt. Hon Rotimi Amaechi and the Director General of NIMASA, Dr. Dakuku Adol Peterside joined other Ministers of member states and CEOs of the maritime administrations to review and assess the implementation level of actions identified at the previous ministerial conferences and agree on further actions required to improve maritime safety in the region.

Nigeria called on the Abuja Memorandum of Understanding on Port State Control for West and Central Africa (Abuja MoU) to urgently harmonize, at the ministerial level, strategies to determine officers authorized to board vessels and how they must do so.

Dr Dakuku Peterside, Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA) who made the call noted that it will reduce incidences of army of inspectors who besiege vessels at sea ports all in the name of inspection

Discussing the issue of welfare and emolument of port state control officers in Nigeria, Peterside described it as very competitive and encouraging despite contrary views held in certain quarters.

Speaking on the welfare of port control officers in his country, the Director-General of the Gambia Maritime

Authority, Mr Moustapher Marong stated that this has remained competitive and attractive even as government is set to make increments so as to attract, retain and encourage the best of hands.

On the status of financial contributions by member-administrations, the payment of membership dues was one of the major discussions that featured at the meeting.

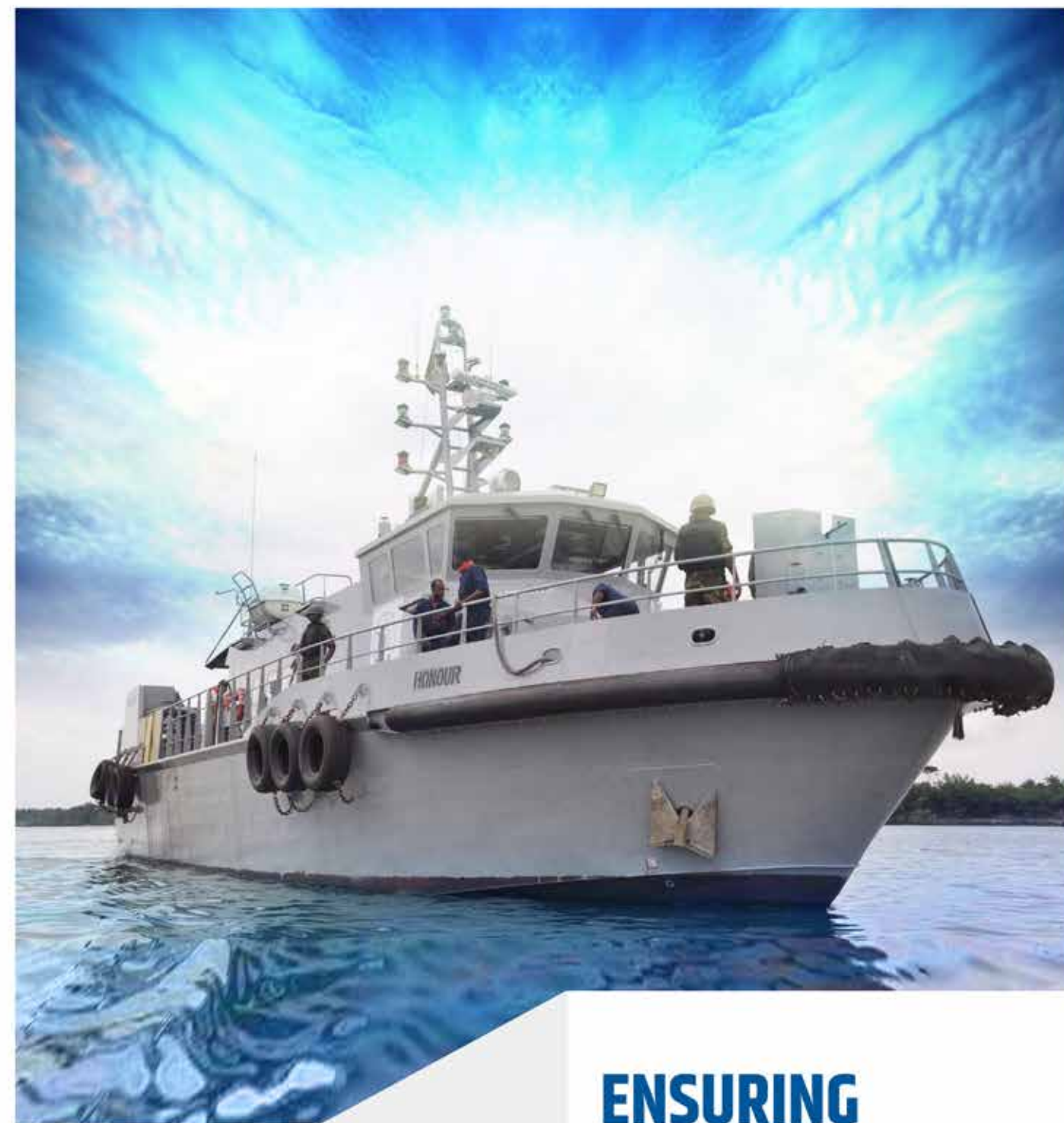
Nigeria was commended for being exemplary in fulfilling her own obligations in this regard while a committee comprising Ghana, Senegal, Guinea, Congo and Cote d'Ivoire was constituted to consider the modalities for encouraging member states to fulfill their financial obligations to the regional body.

The 9th PSCC meeting which witnessed the admission of Liberia, Cape Verde, South Africa and Guinea Bissau as full members since the 8th Committee meeting held in Brazzaville, Congo, was chaired by Mr Fidele Dimou, the Transportation Minister of the Republic of Congo.

Benin will host the next meeting in 2019. In the event she is not able, however, Gabon takes the slot without prejudice to the alphabetical arrangement already in place.

The Memorandum of Understanding on Port State Control for West and Central African Region generally referred to as Abuja MoU is one of the 9 Regional MoUs and national MoU established pursuant to IMO Resolution A.682 (17) of 1991.

The organization operates under a Cooperative Agreement with the IMO. Abuja MoU was established on 22nd October 1999 as an inter-governmental organization comprising of the maritime administrations of countries abutting the Atlantic coast of Africa. Parties to the MoU include Nigeria, Angola, Benin, Cape Verde, Cote d'Ivoire, Congo, Gabon, Guinea, Sao Tome and Principe, Senegal, Sierra Leone, The Gambia, Togo, South Africa and Liberia.



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ENSURING THE SAFETY OF OUR WATERS.

With our trained hands anchored for defense, we defend our waters against piracy and other economic saboteurs.

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MAERSK, GAC, CHARKINS Others Bag NIMASA Achievement Awards

... As agency reward staff to promote professionalism

In recognition of the numerous contributions of stakeholders to the growth and development of the maritime sector in Nigeria, the Nigerian Maritime Administration and Safety Agency (NIMASA) bestowed awards on outstanding maritime companies; Maersk Nigeria Limited, Gulf Agency Company (GAC) Nigeria Ltd,



Charkins Maritime and Offshore Safety Centre among others, alongside some staff of the Agency who have demonstrated commitment to the sector over the years.

According to the Director General of the Agency, Dr. Dakuku Peterside, the awards were to identify and encourage industry players who have distinguished themselves and contributed to the development of the sector in the past year. This he said will further encourage and energize others to be active towards the growth of the blue economy.

The awards were to honour stakeholders that have distinguished themselves in various categories such as; Shipping Company of the Year 2017 (Dry Cargo), Shipping Company of the Year 2017 (Wet Cargo), Maritime Education and Training Institute of the Year 2017, Manning Agent of the Year 2017, Seafarers' Employer of the Year 2017 as well as the Agency's best staff for the year and some others who have meritoriously served the agency for numerous years amongst others.

Speaking further, the DG also stated that the initiative was in line with the repositioning and restructuring drive of the current leadership of the Agency for the growth of the industry which is geared towards fostering a better relationship between the Agency and its key stakeholders.

Dr. Peterside commended the awardees especially the long serving staff of the Agency for their efforts in building a viable maritime sector for Nigeria over the

L-R: DG, NIMASA, Dr. Dakuku Peterside, Minister of Labour, Productivity & Employment, Dr. Chris Ngige, Minister of Transportation, Rt. Hon. Rotimi Amaechi and the NIMASA Board Chairman, Major General, Jonathan India Garba (Rtd.) during the NIMASA Staff Awards and Dinner Night, held in Lagos.



years through their selfless service and dedication. He charged the awardees and all other stakeholders to continue to do more for the growth of the sector as the awards are a call to double their efforts.

"Today we will be honouring some of our best. We will be honouring those who have distinguished themselves, those who have laboured late at night to ensure that ships sail safe and berth on our shores. We will also be honouring industry stakeholders that have also contributed to the growth of this industry; every day by the little things we do, we contribute to the growth of the Nigerian economy. We are a major oil producing nation, but if our oil is not shipped out of this country, we would not bring any value to that God given gift, and so, we play different roles", the DG said.

Dr. Peterside also charged the staff of NIMASA to redouble their efforts in order to ensure that the tempo is sustained while he reiterated the Agency's continued penchant for capacity building.

"On our part as management, we will ensure training remains priority and we enjoin all staff to key to the repositioning agenda of the current leadership of the Agency as this is the only way to ensure consistent growth and development of individuals and by extension the

maritime sector," he stressed.

The NIMASA boss called on stakeholders to continue to support the cause of the Agency in repositioning the Nigeria maritime sector in line with global best practices and assured that there are better days ahead, saying "All I can say to you is that there are better days ahead; NIMASA can never go back to those dark days, it will be better in each passing day".

He also expressed appreciation to the Minister of Transportation, Rt. Hon. Rotimi Amaechi and the NIMASA Board led by Major General Jonathan India Garba (Rtd) who were both present, for their unrelenting support in the day-to-day running of the Agency.

The high point was the presentation of a plaque and cheque of One Million Naira to the best staff of the year, 2017; Mr. Titus Ajayi from the Finance Department.

The occasion was also graced by notable Nigerians, which include Oba of Lagos, His Royal Highness, Oba Rilwan Akiolu, and the Honourable Minister of Labour & Productivity, Senator Chris Ngige amongst others.

The NIMASA dinner and awards night is an initiative to reward and recognize industry players and staff who have put in quality years of service and to encourage hard work amongst staff of the Agency.

NIMASA Champions Change of Terms of Trade to Boost Indigenous Shipping



Shipowners and other stakeholders in the maritime sector are on the verge of getting the desired change in trade terms from Free On Board (FOB) to Cost Insurance and Freight (CIF) which would enable them to begin to lift Nigeria crude and ultimately boost indigenous capacity.

This new encouragement was a fall out from the stakeholders' engagement on changing Nigeria's crude oil affreightment trade terms from FOB to CIF which was organised by Nigerian National Petroleum Corporation (NNPC) and the Nigerian Maritime

Administration and Safety Agency (NIMASA) held at the NNPC towers in Abuja.

The Minister of State for Petroleum Dr. Ibe Kachikwu who declared the event open welcomed the development, noting that the issue on this trade terms is an aged long challenge that has lingered for long and charged participants to come out with resolutions that would be of national benefit.

The Director General of NIMASA, Dr. Dakuku Peterside who presented a paper titled, "The Imperatives of Changing Nigeria's Crude Oil Affreightment Trade Terms From FOB to CIF," pointed out that the changing landscape of Nigeria's maritime sector viz-a-viz its security architecture, capacity and other determinants has necessitated the change now than ever before.

Peterside stated further that the CIF if implemented will "encourage indigenous fleet expansion, lead to massive job creation for qualified Nigerian Seafarers, create opportunities for mandatory sea time experience for Nigerian cadets and build expertise and competence in international shipping trade"

According to him "Nigeria is one of the major exporters of oil and gas resource in the world, and she averages an output of 1.92 million barrels of crude oil per day so this volume generates huge freight for carriers. Regrettably, indigenous shipping



L-R: Group Managing Director of Nigerian National Petroleum Corporation (NNPC), Dr. Maikanti Baru, Honourable Minister of State for Petroleum, Dr. Ibe Kachikwu and the Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside during a meeting on change in trade terms from Free On Board (FOB) to Cost Insurance and Freight (CIF) in Abuja.



operators have insignificant share of the freight earned from the carriage of Nigeria's crude compared to foreign counterparts". The DG lamented.

Peterside also stated that OPEC nations such as Iran, Indonesia, Algeria, Kuwait, Angola, Venezuela, UAE and Libya allow indigenous operators to participate actively in shipment of the crude oil, stating that with the right policies in place Nigeria can build its own capacity and one of this is the change of terms of trade for Nigeria's benefit.

Also speaking at the event, the Group Managing Director of the NNPC, Dr. Maikanti Baru stated that the corporation does not have any reason not to allow Nigerians lift crude that there were conditions which made NNPC opt for the FOB trade. He however noted that the NNPC also sees benefits in the CIF trade term but processes have to be followed which may include transition period before finally opting for the CIF trade term.

Ship owners and major stakeholders who spoke at the engagement lauded the initiative. Barr. Temisan

Omatseye a former DG of NIMASA who is also a Ship owner pointed out that there are a lot of benefits in the CIF trade term. He stated further that it would eliminate crude theft, create employment and ultimately complement the diversification drive of the Federal Government.

In the same vein, the President of the Ship Owners Association of Nigeria (SOAN) and Managing Director of Starz Marine Group, Engineer Greg Ogbeifun observed that what is needed to make the great CIF initiative to grow the Nigerian shipping industry and the economy is the needed government support, which is coming at the right time, what the country wants most is to diversify the economy.

All other stakeholders who spoke at the event including leading members of the Nigerian Ship Owners Association (NISA) and Master Mariners unanimously agreed that the CIF trade term would be more beneficial to the country than the present FOB on which the crude lifting is currently based upon.



House Committee Commends NIMASA On Budget Implementation

...As Peterside assures Committee on Accountability

House of Representatives Committee on Maritime Safety, Education and Administration has commended the Nigerian Maritime Administration and Safety Agency (NIMASA) for its performance in the 2017 budget implementation, adding that NIMASA should strive to improve on its performance in 2018.

The commendation was made by the House Committee led by its Chairman, Hon. Mohammed Umaru Bago during an oversight visit to the agency, and expressed delight on the agency's strides in repositioning the Nigerian maritime sector since the inception of this administration.

Speaking shortly after listening to a presentation from the Agency on 2017 budget performance, which was based on the five transformation agenda of the Dr. Dakuku Peterside-led management, Hon. Bago noted that there have been improvements in the Agency's activities in the last year and it is a welcome development for the nation's maritime industry.

While also commending the Agency on the feat achieved in the Nigerian Seafarers Development Programme (NSDP) through the sea time training, which was a challenge in the recent past, the committee

urged the Agency to fast track the delivery of the fifth largest floating dock to Nigeria as it will help mitigate capital flight and also create more jobs.

"We have visited beneficiaries of NSDP in some countries. In Egypt for example, we discovered over 300 cadets undergoing sea time training. As a committee, we will continue to give the Agency the required legislative backing in ensuring that it achieves its mandate in order to ensure a robust maritime sector", Bago said.

On his part, the Director General of NIMASA, Dr. Dakuku Peterside expressed appreciation to the



R-L: Chairman of the House of Representatives Committee on Maritime Safety, Education & Administration, Hon. Mohammed Umaru Bago, Director General, NIMASA, Dr. Dakuku Peterside, Vice Chairman of the Committee Hon. Solomon Adeolu Ezinwa and a member of the Committee Hon. Sir Jones Chukwudi Onyereri during the oversight visit of the committee to NIMASA in Lagos



committee for their unalloyed support to the course of the Agency, reiterated the Agency's commitment to continue to make accountability its watchword and the Agency's resolve to continue to cooperate with the committee in the interest of the maritime industry and the country as a whole.

According to the DG, "when you are given an assignment, you are expected to be accountable; you are expected to conduct the assignment in a transparent manner and that is exactly what NIMASA is doing. We have the mandate to promote and regulate shipping activities in Nigeria and we have to continue to engage all stakeholders both locally and internationally and assure them of a conducive environment for their businesses to thrive", the DG said.

Also in the area of capacity development, which is one of the five strategic pillars of the current leadership of the Agency to revamp the sector, the DG stated that training and retraining of staff has

been a major focus, which has helped in improving productivity and professionalism of the workforce.

Peterside who assured the chairman and members of the committee that the Agency will continue to collaborate with the committee also welcomed the call for synergy between the Executive and Legislative arms of government for the benefit of Nigerians.

In his words, "The beauty of democracy is collaboration, synergy between the Executive and the Legislative arms of government. It is not we versus them; we are all working for a single purpose to help Nigerians. We are working to help the Nigerian people to ensure that life is better for all our people. No single arm of government can do it alone; we must work in a collaborative manner".

It may be recalled that in the last two years of the Dr. Dakuku Peterside's led administration, a lot of transformation has taken place and this has been made possible through continuous collaboration with stakeholders, both locally and internationally.



1. L-R: Head, Shipping Development, NIMASA, Mr. Anthony Ogadi, The Oloni of Eti-Oni, Osun State, Oba Dokun Thompson, Director General, Nigerian Maritime Administration and Safety Agency, (NIMASA), Dr. Dakuku Peterside, Chief Executive Officer, Newtech Tapes/Packaging, Industry, Mrs. Hauwa Nuru and Board Chairman, Towards a greater Nigeria Foundation, Omotayo Omotosho during the City People Sterling Leadership Qualities Award, held in Lagos.
2. L-R: Dr. Dakuku Peterside in a discussion with Senator Shehu Sani during the City People Sterling Leadership Qualities Award, held in Lagos.
3. Dr. Dakuku Peterside in a handshake with Hajia Aisha Jumai Musa, while Mr. Jibril Ibrahim looks on.
4. L-R: Wife of the Chairman/ CEO of Eleganza Group of Companies; Chief (Mrs.) Shade Okoya, Director General, Nigerian Maritime Administration and Safety Agency, (NIMASA) Dr. Dakuku Peterside, and Senator Shehu Sani during the City People Sterling Leadership Qualities Award, held in Lagos.
5. L-R: Director, Maritime Labour Services of NIMASA, Mr. Jibril Ibrahim, Director, Planning Research & Data Management Services, NIMASA, Hajia Aisha Jumai Musa and another Director, Mr. Sani Mohammed during the City People Sterling Leadership Qualities Award, held in Lagos.

L-R: Honourable Minister of State for Petroleum, Dr. Ibe Kachikwu in a handshake with the Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside during a meeting on change in trade terms from Free On Board (FOB) to Cost Insurance and Freight (CIF) in Abuja



The DG and other management staff of the Agency during a novelty football match organized by the Agency to commence an awareness campaign against Prostate Cancer at the Astro Turf Arena of the National Stadium, Surulere, Lagos in Celebration of the World Cancer Day.



DG, NIMASA Dr. Dakuku Peterside and other Management Staff of the Agency during a novelty football match organized by the Agency to commence an awareness campaign against Prostate Cancer at the Astro Turf Arena of the National Stadium, Surulere, Lagos in Celebration of the World Cancer Day.



L-R: Executive Director, Operations, Nigerian Maritime Administration and Safety Agency, Engr. Rotimi Fashakin, FNSE, Head of delegation, Bundeswehr Command and Staff College, Hamburg, Germany, Dr. Thorsten Schutz, Director General, NIMASA, Dr. Dakuku Peterside, Defence Attache, Embassy of the Federal Republic of Germany, Thomas Brillisauer, Executive Director, Finance & Administration, NIMASA, Mr. Bashir Yusuf Jamoh, and the Director, Special Duties, Hajia Lami Tumaka, during a visit by the German Defence Attache and the staff college delegation to the Head Office of NIMASA in Lagos

DG NIMASA Bags Award of Excellent Leadership in Public Service



L-R: The Oloni of Eti-Oni, Osun State, Oba Dokun Thompson, Director General, Nigerian Maritime Administration and Safety Agency, (NIMASA), Dr. Dakuku Peterside, Chief Executive Officer, Newtech Tapes/Packaging, Industry, Mrs. Hauwa Nuru and Board Chairman, Towards a greater Nigeria Foundation, Omotayo Omotosho, during the City People Sterling Leadership Qualities Award, which held in Lagos



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he Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has been honored with an award of excellence in leadership in Public service.

The recognition came at the 21st City People media group award ceremony which took place in Lagos Nigeria.

Speaking shortly after receiving the award, Peterside noted that the Nigerian maritime sector has the capacity to catalyze economic growth and gave the assurance that the Agency will not rest on its oars until it realizes its dream of building a robust maritime sector that will substantially contribute to the Gross Domestic Product (GDP) of the nation's economy.

He described the award as an indication that the efforts of the Agency in actualizing its mandate of repositioning the sector have not gone unnoticed.

In his words, "This award means a whole lot because it shows that Nigerians acknowledge the efforts that we are making to ensure a cleaner ocean for

safe and secure shipping. Also, this will spur us to keep doing our best so as to have a robust maritime sector capable of catalyzing and impacting the growth and development of the economy".

Speaking further, the DG disclosed that in the past two years, the Agency for the first time has been able to put over 250 cadets on board ocean

going vessels, to do sea time training, making our graduates employable and have also been able to make substantial contribution to the Consolidated Revenue Fund (CRF) even as a regulatory Agency. He also added that NIMASA also went a step further to release the maritime industry forecast, which will serve as a compass to investors for the year 2018

and 2019. "Today, the whole country appreciates the fact that we are making a difference in the maritime space, we are not only contributing to the economic development of the country, we are not only creating employment for our people we are giving people opportunities they will remember for a life time", Peterside said.

While expressing gratitude to stakeholders in the industry for their continuous collaboration and support to the Agency, which has helped the Agency achieve this feat, he called on them for more support and assured them of better days ahead.

The NIMASA DG also applauded the leadership role that the Minister of Transportation, Rt. Hon. Rotimi Amaechi has provided for the sector, noting that this has put the Agency on its toes in order to meet up with international best practices thereby putting Nigeria on the pedestal of global competitiveness with its counterparts.

Some of the recipients of the Award include the Minister of Transportation, Rt. Hon. Rotimi Amaechi, Senator Shehu Sani, The Oloni of Eti-Oni, Osun State, Oba Dokun Thompson amongst others.





Two Years of Effective Administration at NIMASA

Nigeria with a population of over 160 million people has a coastline, which covers about 853km and an exclusive economic zone of 200 nautical miles. As a major maritime country in the West and Central African region, the Nigerian maritime environment is certainly a major destination in the international and domestic shipping

map.

However, the need for a maritime administration whose compass is pointed in the direction of service to attain success was the required piece to transform potentials into reality.

The Nigerian Maritime Administration and Safety Agency (NIMASA) under the leadership of Dr. Dakuku Adol Peterside as Director General, and his Executive Management Team

made it clear from the onset that their reform strategy will be hinged on the following pillars:

1. Survey, Inspection & Certification Transformation Programme;
2. Environment, Security, Emergency Search & Rescue Transformation Initiative;
3. Digital Strategy Reforms;
4. Capacity Building & Promotional Initiatives;
5. Structural & Cultural Reforms initiatives.

The Agency is now playing its expected role



DG NIMASA, Dr. Dakuku Peterside receiving an award of excellence performance on behalf of NIMASA management from General Manager Bond FM, Engr. Emmanuel Dada, while the Agency's Executive Directors: From left: Engr. Rotimi fashakin, Bashir Jamoh and Ahmed Gambo look on in admiration



as a facilitator of economic prosperity in the maritime sector.

NIMASA has improved Nigeria's compliance level of the International Ships and Port Facility Security Code (ISPS). Nigeria now has a compliance rate of almost 90 per cent as 120 port facilities out of the total 145 ports in Nigeria are now fully ISPS compliant. This is considered a remarkable achievement considering the fact that NIMASA was only appointed the Designated Authority (DA) for the implementation of ISPS Code in Nigeria in 2012 when compliance level was barely 13 per cent.

Efforts of the Agency to grow human capital through the Nigerian Seafarers Development Programme (NSDP) have also received commendation.

Presently, the programme has over 243 graduates and 1600 cadets at various stages of completion of the programme out of which 887 are ready for sea-time training.

The challenge of Sea-time which hitherto was an issue has now been resolved as Peterside and his team have been able to engage directly to facilitate Sea-time training

In the first phase of the NIMASA fully sponsored Sea-time training, 150 cadets have commenced their on board training facilitated by Arab Academy for science, Technology and Marine Transportation in Alexandria, Egypt while, another group of eighty nine (89) cadets are now onboard training vessels facilitated by south Tyneside college, Uk, making a total of two hundred and thirty nine cadets in the first phase of this programme.

Following the executive order on ease of doing business, the Agency has achieved reduction in turnaround time from 3 days to 24 hours in processing of cargo manifests for and issuance of sailing clearance certificates, trade reconciliation and enforcement of levy on vessels husbanded by shipping companies/agents. Our aim is full automation

of billing processes to further reduce turn-around time for vessel billing and sailing clearance.

Under the Survey, Inspection & Certification Transformation Programme, Certificate of Competency (COC) examinations were conducted at the Maritime Academy of Nigeria, Oron leading to the issuance of different categories of COCs to successful candidates. In this vein, 3,752 certificates of competency were issued to Seafarers in 2017. This figure reflects a 149 per cent increase in the total number of COCs issued in 2016.

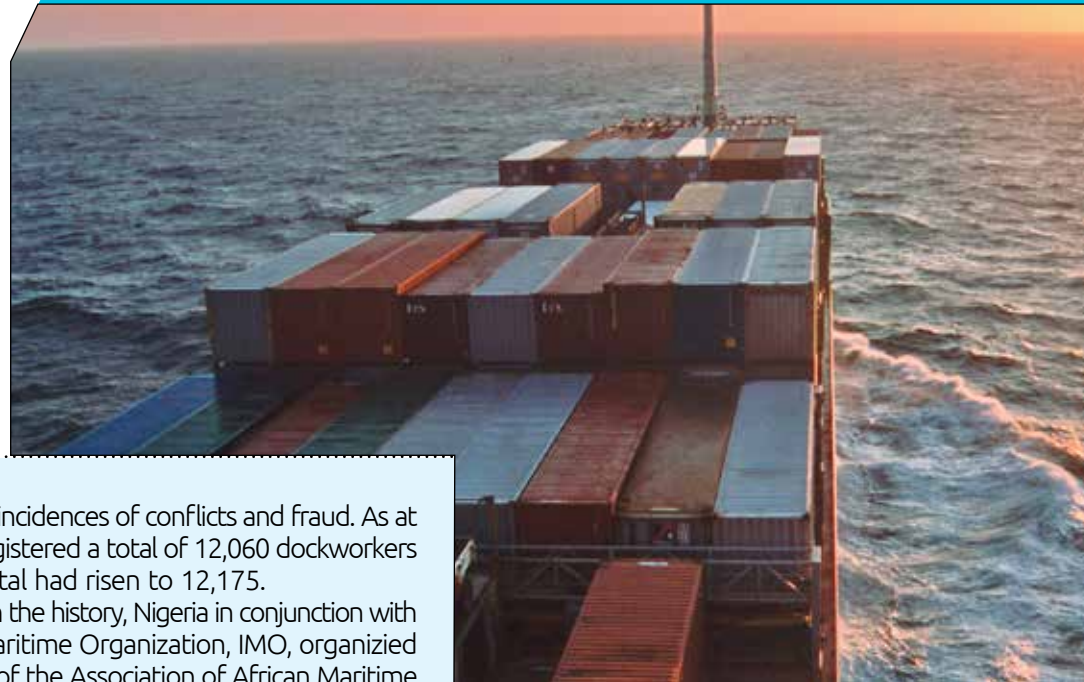
A total of 1,880 certificates were authenticated for shipping companies and manning Agents in 2017. When compared to the 1013 COCs that were verified within the same period in 2016, it shows that stakeholders confidence in NIMASA has improved.

Under the maritime security infrastructure and strategy projects, the agency leased six (6) fast intervention security vessels in 2017 which enhanced port and flag state functions and boosted marine operations in all the zones. The impact of the acquired vessels shows that port state inspections rose by 10.53 per cent in 2017, moving up from 475 in 2016 to 525 in 2017.

Flag State inspection also experienced an upswing from 77 in 2016 up to 98 in 2017 representing an increase of 27.3 per cent.

The Agency is working on special forex intervention for vessels and vessel parts acquisition and loan repayment to enable indigenous operators to compete favourably with their foreign counterparts.

The effective implementation of the Maritime Labour 2006 convention by NIMASA has also seen the industry enjoying relative peace in the past three years due to our determination to continuously ensure conducive working environment for dock workers and their employers. This



has greatly reduced incidences of conflicts and fraud. As at 2016 the Agency registered a total of 12,060 dockworkers and by 2017 the total had risen to 12,175.

For the first time in the history, Nigeria in conjunction with the International Maritime Organization, IMO, organized the 3rd conference of the Association of African Maritime Administrations which took place in Abuja, Nigeria.

This was to strengthen cooperation at the regional, continental and international levels in harmonizing policies and goals necessary for the growth of African maritime sector and enhancement of continental collaboration.

NIMASA Director General, Dr Dakuku Adol Peterside was elected the chairman of the continental body at the conference.

Another milestone of the current management of NIMASA is the compendium of internal process policies: this is the first attempt at reviewing and collating the agency's internal policies into a single book to enhance access and understanding to improve efficiency and effectiveness in the agency's work processes.

There is no end to the unprecedented achievements under the Peterside-led management at NIMASA as the Agency organized the first ever award night to recognize deserving staff for year 2017, thus boosting staff morale.

OTHER ACHIEVEMENTS INCLUDE

- Sponsorship of the first ever anti piracy bill on the African continent which now has approval of the federal executive council and has been forwarded to the national assembly for legislative action.
- The development of the harmonized standard operating procedure for arrest and detention of vessels involved in illegal activities
- Development and implementation of total spectrum

maritime security strategy

- Approval for the acquisition of special mission aircrafts, helicopters and vessels with communication equipment.
- And the commendation by the Federal Executive Council (FEC), for effectively reducing running cost at NIMASA, blocking leakages and increasing contribution to the Federal Government.

Nigeria's intervention in the Gulf of Guinea Region within the past two years include

- Playing a major role in the establishment of ECOWAS Integrated Maritime Security Strategy
- Establishment of inter-regional coordination center (ICC) in Yaoundé Cameroon,
- And also played a leading role in the establishment of African integrated maritime security strategy (AIMS).
- Little wonder, the Ghana maritime authority quickly entered into an MoU with NIMASA to share knowledge.

All these achievements of the NIMASA management were possible because the agency's management has a capable governing board led by an amiable gentleman, retired General Jonathan India Garba, and both the Senate Committee and the House Committee on Marine Transport have been very supportive. This is not forgetting the fact that the Federal Ministry of Transportation under the able leadership of the Honourable Minister, Rt. Honourable Rotimi Chibuike Amaechi has been providing the desired supervision enabling these unprecedented achievements.



NIMASA Sets Up Committee On Review Of Ship Registration

In its quest to continue to ensure international best practices in its operations, the Nigerian Maritime Administration and Safety Agency (NIMASA) has inaugurated a committee to review the activities and operations of the Nigerian Ship Registration Office.

The Director General, NIMASA, Dr. Dakuku Peterside who inaugurated the committee in Lagos on the sidelines of the unveiling of the Nigerian Maritime Industry Forecast for 2018 and 2019, said that the job of the committee was to examine the status of the ship registry in line with global best practices.

The NIMASA DG further explained that it was also to ascertain that the ship registration processes were of the same operational expectations with other ship registries on the global scene.

"The committee will also determine the level of automation of the Nigerian Ship Registration Office; advise and recommend improvements that can be carried out in the ship registration office and assess and determine other jurisdictions with more advanced registries with which NIMASA can establish reciprocal



relationship," he stated.

The committee is headed by Emmanuel Ilori, with Agbaminoja Peter serving as secretary, while Nwoko Desmond is the assistant secretary.

The Chief Executive Officer, Marine Platforms Limited, Taofik Adegbite was appointed as a member of the committee along with others.



Combating Maritime Insecurity in the Gulf of Guinea: The Nigerian Approach

The policies being implemented by the present leadership of the Nigerian Maritime Administration and Safety Agency (NIMASA), show that the Agency has acknowledged the fact that the problem of maritime insecurity in the gulf of guinea is real and deserves utmost attention.

With Nigeria's status as the biggest economy and most populous nation within the Gulf of Guinea; it is worthy of note that the country is strategic in solving issues concerning security in the region.

Other facts that stand Nigeria out in the region include the large Delta area which is characterized by thousands of creeks being responsible for over 65 per cent of incoming and outbound cargo generated within the region, and the large military contingent of the country which is the largest in the region.

The huge deposit of oil and gas makes it a place of interest for International energy dynamics and the geographical location makes the country pivotal to the security and stability of the Gulf of Guinea. Current administration at NIMASA has taken cognizance of the fact that maritime insecurity has economic, social and environmental implications.

For a region which has the natural endowment to serve as a shipping transit hub, all hands

must be on deck to tackle all challenges identified.

Implications so far highlighted as consequences of insecurity in the Gulf of Guinea include loss of revenue to local and international illegal cartel, human trafficking, destruction and pollution of the marine ecosystem, agitation by seemingly marginalized sub-region within the region also constitute risk i.e. Niger Delta.

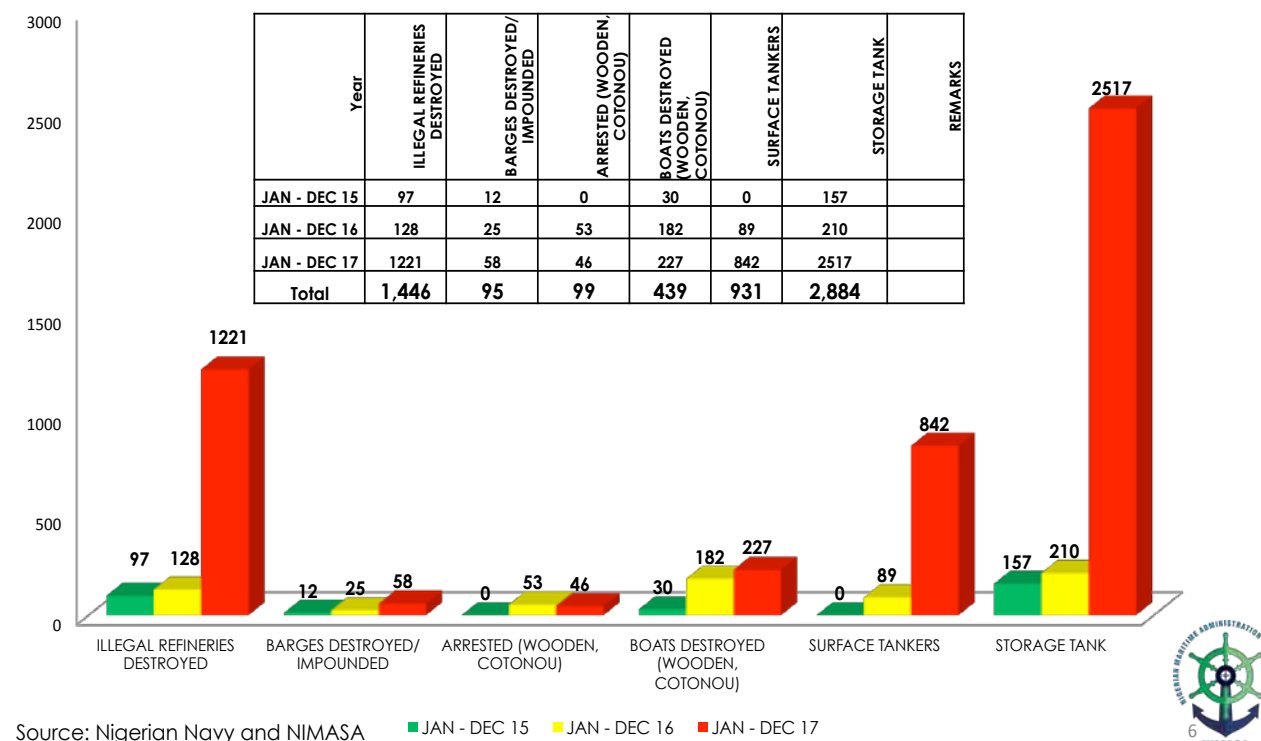
At the moment, NIMASA has deployed multi-dimensional interventions to ensure safety in the region. These are legislative, regulatory, operational and policy interventions.

Under the operational dimension, NIMASA is also into MoU with the Nigerian Navy and Air Force to increase

NIMASA's Maritime Strategy



Destroyed Illegal Refineries, Barges, Wooden Boats, Surface/Storage Tanks, from January 2015 – December 2017



response capacity. The Federal Executive Council has also approved the acquisition of special mission aircrafts, helicopters and vessels with communication equipment.

The development and implementation of the Total Spectrum Maritime Security Strategy is one of the regulatory interventions of NIMASA. Another regulatory intervention that has proven to be highly effective is the implementation of the International Ships and Ports Facility Security (ISPS) Code. Since NIMASA became the Designated Authority.

In 2012, incidents of piracy attacks within the ports environment which were hitherto in double digits have reduced drastically. Under the legislative framework of intervention, NIMASA is currently pushing for the enactment of an Anti-Piracy Law. The development of the harmonized standard operation procedure for arrest and detention of vessels involved in illegal activity is also another step taken by NIMASA to improve security in the region.

Nigeria's intervention in the GoG region has led to the establishment of ECOWAS INTEGRATED MARITIME SECURITY STRATEGY (EIMS) and an Inter-Regional Coordination Center (ICC) in Younde Cameroon, an initiative of ECOWAS/ECCAS/GoG Commission.

The country also played a leading role in the establishment of African Integrated Maritime Security Strategy (AIMS) and at the moment, NIMASA DG Currently heads Association of Africa Maritime Administrations (AAMA), which is in

the forefront of coordination of continental initiatives of African heads of government to tackle maritime insecurity.

In her quest to improve security in the region, Nigeria is leading ZONE E multinational maritime security outfit in Cotonou (4 nations standing maritime security outfit) and has been active in Cote d'Ivoire based Maritime Organization of West and Central Africa (MOWCA). NIMASA on behalf of Nigeria houses one of the five designated Regional Maritime Rescue Coordination Centres in Africa (RMRCC).

Other Interventions by Nigeria include the Ratification and Domestication of Relevant International Treaties Safety, Security and Marine Environment Management. To date, Nigeria has ratified thirty-five (35) IMO Conventions/Protocols including the ILO MLC 2006. About thirty-four (34) maritime Regulations have been gazetted pursuant to the Merchant Shipping Act 2007 and the Nigeria Maritime Administration and Safety Agency Act 2007.

12 relevant maritime safety conventions of the IMO which are necessary for ensuring regional maritime security and safety have also been domesticated. 8 relevant conventions and protocols on marine environment have also been domesticated in order to ensure a clean marine environment, While efforts are being made by the Safety Administration through the Federal Ministry of Transportation for the domestication of other ratified Conventions.

NIMASA STAFF AWARDS AND DINNER NIGHT



Minister of Transportation, Rt. Hon. Rotimi Amaechi, presenting a plaque to a retiree and former Head, Financial Services of the Agency, Mr. Babangida Sheriff, during the NIMASA Staff Awards and Dinner Night, held in Lagos.



L-R: DG, NIMASA, Dr. Dakuku Peterside, Minister of Labour, Productivity & Employment, Dr. Chris Ngige, Minister of Transportation, Rt. Hon. Rotimi Amaechi and the NIMASA Board Chairman, Major General, Jonathan India Garba (Rtd.) during the NIMASA staff awards and dinner night, held in Lagos.



A member of the editorial board of The VOYAGE Magazine, Mr. Obinna Obi (right) receiving a cheque for excellence in academic performance



A cross section of the Recipients of Long Service Award during the NIMASA Staff Awards and Dinner Night, held in Lagos.



Oba of Lagos, His Royal Highness (HRH) Oba Rilwan Akiolu flanked by Executive Director, Operations, NIMASA Engr. Rotimi Fashakin, FNSE and Director, Special Duties, NIMASA, Hajia Lami Tumaka, during the NIMASA Staff Awards and Dinner Night, held in Lagos.



Minister of Transportation, Rt. Hon. Rotimi Amaechi, presenting a plaque to a retiree and former Director, Admin and Human Resources of the Agency, Mr. Akin Akinyosoye at the event



R-L: Minister of Labour, Productivity & Employment, Dr. Chris Ngige, presenting a cheque to the NIMASA Best Staff of the Year, 2017, Mr. Titus Ajayi while his Wife, Mrs. Ajayi looks on during the NIMASA Staff Awards and Dinner Night, held in Lagos.



L-R: Minister of Transportation, Rt. Hon. Rotimi Amaechi, presenting a plaque to a retiree and former Director, Maritime Labour Services of the Agency, Mrs. Juliana Gunwa during the NIMASA Staff Awards and Dinner Night, held in Lagos.



NIMASA Board Chairman, Major General, Jonathan India Garba (Rtd.) presenting a plaque to a staff of the Agency, Mr. Anthony Preye Pregarhi at the event



Major Gen. Garba (Rtd.) presenting a plaque to a staff of the Agency and a member of the editorial board of The VOYAGE Magazine, Mr. Peter Agbaminoja.



Key Regulatory Developments in the Nigerian Maritime Industry between 2018-2020

D

omestic regulatory and legislative developments that can impact on the Nigerian Maritime Industry 2018- 2020

1. The passing of the Anti-Piracy Bill presented to the National Assembly in 2018: This bill incorporates the Safety of Life at Sea (SOLAS) and the Suppression of Unlawful Acts at Sea (SUA) conventions of the International Maritime Organisation (IMO) into a comprehensive legislation to deal with the menace of piracy and related crimes in the Nigerian maritime domain;
2. The review of the NIMASA Act 2007, Cabotage Act 2003 and Merchant Shipping Act 2007;
3. The revision of the Merchant Shipping Regulations to incorporate current and future amendments to

the following international maritime protocols and conventions:

- a. Safety of Life At Sea (SOLAS) Protocol of 1988
- b. Marine Pollution (MARPOL) Convention of 1973/78
- c. Marine Pollution (MARPOL) Protocol of 1997
- d. International Convention on Load Lines of 1966 (LL66)
- e. Load Lines Protocol of 1988 (LL PROT 88)
- f. International Regulations for Preventing Collision at Sea 1972 (COLREG 72)
- g. T69
- h. International Convention on Standards of Training, Certification and Watchkeeping for Seafarers of 1978 (STCW 78), including the revised mandatory codes.
- i. The Nairobi International Convention on the Removal of Wrecks, 2007.



4. The development of policies, regulations, and procedures to cover any future amendments to the IMO instruments.
5. The consideration for adoption of a direct reference approach in transposing mandatory IMO codes and technical amendment to national legislation;
6. The development and gazetting of the Merchant Shipping (surveyors and recognised organisation) Regulations, using the RO Code and related circulars;
7. The creation of guidelines and procedures for recruitment and nomination of exclusive and nominated surveyors.
8. The development of guidelines and procedures for the selection, assessment, evaluation recognition, oversight and supervision of RO;
9. The putting together of regulations, guidelines, and procedures for handling, carriage of dangerous goods under IMDG, IMSBC and Grain codes;
10. The development of regulation and guidelines for ports state control support programme;
11. The creation of a merchant shipping regulation on (marine safety investigation and marine casualty and incidents), incorporating;
12. Resolution MSC.255 (84) - The code of the international standards and recommended practices for a safety investigation into a marine casualty or marine incident (casualty investigation code);
13. Resolution A. 1075(28) - Guidelines to assist investigators

in the implementation of the Casualty Investigation Code.

Bills before the National Assembly not proposed by NIMASA but which will impact the Nigerian maritime industry:

1. A bill for an act to establish the Nigerian Marine Development Bank, with the power to conduct business related to marine credit insurance and other related matters (HB. 572);
2. Deep offshore and inland basin production sharing contract (Amendment) Bill 2016;
3. Inland Fisheries Act (Amendment) Bill 2017.

Memoranda of Understanding (MoU) under consideration, which may impact the Nigerian maritime industry:

1. MoU between NAIRDA Limited and NIMASA: On temporarily locating the floating dock under contract for 18 months at no cost to the Agency;
2. MoU between NIMASA and the Nigerian Marine Police – applicable in the eastern zone;
3. MoU between NIMASA and the Nigerian Meteorological Agency (NIMET);
4. Proposed MoU between NIMASA and the Department of Fisheries (Federal Ministry of Agriculture) on monitoring/ surveillance of illegal fishing



5. Contract agreement with Messrs HLS International Limited for the Installation of the C4/1 Satellite System under the Deep Blue Contract Agreement.

Emerging Opportunities in the Nigerian Maritime Industry

In recent years, the Nigerian maritime industry has witnessed reforms to reposition it to achieve efficiency and growth, in line with the overall developmental objective of government in the sector and the national economy. These reforms have resulted in increased levels of activities in the industry, throwing up opportunities for private investments in all areas of the sector including, port infrastructure, terminal facilities, vessels financing, packaging and haulage, and other logistics services.

Towards the effective discharge of its role and in helping other industry participants with their planning, the Nigerian Maritime Administration and Safety Agency (NIMASA) held a stakeholders brainstorming session, which, among other things, focused on identifying emerging opportunities and challenges with implications for the Nigerian maritime industry. The main objective of this section of the report is to identify the key drivers of these opportunities, as well as the challenges that NIMASA expects industry operators to face in the coverage period.

The Nigerian investment environment remains attractive to genuine investors. In consultation with the appropriate government agencies, the Nigerian Investment Promotion

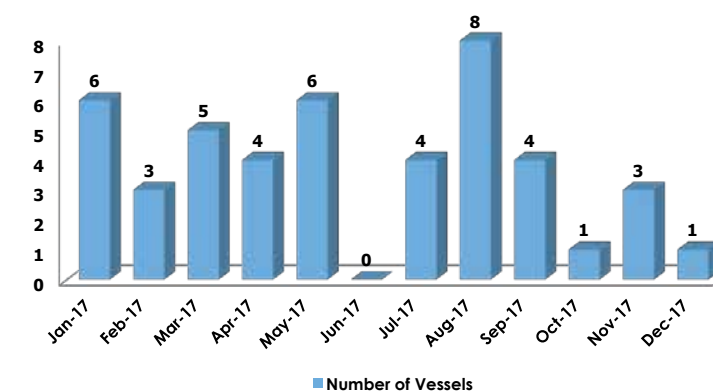
Commission (NIPC) and the Federal Inland Revenue Services (FIRS) released the first edition of the Compendium of Investment Incentives in Nigeria in October 2017, aimed at informing the public on sector-specific incentive packages.

Thus, emerging opportunities in the Nigerian maritime sector include the following:

1. **Manpower and Human Capacity Development:** The maritime industry is highly labour and capital-intensive, and as such requires adequate funding, government support and policy consistencies to solve the manpower challenges it currently faces in Nigeria. One of the areas of focus of the Federal Ministry of Transportation is ensuring adequate human capital development in the sector with special intervention for seafarers development to close up the existing gap in the industry. Recently NIMASA sponsored a total of 289 cadets for sea time(on board training) in Europe and Egypt under the Nigeria Seafarers Development Programme NSDP. Recent government efforts to fund the establishment of maritime institutions across the country are welcome developments that are worthy of commendation. Interventions such as this will definitely boost manpower development in the industry. Equally, collaboration between the various agencies in the industry, in carrying out their responsibilities, will raise the operational performance and efficiency of the sector.
2. **Maritime Infrastructural Development:** A number

Number of Arrested Vessels involved in Illegal Bunkering, Crude Oil Theft, Lifting of Illegally Refined Petroleum Products, from January – December 2017

Ser	Month	Number of Vessels
(a)	(b)	(c)
1.	Jan-17	6
2.	Feb-17	3
3.	Mar-17	5
4.	Apr-17	4
5.	May-17	6
6.	Jun-17	0
7.	Jul-17	4
8.	Aug-17	8
9.	Sep-17	4
10.	Oct-17	1
11.	Nov-17	3
12.	Dec-17	1
Total		45



Source: Nigerian Navy and NIMASA



of factors are responsible for the development of seaports and the supportive logistics infrastructure in Nigeria. This emphasises that maritime infrastructural development is a function of reaction to economic dynamics and global changes, which currently requires the urgent need to restructure and reposition for efficiency and functionality.

- In Nigeria, maritime infrastructural development, especially seaports, is often determined by:
- I. Increase in merchandise trade, particularly seaborne trade, which suggests for either the modernisation or expansion of port infrastructure and facilities;



- II. Congestions or delays in the rendering of services, as a result of operational inefficiency, overutilisation of port capacity and shortage in human capacity;
 - III. Technological innovations put in place to support manpower (in terms of containerisation, roll-on-roll-off needs, very large tanker vessels, draft level) and/ or;
 - IV. International conventions compelling signatory nations to effect and respond to developments.
- These determinants mentioned above somehow justified the response of the Federal Government to maritime and port-related infrastructure development, either through policy reforms, improvement in foreign direct investment, increased production volumes of crude oil and gas, environmental safety, financing, especially the Cabotage Vessel Finance Fund (CVFF) and shipyard building and repairs.
3. **Globalisation and the Application of New Technology:** The application of innovative technology is possibly the strongest determinant of development in any maritime industry. From operational re-engineering to the architectural design of vessels, and dredging in an attempt to increase water draft levels within complex international trade development, there is indeed heavy reliance on technological interventions, as they affect virtually every aspect of maritime transportation. There is need for a constant response to the dynamics



of technology and the globalisation tendency by the Nigerian government, all in an attempt to pursue sustainable maritime industry growth that could support international trade.

4. **Maritime Research and Development:** There are numerous areas of research need associated with the maritime industry. NIMASA has established various maritime institutions designed to provide maritime education and research support to the industry. However, the absence of training vessels for practical application of theoretical knowledge remains a major setback, as this is imperative for professional qualification in the industry. The establishment of national fleet is suggested to provide onboard experience to prospective seafarers. Also, industry operators/stakeholders should be incentivised to conduct research that would benefit the industry, while more joint venture partnerships with foreign companies should be entered into, to facilitate the exchange of research ideas.
5. **Maritime Security:** The International Maritime Bureau reports that in 2016, the Nigerian waters were largely unsafe due to the persistence of kidnapping incidents, as a direct result of the presence of pirates on these waters. While some progress has been made in boosting security in this area so far, there is still the need for

greater focus in the efforts of security agencies in curtailing the occurrence of these incidents. There has been the renewed push for the naval police and Maritime Patrol Aircraft to be adequately equipped with modern arms and vehicles for the effective containment of criminal elements in our waters. There is equally the intensified drive for continuous investment in maritime security, as well as the creation of an enabling environment for the attraction of investors through maritime tourism and marine agriculture, towards sustainable development.

6. **Marine Agriculture:** The increasing demand for food and water creates an opportunity for mariculture as a result of Nigeria's growing population, without an increasing pressure on terrestrial and marine habitats. Aquaculture, done well, offers a huge potential not just for producing food, but also providing livelihoods to coastal communities and in the effort to recover lost ecosystem services. The development of marine agriculture would be enhanced by improved security, the ratification and implementation of Port State Management Agreement (PSMA) and the formulation of a protectionist policy for investors – all presently being considered by the relevant authorities.
7. **Marine Insurance:** In spite of the rapid growth of Nigeria's maritime sector, existing marine insurance products



available in the country are considered to be primarily simple in structure and may not suit the needs of the fast-changing global market. In this respect, marine insurance companies could offer innovative products to provide comprehensive insurance solutions and innovative marine insurance products in order to serve Nigerian interests in overseas markets better. In this respect, any insurance company in Nigeria with the experience of insuring infrastructural projects, such as ports and related infrastructure development, should find a wealth of opportunities in offering tailor-made and advanced insurance products suitable for serving the needs of the shipping community.

8. **Marine Tourism:** Tourism demand is increasing worldwide, and there are opportunities for investors and the government to exploit Nigeria's coastal and maritime resorts for revenue generation and job creation. These opportunities include the creation of a marine mall, cruise ships and the fostering of marine sports. With the enabling government policies, improved security, and enhanced safety operations driving the growth of marine tourism, this can be a huge area of opportunity going forward.
9. **Waste Management:** Control of the negative environmental impacts of a construction project in a marine environment, ensuring the pro-activity of the infrastructures and seizing the benefits associated with their presence at sea, in order to enhance specific ecological functions and marine biodiversity is also an area of opportunity in the maritime industry in Nigeria. These services include the design, construction, and supply of solutions for the restoration and enhancement of marine biodiversity, ecological integration of maritime infrastructures, support of fisheries and leisure activities, ecological restoration of damaged marine areas and coastal adaptation to climate change. These opportunities

would be driven by improved policy development in terms of remediation for safety and management.

- e) Till date any discussion of the Nigerian ocean economy is narrowed down to the traditional domain of shipping, fishing and offshore oil and gas. Critical issues for the next three years in this regard, include:
 - i. Mapping and Development of Ocean-based Industries
 - ii. Mapping and Development of Marine Ecosystems
 - iii. Mapping and Development of Ocean Economy Intermediaries. With the ocean economy projected to be significantly larger than the traditional maritime economy, there are clear imperatives for greater focus on key growth areas. According to OECD, the projections for the ocean economy and its job creation potential between 2010 and 2030 are as follows:
- f) Other critical issues:
 - i. Revenue generation and availability of finance
 - ii. Promotion of tourism
 - iii. Development of related economic activities
 - iv. Employment and job opportunities
 - v. Enhancement of industrial growth and development
 - vi. Institutional development
 - vii. International relations and peaceful co-existence
 - viii. Socio-political harmony
 - ix. Defence and security – territorial protection.

Implications of the Petroleum Industry Governance Bill (PIGB) for the Maritime Industry

The Petroleum Industry Governance Bill (PIGB) is a subset of the Petroleum Industry Bill (PIB) which seeks to bring under one law the various legislative, regulatory, and fiscal policies, instruments and institutions that govern the Nigerian petroleum industry.

The PIB seeks to repeal the 16 petroleum industry Acts





and replace them with an all in one Act that provides for better fiscal and regulatory management of the oil and gas sector. The government broke the PIB into four parts for easy passage into law thus giving room for the success achieved in the passage of the Petroleum Industry Governance Bill (PIGB).

The bill seeks to create an efficient and effective governing institutions with clear and separate roles for the petroleum industry and establish a framework for the creation of commercially oriented and profit-driven entities that will ensure value addition to the industry.

LIKELY IMPACT OF THE PASSAGE OF THE PIGB ON THE NIGERIAN MARITIME INDUSTRY

Shipping has always been of strategic importance to the oil and gas industry. Not only is over 70 per cent of all crude oil production transported by ships, more and more oil production activities are now being carried out offshore. This shows that the oil industry relies heavily on the maritime industry for its smooth operations. Whatever happens in the oil and gas industry is likely to affect the shipping industry and vice versa.

It is estimated that Nigeria has lost over \$50 billion worth of investment in the oil and gas industry since the last 16 years which could have culminated in additional 1.5 million barrels per day crude oil production for the country, which has continued to heighten the agitation for the passage of the PIB.

The likely impacts of the PIGB are therefore as follows:

Increased Cabotage Activities: An increase in investment in the industry, means more production activities and more production activities means more shipping logistics requirement. The Cabotage trade in Nigeria is 95 per

cent within the industry, so we are likely to see an increase in investment if the act meets the expectations of industry practitioners.

Increased Demand for Crude Oil Tankers: If there are more investments in the oil and gas industry, there will be more oil production and more oil production means more crude oil tankers for export. Nigeria exports 100% of its crude oil by sea, so, an additional 500bpd of crude oil production in the next one or two years will amount to 182,500,000 barrels per year or 25,347,222 MTS of cargo per annum. This volume of cargo will require a minimum of 91voyagies of a very large Crude carrier (VLCC) vessel to lift, which will generate a lot of activities in the maritime industry.

Increased Importation of Oil and Gas Production Equipment: The immediate impact of an increased investment in the oil and gas industry is the massive importation of equipment for oil and gas production. This will see more vessels calling Nigerian ports, more revenue for the government and more business for auxiliary services providers in the industry.

Increased bunkering activities: It is also believed that the passage of the PIGB will attract multinationals into the downstream sector of the industry leading to the setting up of refineries which will eventually lead to Nigeria being a net exporter of refined petroleum products. If this happens in the next one or two years it will lead to the demand of refined petroleum tankers and more importantly it will create a very robust bunkering business in the maritime industry, which is capable of generating over \$3 billion per annum.

- Culled from the *Nigeria's Maritime Industry Forecast*.
- Visit www.nimasa.gov.ng for full version.



Seafarer Shore Leave Gets Extra Protection From January 1, 2018



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eamers' rights to shore leave have been strengthened through amendments which entered into force globally on January 1, 2018, under the revised treaty which aim is to achieve the smooth transit in ports of ships, cargo and passengers.

The amendments to the Convention on Facilitation of International Maritime Traffic (FAL Convention) also bring in a new requirement for national governments to introduce electronic information exchange, including electronic data interchange (EDI), to transmit information related to maritime transport. This should be in place by 8 April 2019, with provision for a transitional period of at least 12 months during which paper and electronic documents would be allowed.

Use of a "single window" for data is encouraged, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal, without duplication.

In addition, a number of standard forms, standards and recommended practices relating to stowaways have been updated.

The FAL Convention has 118 contracting States.

Shore leave

The amendment to the international standard on shore leave adds a new provision, on top of the requirement to allow crew ashore while the ship on which they arrive is in port. This new provision says there should be no discrimination on grounds of nationality, race, colour, sex, religion, political opinion, or social origin. Shore leave should be granted, irrespective of the flag State of the ship.

If any request is turned down, the relevant public authorities must provide an explanation to the crew member and the master, which the seafarer or master can request to be provided in writing.

Security and stowaways

The section on preventing stowaways is updated and expanded. National authorities are recommended to apply operational procedures equivalent to those in the IMO International Ship and Port Facility Security (ISPS) Code, to prevent stowaways accessing a ship.

A new standard requires governments, where appropriate, to incorporate legal grounds to allow prosecution of stowaways, attempted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to facilitate access to the port area, any ship, cargo or freight containers into their national legislation.

New FAL Forms

Updated FAL forms are in effect from 1 January 2018, covering IMO General Declaration; Cargo Declaration; Ship's Stores Declaration; Crew's Effects Declaration; Crew List; Passenger List and Dangerous Goods.

Three additional documents have been introduced for ships' clearance that may be required by the shore authorities – security-related information required under SOLAS, advance electronic cargo information for customs risk assessment, and advanced notification form for waste delivery to port reception facilities.

FAL Convention

The FAL Convention, first adopted in 1965, aims to harmonize procedures for ship's arrival, stay and departure from port. It includes mandatory "Standards" and "Recommended Practices" on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure to the ship itself, and to its crew, passengers, baggage and cargo.

The revised annex, which was developed following a comprehensive review of the treaty, will ensure the convention adequately addresses the shipping industry's present and emerging needs and serves to facilitate and expedite international maritime traffic. The objective is to prevent unnecessary delays to ships, and to persons and property on board.

FACES OF DIGNITARIES, GUESTS AND STAKEHOLDERS AT THE SECOND EDITION OF THE MARITIME STAKEHOLDERS' INTERACTIVE FORUM HELD IN WARRI, DELTA STATE.

R-L: Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Mohammed Umaru Bago, Minister of Transportation, Rt. Hon. Rotimi Amaechi, CON, Chairman, Board of the Nigerian Ports Authority (NPA), Mr. Emmanuel Olajide Adesoye and Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside during the 2nd edition of the maritime Stakeholders' interactive forum tagged: "Implementation of Executive Order I (Ease of Doing Business) in a secure maritime environment" held in Warri, Delta State.



L-R: Chairman, Board of the Nigerian Maritime Administration and Safety Agency (NIMASA) and Chairman, Board of the Nigerian Ports Authority (NPA), Mr. Emmanuel Olajide Adesoye during the 2nd edition of the maritime stakeholders' interactive forum tagged: "Implementation of Executive Order I (Ease of Doing Business) In a Secure Maritime Environment" held in Warri, Delta State.



R-L: Executive Director, Operations of NIMASA, Engr. Rotimi Fashakin, FNSE, Executive Director, Finance and Administration, NIMASA, Mr. Bashir Jamoh and a member of the NIMASA Board, Mr. Kenneth Asekome at the event



R-L: Executive Secretary, Nigerian Shippers' Council (NSC), Barrister Hassan Bello and the Managing Director, Nigerian Ports Authority (NPA), Ms. Hadiza Bala Usman at the event



A cross section of participants at the event



R-L: Minister of Transportation, Rt. Hon. Rotimi Amaechi, CON and Managing Director, Nigerian Ports Authority (NPA) Ms. Hadiza Bala Usman at the event



Cross section of Stakeholders at the event



R-L: DG, NIMASA, Dr. Dakuku Peterside, Commander, Nigerian Navy Ship, Delta, Commodore Ibrahim Dewu and the Managing Director, Nigerian Ports Authority (NPA) Ms. Hadiza Bala Usman, during the 2nd edition of the maritime stakeholders' interactive forum tagged: "Implementation of Executive Order I (Ease of Doing Business) In a Secure Maritime Environment" held in Warri, Delta State.



L-R: The panelists, Rear Admiral, Omo (Rtd), Dr. Henry Muogho and Mrs. Ify Akerele, during the 2nd edition of the maritime stakeholders' interactive forum tagged: "Implementation of Executive Order I (Ease of Doing Business) In a Secure Maritime Environment" held in Warri, Delta State.

Growing Indigenous Capacity At NIMASA

BY ANTHONY ANDEM EKPO

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hile the Vision of the Nigerian Maritime Administration and Safety Agency (NIMASA) is: To be the leading maritime administration in Africa, advancing Nigeria's global maritime goal, the Mission of the agency is: to achieve and sustain safe, secure shipping, cleaner oceans and enhanced human capacity, in line with global best practices, towards Nigeria's economic development.

It was Jim Collins who once said that "great vision without great people is irrelevant". As true as this assertion is, it therefore means that the foundation and starting point of achieving the vision and mission of an organisation is "Effective Leadership". A leader is best when people barely know he exists, when his work is done and his aim and objectives fulfilled. If one's actions inspire others to think and dream more, learn, do and become more, then he is a leader. Dr. Dakuku Peterside is indeed a leader!

Often times, leaders in contemporary society are seen and known to be rational economic people. They lack ideas, competence and grit, let alone vision and passion necessary for the needed transformation and development. They do not plan, and therefore lead the people and our society, with failure and backwardness as the ultimate outcome and unconscious goals, results or price. NIMASA's Dr. Dakuku Peterside is clearly the opposite as he embodies selfless service to the Nigerian maritime community!

Though human capital is part of the factors of production, they are different from others and they are the most important asset. Human beings are not things and are

not creatures of logic. They are creatures of emotions, creatures that are bristling with prejudices and motivated by pride, though sometimes vanity. They are four-dimensional in nature: body, mind, heart, and spirit. With these four dimensions or mix, human capital has the capacity to operate to guarantee the much needed transformation and advancement in our society and our world at large.

When the right talent meets the right opportunity anywhere, with the right philosophy and vision, amazing and sustainable transformation can happen. NIMASA under the leadership of Dr. Dakuku Peterside epitomises this. He is an embodiment and true definition of human capital development that transcends increased performance and productivity, evident in NIMASA being adjudged and commended as one of the highest revenue remitting Agencies by the Federal Executive Council through the Minister of Finance.

But then, a good and visionary leader must pave the way! He must define the path and the roadmap. He must give direction. He must not be a mediocre, but someone

who has a date with destiny. No wonder the management and staff of NIMASA are grateful to providence and the current national government for making Peterside the Director General of this strategic and revenue centre of our nation.

Nigeria is blessed in all ramifications. Nigeria has all the potentials and the resources to be great. Planning is an essential and a necessary activity, but planning without investment in human capital amounts to exercise in futility, because whatever is achieved is ephemeral that cannot stand the test of time, but meets short term purposes.

So, like the current leadership of NIMASA, the onus lies on the Nigerian leaders in all fronts to tow the path of investment in human capital because it is a sure way to make Nigeria great. The progressive and creative tendency of the leadership of the Agency in handling human capacity building and development, galvanised through knowledge transfer, Nigerian Seafarers Development programme (NSDP) as well as other training-oriented initiatives has guaranteed hope for the maritime sector and the nation at large.

In line with the diversification agenda of the current national government, it is a known fact that the maritime sub-sector and indeed the transport sector have that capacity and potentials to transform our economy. However, the challenge has always been human capacity enabler culminating in the dominance of the industry by foreigners. But, the commitment and determination of the current leadership of the Agency led by Dr. Dakuku Peterside have given a new face and direction to the sector.

Nigeria can now compete with other maritime giants in the world as the Agency currently issues debit note within 24 hours to Shipping companies. While the process of integrating key facets of NIMASA's operations into a unified technology and human resource driven Enterprise Resource Planning (ERP) is on, core among the Agency's priority is achieving full automation of all its processes geared towards ensuring not just stakeholders satisfaction, but their delight.

The Nigerian Seafarers Development Programme (NSDP)





is a major intervention aimed to address the concern of foreign dominance of the Nigerian maritime and shipping business. Its root causes can be traced to years of neglect, lack of vision, and limited capacity to train and update Nigerians' skills in maritime as well as shipping and their related businesses. NIMASA under Dr. Dakuku Peterside is rewriting the narrative in the interest of Nigerians and Nigeria.

The programme which was designed to encourage Nigerian youths to take interest in maritime and shipping business has been a success thus far. About 2,500 youths have benefitted from the programme and some are currently being trained in various countries around the globe. While some of them have graduated as full-fledge professionals, some are still undergoing the necessary trainings. The Agency is now partnering with maritime giants around the world to complete the process of developing the Nigeria's Seafarers through the compulsory sea-time training.

Though the Agency believes in cross-fertilisation of ideas as well as in knowledge sharing, it is hoped that the training and development of indigenous seafarers will boost Nigerians' participation in shipping, and also generate employment as it will afford Nigerians the opportunity to take over jobs that were hitherto done

by foreigners, thus impact the economy positively.

Back in the internal turf, and in realisation of the fact that human resources are central to planning, managing, and delivering all maritime services, the Agency currently has a structured platform known as the NIMASA In-House Academy, where resource persons are drawn from both internal and external sources to transfer their knowledge, skills and experience to internal people with the potentials to fill key business leadership positions in the Agency. This is done on a monthly basis and the results have been tremendous, evident in the just concluded rigorous promotion examination and interview that saw over 90 per cent of the participants successful.

It is human capital through developed capacities that make development and progress possible. That is why human capacity development (HCD), the upskilling of specialists, organisations and networks in advanced climes is an important element of economic growth and development. After further and continuing training, it is expected that the newly acquired expertise is taken into our workplaces, into society as a whole and the current NIMASA leadership is mindful of associated benefits!

• *This article had earlier been published in LEADERSHIP Newspapers.*



Blue Economy: NIMASA DG Charges Media To Enlighten The Public

...Assures of Continuous Partnership

In furtherance to the agency's drive to engender a robust maritime sector, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside has charged the media to partner with the agency by enlightening the public on the opportunities inherent in the Blue Economy.

The DG who stated this during a one-day sensitization seminar for the maritime media held in Lagos noted that in order to realize a virile maritime sector; the media must work with the government in disseminating the proper information to the public as this will help give a sense of direction to the course of the government.

Accordingly, Dr. Peterside stated that "studies show that ocean resources are enough to sustain the economy, even far more than the oil and gas; and Nigeria is one of

the most endowed regions in the world yet untapped. I therefore charge you all to partner with NIMASA to bring this concept of Blue Economy to limelight, bearing in mind that sustainability is the key word."

Speaking further, the DG who described the media as partners in progress for economic development, used the opportunity to assure them that the Agency would explore every legal means to continue to support and partner them, so that both the government and the media can be at par, which will aid the growth and development in the maritime sector and by extension Nigeria.

The blue economy in the African context covers both aquatic and marine spaces including oceans, seas, coasts, lakes, rivers and underground waters. It also encompasses a range of productive sectors; Fisheries, aquaculture, tourism, transport, Ship building, energy, bio prospecting, under-water mining and related activities.

OVERSIGHT VISIT OF HOUSE COMMITTEE ON MARITIME SAFETY, EDUCATION AND ADMINISTRATION



A cross section of some Management staff of the Agency, during the oversight visit of the Committee to NIMASA in Lagos



L-R: Chairman of the House of Representatives Committee on Maritime Safety, Education & Administration, Hon. Mohammed Umaru Bago, Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Gambo Ahmed and the Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin, FNSE in a discussion during the oversight visit of the Committee to NIMASA in Lagos

L-R: Hajia Lami Tumaka, Director, Special Duties, NIMASA and Hajia A.J. Musa, DPRDMS, NIMASA during the oversight visit by the committee



MARITIME INDUSTRY FORECAST



Members of the NIMASA Board, led by the Chairman, Major General Jonathan India Garba (Rtd) during the unveiling of the maritime industry forecast for 2018 and 2019 in Lagos.



Dr. Doyin Salami (Right), a lecturer at the Lagos Business School in a handshake with Dr. Dakuku Peterside, Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) during the unveiling of the maritime industry forecast for 2018 and 2019 in Lagos.



A cross section of maritime stakeholders at the event.



A cross section of some NIMASA Management Staff and other Stakeholders at the event.



Attracting Foreign Direct Investment To The Nigerian Maritime Sector

BY KUMUYI OLUWAFEMI

Foreign Direct Investment (FDI) is the equity flow in an economy; the sum of equity capital, reinvestment of earnings and other capital, geared towards the growth and development of an economy, is necessary for job creation and to promoting the chances of bilateral relations amongst nations, thereby bringing about an increment in the Gross Domestic Product (GDP) of the country.

This form of investment is a category of cross-border investment associated with a resident in one economy having control or a significant degree of influence on the management of an enterprise that is resident in another economy. Ownership of 10 per cent or more of the ordinary shares of voting stock is the criterion for determining the existence of a direct investment relationship.

In the case of Nigeria, the demand for FDI has become imperative as it will serve as a catalyst to economic growth and development.

Over the years, the Federal Government has made much effort in attracting foreign investors into the country through various incentives like tax holidays amongst others, which has brought about economy transformation, despite some of the challenges that the country is facing.

In the Nigerian maritime sector, it is no gainsaying that it portends a lot of opportunities for economic growth and development if properly harnessed, bearing in mind the

endowment of about 853km coastline with an Exclusive Economic Zone (EEZ) of over 200 nautical miles. This is a pointer to the fact that there are prospects for the sector, and this is what the Dr. Dakuku Peterside led management of the Nigerian Maritime Administration and Safety Agency (NIMASA) has demonstrated through concerted efforts and collaboration with local and international investors.

Since the appointment of Dr. Peterside as the Director General of NIMASA, he has been at the forefront of attracting Foreign Direct Investment (FDI) into the nation's maritime sector.

One of such efforts in wooing investors was by tackling the issues relating to safety and security on the nation's waterways which are crucial to the quest for attracting FDI to the sector.

In order to boost investors confidence, NIMASA has gone a step further to propose an anti-piracy bill, which is currently before the National Assembly, with the intent of giving the Agency the legal framework to prosecute all forms of criminalities on the nation's territorial waterways. Also assurances have been given to stakeholders that the agency will leave no stone unturned to ensure zero tolerance to all forms of illegalities in our waterways.

Other initiatives by the Agency to attract FDI were demonstrated during the unveiling of the maritime industry forecast for 2018 and 2019, which is an unprecedented feat in the history of the maritime industry in Nigeria.

The forecast stated that business activities in the Nigerian maritime sector are expected to grow from 2.5 percent

in 2018 to 5.5 per cent in 2019 and also predicted that the total fleet size will grow by 4.08 percent in 2018 and 4.41 percent in 2019.

In addition, oil tanker fleet size will decrease by 2.23 percent in 2018 and increase by 1.7 percent in 2019.

The non-oil tanker fleet size is also expected to increase by 8.15 percent in 2018 and 8.72 percent in 2019. The oil rig count is to increase by 27.67 percent in 2018 and 0 percent in 2019.

The forecast being the first in the history of the industry is expected to attract FDI to the Nigerian maritime sector and based on the outcome of the study, maritime industry should expect to see increase in business activities in 2018 and 2019 as there would be an expected growth in the demand for the use of maritime facilities in Nigeria within the period under review.

The forecast also aligned with the three strategic objectives of government's Economic Recovery and Growth Plan (ERGP), which are: restoring growth in economy, investing in people, and building a globally competitive economy.

With this, it is hopeful that the public presentation of Nigeria's Maritime Industry forecast will provide that confidence in the Stakeholders and investors to fully tap into the immense opportunities which abound in the blue economy as a means of wealth creation, employment and development of relevant capacities that will grow our domestic economy; a statement corroborated by the NIMASA DG during the unveiling of the forecast.

As part of the efforts to drive FDI into the sector; the Federal Government of Nigeria through NIMASA held a bilateral talk with the Maritime and Ports Authority (MPA) of Singapore.

While in Singapore, Dr. Peterside marketed Nigeria's enormous maritime potentials to the MPA Chief Executive, Andrew Tan, projected Nigeria and the huge untapped maritime potentials of the country; as well as called on Singapore investors to take advantage of the reforms in Nigeria's maritime sector to invest in the country.

He also requested partnership with the Singaporean

authorities in various areas including technology acquisition for monitoring of the waterways, capacity building of personnel, support to upgrade maritime infrastructure as well as acquisition of more ocean going vessels for indigenous operators.

Furthermore, in order to demonstrate its commitment to realize a virile maritime sector in Nigeria through collaboration with foreign partners, the Federal Government of Nigeria set up a committee known as the Presidential Enabling Business Environment Council (PEBEC); saddled with the responsibility of attaining ease of doing business in Nigeria, particularly the maritime sector.

Recall that the World Bank's Ease of Doing Business Report for 2018 placed Nigeria in the 145th position. This is 24 positions better than the 169th position the nation was ranked in the 2017 report.

According to the report released by the World Bank, Nigeria was among the 10 top countries that improved on reforms. This can be described as a step in the right direction, and it is expected that in the next ranking, Nigeria will still do better.

The issue of the refloating of a national fleet has also been brought to the front burner in international discourse as the Government is determined to provide the enabling environment that will pave way for the private sector to drive the processes.

Conclusively, it can be said that concerted efforts are being made by the current management of the Nigerian Maritime Administration and Safety Agency to attract investors to the nation's maritime sector. The effect of this is that it will bring growth and development to the sector and the nation at large; more jobs will be created, more revenues earned and more chances to compete favourably with its counterparts in other maritime climes across the globe. And to achieve this feat, the Agency needs the continuous support of all Stakeholders in the sector so that we can all boast of having a robust maritime sector.

• This article had earlier been published in *The NATION Newspaper*.



Strategic Eyes On Nigerian Marine Environment

BY **ALAYAKI GANIYU**

The International Maritime Organisation (IMO) considers marine environment management as one of the major aspects of maritime functions that will engender sustainable shipping. Indeed the United Nations specialized organ, IMO recognizes the fact that Shipping is a major mode of transportation of goods and services from different parts of the globe but with an unfortunate caveat; it comes with a huge burden to the environment largely due to distortion and disturbances that may occur during the course of conveyance of goods and services through the waters.

In order to ensure that a proactive stance is taken to protect and safeguard the interests of the marine environment and the ecosystem, the IMO established the Marine Environment Protection Committee (MEPC) to deal with issues regarding the environment and proffer solutions that will be adopted by member states to ensure environmental friendly shipping.

Observers and key players in the maritime industry would not forget in a hurry that NIMASA in her bid to ensure a cleaner and safer marine environment created a specialized Marine Environment Management Department in 2008 to perform the functions of MEPC in Nigeria. This department was charged with the responsibility of ensuring the protection of the marine environment in line with global best practices. However over the years there have been lack of political will, clear cut strategies and a strong missing link which is the buy-in of the past Leadership of the Agency on issues relating to protection of the environment.

As if someone had whispered these issues in the ears of

President Muhammadu Buhari; 2 years ago he appointed Dr. Dakuku Peterside to lead the Executive Management Team of the Agency to reform and reposition not only NIMASA but also the entire Nigerian Maritime Sector.

Immediately, and not minding the apprehensions in the sector that came along with his appointment, Peterside set out to work and came up with 5 strategic pillars in which his administration's Agenda would be driven. And up there with others was the strategic Environment, Security, Search and Rescue Transformation Programme.

Interestingly, the man whose appointment did not come without the normal hullabaloo knew that for the Nigerian Maritime sector to be effectively revamped, there was the need to put issues of the Nigerian marine environment in the front burner because there was no way we would not consider the sustainability of our environment while trying to realize the shipping potentials of Africa's most populous nation.

For instance, the issue of marine litters has always been a challenge of the sector, a quick glance at the Nigeria water body, back then would immediately put you off. But Peterside came up with this strategy of employing locals as marine litter marshals that will serve as watchdog around their areas.

This strategy is worth emulating by every administrator because apart from tackling unemployment, it gives youth a sense of belonging as stakeholders in their environment. This decision by one man is also seen as one to ultimately tackle youth restiveness in the riverine areas which hitherto was a challenge for the Federal Government. It is worthy of note that a number of youths are in the books of NIMASA serving as marine litter marshals in their respective domains.

Surveillance is a major challenge of maritime all over the

world, recently the Director General stated that NIMASA as the lead Agency in providing security for merchant vessels is about making an investment of \$195m to acquire purpose built specialized mission patrol aircraft and vessels as well as a command and control centre. Accordingly, this will not only provide safety and security for merchant vessels it will also serve as deterrent to perpetrators of illegal dumping at sea.

Emission of gases during the course of transportation by sea has its own fair share of attribution to climate change. The IMO estimates Carbondioxide emissions from shipping were equal to 2.7% of the global human made emissions in 2007 and expects them to rise by as much as 2 to 3 times by 2050 if no action is taken. This calls for worry and the need for development of a technical basis for the reduction mechanism of majorly greenhouse gases from shipping should be put to the front burner by every maritime Nation.

Under Peterside's watch, the agency has commenced the registration of Local Fuel Oil Suppliers in line with the regulations of the International Convention for the Prevention of Pollution by Ships (MARPOL) Convention and IMO Resolution MEPC. 182 (59). This will ensure that ships running on unadulterated bunker fuels that have high sulphur emission prospects would not be allowed to visit our ports as well as set emission limits for vessels calling at our ports. It will also complement the Agency's ratification of Annex VI of MARPOL Convention on Air Pollution in which Dakuku had set up a Think Tank Technical Committee to bring up modalities for full and effective implementation of the Annex in order to control the hazardous effects of air pollution and climate change in Nigeria. We should not also forget to mention that the Agency has in place a Climate Change Observatory Station

at the NMRDC Kiri-Kiri and it is also planning to set up same in various institutions that would aid the analysis of the weather in the sector.

Implementing the IMO marine environment Instruments have now become easier under Peterside watch and visibly more attention is being given to various Marine Environment Conventions such as: International Convention for the Prevention of Pollution from ships (MARPOL), The International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990, The Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, (OPRC-HNS) 2000 to mention but a few.

Remarkably, while discharging her duties, NIMASA keeps on opening windows of opportunities to various stakeholders and also creates a lot of employment opportunities for job seekers.

Phase out of single hull tankers has opened a new window for ship scrappers and the business of ship recycling is on the rise. The Agency has brought a strict supervision regime that ensures that scrapping and recycling of ships are done in line with the global best practices. Ship wrecks on our water ways are now becoming a thing of the past as there is a committee in place that is vigorously monitoring the removal of towable wrecks.

The sea is now blue and Dakuku is still bent on removing the word Potential from Nigeria being a Country of Great Maritime Potentials to a Great Maritime Nation with the Agency's strategically carved mission to achieve and sustain safe, secure shipping, cleaner oceans and enhanced maritime capacity in line with global best practices towards Nigeria's economic development.

• This article had earlier been published in **DAILY TRUST Newspapers.**







Stakeholders Root for Robust Maritime Sector

Being a communiqué issued at the end of the Maritime Stakeholders Interactive Forum which took place in Warri, Delta State on February 22nd, 2018.

Desirous of aggregating stakeholders consensus for the promulgation of policies designed to promote effective maritime governance in Nigeria; COGNISANT of the statutory mandates and responsibility of the Ministry of Transportation and its maritime parastatals for the development of transparent and efficient processes for maritime administration;

COMMITTED to sustaining the revolution brought to the way of doing shipping business in Nigeria sequel to the Presidential Executive Order 1 of the 18th May 2017 (Ease of Doing Business in Nigeria), which has imposed minimum standards of service for Government Agencies, especially those with roles to play in the Ports, and;

CONSCIOUS of the reality that these policy ideals can only be achieved on the strength of a proper understanding of stakeholder expectation, convergence of ideas and effecting necessary process changes deriving therefrom.

The Maritime Stakeholders Interactive Forum was convened to provide a platform for exchange of ideas by the Ministry of Transportation, its Agencies and industry Stakeholders on Government policies, processes and

their immediate and potential impact. The ultimate aim of this initiative is to ensure ownership of Government policies by the people most likely to be affected by the policies.

IN THE COURSE OF THE ONE-DAY INTERACTIVE SESSION, THE FOLLOWING RESOLUTIONS WERE PROPOSED:

1. That the Ministry and its Agencies should explore alternate financing windows such as the establishment of Maritime Bank to address the financing gap created by the unsuitability of lending rates of Nigerian banks for the shipping business;
2. That the Ministry and its Agencies should promote the automation of all shipping related administrative processes to reduce human subjectivity and corruption;
3. That the Ministry and its Agencies should consider reviving NIMAREX as a platform for bridging the gap between the Nigerian shipping industry and prospective international investors so as to provide impetus for growth and investment;
4. That the Ministry and its Agencies should liaise with relevant Ministries and Agencies in Trade

and investment sector with a view to reducing the tax burden and other ancillary costs borne by the indigenous shipping investor;

5. That NIMASA should take careful stock of available indigenous tonnage and their current state of health so as to be empirically guided in the determination of the lingering Cabotage waiver issues;
6. That the Ministry should consider inviting the Finance and Trade Ministries alongside the Customs Service to subsequent Stakeholders Forum with a view to benefitting from their input on key issues;
7. That the Ministry and its Agencies should take urgent steps to address the challenge of under-declaration of cargo by ships calling at Nigerian ports to plug the substantial revenue leakage thus created;
8. That the Ministry and its Agencies should consider a return to the former system whereby NPA, NIWA and NIMASA all contributed to the training of Master Mariners who are currently counted at 180 with above 75% being above the retirement age;
9. That the Ministry and its Agencies should take note of the rising reliance of water transportation due to the port access challenge around the Lagos areas and take steps to regulate same and propose means of encouraging its development as a viable business model;
10. That the Ministry and its Agencies should consider establishing Complaints Desks and online feedback platforms to promote the ease of doing business in Nigerian maritime industry;
11. That the Ministry and its Agencies should cause the urgent dredging of the Escravos Bar to facilitate

the access of large dry cargo vessels into Warri ports;

12. That the Ministry and its Agencies should implement measures to stop the engagement of unqualified foreign marine technical personnel on Government and private projects and ships in Nigeria at the detriment of qualified Nigerian marine Engineers and Surveyors;
13. That the Nigerian Ports Authority should consider the urgent review of published draught of ports in Nigeria as experience has shown that some of the published draught are incorrect and this discourages shipping traffic;
14. That as a panacea to the Apapa traffic gridlock and access road challenges, the Ministry and its Agencies should consider establishing transit parks for trucks waiting to access the ports and implement an automated call-up system that prevents their proliferation around the ports;
15. That the Ministry and its Agencies should collaborate with the maritime Communities with a view to relying on their local knowledge and intelligence for fighting maritime crimes like piracy, sea robbery and vessel hijack;
16. That the Ministry and its Agencies should step up Environmental Impact Assessment of Government projects on the littoral communities with a view to alleviating their deleterious effects where necessary, and;
17. That the Ministry and its Agencies should consider engaging with the maritime communities on practical means of reducing maritime criminal activities and the acceptability of same by the communities.





Goitre: Causes and Prevention

WHAT IS A GOITRE?

A

goitre is a swelling of the thyroid gland that causes a lump to form in the front of the neck. The lump will move up and down when the person swallows. The thyroid gland is situated in front of the windpipe and is responsible for producing and secreting hormones that regulate growth and metabolism.

Anyone can develop a goitre, but the chances increase with age. Women are also more likely to develop a goitre. The size of a goitre can vary from person to person

WHAT CAUSES GOITRE?

1. Iodine deficiency : The thyroid gland needs iodine to manufacture thyroid hormones, which regulate the body's rate of metabolism. Iodine deficiency is the world's leading

cause of goitre. Iodine deficiency can be caused by insufficient iodine in the diet due to inadequate intake of iodine-rich foods or high consumption of certain foods that neutralize iodine, namely cabbage, broccoli and cauliflower. Soy also induces goitre.

2. An overactive thyroid gland (hyperthyroidism).
3. An underactive thyroid gland (hypothyroidism).
4. Hormone changes during puberty, pregnancy or the menopause
5. Taking some types of medication – such as lithium, a medication often used to treat a number of mental health conditions. In addition, a lack of micronutrients such as iron, selenium and vitamin A could also cause goitre formation.
6. An inflamed thyroid gland (thyroiditis) caused by infection.
7. Radiation therapy - particularly to the neck.
8. Nodules or cysts within the thyroid – most are benign,



Studies show that hormone disrupting chemicals in fast food can be traced to birth defects or problems that affect the endocrine system.



- but should be assessed.
9. Smoking - thiocyanate in tobacco smoke interferes with iodine absorption.
 10. Overconsumption of iodine - too much iodine can cause a goitre.

CAN GOITRE BE INHERITED?*

Some forms of goitre can be inherited. There is some evidence that the presence of goitre in one family member increases the chances of other family members having goitre.

WHAT ARE THE SYMPTOMS OF GOITRE?

The degree of swelling and the severity of symptoms produced by the goiter depends on the individual.

Some cases involve a small amount of swelling, whereas others can involve considerable swelling actually constricts the trachea causes breathing



problems.

In more severe cases, the symptoms may include:

- Coughing
- a tight feeling in your throat
- changes to your voice, such as hoarseness
- difficulty in swallowing .
- difficulty in breathing – there may be a high-pitched sound when the person breathes

HOW DO YOU PREVENT GOITRE?

Following are some tips to prevent goitre:

- Add only iodized salt to your food
- Eat seafood rich in iodine, such as sea weed, shrimps and shell fish.
- Avoid over exposure to radiation, be it at work place or during any kind of radiation treatment.

***Health Tips for treating and preventing goitre*.**
Here are some common home remedies for treating and preventing goitre.

- Simple exercises, such as neck stretches or other similar exercises for the thyroid gland should be performed on a daily basis.
- Food items that can be included to treat goitre include oats, seafood, tomatoes, carrots, lettuce, garlic, strawberries, eggs (yolk), onions, citric fruits, pineapples, bananas, vitamin A rich foods, meat, dairy products, pulses, watermelons, grapes and dates.

NIMASA Employee of the Month



JENAKUMO EBIARE LAYEFA
JANUARY 2018



ARIT NKPUBRE
FEBRUARY 2018



IBRAHIM A. GAMAWA
MARCH 2018



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

(Established under the Nigerian Maritime Administration and Safety Agency Act, 2007)
Maritime House: 4 Burma Road, Apapa, P.M.B. 12861, Lagos.
E-mail: info@nimasa.gov.ng Website: www.nimasa.gov.ng

MN/10/17/SN02

MARINE NOTICE

TO: ALL SHIP OWNERS, SHIPPING COMPANIES, SHIPPING AGENTS, PORT FACILITY OWNERS, TERMINALS AND JETTY OPERATORS, IOCs, MARITIME STAKEHOLDERS, MARINERS, CHARTERERS, BOAT OPERATORS AND THE PUBLIC.

REGISTRATION OF POWER DRIVEN SMALL CRAFTS (PDSC) OF 200 HORSEPOWER AND ABOVE ENGINE BOATS

Pursuant to the agency's statutory mandate to ensure the prevention of pollution, safety and security of the marine environment with a view to curbing the escalating incidences of criminality and illegal activities within the Nigerian waters, and its adverse effect on safety and security of navigation, NOTICE is hereby given as follows:

- I. That NIMASA has commenced the registration of all Power Driven Small Crafts (PDSC) of 200 Horse Power (combined) and above Engine Boats.
- II. That all owners and operators of boats of 200 Horse Power (combined) and above engines are required to register with the Agency at any of its NIMASA offices across the country on the obtainment of an End-User Certificate (EUC) from the office of the National Security Adviser (NSA) prior to the purchase of new boats of 200 Horse Power (combined) and above.
- III. That all mariners, ship-owners, charterers, shipping agents, boat operators and the general public are hereby advised to ensure strict compliance with this notice.
- IV. Take note that failure to comply with this notice will lead to detention and/or seizure of the vessel.

For further enquiries or information, please contact:

The Registrar of Ships Nigerian Ship Registration Office (NIMASA)

Email: eric.oji@nimasa.gov.ng,

Telephone: 08030816336

The Head Maritime Safety and Seafarers Standards Department

Email: Sunday.umoren@nimasa.gov.ng

Telephone: 07034472913

SIGNED: MANAGEMENT



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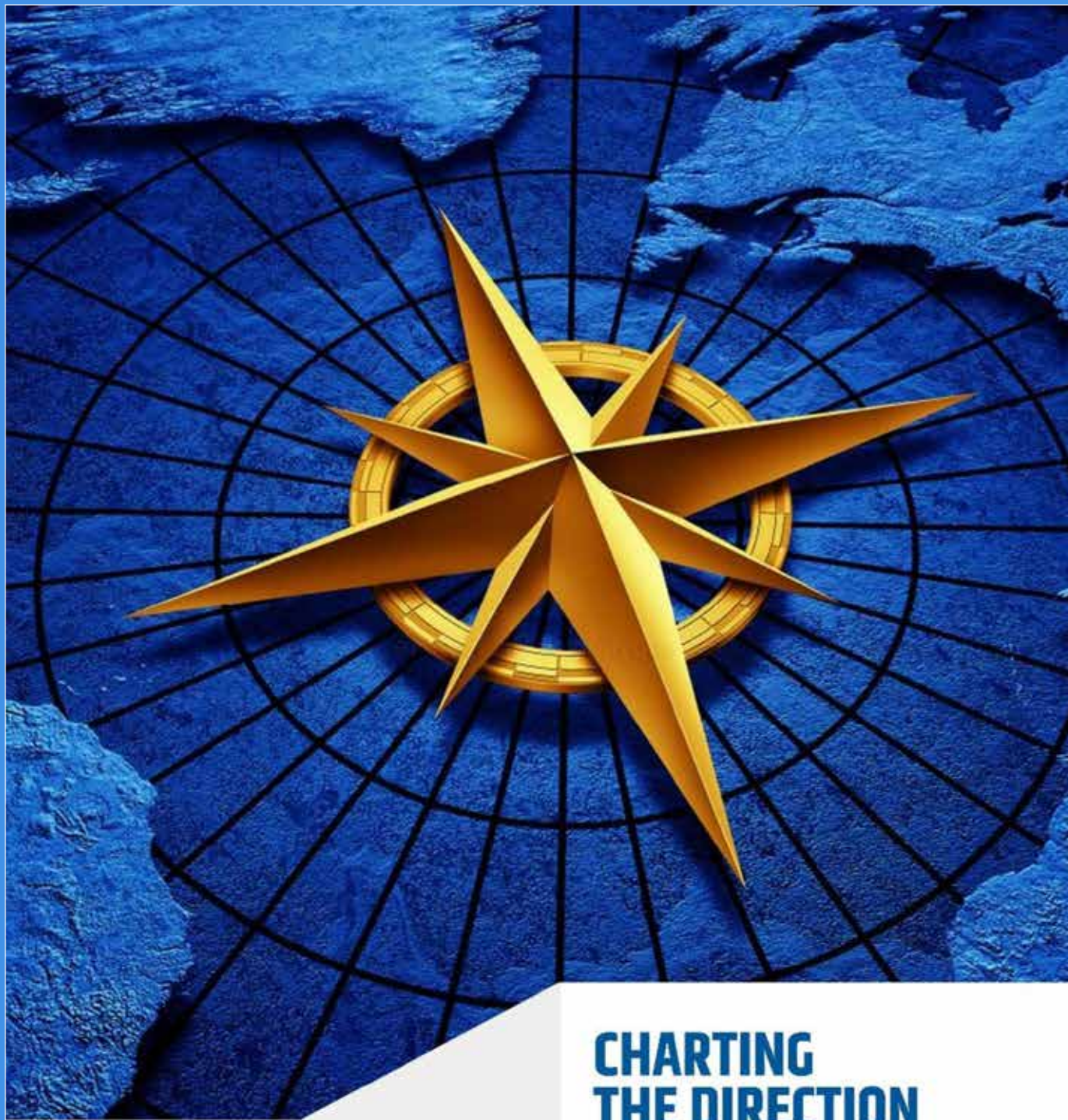
REGULATING THE MARITIME INDUSTRY FOR A BETTER NIGERIA.

Using modern tools that guarantee efficiency and effectiveness, we are developing the Nigerian Maritime sector and creating an enabling environment for all stakeholders to operate.

- Ship Registration
- Search And Rescue
- Cabotage Enforcement
- Shipping Development
- Maritime Labour Regulation
- Maritime Safety Administration
- Maritime Capacity Development
- Training And Certification of Seafarers
- Maritime Pollution Prevention And Control

#WeAreNIMASA

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CHARTING THE DIRECTION FOR MARITIME IN NIGERIA.

With renewed and reinvigorated commitment, we are gearing the Nigerian maritime sector towards global standards.

- Ship Registration
- Search And Rescue
- Cabotage Enforcement
- Shipping Development
- Maritime Labour Regulation
- Maritime Safety Administration
- Maritime Capacity Development
- Training And Certification Of Seafarers
- Marine Pollution Prevention And Control

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