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VOYAGE

VOL.4 NO.1 JULY - SEPTEMBER 2016

Securing The Gulf Of Guinea:

A Regional Approach



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A COLLECTIVE RESPONSIBILITY

The Nigerian Maritime Administration and Safety Agency (NIMASA) was at a crossroads when I was appointed as the Director General in March this year. A large part of the problem stemmed from corporate governance gaps amplified by the negative public image the organisation had developed over time. It was obvious that the Agency was in dire need of a strategic change agenda to be driven by a focused leadership. Thus, we set about developing a strategic reform agenda and creating vital networking platforms to effectively communicate and begin the implementation of this agenda.

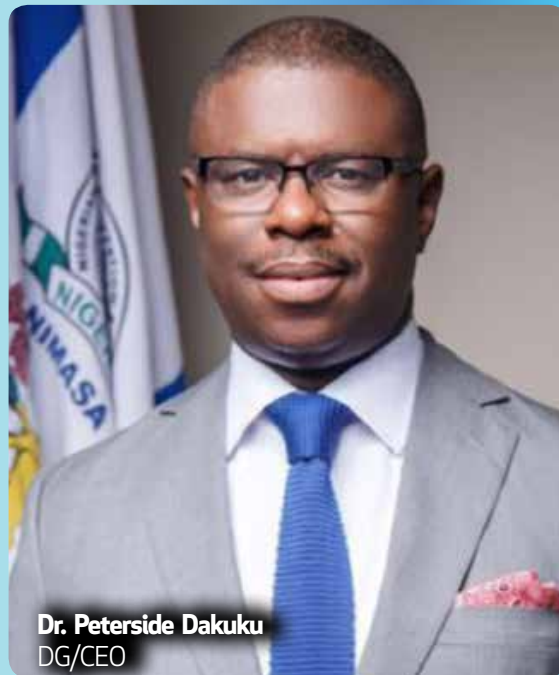
Interestingly, I discovered that contrary to public opinion, the Agency had a crop of knowledgeable and well trained workforce ready to key into the new vision of the leadership. This meant that we had to expand our networking platforms through regular engagements with the media and relevant stakeholders in order to create the right mind set for institutional change and repositioning of the Nigerian maritime industry. We examined the Agency's statutory functions and identified critical medium term growth strategies encapsulated in five pillars namely:

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

The last six months can best be described as a learning and development phase during which period we have thoroughly studied the maritime environment and designed various programmes to ensure the successful implementation of all of the five pillars listed above. In this edition of the Voyage, you will read details of the activities we have embarked upon to deepen institutional linkages, enhance the use of technology, foster attitudinal change and re-design operational procedures to ensure the restructuring and rebranding of NIMASA.

Owing to our firm belief that public sector leadership is both a call to national duty and a collective responsibility, we have encouraged team spirit, transparency and accountability amongst other things as critical success factors in all of our operations. In line with the President's thinking and with the support of the Honourable Minister of Transport, we have taken proactive steps in 'thinking outside the box' to ensure that the Agency is henceforth, judged more by its capacity to deliver on its maritime industry- specific mandates than on only its revenue generation drive.

The economic challenges facing the industry today are enormous given the global oil price slump and reduction in



international shipping trade. However, the maritime industry is the soul of the economy. Therefore, our transformation programme will increase the Agency's capacity to tackle these challenges and to effectively promote and regulate maritime safety, security, environment management, labour standards, ship registration, domestic and deep sea shipping trade, infrastructural and human capacity development. This will encourage investment in and diversification of the national economy.

We realise that our human resource base is our greatest asset. Without them, the restructuring programme cannot succeed. Therefore, we are investing in a deliberate programme of re-training and motivation through promotion and appropriate placement. We believe that working together as a team, with your support, the support of our esteemed stakeholders and by the special grace of the Almighty God, we will succeed in transforming the Agency for the benefit of the industry and Nigeria as a whole.

On behalf of the new Governing Board and Executive Management team, I wish you happy reading.

WORDS ON MARBLE

"The Nigerian maritime industry holds the key to unlocking the opportunities of the sector in the whole of Africa because of our strategic location, population and volume of trade. Therefore if anyone wants to do business in Africa, Nigeria is the place of choice". – Dr. Dakuku Peterside



Lami Tumaka
Editor-in-Chief

A NEW CAPTAIN ON BOARD

As arrangements for the publication of this edition were being concluded, President Muhammadu Buhari announced a crew change at NIMASA. The former captain, Mr. Haruna Baba Jauro was replaced with Dr. Dakuku Peterside.

A brief look at the profile of Dr. Dakuku Peterside leads one to the conclusion that this is a politician with a huge following in Rivers State and admirers all over the country.

What one did not immediately see is that apart from being a technocrat with a penchant for success in all his endeavours, Dr. Peterside has adequate leadership training from some of the most reputable institutions around the world culminating in a Ph.D with specialisation in Organisational Behaviour.

Little wonder therefore that it took him less than a month to study and understand the peculiarities, nuances and challenges of the Nigerian Maritime Industry.

His experience as the Chairman of the House of Representatives Committee on Petroleum (Downstream) from 2011 to 2015 has also put him in a better position to resolve the lingering issues between the operators in the oil and

“
**With his experience,
commitment and
drive for excellence,
stakeholders can rest
in the assurance that
this is indeed a new
dawn at NIMASA**
”

gas sector and those in the maritime industry.

With his experience, commitment and drive for excellence, stakeholders can be rest assured that this is indeed a new dawn at NIMASA. Dr. Peterside has promised to use his energy and political clout to make a positive impact on the Nigerian maritime industry. The signs are already visible just five months after his assumption of duty.

This edition brings you an interview with the NIMASA helmsman on his mission and vision for the Nigerian maritime industry and how the Medium

Term Strategic Growth Plan he authored will be used to drive this vision.

Our cover story, “*Securing the Gulf of Guinea: A Regional Approach*” highlights the various efforts being put in place by the countries of the Gulf of Guinea to secure the regional waters in order to enhance economic activities and improve the standards of living of the people of the sub region. It also captures the economic implication of maritime insecurity to Nigeria against the backdrop of the country’s drive for economic diversification.

Dear Reader, you will find that the quality, layout and production of *The Voyage* magazine has been refreshingly enhanced in line with the rebranding campaign of the new administration captioned “*The New Face of NIMASA*”. The essence of this rebranding campaign is to reposition the Agency to serve all of its stakeholders in a more responsive and responsible manner while dedicating itself to the performance of its core mandates.

This edition also serves you its usual articles and incisive analyses that have made *The Voyage* an in house journal of reference.

Bon Voyage.

OUR VISION

To be a leading Maritime Administration in Africa propelling Nigeria’s global maritime goals.

OUR MISSION

To achieve safe secure shipping, cleaner oceans and enhanced maritime capacity in line with the best global practices towards Nigeria’s economic development.



POLICING THE NIGERIAN MARITIME DOMAIN

THE PRINCIPLE OF HOT PURSUIT IN PERSPECTIVE

BY ANTHONY PREYE PREGHAFI

The right of vessels of all nations to navigate freely on the high seas is fundamental under the law of the seas. Generally, the high seas are open to all states; no state may attempt to subject any part of the high seas to its sovereign control. The **1982 United Nations Convention on Law of the Sea (UNCLOS)** catalogues six high seas freedoms, the most fundamental being the freedom of navigation. The freedom of navigation promotes mobility, facilitates commerce and the deployment of naval forces. Suffice it to say that the United States of America is an apostle and the global defender of this freedom.

The right of hot pursuit imbues the coastal state with the right to pursue a foreign flagged vessel that violates its laws into the high seas. This is an exception to the principle of exclusive jurisdiction of the flag state. This article therefore is intended to educate, enlighten or refresh maritime law enforcement Agencies like the Navy, Customs, Immigration, Police and NIMASA by discussing the rules of engagement

with regard to hot pursuit and the consequences of their actions to the country.

The right of hot pursuit promotes public order by allowing coastal states to effectively enforce their laws thereby reducing potential international conflicts. A coastal state that is unable to apprehend and punish vessels that violate laws protecting its adjacent waters can not deter future violation. Under the 1982 UNCLOS, the coastal state has a number of protected interests in their adjacent waters; for example a coastal state exercises sovereignty over the internal waters and territorial sea; in the latter, subject only to the right of innocent passage of foreign vessels; to exercise the control necessary to enforce laws designed to prevent infringement on its customs, fiscal, immigration, and sanitary laws within its Contiguous zone; to exercise sovereign rights to exclusively manage natural resources within its exclusive economic zone (EEZ) and continental shelf. The importance of policing the Nigerian maritime zones cannot be over emphasized. There is the need to stem the smuggling of contraband goods through the sea. Child and drug trafficking through the sea in certain parts

of the country also need to be arrested. The country's fishing resources have to be protected against illegal, unreported and unregulated (IUU) fishing the desire to protect our marine environment from pollution by foreign vessels makes hot pursuit indispensable.

The protection of marine spaces under national jurisdiction is a shared responsibility amongst the various government agencies depending on their statutory functions and responsibilities vis a vis the protected interest in the adjacent waters. It is pertinent to note that the Nigerian Navy by virtue of **Section 1 (4)(a) of the Armed Forces Act**, has the omnibus responsibility of enforcement of all custom laws, anti-bunkering, fishery, immigration laws at sea including safety regulations in the territorial waters, EEZ and national and international maritime laws acceded to by Nigeria. The Nigerian Navy therefore has the inherent powers to embark on hot pursuit. The Nigerian Maritime Administration and Safety Agency (NIMASA), being the focal point of the International Maritime Organization (IMO) is the chief enforcer of all international maritime Conventions acceded to by Nigeria. **Section 23**

(5) (e) of the NIMASA Act, 2007 expressly empowers the Agency to exercise the right of hot pursuit. Other government agents that can embark on hot pursuit are the Marine Police, Nigerian Customs, Nigerian Immigration and National Drug Law Enforcement Agency. It is pertinent to note that these agencies interface with one another and share intelligence, security reports and work harmoniously for the common goal of protecting the Nigerian waters.

There are inherent challenges in dealing with maritime security and surveillance. The cost of patrolling the vast Nigerian waters with conventional crafts and low altitude aircrafts is staggering. The dwindling financial resources of the Federal Government has exacerbated the enforcement capability of the above mentioned agencies. The major challenge has been the lack of sophisticated operational platforms to effectively and efficiently police the Nigerian waters. In a bid to maintain surveillance, contemporary maritime domain enforcement in developed countries have synergized the use of best available detection and surveillance technology to effectively cover wide areas of a coastal state's waters coupled with strategically positioned high speed crafts and aircrafts that can be deployed to chase any erring vessel.

NIMASA is therefore on track with its acquisition of a satellite based surveillance technology and the signing of a Memorandum of Understanding with the Navy and Air Force. With this strategy, the cost of executing maritime security strategies should be reduced without necessarily lowering enforcement capacities especially regarding hot pursuit.

Legally, the doctrine of maritime hot pursuit is recognized under customary international law, enshrined in both Article 23 of the Geneva Convention on the High Seas and Article 111 of the United Nations Convention on Law of the Sea 1982. The basic elements include:

- I. The hot pursuit of foreign flagged vessels can only be undertaken by war ships or military aircraft or other ships or aircraft clearly marked and identifiable as being on government service and authorized to that effect.
- II. The pursuit of a foreign ship may be undertaken when the competent authorities of the coastal state have good reason to believe that the ship has violated the laws and regulations of that state. If the foreign ship is within a contiguous zone, the pursuit may only be undertaken if there has been a violation of the rights for the protection of which the zone was established, to wit, customs, fiscal, immigration or sanitary.
- III. The pursuit must be commenced when the foreign ship or one of its boats is within the internal waters, the archipelagic waters, the territorial sea or contiguous zone of the pursuing state and may only be continued outside the territorial sea or the contiguous zone if the pursuit has not been interrupted.
- IV. Hot pursuit is not deemed to have begun unless the pursuing ship has satisfied itself by such practicable means as may be available that the ship pursued or one of its boats or other craft working as a team and using the ship pursued as a mother ship is in the territorial sea, contiguous zone, EEZ or continental shelf. This is known as the doctrine of constructive presence.
- V. The pursuit may only commence after a visual or auditory signal to stop has been given at a distance which enables it to be seen or heard by the foreign ship in conformity with Article 111 (4) of UNCLOS 1982.
- VI. The pursuit must be hot and continuous. The aircraft giving the order to stop must itself actively pursue the ship until a ship or another aircraft of the coastal state arrives to take over the pursuit, unless the aircraft is itself able to arrest the ship.
- VII. The right of hot pursuit shall apply mutatis mutandis to violations in the exclusive economic zone or on the continental shelf, including safety



- zones around continental shelf installations such as offshore oil platforms.
- VIII. The right of hot pursuit ceases as soon as the ship pursued enters the territorial sea of its own state or of a third state. The continued pursuit of the ship in the territorial sea of another state may amount to a violation of the territorial sovereignty of that state except there is a bilateral agreement between the two states. For example, competent authorities in Nigeria can pursue an erring foreign ship into the territorial sea of Republic of Benin because of the maritime security Memorandum of Understanding existing between both countries and also into Equatorial Guinea by virtue of the Joint Maritime Security Agreement recently signed by the Presidents of both countries in Malabo.
- IX. Where a ship has been stopped or arrested outside the territorial sea in circumstances which do not justify the exercise of hot pursuit, it shall be compensated for any loss or damage that may have been thereby sustained.

According to the International Tribunal on Law of the Sea (ITLOS) in the celebrated case of *M/V Saiga (No.2)* the conditions for the exercise of the right of hot pursuit under Article 111 of UNCLOS 1982 are cumulative and each of them has to be satisfied for the pursuit to be legitimate.

The principle of hot pursuit also entails that the pursued ship can be stopped and arrested. For this purpose, the pursuing vessel may use any necessary force to effect the arrest. The use of force however needs to take into account the rights of other legitimate users of the sea such as local maritime commerce, foreign ships exercising the right of innocent passage within the territorial sea or those lawfully carrying out fishing. UNCLOS 1982 is silent on the use of force, but the concept is founded in customary international law.

In *"I'm Alone" (Canada Vs US)* (1935) RIAA Volume III, page 1609, the Canadian registered vessel, "I'm Alone" was used in the smuggling of liquor to United States of America. The US Coast Guard vessel "Walcott" and "Dexter" engaged "I'm Alone" in hot pursuit. They fired shots that sank "I'm Alone". The US was made to pay \$25,000 compensation for the unnecessary and unreasonable use of force.

Also, in *"M/V Saiga" (No. 2)* the Saint Vincent and Grenadine registered ship was the subject of hot pursuit

for unlawfully selling gas oil (illegal bunkering) to fishing vessels in the EEZ of Guinea. The International Tribunal of the Law of the Sea (ITLOS) held that Guinea did not meet all the elements of hot pursuit as articulated in Article 111 of UNCLOS 1982. On the use of force the tribunal observed that the use of force must be avoided as far as possible and, where the use of force is unavoidable, it must not go beyond what is reasonable and necessary in the circumstances. The tribunal stated that consideration of humanity must apply in the law of the sea, as they do in other areas of international law. ITLOS restated the above conditions on the use of force in the recent case of *"M/V Virginia G"* (Panama Vs Guinea Bissau) 2014.

Hot pursuit can be conducted jointly by ship and helicopter, as it happened in the case of *"The Red Crusader"* (1962) 35 ILR 485. Also, multiple ships from different states can lawfully engage an erring vessel on hot pursuit as it was in the case of *"South Tomi"* (2001) where a Togolese registered vessel was pursued by Australian and South African vessels. Furthermore, in *"Viarsa 1"* (2003) the Uruguayan flagged fishing vessel was jointly pursued by the UK and South Africa.

In conclusion, the right of hot pursuit is an important device for protecting the various maritime zones under national jurisdiction. However, the conditions for the exercise of hot pursuit are cumulative and each of them have to be satisfied for the pursuit to be legitimate under UNCLOS 1982. It is necessary to state here that piracy per se does not give rise to the right of hot pursuit. Foreign flagged vessels illegally engaged in cabotage activities and illegal bunkering (oil theft) could activate the right of hot pursuit. However, the pursuit should strictly comply with the above enumerated elements.

Furthermore, the use of force in effecting the arrest of the delinquent foreign vessel should be avoided but where inevitable, it must be reasonable. The coastal state should promptly notify the flag state of the detention and arrest. ITLOS underscored this point in the *Virginia G* case.

Finally, it is also necessary to note that confiscation of a vessel must not be used in such a manner as to upset the balance of interest of the flag state and of the coastal state as contained in the *"TOMIMARU"* (Japan Vs Russian Federation) 2005-2007 case as captured by the ITLOS tribunal.



Dr. Peterside Dakuku
DG/CEO

NIMASA DG: Maritime Security Is A National Obligation

... Calls for Inter Agency Deployment of Resources to Combat Piracy

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has again reiterated the Agency's desire for a military led patrol of the Nigeria maritime domain to curb the rising incidences of piracy in the Gulf of Guinea.

The DG maintained that the rising issues of piracy has affected the economic fortunes of the country and called on the military to initiate a joint patrol of the maritime domain with a view to decisively curbing this trend.

Dr. Peterside stated this when he led some members of the Management of the Agency on a working visit to the Chief of Army Staff (COAS), Lt. General Tukur Buratai, Chief of the Naval Staff (CNS), Vice Admiral Ibok Ete-Ibas and the Chief of Air Staff, Air Marshal Sadique Abubakar at the Defence Head Quarters in Abuja.

Addressing the Service Chiefs separately, Dr. Peterside acknowledged the gallantry of officers and men of the Nigerian Armed Forces in the fight against insurgency.

The NIMASA helmsman who noted that maritime security is a national and international obligation called for an Inter-Agency deployment of resources to combat the menace of piracy and also commended their

efforts in the past in protecting the nation's territorial integrity.

He also gave the assurance of NIMASA's resolve to strengthen the existing Memorandum of Understanding (MoU) with the Armed Forces and where necessary review it in order to eradicate piracy and other criminal activities on Nigerian waters.

In his response, the Chief of Army Staff, (COAS) Lt. General Tukur Buratai pledged the support of the Amphibious Brigade of the Nigerian Army to collaborate with NIMASA and other stakeholders to maintain security on Nigerian waters.

He also noted that the Nigerian Army has the capability to protect Nigeria's maritime assets and expressed their commitment to reducing the incidences of piracy, kidnapping and oil theft in the Niger Delta.

At the Head Quarters of the Nigerian Navy, the Chief of Naval Staff (CNS) who congratulated the DG on his appointment pledged the continuous support of the Nigerian Navy to partner the Agency in maintaining safety and security on the nation's water ways.

The CNS stated that as a strategy to nip the rising cases of piracy, the Nigerian Navy has deployed Houseboats at the entry points of the creeks and is in the process of inaugurating a surveillance system

being developed by the Office of the National Security Adviser to increase its domain awareness.

Similarly, the Chief of Air Staff (CAS), Air Marshal Sadique Abubakar said the Air Force can deploy Unmanned Aerial Vehicles (UAV) attached with cameras in addition to its fleet of Maritime Patrol Aircrafts (MPA) to enhance the surveillance of the Nigerian maritime domain.

Air Marshal Abubakar who disclosed that the Air Force has several senior officers with competence in aeronautic engineering informed the NIMASA delegation that the Force has produced a prototype that is already in use and that they are ready to train some NIMASA personnel to handle UAVs.

While calling on the assistance of NIMASA and other relevant stakeholders for the mass production of these UAVs, the Air Chief also pledged the support of the Nigerian Air Force to partner with the Agency to deal with maritime crimes.

It will be recalled that NIMASA and the Nigerian Armed Forces, particularly the Nigerian Navy and Nigerian Air Force had endorsed a Memorandum of Understanding (MoU) where they are expected to provide surveillance of the maritime domain as well as provide support to the Agency's search and rescue operations amongst others.

Securing The Gulf of Guinea: A Regional Approach

*As a major component of economic, tourism and defence prosperity of endowed nations, security in the maritime sector is very important to achieving the desired impact. In this report, **DANIEL KAJO** writes on the economic and social impact of insecurity in the Gulf of Guinea highlighting the various strategies being adopted to stem the tide*

**I**

nsecurity of vessels arising from the activities of pirates, which was never contemplated by the International Maritime Organisation (IMO) in its formative years has become a topical issue at almost every IMO session in the last 15 years, this was

the case especially around the period when the Gulf of Aden which hosts Somalia was adjudged the most dangerous in the world.

At that time, Somali pirates became notorious for hijacking vessels, selling off their cargoes and kidnapping crew for ransom. They became so notorious that the issue of Privately Contracted Armed Security Personnel (PCASP) onboard vessels was considered at IMO sessions.

The use of armed guards on board commercial vessels

was first rejected by the IMO but later relaxed when the IMO gave the power to make the decision to the flag state thus "flag states should strongly discourage the carrying and use of firearms by seafarers for personal protection or for the protection of a ship". Today however, the IMO has given a loose approval to the use of PCASP by its circular MSC.1-Circ.1333-Rev.1 of June 2015 viz "the current position of tacitly acknowledging that the deployment of armed security personnel on board ships has become an accepted industry and flag state practice in certain circumstances".

It is believed that one of the reasons for the increase in piracy in Somalia was the civil war in that country that left a lot of arms in the hands of undesirable elements. After the war, they therefore channeled their energies into other criminal areas and piracy provided the most lucrative criminal venture at that time owing to the sheer volume and worth of cargo being moved through the sea.



Dr. Peterside Dakuku
DG/CEO, NIMASA



Ki-tack Lim
IMO Secretary General

Another theory for the increase in piracy in Somalia according to a United Nations report and several news sources suggest that piracy off the coast of Somalia was caused in part by illegal fishing by foreign boats taking advantage of the war, which resulted in lost fishing income to local communities. According to the US House Armed Forces Committee, the dumping of toxic waste in Somali waters by foreign vessels also severely constrained the ability of local fishermen to earn a living.

In response, the fishermen began forming armed groups to stop the foreign ships. They eventually turned to hijacking commercial vessels for ransom as an alternate source of income. The pirates believed that they were protecting their fishing grounds and exacting justice and compensation for the marine resources stolen. Financial gain however became the major motive as piracy became substantially more lucrative.

It is reported that in 2009 alone, oil tankers shipped 13.6 million barrels of oil per day through the Strait of Malacca. This quantity exceeded the daily volume of oil imported into the whole of the European Union at an average price of 100 US dollars per barrel. The hijacking of a crude oil tanker therefore meant a promising deal for pirates.

Statistics show that the height of piracy attacks against ships was between 2009 to 2014. For instance, some reports suggest that piracy reached its peak level in 2010, with

around 445 reported incidents.

The regions most likely to come under threat from pirate attacks include Indonesia, Somalia and Nigeria where pirates are attracted by the abundance of natural resources in the countries themselves or in adjacent areas. Strategic passages for oil transport such as Bab-el-Mandeb, near Somalia, or the Strait of Malacca off the Indonesian coast have become notorious targets for maritime crime. In Nigeria and indeed the Gulf of Guinea, the abundance of oil and gas resources remain a perpetual attraction.

As a result, the issue of security of crew members, cargo and vessels has become a matter of grave importance. This is because the greatest casualties have always been the crew and the pirates themselves who pay most dearly for this maritime crime. In Somali waters, at least 149 crew members were held hostage in 2011, and over 100 pirates were killed - mostly by naval forces.

Similarly, incidents of piracy in the Gulf of Guinea increased since 2011. The International Maritime Bureau's (IMB) *Piracy and Armed Robbery against Ships Annual Reports* show that incidents of piracy in the Gulf of Guinea had increased from 61 in 2006 to 293 in 2011. The truth is that some of these incidences do not meet the categorisation of piracy under the United Nations Convention on Law of the Sea (UNCLOS) per se, but can be situated in sea robbery.

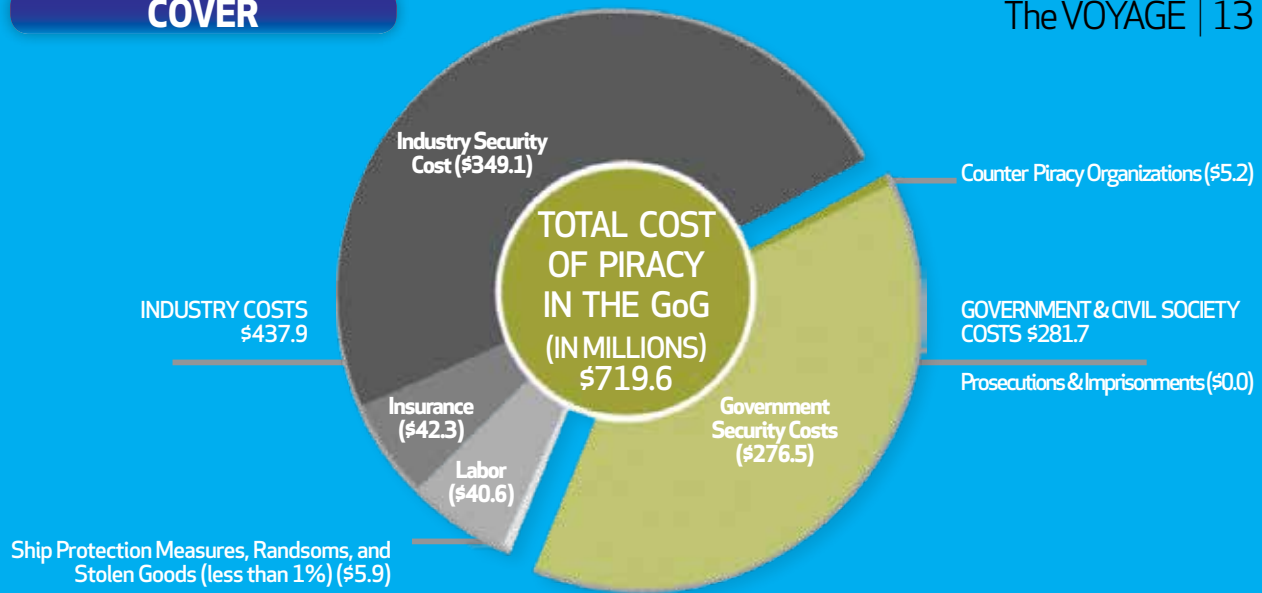
According to reports published on the IMO Piracy and Armed Robbery database (gisis.imo.org/Public), the Gulf

of Guinea accounts for nearly 40 per cent of all piracy and armed robbery at sea reported worldwide so far this year. In 2015, it was the third most dangerous maritime area of the globe. Since 1 January 2016, there has been a 36 percent increase in reported incidents compared to the same period in 2015, while the number of people kidnapped from ships already matches the total for the whole of 2015.

As stated earlier, the Gulf of Guinea is a lucrative destination for piracy attacks because of its natural endowments. The region's geostrategic and maritime potentials are quite attractive. The Gulf of Guinea is endowed with enormous mineral and marine resources such as oil, diamond, gold, and fishes, among others. In particular, it is home to huge hydrocarbon deposits. Nearly 70 percent of Africa's oil production is concentrated in the West African coast off the Gulf of Guinea.

The region is defined as the part of the Atlantic Ocean southwest of Africa encompassing over a dozen countries from West and Central Africa namely Angola, Benin, Cameroon, Central African Republic, Côte d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Nigeria, Republic of Congo, São Tomé and Príncipe, Senegal, Sierra Leone and Togo.

Analysts and various reports have produced conflicting cost suffered by coastal countries as a result of maritime crimes in the Gulf of Guinea. In its



report on "The State of Maritime Piracy in 2015", Oceans Beyond Piracy allege that the states in the Gulf of Guinea lost a cumulative sum of \$719.6 million in 2015 alone to piracy and related activities.

Other accounts have it that the cost of piracy in the Gulf of Guinea due to stolen goods, security, and insurance has been estimated to be about \$2 billion. Whichever way it is looked at, the cost of piracy is extremely high necessitating urgent attention from the countries most affected by the scourge. Besides, the reputational damage this does to countries deemed to be flash points cannot be quantified in monetary terms.

The issue of safety and security in the Gulf of Guinea has also attracted the attention of the United Nations Security Council. In a Presidential statement from the Council issued at the end of its 7675th meeting held on April 25, 2016, condemned the increasing rate of piracy and armed robbery at sea in the Gulf of Guinea. The statement in part read, "the Security Council remains deeply concerned about the threat that piracy and armed robbery at sea in the Gulf of Guinea pose to international navigation, the security and economic development of States in the region, the safety and welfare of seafarers and other persons, as well as the safety of commercial maritime routes".

The statement goes on to call for an international strategy to end the menace urging the African Union (AU), the Economic Community of West African States (ECOWAS), the Economic Community of Central African States (ECCAS), the Gulf of Guinea Commission (GGC) and the Maritime Organisation for West and Central Africa (MOWCA) to enhance sub regional, regional and international cooperation on maritime safety and security in the Gulf of Guinea.

In Nigeria, the government has always taken the fight against piracy and other criminal activities at sea very seriously. The present administration has taken

“NIMASA is collaborating with the Nigerian Air Force for the use of locally produced Unmanned Aerial Vehicles (UAVs) for air surveillance of the Nigerian coastal waters, which is clearly more cost effective”

things a notch higher by opting to form major alliances with other countries to fight this menace.

President Muhammadu Buhari in Malabu last year agreed to collaborate with Equatorial Guinea to come up with strategies that will check the trend and free up the Gulf of Guinea as an attractive trading destination.

Some maritime stakeholders have observed that the urgency with which the President treated the Boko Haram insurgency in the North East should be replicated to address insecurity in the Gulf of Guinea through the formation of a Multinational Military Task force.

At a stakeholders event hosted by the Honourable Minister of Transportation, Rt. Hon. Rotimi Chibuike Amaechi, tagged "Building a Sustainable Maritime Industry in Nigeria" a former President of Nigeria, Chief Olusegun Obasanjo had warned that Nigeria must take the issue of securing the Gulf of Guinea very seriously as it could have adverse effects on Nigeria's economy.

At the Nigerian Maritime Administration and Safety Agency (NIMASA), a number of strategies have already been considered to reduce the incidents of piracy and sea robbery in Nigerian waters. Upon assumption of office, Dr. Dakuku Peterside, the Director

General of NIMASA immediately engaged critical stakeholders including the various arms of the Nigerian military to develop quick ways of arresting the situation.

From the collaborations, considerable improvement has been registered as the rate of reported incidents in the first quarter of the year has reduced comparative to the second quarter. The military has also stepped up its sea patrols and aerial surveillance of the maritime domain.

NIMASA is collaborating with the Nigerian Air Force for the use of locally produced Unmanned Aerial Vehicles (UAVs) for air surveillance of the Nigerian coastal waters, which is clearly more cost effective. The Chief of Air Staff, Air Marshal Sadique Abubakar had told the NIMASA DG that the Nigerian Air Force has the internal capacity to produce and operate the UAVs for surveillance.

This is in addition to the use of the Agency's Satellite Surveillance facility which is being integrated with the Nigerian Navy's FALCON EYE to enhance information sharing and reduce response time.

Dr. Peterside had further observed at a sensitization forum with maritime stakeholders that piracy and related criminal activities must be holistically tackled to enhance trade. He therefore called for a multi-sectoral and inter agency collaboration and urged relevant stakeholders to pool national resources together to defeat piracy and other maritime crimes for the economic prosperity of Nigeria.

He therefore canvassed for a military led Regional Task Force which will have the different armed forces of the 19 states of the West and Central African region that make up the Gulf of Guinea to continually patrol and police the entire coast with the aim of eliminating piracy in the sub region. The office of the National Security Adviser is coordinating this task force.



President Muhammadu Buhari



L-R: Chairman Senate Committee on Marine Transport, Senator Ahmed Rufai Sani, Former President Olusegun Obasanjo, Minister of Transportation, Hon. Rotimi Amaechi and DG of NIMASA, Dr. Dakuku Peterside

It is in the light of the above that the formation of a military led Regional Task Force is welcome. It is important for the military of these countries to pull resources together to fight this common enemy that is a stumbling block to the economic prosperity of the sub region. This strategy is similar to the one used in the Gulf of Aden where various navies of neighbouring countries including western nations forged a common front to tackle piracy. Today, the situation in that region has indeed improved.

Even so, it is still strategic to deal with maritime crimes in Nigeria and environs as Nigeria records the highest maritime activities in the sub region because of its population, exploration activities and size. Indeed, even in Africa, Nigeria is a microcosm of the entire continent.

Nigeria is not only Africa's most populous nation, but also its largest oil producer. Nigeria's economy is highly dependent on the oil and gas industry, which is based principally in the maritime environment. It is said that the oil sector accounts for some 80 percent of government revenue, 95 percent of foreign exchange earnings, 40 percent of GDP and four percent of employment. It is a regional security stabilizer given its enormous military might and contributions to regional and global peacekeeping.

Apart from this military approach, stakeholders must also fashion ways of identifying vessels and operators who lend themselves to being used by oil thieves and illegal bunkers for possible prosecution and blacklisting. In a region where crude oil theft seems to thrive, there must be national and international conspirators who are involved in the purchase of these stolen product. Financial institutions

through which these transactions are routed are also involved while the International Oil Companies (IOCs) involved in the exploration of this product cannot be left out.

In this way, greater synergy amongst all the government agencies operating in the maritime environment must be maintained through sharing of intelligence and other relevant information. Responsible institutions with regulatory powers over the oil and gas industry must rise to the occasion to develop strategies that will put measures in place to stop oil theft.

Insufficient legislation on piracy and other related criminal acts at sea is also a hindrance to the successful fight against piracy. Having considered the current laws that deal with maritime crime and found the limitations therein, NIMASA has commenced work on a "Piracy and Other Related Crimes at Sea" bill in partnership with the Federal Ministry of Transportation for consideration and passage by the National Assembly.

Dr. Dakuku Peterside who believes that the battle against piracy can only be successful if there is a legal framework that specifies the crimes in their different forms and prescribes appropriate sanctions has emphasised that the Agency will push through this bill to a logical conclusion.

He has already been assured of the support of the National Assembly for priority attention when the bill is presented for consideration. The Chairman of the Senate Committee on Marine Transport, Senator Ahmad Rufa'i Sani and the Chairman of the Committee on Maritime Safety, Education and Administration in the House of Representatives, Hon. Mohammed Umaru Bago had

at different occasions assured the DG of speedy consideration of the bill which they said is critical for the sustainable development of the maritime industry.

Meanwhile the IMO has pledged to cooperate with all relevant authorities to defeat the scourge of piracy and sea robbery in the Gulf of Guinea. In a statement on IMO's capacity building work in the Gulf of Guinea posted on its website, the Organisation noted that it is "working with States in the region and regional organizations to help develop a maritime sector and a blue economy underpinned by good maritime security."

In addition to countering piracy and armed robbery against ships, States in the region are being encouraged and assisted to develop holistic maritime security strategies that address a range of issues, including search and rescue, marine environment protection, energy-supply security, maritime terrorism, unsafe mixed migration by sea as well as other illicit activities such as trafficking drugs, weapons and people by sea and illegal fishing."

Indeed, defeating piracy and sea robbery requires the cooperation and support of all stakeholders who must pool resources to fight this economic crime. This is the direction that Nigeria and the international community has taken to bring the matter to an end. What is now required is for Nigeria to take the lead as the "big brother", the political will has been demonstrated by everything written so far to galvanize the support of its neighbours and the international society towards bringing piracy and sea robbery in the Gulf of Guinea to an end.



Nigeria to Enforce High Standards for Vessels in its Waters

...As NIMASA DG woos investors

The Nigerian Maritime Administration and Safety Agency has reiterated Nigeria's commitment to continue to set high standards for vessels and oil platforms operating within Nigeria's territorial waters in line with the Safety of Life at Sea Convention (SOLAS '74).

The Director General, Dr. Dakuku Peterside said this during an engagement he had with officials of the American Bureau of Shipping (ABS) Asia Pacific region led by the President and Chief Operating Officer (COO) Mr. Derek Novak in Singapore.

The NIMASA DG emphasized that Nigeria is not and cannot be a dumping ground for substandard vessels and therefore solicited the support and cooperation of classification societies such as ABS to establish and maintain high technical standards for construction and maintenance of vessels and other maritime structures.

He said the maritime sector which is the facilitator of the national economy in Nigeria is growing at a rapid rate and therefore needs all the support it can get. He advocated for regular ship survey to ensure compliance with set standards and assured the delegation that it is one of the priorities of the new administration in NIMASA.

In his remarks, Mr. Derek Novak said the ABS has been working with Nigeria for a long time and that the Bureau will continue to maintain the high standards for which the ABS is known. He promised to work with his counterpart in West and Central Africa so that NIMASA can benefit from some of the training opportunities ABS offers.

Mr. Novak expressed optimism that Nigeria is properly positioned to emerge as the shipping power house of West and Central Africa if the country puts its house in order and build on its infrastructural and human capacity. He also identified Singapore as a great maritime nation from which Nigeria should seek closer ties.

During his visit to Singapore which was to participate in the Maritime Regulators Forum in Singapore, Dr. Peterside also used the opportunity to hold a bilateral meeting with officials of the Maritime and Ports Authority (MPA) of Singapore led by the Chief Executive Officer Mr. Andrew Tan to seek areas of collaboration between the two maritime regulators.

The NIMASA DG pledged to collaborate with MPA for the benefit of both countries noting that Nigeria has huge maritime potentials that have remained untapped and 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.

The DG assured Singapore investors and indeed the global community of NIMASA's commitment to focus on effective enforcement of all IMO instruments for which Nigeria is a signatory as well as build the requisite capacity of personnel & infrastructure

for the execution of its mandate saying clean and safe oceans and security of ships operating in Nigerian waters remain a top priority.

Responding, Mr. Tan described Nigeria as the new destination for future maritime investments and also expressed surprise that there was no institutional relationship between Nigeria and Singapore despite the fact that Singapore is the second busiest and first trans-shipment port in the world and Nigeria a major maritime hub in West and central Africa.

The MPA Chief Executive further suggested that Nigeria can benefit from Singapore's well developed and excess maritime capacity while Singapore can benefit from Nigeria's huge market.

He therefore invited NIMASA to take advantage of the several programmes available in MPA Academy of Singapore to build the capacity of its personnel while also leveraging on Singapore's ship building & maintenance expertise to get many Nigeria maritime players own their own vessels. Mr Tan also suggested a new level of cooperation between the two parties at IMO meetings.

The NIMASA DG who was in Singapore at the invitation of the Maritime and Ports Authority (MPA) of Singapore to address the Forum of Maritime Regulators on "Indispensable Shipping: Meeting the Regulatory Requirements" held talks with various investors and gave the assurance that the Nigerian maritime sector is safe and secured for business, with a new and focused Administration at the helm of affairs.



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

(Established under the Nigerian Maritime Administration and Safety Agency Act, 2007)

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MN/02/15/SN01

MARINE NOTICE

NOTICE TO: ALL OIL TANKER OWNERS AND OPERATORS, SHIP OWNERS AND OPERATORS, MASTERS OF SHIP AND AGENTS

REVISED PHASE OUT SCHEDULE FOR SINGLE HULL TANKERS IN NIGERIA

The International Maritime Organization (IMO) Revised Regulation 13G (now Regulation 20) under the International Convention for the Prevention of Pollution from Ships, (MARPOL) requires Flag Administrations to phase out Category 2 and 3 Single Hull Tankers by 2015.

Cognizant of the fact that many countries may not have the capacity to replace their existing Single Hull Tanker fleet before 2015; the IMO has allowed Flag Administration to extend the phase out date for certain categories of tankers provided the vessel is not engaged in international trade.

In this regard, the Nigerian Maritime Administration and Safety Agency (NIMASA) has recognized the factors constraining Nigerian Ship Owners from replacing all existing single hull tanker fleet by 2015 and the projected losses to the Nigerian economy should the phase out be implemented as scheduled as over 80% of all Nigerian tankers are currently single hull.

To this end and in order to sustain the development of the Nigerian Maritime Industry and enhance the gains of the Cabotage Laws and Local Content Act, the following conditions are hereby outlined for compliance by stakeholders in Nigeria:

1. The final phase out date for all single hull oil tankers already registered under the Nigerian Flag Administration has been extended to 31st December, 2020 to give more time for fleet replacement and to enable the country develop greater capacity to handle scrapping of vessels.
2. Registration of new Single Hull Tankers will cease forthwith. However, for existing single hull vessels already registered and operating in Nigeria, a certificate of Nigerian registry will only be renewable for two years (2) in the first instance and another two years (2) as against

the subsisting five (5) years practice. The Single Hull Tanker Vessel referred to above must not be more than thirty five (35) years old by 31st December, 2015, from the date the keel was laid.

3. All Single Hull Tankers must possess valid classification and statutory certificate including a valid Condition Assessment (CAS) certificate issued by the Administration.
4. **All affected Single Hull Tanker Vessels are not to be engaged in international trade and must not trade beyond Nigerian Territorial waters.**

FURTHER NOTE THAT:

1. The Nigerian Maritime Administration and Safety Agency (NIMASA) shall not be involved in any commercial dispute related to the chartering of affected Single Hull Tankers in Nigeria.
2. The Nigerian Maritime Administration and Safety Agency (NIMASA) shall henceforth cease to register New-Build Single Hull Tankers under the Nigerian Flag Administration.
3. The Nigerian Maritime Administration and Safety Agency (NIMASA) shall be holding a forum with all affected stakeholders to further clarify any concerns on its directive on the phase out schedule for Single Hull Tankers in Nigeria.

All enquiries should be addressed to:

The Director,
Maritime Safety and Seafarers Standards
Department
Nigerian Maritime Resource Development Centre,
Kirikiri, Lagos.
E-mail: msssd@nimasa.gov.ng

SIGNED: MANAGEMENT



AT SEA FOR ALL

Excerpts of a paper presented by **Capt Fola Ojutalayo** to commemorate the United Nation's Day of the Seafarer with the theme "At Sea For All" organised in Lagos, Nigeria by the Nigerian Maritime Administration and Safety Agency (NIMASA)

In 2008, the United Nations through the International Maritime Organisation observed a direct threat to international shipping through the systemic decline in seafarers' supply to global shipping. It was then estimated, that the documented global seafaring officers' requirement was over 498,000 while the supply was about 464,000, thereby indicating a shortfall of 34,000 officers. Similar supply inadequacy pattern was also noticed among the ratings cadre. It was against this backdrop that the IMO concluded that if nothing was done to address this trend; this shortfall might worsen, and will have a devastating global effect on international shipping since world trade and commerce depend on it.

In response to this, the IMO in 2008 launched the "Go to Sea" campaign in order to encourage the youngsters to become interested in the mostly unnoticed seafaring profession which will ultimately boost the manpower capacity of the global seafaring pool. Until then, much of the regulatory processes within the IMO in were focused on developing conventions and codes, which sought to improve the hardware of shipping, the ships themselves.

In June 2010, the Diplomatic conference which met in the Philippines (Manila) to adopt the milestone revisions to the International Convention on standards of Training, Certification and Watch keeping for seafarers (STCW '78 as amended) and its associated code, agreed that the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, should be marked annually with a "Day of seafarer" and the date chosen was 25th of June, the day on which the amendments were formally adopted.

The main campaign objectives amongst others are:

- To increase awareness among the general public of the indispensable services seafarers render to international seaborne trade, the world economy and the society at large;
- To send a clear message to seafarers that their services are recognised and appreciated; and
- To redouble our efforts at the regulatory level to create a better, safer and more secure world in which seafarers can operate.

The Day of seafarer has now been included in the annual list of United Nations Observances and the IMO has called on Governments, shipping organisations, companies, shipowners and all other parties concerned to promote and celebrate the day in appropriate and meaningful manner. The day of the seafarer was first celebrated in 2011 in form of an online campaign, in which IMO asked everyone to voice their support using social networks to post their appreciative comments to seafarers, and ever since, The Day of seafarer has been celebrated every June 25th on annual basis, and 2016 is not an exception in Nigeria. Thanks to NIMASA for making this happen in Nigeria.

This year, the International Maritime Organisation's Day of the seafarer campaign is geared towards celebrating seafarers campaign and letting the world know how and why seafarers, the unsung heroes of shipping and the hidden face of shipping, are invaluable to everyone since shipping itself is a life blood to world's existence. How aptly chosen? The campaign theme for this year's Day of the seafarer is: "At sea for all". This theme emphasises that seafarers serve at sea not just for shipping industry or for their own career purposes, but for all of us, and consequently, they are indispensable to our world.



Cross section of dignitaries at the Day of the Seafarer 2016

Before I proceed further, let us ask, "Who is a seafarer"?

Let me start by first defining modern-day **Seafaring** as an art and science of efficiently operating a ship or boat as a mode of transportation with particular emphases on safety, environmental protection and timeliness.

I therefore define a **Seafarer** as a person who has mastered the art of surviving at the sea and hold varieties of unique skills to successfully operate a vessel as a means of transportation. Seafaring involves the development of proficiency in various areas of shipboard operation which includes diverse aspects of; watch-keeping, navigation, marine, engineering, meteorology, maritime law, report writing, ship handling, rope/anchor/cable handling, cargo handling/storage, deck equipment operation, marine communication, security, emergency operations such as firefighting, towing, medical emergencies, survival at sea, search and rescue and so on. Despite this all-in-one capability of each seafarer, the degree of knowledge needed within these areas is largely dependent on the designation and role of a seafarer as well as type of vessel he/she is employed. Each role comes with unique responsibilities which form a composite prerequisite of the overall success of the ship's operation. For instance, a ship's navigating bridge installed with various sophisticated equipment under the operational watch of an OOW, requires different skills from those engaged in the galley who also possess different proficiency from those engaged on deck which houses berthing and cargo equipment and so on. A seafarer is an embodiment of various competencies, amiable character and dogged personality, who is loaded with cannons of creative knowledge to always achieve a successful voyage even in the face of frustrating circumstances.

For instance in Nigeria, Seafarers are;

1. Men and officers of the Nigeria Merchant Navy
2. Seafaring men and officers of the Nigerian

Navy

3. Seagoing men and officers of other security formation (Army, police, customs, Immigration etc.)

These sacrificially dedicated and disciplined men and women as Seafarers are the ones who opt to leave their comfort zones, far from the warmth of their homes, to be embraced by the vast oceans which sometimes could be harsh and punishing as they fulfil their extremely demanding profession as mover of the world.

The theme for this year's Day of the Seafarer "At Sea for All" stimulates various meanings. For the ship owners, it means entrusting valuable assets worth millions of dollars to Seafarers who are competent to man and operate their ships to safety. For miners, farmers, manufactures, traders, shippers, port operators and all who need to move their goods and services, it means relying primarily on marine transportation and Seafarers for their survival as they see their raw goods, finished/ semi-finished products as well as services exchanging among nations. For the United Nations, it means appreciating the seafarers whom it overly depends on for most of its operational efficiency, and to nations which rely on imports/exports for their sustainable socio-economic development, it mean an artery through which their lifeblood securely flows. However, the day does not only acknowledge the invaluable work of seafarers, but also aims to bring global attention to the issues affecting their work and lives.

The purpose of this day is to allow us to remember and focus on the silent sacrifices on safety, health and wellness of the many Seafarers globally who are making international trade possible. Without these many hard working men and women, the world trade would come to a standstill. Today is not only a day to be proud of our heritage as Seafarers, but a day to look back with a heart of gratitude to God and also look ahead with excitement to what lies beyond the horizon".

According to UNCTAD, maritime transport is the backbone of international

trade and the global economy. It moves an estimate of 90% of global trade by volume and over 70% of global trade by value, the immense contribution this sector has brought to the stability of world economy and the actualisation of the present day globalisation cannot be underestimated. Long before the existence of planes-mail, cell phones and other modern technologies, our world were already being globalised by ships manned by these resilient men and women of our industry. Without seafarers, the import and export of goods and services on the scale necessary to sustain our modern world would not be possible. In fact without maritime transportation and seafarers, it is believed that half of the world would freeze and the other half of the world would starve. Just look around you and try to figure out how many the things you see and use that have not been transported through their various vessels like any other sector, the human component is the most essential capital to maritime transport and it is very important to remember that when it comes to core sustainability of shipping, it is the seafarers who are risking their lives day and night to ensure that the lifeline of global economy which is the main propulsion engine of our planet never ceases to run, whether it be against ruthless weather or against pirates or any of the other innumerable difficulties out there on the ocean.

This Day of the seafarer provides an opportunity to pay tribute approximately to the words 1.6 million seafarers for the unique and all-too-often overlooked contribution to the well-being of the global populace. An estimated annual figure of over 12 billion metric tonnes of cargo, representing more than 90% of the needs of about 7.5 billion persons on the globe. I am yet to find another sector in the world where so few a people have served almost the entirety of humanity. Yet, if an accident occurs, it is the same seafarer, who is maligned and criminalised for something, which may not directly be his/her fault, and instead of the normal saying in law that "an accused is innocent until proven guilty", the case of

a seafarer is always granted, that he/she is guilty until proven innocent.

This clearly shows the immensity of the amount of pressure being loaded on individual seafarer and this may account for one of the reasons why many do suffer from various cardio-vascular and other similar ailments while being neglected in service retirement. Seafaring is also one of the most dangerous occupations in the world. In 2014, there were 2,773 casualties. The rate of suicide for seafarers is triple that of shore workers and they are 26 times more likely to be killed at work. The fact remains that most of the world's population is not aware of the vital role seafarers plays in their everyday lives and I strongly believe that the time has come for the world (Nigeria inclusive) to stand up and recognise the valuable services being rendered by the seafarers and to honour them accordingly.

The enormity of the various responsibilities of the seafarer is unequalled to any. For instance, the minimum directions of responsibilities of a seafarer amongst others are:

1. Himself/Herself: Personal safety, emotional stability and teamwork
2. Fellow seafarers at all cadres: Watch standing and ship operations
3. Environment: Shipboard and Marine environment
4. Ship-owner: Employer movement
5. Charterers: Cargo management, movements, reporting
6. IMO and Flag state authorities: Compliance (STCW, SOLAS, MARPOL, ISPS, MLC ETC)
7. Our World: Over 90% of goods and services needed by our world are moved by seafarers.

In view of these, the proficiency and emotional capability of a seafarer can be said to be multidimensional, yet, in addition to the technical qualifications of the seafarer, ship owners still hunt for talented seafarers who have a natural affinity for the sea and the Nigerian seafarer are not an exception in this. Nigeria is an economically endowed maritime nation with an inland waterways spanning over 1620nm (3,000km), coast line of about 460nm (853km), an Exclusive Economic Zone (EEZ) of 200nm (370km) and a narrow continental shelf of approximately 200m deep, extending for about 15km in the western area and ranges from 60-80 km in the eastern tip. This indicates that Nigeria is endowed with approximately 92,000nm² sea area readily available for both economic and technological exploration with the significant help of Seafarers. The Nigerian maritime domain also consists on the approximate of, over 5779 oil wells, 9719km of pipelines, 112 flow stations, 16 gas Production Storage Offloading (FPSOs) and Floating Storage Offloading (FSOs) units which can never be accessed and harnessed except with the availability of skilled seafarers. Aside from this is the existence of about 5500 ocean going commercial ships and more than 25000 inland and coastal vessels transiting the Nigerian waters and calling at Nigerian Ports

**“
Seafarers
continued
to make
irreplaceable
contribution
to the global
survival, and
the real centre
of gravity of
the corporate
existence of
mankind. It is
very clear that it is
only Seafarers that
God has given this
sole mandate**

and terminals on annual basis.

In this same Nigerian sea area lays abundant bio-resources like fish, shrimp, prawn, lobster etc. which accounts for about 40 per cent of total animal protein in the diet of the average Nigeria thereby promoting the health and well-being of the citizenry of Nigeria apart from the Industrial employment opportunities it provides for Nigerians. Also available in the Nigerian maritime domain are varieties of natural resources which includes a whopping 22.5 billion cubic meters deposit of crude oil, 3.5 trillion cubic meters of gas and 42.7 billion cubic meters of Bitumen with oil and gas alone accounting for about 95 percent of Nigeria's foreign exchange earnings and about 80% of budgetary revenues. All these cannot be explored and brought to you, the Nigerian populace, without the indispensable services of seafarers. Without for the overall socio-economic survival and sustainability of Nigeria cannot be overemphasised. Just pause a minute, and imagine seafarers embarking on industrial action globally! The entire globe would be on standstill. Seafarers have the capability to cripple the Nigeria economy but have elected not to do such any time.

In Nigeria, despite the unequivocal significance of Nigerian Seafarers to our corporate socio-economic survival, the seafarers, especially the Nigerian Seafarers are the most disrespectfully beaten and battered professionals in our society. In

consideration of the 3rd objective in the IMO'S list of objectives for this day, which is-“to redouble our efforts at the regulatory level to create a better, safer and more secure world in which seafarers can operate” this day of the seafarer will not be concluded without highlighting some of the challenges militating against the maximum productivity and self-esteem of the Nigerian Seafarers

Despite the enormous contribution of the Nigerian Seafarers to the socio-economic survival of our nation, my thought is that they would do far better than their present significant role but for some challenges highlighted below;

1. Lack of necessary recognition
2. Lack of funding for personal development (training)
3. Lack of statistics/database (licensed manning companies can assist)
4. Poor working condition (poor maintenance of vessels, poor provision of working tools, lack of adequate medication/medical care etc.)
5. Lack of adequate pension benefits (All seafarers should be entitled to lifetime medical benefits and pension due to the unrecognised level of health hazard exposure)
6. Poor insurance package
7. Discrimination within our country
8. Uncontrolled exposure to security threats (piracy, sea robbery, ship hijack, kidnapping etc.)

Regardless of these challenges, the Nigerian Seafarers are still trying their best to do well and would have even done far better to contribute more to our economic growth and sustainable development if not for many of these vilifying societal impediments. As we have seen from the foregoing, Seafarers continued to make irreplaceable contribution to the global survival, and the real centre of gravity of the corporate existence of mankind. It is very clear that it is only Seafarers that God has given this sole mandate.

No wonder, God Himself, in Gen 6:8-22 decided to choose only one man, who was a seafarer to save the earth because He appreciated and recognised the sacrificial characteristics and divine significance of seafaring. He chose to spare the entire world from destruction by using the first known Master Mariner, class 1 Marine Engineer and a prolific Architect to save our entire planet. The name of that Seafarer was Noah. Moreso, the first four disciples called by Jesus Christ were seafarers (Matt 4:18-22). In fact Psalm 107:23-24 says that it is only those who go to sea in ships on the great waters that see the works of the Lord and His wonders in the deep. This clearly shows the generational relevance and divine significance of Seafarers, not only to our world but to heaven also and if the heavens could appreciate and take special notice of Seafarers, can anybody in this hall today give me one good reason why he/she should not respectfully recognize and appreciate a seafarer with a hand-shake of gratitude?



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

(Established under the Nigerian Maritime Administration and Safety Agency Act, 2007)

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MN/6/16/SN01

MARINE NOTICE

The International Convention on Standards of Training, Certification and Watch keeping for Seafarers, (STCW Convention) 1978, as amended and the Merchant Shipping Act (MSA) 2007, aims to promote Safety of Life and Property at Sea (SOLAS) and protection of Marine Environment by establishing international standards of training, certification and watch-keeping for Seafarers

Pursuant to the foregoing, the Nigerian Maritime Administration and Safety Agency (NIMASA) is committed to the maintenance of the standard of training, Medical Screening and Certification of Seafarers in line with Regulation 1.2, Standard A1.2 of Maritime labour Convention (MLC) 2006.

In line with the Agency's mandate as a Competent Authority, and as part of measures towards maintenance of standards in Medical Examination/Screening and Certification of Seafarers, the Agency has recently concluded the reappraisal of the approved Hospitals/Clinics nationwide.

Accordingly, the general public is hereby informed that the under listed are the accredited Hospitals/Clinic, approved by the Agency (NIMASA) to conduct Medical Examination/Screening for the purposes of issuance of International Medical Certificate of Fitness to the Seafarers in accordance with STCW Convention:

Hospital/Clinic	Name of Medical Director	Address and Location	GSM and Email address	GSM and Email address
WESTERN ZONAL REGISTER				
01 Asheco Hospital	Dr. ISAH A.	WZL 0114	No 41, Cardoso Street, Kiri-Kiri	08050400776, 08093765811, vikisbite@gmail.com
02 Bestcare Hospital Limited	Dr. Bola Lawal	WZL 0117	2A KEFFI STREET IKOYI LAGOS	08029596408, bbestclinic@yahoo.com
03 Faramed Clinic	Dr. Farabiyyi O. O.	WZL 0106	37 Akinwunmi Street, joku Road, Sango Otta, Ogun State	08036368730, 08023408686, faramedclinic@yahoo.com
04 Goldcross Hospital	Dr. Kuboyejo	WZL 0105	17B Bourdillon Road Ikoyi, Lagos.	08033015114, goldcrosshospital.org
05 Grayma Medical Centre	Dr. Nduluke Emmanuel	WZL 0102	10 Alhaji Kareem Akande Street Off Sunrise Apapa – Oshodi Express Way	08033513638, 08066382876 graymahospital@yahoo.com, drndulukeaguzie@yahoo.com
06 Heda Hospital	Dr. Ohaka Emma	WZL 0104	2 Nwabueze Close, Off Princess Aina Jegede Close, Ajao Estate Lagos.	08033270656, 08037951190, 08033229546, hedahospital@hotmail.com
07 Iduna Specialist Hospital	Dr. UNUANE M. B	WZL 0108	1, Takoradi Road Apapa GRA, Lagos	08034020041, 08051186468, unuane@linkserve.com, ish.lg83@yahoo.com
08 Imperial Medical Centre	Dr. Molokwu A.	WZL 0112	65, Brickfield Road Ebute Meta	08023140318, imperialmedical@yahoo.com
09 Ituah Hospital	Dr. Ituah Tony	WZL 0110	512 Road, J Close FESTAC Town	080833084232, ituahhospital@yahoo.com
10 Lifelink Clinic.	Dr. Ilikea M.	WZL 0111	1B, Amosu Street, off Bode Thomas Road Suru Lere	08023149190, lifelinkclinic@yahoo.com
11 Medbury Medical Services	Dr. Itunu Oshungbohun	WZL 0103	7b, Admiralty Road Lekki Phase 1	07026751511, 08066235008, lohire.umo@medburymedicals.com
12 Motayo Hospital	Dr.Fawehimi T.	WZL 0113	3, Owoduni Street Ikeja.	08035020784, motayo_hospital.com
13 Q-Impact Medicare	Dr. ADELAKUN Lekan	WZL 0118	40, B Ajanku Street, Off Salvation Road, Opebi Lagos	08033444024, impacthealthserve@gmail.com
14 St Clement Specialist Hospital	Dr.Nwankwo C. I.	WZL 0107	321 Road, C Close, FESTAC Town	08033371038, st.clements-specialist-hospital@hotmail.com
15 The Health Arena	Dr. Imosime O. D.	WZL 0109	12B Stanchan Street Opposite Lapa House Igboshere	08033042803, healtharenspecialisthospital@yahoo.com
16 Watershed Hospital	D. r EZEANI Uche	WZL 0119	2 Tasunmi Street, Beside First Bank, Iyana Ipaja	08033130401, upezeeani@yahoo.com
EASTERN ZONAL REGISTER				
01 AB Health Consortium Ltd	Dr. Promise Abuwa	EZP 0204	7B Nzimiro Street, Amadi Flats, Port Harcourt	08032658616, 08037514999, abuwap2001@yahoo.com
02 Abasiokeme Specialist Hospital (Formerly Lady Jane Clinic)	Dr. UDO Eno	EZK 0240	11, Nana Street, P.O.Box 1150, Eket, Akwa Ibom State.	0805604455081, 98132765999, ladyjaneclinic@yahoo.com
03 Ashford & Patrice Clinic	Dr. Ugoji P.A	EZP 0205	3, Manila Pepple Str, D-Line, PH	08033132845, ashford.patrice@yahoo.com
04 Bakor Medical Centre	Dr. S.E.N Ebaye	EZC 0241	124, MM Highway, Opp NNPC Mega Station, FH Estate, calabar	08023257855, s.ebaye@bakormedical.com
05 Bosom Hospital and Physiotherapy	Dr. J. N. Shitta-Bey	EZP 0206	13b, Akaniwo/Haastrop Street, off Eligbam Road, Rumuola P/H	08039492114, bosom_hospital@yahoo.com
06 Caprin Hospital Ltd.	Dr. Prince .C. Nwokolo	EZP 0229	No.5 Rumuagholu Road,(By Rumuokoro Roundabout), Rumuokoro PH.	08033566570, 084766943, caprinhospital@yahoo.com

07 Castle Clinic Ltd	Dr. E. Chukwuma	EZP 0207	7B, Shell Location Rd, Rumuola-Olu, P/H	08033127583, castleclincs@yahoo.com
08 Cumi Medical Centre	Dr. Ikhide Solomon	EZP 0208	Lift Up Close Off Eze Gbaka Gbaka Road, Woji Town, Woji, PHC.	08135838981, 08033108294 cumimedical2003@yahoo.com
09 Ebony Hospitals Ltd.	Dr. I.C. Ekwem	EZP 0209	9 Orazi Road Rumuola, Box 420 Port Harcourt Rivers State	084- 234 494, 08038737300, ebonyhospitalsd@gmail.com
10 Eddy Medical Centre	Dr. E. Essien	EZP 0210	4, Ndoki Lane Behind 53 Market Road, Rumuomasi P.O. Box 8098 PortHarcourt	08023313844, 08035056112, eddymedicalcentre@yahoo.com
11 Eli Johnson Hospital Ltd	Dr R.A. Okereke	EZP 0211	3A Ahoda Road, Rumuebekwe, P/H	08037088188, elijohnsonhospital@yahoo.com
12 Estee Medical Centre	Dr. T. Fasanmi	EZP 0202	3, Omerelu Str, GRA 2, PH	08033126196, 084858587, esteemedical@seatrucksgroup.com
13 Goldie Clinic, Calabar	Dr.A.N. Andem	EZC 0242	4,Ekong Nyong Close, Ela-Agbo Layout, P.O.Box 590 Calabar	08033329439, andil.andem@yahoo.com
14 Harley Clinic	Dr. Sota H.A.M	EZP 0213	21B, Akaninwor Rd, Oroazi, PH	08033391509, henrysota@yahoo.com,
15 Harryland Medical Centre	Dr.O.N. Young-Harry Fwacp (FM)	EZP 0214	Opp. U.P.E. Primary School, Borikiri Sandfilled Area, Behind No. 50 Harold Wilson Drive, Borikiri, Port Harcourt	08033122794, youngharry82@yahoo.com
16 Hilton Clinics	Dr. Okafor U.H.	EZP 0215	2 Ejekwu Wike Close Opp. Silver Spoon Hotel Ada George by Whimpey Rd. Mile 4, Port Harcourt Nigeria	08033130014, 08055027718 umehughes@yahoo.com, hiltonclinic@yahoo.com
17 Immanuel Infirmary	Pastor Dr.A.M. Udoh, Dr. A.J. Peters	EZC 0243	1, Assemblies of God Road, Army Junction Ikot Effanga Mkpa, Calabar	08023315453, 08056326714, immanuelinfirmary@yahoo.com
18 International SOS Clinic	Dr. Iroezindu Isreal	EZP 0232	Heliconia Park, Amadi Creek Port Harcourt Rivers State Nigeria	07064169068, 08035485228, iroezindu2internationalsos.com
19 Kez Clinics	Dr. Maduagwu, B.O	EZP 0216	No.16 Chief Wopara Street, Rumuomasi Port Harcourt, Nigeria	084-762304, 08057693665, kezclinic@yahoo.com
20 Krisany Medical Services	Dr. McKay Anyanwu	EZP 0217	#5B Asinobi/Agudama Street D/Line, Port Harcourt	084-7894919, 08054337146, krisanyhospital20074md@yahoo.co.uk
21 Lidan Spec. Clinic	Dr.Nwogu D. Ukegbu	EZP 0212	20, Ekere Street, Rumuobiakani, Port Harcourt	08033415881, drnonyidani@yahoo.com
22 Maritime Academy Of Nigeria, Oron	Dr.Fadamana Edet Ndekhehe	EZK 0244	Campus: p.m.b. 1089, Oron, akwa Ibom	08023918755, 08036271974, 08087775303, , moski72002@yahoo.com
23 Mercyland Specialist Hospital	Dr. KEJEH B. M	EZP 0218	East/West Road, opp Conoil Petrol Station, Nkpouli Junction, P/h	08023044592, bkejeh@yahoo.com
24 Meridian Hospital	Dr. Odo U.I	EZP 0219	21, Igbokwe Street, D-Line, PH	08033137372, meridianhospitalph@yahoo.com.
25 Morning Star Hospital	Dr. Ohia P.C	EZP 0235	19/21, Isiokpo Street, D-Line, PH	8036717364 morningstarhospital@yahoo.com
26 New Orlins Clinic Ltd	Dr I.E. Okereke	EZP 0220	3 Etim Okpoyo Close, Off Aba Road, P/H	08037078692, neworlinshospital@yahoo.com.
27 NOBSAMS Hospital Ltd	Chief (Dr) S. Amaechi	EZP 0221	44, Trans Amadi Road, P/H	08033091363, nobsams_night@yahoo.com
28 Onne Medical Centre	Dr. Udonsak S	EZP 0222	Harbour road onne, P/h, River State .	08033167706, medicalcentreonne@yahoo.com.
29 Ponyx Hospitals Ltd	Dr. UMEH obi Pius	EZP 0203	Plot 26 Presidential Estate, GRA, Phase III Opposite NNDC Port Harcourt, Rivers State	08131630959, 0847499119, ponyxhospitalsd@yahoo.com
30 Precious Life Medical Centr	Dr. Sekibo A.S.P	EZP 0223	4B, Okorodo Str, D-Line, PH	08033408592, 084774322, preciouslifemedicalctr@yahoo.com
31 Princess Medical Centre	Dr. Emi Membere-Otaji	EZP 0224	7 National Supply Rd Bewac/Camco Junction, Trans-Amadi Ind. Layout P.M.B. 046, Port Harcourt, Nigeria.	08063674818, 08033395240, pmc4health@gmail.com

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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

32	Providence Clinic & Maternity	Dr. I.E. Noah	EZP 0225	11 Railway Close, (Behind Nitel) D/Line, P.O. Box 12274, Port Harcourt, Nigeria	084774434, 08033103332 ienoah2013@gmail.com
33	Rivon Clinic	Dr. Okpala B.C	EZP 0201	Plot C-1 Rumuogba Residential Area, PH	08033419470, 08037732403, bencokpala@yahoo.com
34	Sapphire Medicals	Dr. Boma Songofaa-Robert	EZP 0226	115 Woji Road GRA Phase II, Port Harcourt, Rivers State	08055026610, boruamabo@gmail.com
35	Silvia Specialist Clinic & Maternity	Dr. I.M. Ezeoma	EZP 0228	No.6 Circular Road Presidential Estate Phase 2 Port Harcourt.	08075377131, 0804-239846, silviaclicin86@yahoo.com.
36	Sonabel Hospital Ltd	Dr P.O.S Obele	EZP 0230	14, Owbie Road, Oroazi, P/H	08033169491, droposbele@yahoo.com
37	Springs Hospital	Dr. E.C. Nwabunike	EZP 0231	458 Ikwerre Road Kala Bus Stop, Rumuepirikom, P.O.Box 4892 Port Harcourt	084-238670, 08030891309, springshospital@yahoo.com
38	St. Catherine's Specialist Hospitals Ltd.	Dr. John Okoye	EZP 0233	14 Trans-Woji Road Woji, Port Harcourt	084-486451, 08084445495, stgeorgesclicin@yahoo.com
39	St. Patrick's Hospital	Dr. Korubo I.F	EZP 0234	3, Eastern By Pass, Off Ogbunabali Rd, PH	08033108009, 08167526735, stpatrick.01@yahoo.com
40	Temeh Hospital Limited	Dr. Sofiri Peterside	EZP 0236	10 New Hospital Close Mile 1 Diobu Port Harcourt	08068387360, temehospital@yahoo.com
41	The Riverside Clinic Limited	Dr. C. George-Yusuf	EZP 0237	21, Harbour Road, PH.	08171671732, 08055166244, the-riverside-clinic-ph@hotmail.com
42	The Shield Clinics Ltd	Dr. V. Ofoegbu	EZP 0227	Plot 4, Close D, Peace valley Estate, Trans Woji Road P/H	08033122337, vofogbu@yahoo.com
43	Valentine Hospital	Dr. Bob-Manuel M.S.D	EZP 0238	Plot 3B, Opp 20 Forces Avenue, Old GRA, PH	08033097127 valentine.hospitals@yahoo.com
44	Woji Cottage Hospital	Dr. Douglas G.N	EZP 0239	ALCON Rd, Woji Town, PH	0803768693, chfrdngdouglas@yahoo.com.
CENTRAL ZONAL REGISTER					
01	Bendel Clinic	Dr. M. B. Omatsola	CZW 0307	19, Kagho Omomada Crescent, Off Enerhen Rd, Effurun, Delta	08065215576, mbendelclinic@yahoo.com.
02	Capitol Hill Clinic	Dr. L. Okparanyote	CZW 0301	2, Omamofe Silo Str, Off Deco Rd, Off Etuwewe Rd, Warri	08034105481, capitolhillclinic@yahoo.com
03	Lily Hospitals Ltd.	Dr. Okogun A.A.	CZW 0302	6, Brisebe Lane Off Deco Road Warri Delta State, Nigeria	07053351700, 07053351701, alli@lilyhospitals.com
04	Pal Clinics And Maternity	Dr. Okafor P.O.	CZW 0309	118, Warri/sapele Road Warri, Delta State	08036768631, 08050903747 palclinics@gmail.com
05	St. George's Specialist Clinic & Maternity	Dr. (Mrs.) Ogelle O.O.	CZW 0306	4 Idama street opp. Palmgrove MotEel Gate, Warri	08037291313, 08026380781, stgeorgesclicin@yahoo.com
06	Twins Clinic	Dr. Emmanuel Egboh	CZW 0305	1, Twins Clinic Drive, Beside Wetland Microfinance Bank, off Deco Road, Warri, Delta State	08063415845 Or 08023 346502, twinsclinicwarri@yahoo.co.uk
07	Unity Clinic	Dr. Uzuegbu U. E	CZW 0303	130, Warri-Sapele Rd, Warri	08037199279, 08037239508, unityclinic@yahoo.com
08	Vertimon Clinics	Dr. Okun	CZW 0304	Merogun Rd, Warri	08033882397, vertimon_clinic@yahoo.com
09	Westend Hospital And Diagnostic Centre 1	Dr. John N.O. Amadasun	CZW 0308	1, 25th Street, Airport Road, warri, Delta State.	08037078988, admin@thewestendhospital.com
NORTHERN ZONAL REGISTER					
01	King's Care Hospital Limited	Dr. ALASA A. H.	NZA 0401	Plot 2181 brahim Babangida Way Wuse Zone 4 Abuja	07042328813, 08033175840, king'scare_hospital@yahoo.com
02	Sauki Private Hospital	Dr. AJAKPOG.	NZA 0402	5, Juba Street Zone 6 Wuse	08033140489, 08120860094, gtajakpo2@gmail.com

The general public is should please be guided accordingly, that ONLY the Hospitals/ Clinics listed above are recognised and accredited by NIMASA to offer Maritime Health Services, to Seafarers in line with NIMASA Act 2007, STCW and MLC 2006 as amended.

Accordingly all Medical Certificates issued by Health facilities not listed above and not accredited by NIMASA will not be recognised.

All enquiries should be addressed to:

**THE DIRECTOR OF ADMINISTRATION AND PERSONNEL SERVICES
NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)
4, BURMA ROAD APAPA LAGOS
E-mail Address: seafarersmedcert@nimasa.gov.ng**

SIGNED: MANAGEMENT



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/11/15/SN01

MARINE NOTICE

**TO ALL SHIPOWNERS, ALL SHIP OPERATORS, ALL MASTERS AND
OFFICERS OF MERCHANT SHIPS, ALL SHIP MANAGERS, ALL AGENTS**

PAYMENT OF ALL OUTSTANDING LEVIES, FEES, CHARGES AND OTHER STATUTORY OBLIGATIONS DUE TO NIMASA.

Pursuant to the Agency's statutory mandate Notice is hereby given as follows:

1. All shipping companies and agents who have failed/neglected/refused to pay due statutory fees/levies to the Agency as prescribed by the Merchant Shipping Act (MSA) 2007, the NIMASA Act 2007 and the CABOTAGE Act 2003 and all subsidiary legislations made pursuant thereto are hereby requested to effect payments within fourteen (14) days from the date of this publication.

2. In the event of failure to comply with the foregoing, the Agency shall:

- Not process any request/documentation from such shipping companies, agents or their representatives.
- Take other necessary steps within the law to recover the outstanding sums due to Agency.

For further enquiries, please contact:

**The Head,
Cabotage Services Department,
2nd floor, Maritime House,
Nigerian Maritime Administration and Safety Agency
(NIMASA)
4 Burma Road, Apapa, Lagos.**

Tel: 08023440867, 07034172913

Email: elyakub@nimasa.gov.ng

s.umoren@yahoo.com

SIGNED: MANAGEMENT

NIMASA Wants Collaboration with Maritime Nations to Grow Economy

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has said that collaboration with various stakeholders across the globe is fundamental to unlocking the maritime opportunities in Nigeria which is the gate way to the country's economic prosperity.

The DG made this known when the Acting Chinese Consul General, Mr. Li Yong; the United States Consul General, Mr. John Bray; and the Korean Consul General, Mr. Lee Younghoan paid a courtesy visit to the Agency.

Dr. Peterside said that cooperation among the Global South countries is the way to drive emerging economies to the height of development and commended the Chinese Government for its willingness to strengthen the Nigerian-China relationship as evident in the major developmental projects across the country.

He therefore charged the Chinese Government to extend the collaboration to the Nigerian maritime sector which is critical to the growth of the African economy.

In his words "the Nigerian maritime Sector holds the key to unlocking the opportunities of the sector in the whole of Africa because of our strategic location, population and volume of trade. Therefore if anyone wants to do business in Africa, Nigeria is the place of choice".

The DG also stated that the Agency is willing to partner with the Chinese Maritime Administration in the areas of ship breaking and recycling, on-board training for cadets as well as technical support.

In a related development, Dr. Peterside has also called on the United States Government to partner the Agency in the area of capacity building.

The Director General of the Agency, Dr. Dakuku Peterside who made this request when the Consul General of the United States in Lagos, Mr. John Bray paid a working visit to NIMASA also acknowledged the long standing relationship between the two countries and other existing bilateral agreements and disclosed that the Nigerian government will surely need the assistance of the United States government in the area of technology driven security surveillance as well as human capacity building.

While admitting that the United States have done so well for themselves in the area of shipping, which is a global business, the DG stated that Nigeria can benefit from the experiences of the Americans in order to realize the opportunities in the nation's maritime industry.

"The need for sharing ideas cannot be overstated, because shipping is a global business that links economies of the world together and Nigeria can learn from the experience of the United States. We are currently repositioning



Dr. Dakuku Peterside (left) receiving a souvenir from Mr. Li Yong when the Chinese envoy visited the DG in Lagos recently

the maritime industry and our dream is to be the hub of maritime activities in Africa," the DG said.

Also in continuation of the drive to reposition the Nigerian maritime industry for greater efficiency and productivity, the DG has maintained that there is a need to strengthen the strategic partnership between Nigeria and the Republic of Korea in the maritime industry, as the two countries stand to derive mutual benefits from such relationship.

Recognising the strategic position of Korea as a great ship building nation, he drew the attention of the Korean Consul General, Mr. Lee Younghoan who paid a courtesy visit to the Agency on the need for qualified Nigerian seafarers to be placed onboard Korean vessels operating in the Nigerian maritime domain, noting that Nigeria has a pool of qualified seafarers and other competent maritime personnel that can adequately serve the global maritime industry.

Dr. Peterside reiterated the Agency's commitment to tackling the daunting menace of piracy and related forms of criminal activities at sea.

"Nigeria is poised to tackle the menace of piracy and we have recorded great successes in the past three months and our vision is to have safe and secure oceans with zero piracy activities in the next one year", the DG said.

In their separate remarks, Acting Chinese Consul General said that he is happy with the China-Nigerian relationship and that the Chinese Central Government is willing to partner with Nigeria in the areas of technological advancement and information sharing.

The Chinese envoy also expressed his government's determination to support Nigeria

in the fight against piracy and other criminal activities at sea through advanced technology and intelligence sharing.

On his part, Mr. Bray disclosed that they are interested in the status of the co-operation between the two countries and also opportunities available in collaborating together.

While also responding to the Director General's requests, Mr. Bray expressed the readiness of the United States to leverage on the already existing Memorandum of Understanding (MoU) between both countries to collaborate with the Agency and Nigeria at large towards achieving a vibrant and business friendly maritime environment.

Meanwhile, Mr. Younghoan commended the Agency for its efforts in fighting piracy activities on the nation's maritime domain and also appealed for more surveillance and security in safeguarding lives and property on the nation's waterways.

He assured the DG of the readiness of the Korean Government to support Nigeria especially in the areas of safety and security.

Since assumption of duty the DG has continuously expressed the readiness of the Agency to collaborate with both local and international stakeholders towards achieving a robust and business friendly maritime domain in Nigeria.

He has also expressed the commitment of his administration, with the co-operation of the National Assembly to stamp out all forms of criminality on the nation's territorial waters through the passage of an 'Anti-Piracy and Other related Crimes at Sea' bill into law, which will provide the requisite framework for the fight, prosecution and punishment of piracy and related maritime crimes in Nigeria.



Senator Sani



Prof. Fubara



Rt. Hon. Amaechi

AT AFRICAN DAY OF THE SEAS AND OCEANS: Stakeholders, Academia Commend Peterside's Leadership at NIMASA

Stakeholders have commended the initiatives and approach that Dr. Dakuku Peterside has brought to bear on his leadership of the Nigerian Maritime Administration and Safety Agency (NIMASA).

At a well attended celebration of the 'African Day of the Seas and Oceans' hosted by NIMASA in Lagos, the Chairman of the Senate Committee on Marine Transport, Senator Ahmed Rufai Sani observed that since taking over as the Director General, Dr. Peterside has initiated strategies aimed towards making the Agency more effective and efficient in the discharge of its mandate.

Represented by Senator Solomon Adeola, Senator Sani who noted that oceans are a critical part of the biosphere that must be conserved for the future also said that the Committee was prepared to support the administration of Dr. Peterside within the ambit of its legislative powers to further impact positively on the Nigerian maritime industry.

According to him, "what NIMASA is doing under the leadership of Dr. Peterside is commendable and as a Committee, we will give NIMASA the necessary legislative backing in terms of amendments to the existing laws and enhanced appropriation that is necessary for the Agency to effectively carry out its regulatory activities".

In the same vein, the Chairman of the occasion, Emeritus Professor Dagogo Fubara who highlighted the challenges faced by oceans in Africa to include indiscriminate dumping, unregulated fishing, lack of adequate knowledge of the

seas including inadequate hydrographic information also commended the Agency for drawing attention to the need to conserve and preserve the oceans.

The first professor of Geodesy in Africa particularly commended Dr. Peterside for his ingenious leadership in the Agency which he said will galvanize the maritime industry to greatness.

"What you are doing in NIMASA is very commendable. Apart from the fact that you have assembled first grade scholars to talk today, this is the first time in my 78 years sojourn on earth that I have chaired an event and four hours after, the hall is still filled to capacity", Professor Fubara said.

Earlier in his keynote address, the Hon. Minister of Transportation, Rt. Hon. Rotimi Chibuike Amaechi reiterated the commitment of the Federal Government to ensure the exploitation and exploration of resources in the marine environment in a sustainable manner.

The Minister who was represented by the Director of Maritime Safety and Security in the Ministry, Mr. Danjuma Dauda said that it was the desire of the government to ensure cleaner oceans and to eliminate sea piracy and armed robbery within Nigeria's maritime space.

According to the Minister, "for many years Africans believed that their wealth and destiny lay in their arable lands alone. They therefore paid little attention to the exploration of the seas and oceans and accepted every decision made at the international level with little or no contribution. That narrative has to change".

While welcoming guests to the event, the Director General of NIMASA, Dr. Dakuku Peterside said that Oceans and Seas are essential to the sustainable development of Nigeria and indeed the African continent.

He highlighted a number of challenges that are making it difficult for Nigeria and indeed other African countries to maximise the benefits of ocean resources which include ocean governance.

Dr. Peterside therefore called for cooperation among all stakeholders saying that "we must realise that the conservation, preservation and sustainable use of the oceans is a shared responsibility which all of us as stakeholders must commit ourselves in order to bequeath a safer planet for the generations unborn".

The DG noted that the 2050 African Integrated Maritime Strategy (AIMS) document has exposed the fact that illegal activities in Africa's Maritime domain in the past decades have accounted for huge loss of revenue in the continent.

He therefore urged all stakeholders to support NIMASA in its drive to encourage cleaner oceans and rid the Nigeria maritime space and indeed the entire Gulf of Guinea of criminal and illegal activities such as piracy and unregulated fishing.

The African Day of the Seas and Oceans was instituted by the African Union in 2015. It seeks to draw attention to the strategic importance of proper management of marine resources for the development of the African continent in a sustainable manner.

DR. PETERSIDE**“NIMASA will No Longer Tolerate IOCs’ Disregard for Cabotage, Environmental Laws”**

Dr. Dakuku Peterside, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) has said that the Agency will no longer tolerate the disregard for Cabotage and environmental laws by the International Oil Companies (IOCs) operating in Nigeria.

Dr. Peterside who stated this when he held an engagement with representatives of the IOCs in Lagos on ways of fostering a closer synergy towards Nigeria’s economic development also charged the IOCs to be mindful of all existing laws and regulations in the discharge of their duties as applicable sanctions will be meted out to erring companies.

The DG highlighted areas of interest to NIMASA to include the flouting of Cabotage law, negative impact to the environment from oil exploration activities,

none payment of statutory levies due to the government and inadequate information sharing.

He stressed that a situation where the IOCs engage foreign vessels to do jobs that Nigerian operators have adequate capacity and equipment will no longer be tolerated as this has been a major bane in the development of Nigeria’s shipping industry.

The DG therefore charged IOCs that “you must give us ample notice of vessel requirements so that we can engage indigenous operators who have the capacity to do the job instead of giving it to foreign operators”.

According to the DG, “the spirit of the Cabotage Act is not to generate revenue in terms of waivers but to build the requisite capacity for indigenous players which will in the long run generate wealth and create employment for Nigeria’s teeming population”.

Maritime is the Soul of the Nigerian Economy – NIMASA DG

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside has said that the maritime sector in Nigeria is the soul of the country’s economy.

The DG said this at a workshop on “Local Content Implementation in the Nigerian Oil and Gas Industry: A Cost Reduction Strategy” organised by the Petroleum Technology Association of Nigeria (PETAN) on the sidelines of the 2016 Offshore Technology Conference (OTC) in Houston, Texas.

According to the DG, “apart from the fact that most of the oil and gas exploration, which is the major revenue earner of the country is done in the maritime environment, vessels are needed to transport these products from one point to the other making the maritime sector integral to the whole economic process”.

Dr. Peterside who expressed concern that NIMASA as a strategic Agency of government has been grossly misunderstood assured stakeholders of the commitment of

the new Management to not only engender the development of local content in the maritime industry but also push for the review of the Cabotage Act to make it more beneficial to Nigerians.

While decrying the situation where all of Nigeria’s oil and gas resources are freighted by foreign vessels, the DG called on International Oil Companies (IOCs) to engage eligible Nigerians in the lifting of the country’s hydrocarbons and promised to assist in building the capacity of indigenous operators to participate more actively in ferrying Nigeria’s oil and gas resources.

He assured operators in the oil and gas sector that more than ever before, NIMASA is ready to enforce its statutory responsibilities especially in the area of preserving and protecting the marine environment from the adverse impact of oil exploration and other commercial activities warning that the Agency will no longer tolerate a situation where IOCs renege on the payment of levies due to the Agency as enshrined in its enabling instruments.

Nigeria Seeks Technical Cooperation with IMSO to Enhance LRIT

Nigeria has sought greater Technical Cooperation with the International Mobile Satellite Organisation (IMSO) to enhance the performance of the country’s Long Range Identification and Tracking of Ships (LRIT) system.

This request was made by the Hon. Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi when he visited the Director General of IMSO, Captain Moin Ahmed in London recently.

The Hon. Minister who expressed appreciation to the IMSO for its technical assistance to the country also observed that as a member state of IMSO, Nigeria has a Long Range Identification and Tracking (LRIT) data centre operated by Pole Star.

He said that Nigeria can benefit from greater collaboration with the IMSO to enhance the performance of the LRIT system.

In his remarks, the Director General of IMSO, Captain Moin Ahmed who expressed his pleasure for hosting the Hon. Minister, assured Nigeria of the cooperation of the IMSO. He also promised to collaborate with the Regional Maritime Rescue Coordination Centre in terms of staff training and update on new technology and equipment.

IMSO is the intergovernmental organization overseeing public satellite and security communication. It was appointed by the IMO to act as the International LRIT Coordinator to ensure the operation of the international system for the Long Range Identification and Tracking of Ships (LRIT) worldwide, by auditing and reviewing the performance of the system.

Amaechi Canvases Use of Inland Waterways for Mass Transportation in Lagos



The Honourable Minister of Transportation, Rt. Hon. Rotimi Chibuike Amaechi has restated the readiness of the Ministry to partner with the Lagos State Government on better ways of utilising the inland water ways to improve transportation system in the state.

The Minister who was the Lead Speaker at the 1st Lagos Traffic Radio Lecture Series with the theme "Migrating Workforce: The Challenges of Mass Transportation" observed that it has become necessary for Lagos State to utilise other modes for mass transportation as the roads alone cannot cope with the level of migration into the city.

Hon. Amaechi said that the ministry has forwarded the National Transport Commission and the Nigerian Railway Corporation bills to the National Assembly for consideration with the aim of enhancing regulation and further opening opportunities for private sector investment into critical transport infrastructure.

He also assured stakeholders that the present administration led by President Muhammadu Buhari has the capacity and political will to deliver on its promises because of its zero tolerance for corruption and commitment to due diligence.

Nigeria Seeks Greater Collaboration with the IMO

The Honourable Minister of Transportation, Rt. Honourable Chibuike Rotimi Amaechi has expressed Nigeria's commitment to greater collaboration with the International Maritime Organisation (IMO) for the sustainable development of the Nigerian maritime industry.

The Hon. Minister said this when he paid a courtesy visit to the Secretary General of the IMO Mr. Kitack Lim in London recently.

Hon. Amaechi who expressed the appreciation of Nigeria for the Technical Assistance the country has benefitted from the IMO also called for more cooperation in the areas of combating piracy and maritime education.

He informed the IMO Secretary General that "Nigeria has already put in place action plans and initiatives through the Nigerian Maritime Administration and Safety Agency (NIMASA) for the implementation of the code of conduct entered into by the Heads of States and Governments of ECOWAS, ECCAS and the Gulf of Guinea Commission on the fight against piracy, sea robbery and other maritime crimes".

The Minister also called for greater Technical Cooperation from the IMO with a view to reviewing programmes and curriculum of the Maritime Academy of Nigeria Oron to comply with the 2010 amendments to STCW and support to secure sea time training for the graduates of the Academy.

Responding, the IMO Scribe, Mr. Kitack Lim commended Nigeria for its commitment towards meeting the obligations of the IMO and other International Organisations.

The Secretary General assured the Hon. Minister of the cooperation of the IMO in the areas of continuous training in Maritime Security, Search and Rescue (SAR), Port State Control (PSC) and capacity building for Instructors of MAN Oron.

IMO Audit Team Submits Interim Report

...As NIMASA DG promises compliance

The International Maritime Organisation Member States Audit Scheme (IMSAS) submitted an interim report after its week long audit of the Nigerian maritime sector with a call on Maritime stakeholders especially Nigerian Maritime Administration and Safety Agency (NIMASA) to develop and formalize a long term strategy for the implementation of IMO instruments in the country.

Presenting the interim report, the leader of the IMSAS team, Captain Yalscin Cahit harped on the need for the Agency to develop its systems noting that NIMASA has no problems with human resources as he lauded the expertise, competence and

commitment of the Agency's personnel. He also drew attention to the need to fast track the enactment Regulations pursuant to IMO instruments to which Nigeria is party. He said issuance of Regulations is critical to enforcement of IMO instruments.

Captain Cahit who noted that the interim report has 11 findings and one observation emphasized the need for the Agency to respond within 90 days, to the findings and highlight the strategies being developed to remedy the gaps identified. He also highlighted positive strides Nigerian maritime sector is making.

In his response, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside promised the IMSAS team that the Agency together with other stakeholders are committed to the implementation of relevant IMO instruments for the overall development of the Nigerian maritime industry.

"With the active support of the Honourable Minister of Transportation and the leadership of the Agency which is forward looking, focused and determined, Nigeria will certainly regain its lost glory in the comity of maritime nations. NIMASA will immediately settle down to work to address these findings", the DG said.

Dr. Peterside Dakuku
DG NIMASA

NIMASA DG Gives Self Targets

...Rolls out Medium Term Strategic Growth Plan

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside has said that in the short term, the strategic plan of the Agency is to achieve full automation by the end of 2016, achieve 100% efficiency and effectiveness in processes within the same period and complete its rebranding process by the end of the first quarter of 2017.

Dr. Peterside who said this when he rolled out the Agency's Medium Term Strategic Growth Plan for the maritime industry 2016 -2018 also observed that this strategy document is intended to drive the actualization of the targets the Agency has set for itself.

The DG who disclosed the strategy during an engagement with the maritime media in Lagos noted that the Medium Term Strategic Growth Plan covering three years is built around his core mission at NIMASA which is to Reform, Restructure and Reposition the Agency for sustainable growth and development of the maritime industry.

According to Dr. Peterside, the strategy document is built on five pillars including Survey, Inspection and Certification Transformation programme; Environment, Security and Search and Rescue Transformation programme; as well as Capacity Building and Promotional Initiatives which entail growing indigenous tonnage, ship building and human capacity.

Others are Digital Transformation Strategy; and Structural and Cultural

reforms including changes to work ethic and attitude of staff as well as processes and procedures.

The DG who noted that NIMASA is committed to the actualisation of this mandate also said that "the Agency has competent and resourceful personnel who require a visionary and a committed leadership to achieve this vision.

"The times are quite challenging given the dwindling global economy, decline in crude oil price and foreign exchange and fiscal policies which have impacted the revenue of the Agency. This requires ingenious leadership to actualise our policy direction and we are committed to providing that leadership" the DG said.

According to Dr. Peterside, one of the ways to shore up the Agency's income to actualise this strategy programme is to block revenue leakages through the full automation of systems and processes to eliminate human contact and increase efficiency.

On capacity building, the DG affirmed his commitment to providing sea time training to cadets of the Nigerian Seafarers Development Programme (NSDP) and the judicious application of the Cabotage Vessel Financing Fund (CVFF) to assist local operators to re-fleet and increase the nation's tonnage.

He promised that under his watch, NIMASA will be run efficiently and transparently saying that the maritime media and maritime stakeholders in general should judge his performance by the achievement of the Medium term Strategic Growth Plan.

"We will Automate the Payment Process in NIMASA"

In line with its restructuring programme, the Nigerian Maritime Administration and Safety Agency (NIMASA) is set to automate its payment collection processes to engender greater efficiency and eliminate revenue leakages.

The Director General of the Agency, Dr. Dakuku Peterside said this when he hosted representatives of major shipping companies operating in Nigeria under the auspices of the Shipping Association of Nigeria (SAN) in his office.

Dr. Peterside who said that the current practice is being reviewed to ensure greater efficiency also assured the delegation that the Agency will institute more transparent ways of calculating the three percent levy charged on all inbound and outbound cargo.

The DG told the delegation that the Agency's commitment to the elimination of piracy and other criminal activities on the waterways is unwavering and that the Federal Government through the Office of the National Security Adviser will soon launch a high capacity satellite system that will assist the military in dealing with maritime crimes.

Representatives of the Shipping Companies who had earlier raised the issue of maritime security and payment procedures also commended the DG for his commitment in dealing with the issues raised. They also expressed their commitment to the development of the Nigerian maritime industry.

Obasanjo Charges Government, Stakeholders on Development of Maritime Sector

Former President of the Federal Republic of Nigeria, Chief Olusegun Obasanjo has asked maritime stakeholders to creatively think of strategies that will grow the Nigerian maritime industry as a viable option to oil and gas.

Chief Olusegun Obasanjo who was the Chairman at the opening ceremony of a two-day stakeholders' conference on the maritime industry tagged, "Building a Sustainable Maritime Industry in Nigeria" organised by the Federal Ministry of Transportation also said that most countries that have attained greatness utilised

the availability of resources in their maritime environment.

The former President who highlighted the opportunities in the Nigeria's maritime industry to include the vastness of its coastline and huge population called on the government to show more commitment by bringing in professionals to assist in running the affairs of the industry in order to make Nigeria a key player of maritime activity in the African region.

“Government should show more commitment by bringing in professionals to assist in running the affairs of the industry in order to make Nigeria a key player of maritime activity in the African region”



NIMASA DG Assures NSDP Cadets of Sea Time

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside has assured cadets of the Nigerian Seafarers Development Programme (NSDP) that the Agency has concluded arrangements to provide them with the necessary sea time experience that will lead to the issuance of Certificates of Competency.

Dr. Peterside said this while receiving 100 cadets of the scheme upon graduation from the University of Perpetual Help, Philippines and also congratulated them for successfully concluding their studies and returning home without any cases of misconduct.

The DG who commended the graduates for being good ambassadors of Nigeria assured them that modalities have been put in place to ensure that they get the necessary sea time experience that will make them complete seafarers.

"I must commend you all for being good ambassadors of Nigeria by not involving yourselves in any untoward act while in the Philippines. As a responsible Agency, we will complete what we started by making sure that you all get the required sea time that will make you professionals in your chosen career" the DG said.





ABUJA-KADUNA STANDARD GAUGE TRAIN

- (1) Minister of Transportation, Rt. Hon. Rotimi Amaechi, Speaker of the House of Representatives, Hon. Yakubu Dogara, President Muhammadu Buhari GCFR, Senate President, Dr. Bukola Saraki, Chief Justice of Nigeria, Mahmud Mohammed, and Minister of State for Aviation, Sen. Hadi Sirika at the commissioning of the Abuja-Kaduna Standard Gauge Train services.
- (2) President Muhammadu Buhari on a train ride
- (3) R-L: President Buhari, Dr. Saraki, Hon. Dogara, Justice Mohammed, Kaduna State Governor, Nasir El-Rufai, Secretary to Government of the Federation, Babachir Lawal and Deputy National Chairman (South) of the All Progressives Congress (APC), Engr. Segun Oni
- (4) Rt. Hon. Amaechi pointing out a thing of interest to President Buhari
- (5) The Standard Gauge Train
- (6) President Buhari delivering his speech at the event
- (7) Sen. Hadi Sirika and Rt. Hon. Rotimi Amaechi having a conversation with President Muhammadu Buhari on the train.
- (8) Permanent Secretary, Federal Ministry of Transportation, Zakari Sabiu in a chat with Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside.
- (9) Cross section of participants at the event



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VISIT TO THE ARMED FORCES

(1) Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside (5th from left), Chief of the Naval Staff, Vice Admiral, Ibok-Ete Ibas (4th from the left) and the top hierarchy of the Nigerian Navy and some Management Staff of NIMASA when the DG and his team paid a working visit to the Headquarters of the Nigerian Navy in Abuja recently.



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(2) DG NIMASA, Dr. Peterside (6th from the right), Chief of Army Staff, Lt. General Tukur Buratai (6th from the left) and the top hierarchy of the Nigerian Army and some Management Staff of NIMASA when the DG and his team paid a working visit to the Headquarters of the Nigerian Army in Abuja recently.



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(3) Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside receiving a plaque from the Chief of the Naval Staff, Vice Admiral, Ibok-Ete Ibas when the DG led members of his Management team on a working visit to the Headquarters of the Nigerian Navy in Abuja recently.

PHOTO NEWS



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(4) Cross section of members of the Nigerian Navy at the visit

(5) Cross section of top management staff from NIMASA

(6) Dr. Peterside receiving a plaque from the Chief of Air Staff, Air Marshal Sadique Abubakar when the DG and his Management team paid a working visit to the Headquarters of the Nigerian Air Force in Abuja recently.

(7) DG NIMASA, Dr. Peterside presenting a plaque to Lt. Gen. Buratai

(8) Dr. Peterside (3rd from the right), Air Marshal Sadique Abubakar (4th from the right) and the top hierarchy of the Nigerian Air Force and some Management Staff of NIMASA when the DG and his team paid a working visit to the Headquarters of the Nigerian Air Force in Abuja recently.

(9) Cross section of Nigerian Army during the visit.



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SAVE THE OCEAN FOR YOURSELF

This report which calls attention to the importance of the oceans and the need for their preservation was written in commemoration of the World Ocean Day

BY ADIZA ABU

The ocean is the heart of our planet. Like your heart pumping blood to every part of your body, the ocean connects people across the Earth, no matter where they live. The ocean regulates the climate, feeds millions of people every year and produces oxygen. It is the home to an incredible array of wildlife, provides us with important medicines and so much more. In order to ensure the health and safety of our communities and future generations, it is imperative that we take the responsibility to care for the ocean as it cares for us.

There are so many problems facing the health of our oceans all over the world. One of the most severe is plastic pollution and strip mining of our seas. Everyday, all over the world, marine mammals and other forms of sea life are caught by the tons and die as a result of by-catch (unwanted or unintentional catch). Our seas and their invaluable resources are depleted at an alarming rate. Thousands of fish, whales, turtles, dolphins and other forms of marine life are drowned, crushed, suffocated, then tossed out dead because they are not the kind the fishermen wanted to catch.

According to the United Nations, Secretary-General Ban Ki-moon,

“Urgent action on a global scale is needed to alleviate the world’s oceans from the many pressures they face, and to protect them from future dangers that may tip them beyond the limits of their carrying capacity”.

To find a solution to the global challenges facing the oceans and its inhabitants, the World Ocean Day was launched in 1992 to raise awareness of the crucial role the oceans play in everyday life.

- To inform the public of the impact of human actions on the ocean.
- To develop a worldwide movement of citizens for the

ocean.

- To mobilize and unite the world’s population on a project for the sustainable management of the world’s oceans. They are a major source of food and medicines and a critical part of the biosphere.
- To celebrate together the beauty, the wealth and the promise of the ocean.

As we celebrate this year’s event with the theme, “**Healthy oceans, Healthy planet**”, let us make a special effort to help save our seas.

Here are some steps we can take;

- 1) **Make The Connection:** The first step in making a difference is learning about the ocean and how your actions have an impact. Keep reading to learn everyday things you can do to help protect and restore the seas. And don’t forget to share what you learned with friends and family.
- 2) **Use Fewer Plastic Products:** Plastic pollution is a serious threat because it degrades very slowly, polluting waterways for a very long time and contribute to habitat destruction. They impact the health of aquatic

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**Keep reading to learn
everyday things
you can do to help
protect and restore
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friends and family**
”



animals because animals including zooplankton mistake the floating plastics for food, get entangle in it and die. Tens of thousands of marine animals die each year as a result of plastics pollution. Scientists also fear its health impacts on human. Help prevent this by curbing your family's "throwaway" habits. To limit your impact, carry a reusable water bottle, store food in non-disposable containers, get a cloth bag or other reusable bag when shopping, and recycle whenever possible..

3) Mind Your Carbon Footprint and Reduce Energy Consumption:

When we burn fossil fuels (like oil, gas, or coal) to power our homes, businesses, and cars, we are adding the gas carbon dioxide to the air. The blanket of carbon dioxide we have been building for over a hundred years acts like a greenhouse, trapping more of the sun's heat. More heat means a warmer ocean, which is taking its toll on marine life. It also causes the ocean to become more acidic, which makes it hard for organisms like corals and clams to build their skeletons and shells. You can help slow global warming and ocean acidification by reducing your "carbon footprint", the amount of carbon dioxide released as you go about your daily activities. Here are a few things you can do today to get started. You

can leave the car at home when you can and be cautious of your energy use both at home and work. Switch to compact fluorescent light bulbs, replace older appliances with newer, more efficient models, take the stairs, and bundle up or use a fan to avoid oversetting your thermostat, and try drying laundry on a clothesline or rack instead of in the dryer.

4) Don't Purchase Items That Exploit Marine Life:
Certain products contribute to the harming of fragile coral reefs and marine populations.



Always know what to order by downloading a sustainable seafood guide. And when fishing for your own seafood, make sure you follow all local catch limits...

Let's Help Save The Sea "Healthy, Ocean, healthy Planet"



Avoid purchasing products that were sustainably harvested. (sustainable means that the species can maintain a healthy population and the natural balance is not disrupted by harvesting). Demand sustainable seafood at the supermarket and in your favorite restaurants. Always know what to order by downloading a sustainable seafood guide. And when fishing for your own seafood, make sure you follow all local catch limits.

5) Finally, Recreate Responsibly:

Practice responsible boating, kayaking and other recreational activities on the water. Never throw anything overboard, and be aware of marine life in the waters around you. If you are taking a cruise on your next vacation, do some research to find the most Eco-friendly options.

The sea represents so much in our socio-economic life. Appreciating its importance is appreciating humanity. Each one of us can make a difference in our own way by creating this awareness. No matter how small or inconsequential what we do may seem to us, the world will be a better place for all of us and generations to come, because of our decision to do the right thing and create change. Let's Help Save The Sea "Healthy, Ocean, healthy Planet".

In the word of President Bill Clinton, "We know that when we protect our oceans, we're protecting our future".

"THE POWER OF I AM"

SELF CONFIDENCE, SELF WORTH; PRECURSORS TO BEING A SUCCESSFUL WOMAN



Being text of a paper presented by **Lami Tumaka** at the 4th WILAT Day Celebration at the Oriental Hotel Lekki, Lagos on July 28, 2016

The challenge of self determination of the girl child is real and has been with us for ages. It is more or less a stereotype particularly in Africa. A lot of times, it has been responsible for girls abandoning their dreams in order to follow those of their parents or so called benefactors. Other times, the girl child feels inadequate compared to her male folks.

Nothing can be further from the truth. There is no scientific research that says that the girl's brain composition is inferior to that of a boy. If anything, a girl's brain has more capacity. The ability of a girl to multi-task where the boy cannot do so effectively, is a case in point. But if you do not stand up to the fact that you are capable of following through tasks and achieving results, you will always feel a sense of inferiority.

In the course my life's experiences, I have found that a sense of self worth is one of your greatest assets. If you do not place a value on yourself, the tendency is that people will always estimate you lower than your actual value. This is why I find this quote from Stacy Charter very informative and even much of a compass for successfully navigating through life. It says *"Don't rely on someone else for your happiness and self-worth. Only you can be responsible for that. If you can't love and respect yourself – no one else will be able to make that happen. Accept who you are – completely; the good and the bad – and make changes as YOU see fit – not*

because you think someone else wants you to be different."

As a religious people, Nigerians generally believe in destiny. They say your life is what God has planned for you. But does this mean that we should make no effort to better it? I don't think so. For people who believe this axiom, it will be safe to say that you do not need to develop yourself. Or build any skill. For me, that is being foolish.

Unless we all agree that as women, our place is traditionally in the kitchen and an instrument for making babies, which is akin to a factory if you ask me. Don't get me wrong, this role is a critical part of womanhood. But can we do more than make meals and babies? I know we can.

It is therefore very important that every woman develops the right skills to remain relevant even outside the home, in fact more so in the office environment. Here I think education is the way to go. The right kind of education helps you to discover yourself and follow passions that give you a sense of self worth.

The maxim that when you develop a woman, you develop a nation is very correct. An educated woman understands the importance of educating her children be they boys or girls.

I am an example of a girl child who benefitted from education. All of us in this room can safely say that we are what we are today because of the privilege of being educated. I have a daughter who I did everything possible to give good education and she has



Hillary Clinton



Angela Merkel



Ellen Johnson Sirleaf



Theresa May

made me very proud. Today she has three daughters and she is committed to giving them the kind of education that will give them self worth.

It is instructive to note however that this is not always easy. Women have had to take up the challenge to show that they can. In 1955 in the United States, An African American woman, Rosa Parks refused to give up her seat in a bus for a white passenger. This is perhaps one of the major acts that drew attention not only to the worth of the African American in general but women in particular.

I want to call on all parents to educate our girls to become better citizens tomorrow.

For me therefore, education which leads to self determination is key. According to Henrik Edberg a life coach who has given motivational speeches in several locations around the world, a sense of self worth can be transformational. He highlights three major advantages of self confidence and self worth saying;

- **Life becomes simpler and lighter.** When you love yourself more then things simply become lighter and easier. You won't make as many mountains out of molehills (or out of plain air) as you used to. Or beat yourself up or drag yourself down over mistakes or temporary setbacks.
- **You'll have more inner stability and self-sabotage less.** When your opinion of yourself goes up then you'll stop trying to get so much validation and attention from other people. You become less needy and find an inner stability even when your world might be negative or uncertain at times.

The increasing self-esteem and self-love also makes you feel more deserving of good things in life and so you'll self-sabotage less and go after what you deep down want with more motivation and focus than ever before.

- **Above all, Edberg says you'll be happier.** That's with yourself and the environment around you as you complain less and sabotage yourself less.

The opportunities for women empowerment are more today than they used to be. It seemed like a rude shock to the world when a woman, Margaret Thatcher became the Prime Minister of Britain in 1979. It is on record that she led Britain well. She did not become Prime Minister because she was a woman, but because she could very well compete favourably with her menfolk.

Today the story is different. Men are more used to women becoming world leaders. Britain has a new Prime Minister in Theresa May, a woman. Germany's iron lady, Angela Merkel is still it's Chancellor while the world waits with baited breath for Hillary Rodham Clinton to be elected President of the United States of America. She has already made the record of being the first woman to be nominated for president in the US on the platform of a major political party.

Africa has also had its share of female leadership. Ellen Johnson Sirleaf is the President of Liberia. Joyce Banda was also President of Malawi.

In Nigeria, women have also played major roles in the political, economic and social development of the nation. And they still do. Even without formal education, Hajia Sawaba was an influential politician who

drew attention to the plight of women and children and canvassed for good governance across board.

Nigerian women can today hold their own even in areas that seemed to be reserved for men. Professor Grace Alele Williams leads the pack as the first female Vice Chancellor of a Federal University in Nigeria. Women now dot the financial landscape as CEOs. They are also visible in politics, the Military, the Public Service, the Academia, sports, and all other facets of life.

In the Transport, Maritime and allied industry, women are still a force to be reckoned with even though we all need to do more. Ms. Hadiza Usman has just been made the first female Managing Director of the Nigerian Ports Authority (NPA). Before her, Mrs. Mfon Ekong Usoro had been Director General at the Nigerian Maritime Administration and Safety Agency (NIMASA). Of course we cannot forget Princess Vicky Haastrup, our very own, Hajia Aisha Ali Ibrahim of WILAT, (our reason for being here today, her tenacity, perseverance and self confidence knows no bounds. Pls give it to her!!!) Mrs Dabny Shall Holma, Mrs. Juliana Gunwa, Mrs Margaret Orakwusi and a host of others too numerous to mention.

For me, instead of clamoring for gender sensitivity/parity by governments, Nigerian women should develop themselves properly and challenge men in all areas of human endeavour. We cannot say that Hillary Clinton emerged the candidate of the Democratic Party for President of the United States because she is a woman. Recall that she contested against Barack Obama and lost but still persevered by contesting again. The rest as they say, is history.

I foresee a time when women will indeed take up more positions of authority in our country. And by our compassion and care, I have no doubt that we will make better leaders.

The opportunities are there. All we need to do is take it. I will not conclude this talk if I do not quote Michelle Obama, at the ongoing Democratic National Convention in Philadelphia, the American First Lady gave what is arguably the most Powerful speech so far. She said "because of Hillary Clinton, my daughters and all our sons and daughters can now take for granted that it is possible for a woman to be the President of the United States". This means Hillary Clinton's tenacity is an example to learn from.

As women, we must all believe that you can be what you want to be if only you believe in the "Power of I Am, ie the power of who I AM". That is the power that you are carefully and beautifully made to achieve whatever you want to if you believe that it is possible.

I am a woman and I can be whatever I want to be because I believe I can, Do you?

Thank you very much Ladies and Gentlemen for listening.



DR. DAKUKU PETERSIDE

THE MAN AND HIS VISION

After a period of lull and absence of a substantive Director General, the Nigerian Maritime Administration and Safety Agency (NIMASA) now has a CEO who exemplifies everything the new NIMASA should be.

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n March 10, 2016 President Muhammadu Buhari appointed Dr. Dakuku Adol Peterside as the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) for an initial term of four years. Dr. Peterside replaced Mr. Haruna Baba Jauro

who until Thursday March 10, 2016 superintended the Agency in acting capacity.

Dr. Peterside holds a Doctor of Philosophy (Ph.D) degree in Management Sciences (Organisational Behaviour) from the University of Port Harcourt with an MBA in Business Administration and Bachelors Degree in Medical Laboratory Sciences

(B.MLS in Haematology) both from the Rivers State University of Science and Technology.

He has also attended high level management training courses at prestigious institutions including the Harvard Kennedy School, Harvard University, Kellogg School of Management Chicago, J. Mark Robinson College of Business Atlanta-Georgia all in the United States as well as the Galilee College in Israel amongst others.

Indeed, Dr. Peterside had prepared himself very well for future responsibilities such that on his first day in NIMASA, he left no one in doubt of his vision for the Agency namely: a commitment to the core mandate as enshrined in the NIMASA Act 2007 and other enabling instruments.

After his maiden meeting with different strata of the Agency's staff, Dr. Peterside told anyone who cared to listen that he met on ground, a group of knowledgeable and committed staff who were willing to take the Agency to the next level.

He had at various fora also noted that NIMASA is one of the most misunderstood agencies of government making a commitment that he will provide the requisite leadership necessary to change the fortunes of NIMASA into an efficient and enviable government Agency that is alive to its responsibilities.

He has a rich reservoir of experience as far as leadership is concerned. Dr. Peterside was at various times the Chairman, Opobo-Nkoro Local Government Area of Rivers State, Senior Special Assistant to the Governor of Rivers State on Works, Executive Director, Development and Leadership Institute (DLI) and Commissioner of Works in Rivers State.

As commissioner, he supervised the massive reconstruction and renewal of Rivers State that was the high point of the administration of Rt. Hon. Rotimi Chibuike Amaechi. It was during his tenure that Rivers State experienced massive road construction, building of model hospitals and schools, all signature projects of the Amaechi administration.

His performance was so credible that the people of his native Andoni/Opobo-Nkoro Federal Constituency elected him as their representative in the House of Representatives in 2011 where the leadership of the House under Rt. Hon. Aminu Waziri Tambuwal made him the chairman of the House Committee on Petroleum Resources (Downstream).

As Chairman of the committee, his major pre-occupation was to reorganise the activities in the downstream sector to be more transparent and beneficial to the larger Nigerian society through the passage of the Petroleum Industry Bill (PIB). However, the PIB is yet to become a law.

Dr. Peterside decided to use his energy and strength of character to continue with the transformative programmes of the Amaechi administration. As a result, he contested for the governorship of Rivers State under the platform of the All Progressives Congress (APC) in an election that was adjudged controversial. The rest as they say, is history.

Since his appointment, Dr. Peterside has committed his energy towards improving the fortunes of the Nigerian maritime industry.

He promptly developed a medium term strategic growth plan for the industry to include; Survey, Inspection and Certification Transformation programme; Security, Emergency and Search and Rescue Transformation programme as well as Capacity Building Initiatives which entail growing indigenous tonnage, ship building and human capacity.

Others are Digital Transformation Strategy; and Structural and Cultural reforms including changes to work ethics and attitude of staff as well as processes and procedures. He assured all stakeholders that NIMASA will undergo reforms to make it more efficient in

discharging its mandate and stated that under him, all national assets in the custody of the Agency will not be abused.

An old traditional adage says that "the signs that a dance will be interesting are deciphered from the early steps". Dr. Peterside's early steps have shown a lot of promise and the expectation of all stakeholders is that "this one will succeed".

The NIMASA DG belongs to several professional associations some of which are Fellow of the Institute of Management Consultants of Nigeria (IMCN), member of the Nigerian Institute of Management (NIM) and the Association of Medical Laboratory Scientists of Nigeria (AMLSN).

Born on December 31, 1970, Dr. Peterside is a native of Opobo Kingdom from Opobo-Nkoro Local Government Area of Rivers State. He is married to Elima Peterside, a lawyer and they have three children.





THE CONCEPT OF GENERAL AVERAGE OF MARINE INSURANCE IN MARITIME INDUSTRY

BY HILLARY UGEH

The purpose of this paper is to overview the concept of General Average as it relates to the contract of carriage by sea in the Maritime Industry. We would understand the rules, procedures and essential elements of General Average and how common losses incurred from maritime adventure can be ratably apportioned amongst parties involved, thereby assuaging the fears and uncertainties of marine peril, particularly when it is obvious that shipping trade is capital intensive. These rules are clearly provided in the Marine Insurance Act of 1906.

General Average, a common term in Marine Insurance is a legal principle of Maritime Law that defines how common losses due to marine accident are shared. Common losses occur when a ship master in a bid to save the ship and other interests from peril orders the ship crews to jettison cargoes

on board the ship in order to make the ship remain afloat and regain balance.

General Average is a powerful arrangement that puts in place methodology for the distribution of losses amongst shippers involved in the common maritime adventure. The sharing formula does not consider punishment against any member whose action has caused the losses, though legal action could be instituted against the person in the long run.

Technically, General Average is said to take place when and only when extra ordinary sacrifice or expenditure is intentionally and reasonably made or incurred for the common safety and for the purpose of preserving from peril the property involved in a common maritime adventure. Where there is General Average, there is also insurance put in place to cover the losses from the General average Act (MIA, s. 66, 1906). When General Average loss occurs, the parties involved according to Maritime Law are expected to a ratable contribution, referred to as General Average Contribution



for the indemnification of parties, and they can recover subsequently from their respective insurers (for hull or cargo).

Four elements of General Average are identifiable from the above definition, which are as follows:

First, there must be manifest extra ordinary sacrifice or expenditure from the side of the salvor [person(s) who rescue property from marine accident] and not just ordinary sacrifice. The effort of a salvor to rescue the ship from imminent danger/peril caused for instance by stormy or inclement weather condition has to be born out of not just an ordinary sacrifice, but extra ordinary effort to jettison some cargoes. It is important to understand too that only extra ordinary sacrifice

or expenditure that is recoverable by a Salvor in Marine Insurance, under General Average Act.

Second, the sacrifice must be intentionally and reasonably made. This essential requirement portends that the General Insurance Act must be made or incurred with the aim of preserving some marine interests – ship, cargoes, freight and bunker from peril, and the fact that the decision to save the ship from peril was made under pressure when no other alternative exists does not make the action/sacrifice/expenditure not intentional. For example, while fire outbreak is accidental, extinguishing of the fire by water is intentional. Also, jettison of cargoes over board the ship in a bid to refloat a ship imperiled or under peril is intentional. So the sacrifice must be intentional not accidental.

Reasonability of the sacrifice to save the ship depends on the action of the ship Master. He is free to choose any action or actions to save the ship from peril as long as such actions and expenditures benefit the common marine adventure and is not excessive. The Master for example, can enter into contract with a Salvor to tow the distressed ship based on reasonable standard of contract terms.

Third, there must be existence of threat/peril to the common adventure. For a General Average Act to take place and recovery to be effected under General Average Act, there must be presence of peril, which must affect the whole common adventure and not just only one interest (section 66(2)) of Marine Insurance Act 1906. The peril must be real and not imaginary and must have direct effect on the common interests. Examples of real peril is when a deck cargo laden with timber shifts and causing the ship to dangerously list 45 degrees, or break down of ship main engine in the middle of Atlantic Ocean, or when heavily loaded ship is aground on sea rock.

Fourth, the sacrifice must be an attempt to preserve property or interests imperiled. Naturally, the property involved in the common adventure includes a ship, cargoes, bunker, and freight paid at port of destination.

It is important to know that General Average Act may not take place when there is negligence on the side of the ship owner leading to ship unworthiness at the beginning of the voyage. Under such condition, the ship owner is deprived of the benefit of General Average Contribution. If for example, a ship voyage is impaired at the middle of the Sea due to insufficient bunkers or at worst breaks down due to use of the wrong quality of bunkers and the ship requires towage and in the process other interest like the cargoes suffer damage, no General Average Contribution from the Charterers whose cargo are damaged is due to the Ship owner. The ship owner cannot recover claims from the insurers under the international Law – “Hague Rules” on grounds that ship owner fails to exercise due diligence to make the ship seaworthy before and at the beginning of the voyage.

There are other intricacies involved in General Average of marine insurance in the maritime industry and consideration of those details is outside the purview or scope of this paper. However, this discussion adds to the depth of our knowledge in understanding the rights and privileges of the stakeholders in the shipping business, which includes ship owners, the charterers, insurers, ship masters, ship agents and brokers and even the banks and the maritime regulatory authorities in General Average Act, as provided in the Marine Insurance Act, 1906 and subsequent International Laws.

• Hilary, I. Ugeh writes from Procurement Department, NIMASA

“CONNECTING SHIPS, PORTS AND PEOPLE” IS THEME FOR 2017 WORLD MARITIME DAY

The International Maritime Organisation (IMO) has adopted “Connecting Ships, Ports and People” as the theme for the World Maritime Day 2017. The theme was adopted by the IMO Council at its 116th session at the IMO head Quarters in London following the presentation of a proposal to that effect by the Secretary-General, Mr. Kitack Lim.

According to the IMO Scribe, this theme would provide an opportunity to work with developed and developing countries, shipping and public and private sector ports with a view to identifying and promoting best practices and building bridges between the many diverse actors involved in these areas.

According to information monitored on the IMO website, key objectives of next year’s WMD theme will include improving cooperation between ports and ships, and developing a closer partnership between the two sectors; raising global standards and setting norms for the safety, security and efficiency of ports, and for port and coastal State authorities; and standardizing port procedures through identifying and developing best practice guidance and training materials.

In his address to the 116th session of the IMO Council, Mr. Lim said that “the maritime sector, which includes shipping, ports and the people that operate them, can and should play a significant role helping Member States to create conditions for increased employment, prosperity and stability ashore through promoting trade by sea; enhancing the port and maritime sector as wealth creators both on land and, through developing a sustainable blue economy, at sea”.

Shipping is indeed a global activity that relies on ships, ports and people to succeed which makes the theme more apt as it seeks to integrate the various aspects in harmonious manner. Ships need ports to berth and both ports and ships need people in order to be operational and the IMO theme for next year further highlights the importance of seeking greater ways of synergising these components.

The IMO says the aim of the 2017 theme is to further build on that of 2016 which is “Shipping: indispensable to the world”, by focusing on helping Member States to develop and implement maritime strategies to invest in a joined-up, interagency approach that addresses the whole range of issues, including the facilitation of maritime transport, and increasing efficiency, navigational safety, protection of the marine environment, and maritime security”.

This year’s theme for the World Maritime Day and that of the Day of the Seafarer, “At Sea for All” seek to showcase the very important role that shipping plays in the daily lives of humanity.



Using the theme for the 2016 WMD, the IMO will be contributing to achieving the United Nations’ Sustainable Development Goals (SDGs) which are a broad response to the challenges facing the world today – increasing world population; climate change; threats to the environment; unsustainable exploitation of natural resources; threats to food security; societal threats posed by organized criminals and violent extremists; and instability leading to mixed migration.

The IMO Secretary General believes that “ultimately, more efficient shipping, working in partnership with a port sector supported by governments, will be a major driver towards global stability and sustainable development for the good of all people”.

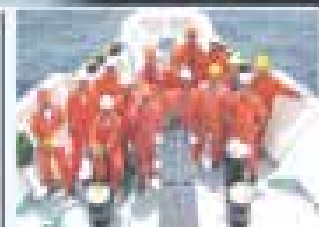
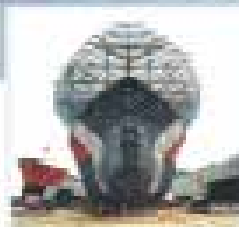
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THE IMPACT OF THE ISPS CODE ON NIGERIA'S MARITIME SECURITY

*This article by **GANIYU BELLO-OLWOOKERE** examines the origin of the ISPS Code, the ship/port interface context of the Code, implementation of the Code in Nigeria under both PICOMSS and NIMASA and its impact of the Code on Nigerian Maritime Security.*

T

he International Ship and Port Facility Security (ISPS) Code is one of the many instruments used by the International Maritime Organisation (IMO), in regulating the activities of the maritime industry across all nations. The Code is specifically used as a measure to enhance maritime security

through the provision of framework for risk assessment and risk management in the security of ships and port facilities.

The International Ship and Port Facility Security (ISPS) Code was adopted by the Diplomatic Conference on Maritime Security of the International Maritime Organisation (IMO) in December 2002. The same Conference also adopted the amendment of the SOLAS Convention by amending Chapter V, Chapter XI-1 and the introduction of Chapter XI-2. The ISPS Code was a direct fallout of the 11th of September, 2001 terrorist attacks on the United States of America (USA), by the Al Qaeda terrorist group, led by Osama bin Laden.

There have been direct threats to maritime security in the past. The Achille Lauro incident in 1985, when a group of Palestinians seized a cruise ship in the Mediterranean Sea and murdered a disabled passenger on board as well as the Santa Maria incident in 1961, in which Captain Henrique Galvao together with 23 men took control of the Portuguese luxury liner, Santa Maria, while the vessel was sailing in the Caribbean Sea with around 600 passengers and 350 crew on board are cases in point.

However, the enormity of the incident of September 11, 2001 and the brazen way it was carried out successfully showed that indeed, nobody was safe and led to the thinking in the maritime circles that if an attack can be

carried out using airplanes as weapons, it could also be carried out using ships as weapons of attack.

A former Secretary General of the IMO, Mr. Eptimios Mitropoulos noted that "in the wake of '9/11,' it became clear that the shipping industry needed a new, more stringent and more comprehensive set of measures to address the question of maritime security."

Another terrorist attack, again by Al-Qaeda, was launched against a French oil tanker named Limburg on October 6th 2002 while she was in the Gulf of Aden, Yemen and carrying 397,000 barrels of crude oil. A sailor was killed, 12 other crew members were injured and about 100,000 barrels of oil spilt.

It was as a consequence of all these that the Diplomatic Conference on Maritime Security, which was held from 9th to 13th December 2002, adopted the new provisions for SOLAS 1974 and also adopted the ISPS Code to enhance maritime security.

The Code takes the approach that ensuring the security of ships and port facilities is basically a risk management activity and that to determine what security measures are appropriate, an assessment of the risks must be made in each particular case. The purpose of the code is to provide a standardised, consistent framework for evaluating risk, enabling governments to offset changes in threat with changes in vulnerability for ships and port facilities.

The ISPS Code was conceived as an essential part of the new international regime for ship security. Indeed, Part A of the Code has been made mandatory under the Amended SOLAS Convention, while Part B is intended to be recommendatory and has therefore, been adopted in the form of "guidance" to states and other interested parties.

This means that all States Parties, as well as ships, shipping companies and port facilities are obliged to comply with the requirements of the amended provisions of the Convention and of Part A of the ISPS Code. Further, States and other entities are expected to use the relevant procedures and standards in Part B of the Code as guidance in implementing the amended SOLAS Convention.

APPLICATION OF THE CODE

According to Section 3.1 of Part A of the ISPS Code, it applies to:

1. **The following types of ships engaged on international voyages:**
 - i. passenger ships, including high-speed passenger craft;
 - ii. cargo ships, including high-speed craft, of 500 gross tonnage and upwards; and
 - iii. mobile offshore drilling units; and
 - iv.
- 2 **Port facilities serving such ships engaged on international voyages.**

THE SHIP/PORT INTERFACE CONTEXT

The ship/port interface concept is a novel practice in the history of rule-making in IMO. One of the most fundamental changes with the introduction of the ISPS Code is the fact that for the first time, the IMO was forced to look at areas beyond their traditional remit, as they had to take steps to ensure security ashore as well as on ships. To do this they established the concept of the 'ship-shore interface', and the 'port facility' concept was born.

Others scholars have also corroborated this assertion by stating that "the ISPS Code departs from the norm in IMO rule-making in that it does not only involve ships but port facilities as well. As a result, the ship/port interface comes into focus in the implementation of the code".

This is because a ship's security can be affected by the ship's contacts with land. The primary task was therefore seen to be to protect the ships while they were interacting in port, protect them during the ship-port interface. This would then have secondary effects in that land would be protected as well.

The SOLAS convention defined the concept of ship/port interface as follows: "Ship/port interface means the interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons, goods or the provisions of port services to or from the ship." Sections 5 to 13 and 19 of Part A of the Code apply to ships and Companies while Sections 5 and 14 to 18 apply to port facilities.

The ISPS Code, just like the ISM Code is predicated on risk management. To this end, in deciding on the security measures to adopt, a security assessment has to be carried out. The Code takes the approach that ensuring the security of ships and port facilities is basically a risk management activity and that to determine what security measures are appropriate, an assessment of the risks must be made in each particular case.

Now security assessment has been described as a "process that identifies weaknesses in infrastructures and physical structures, databases and information systems, communication systems, personnel protection systems, processes, or other areas that may lead to a security breach, which can pose a risk to persons or properties".

It can be deduced that the two major aspects to the application of the Code are the ship aspect and the port facility aspect. Consequently, both the Ship Security Assessment (SSA) and the Port Facility Security Assessment (PFSA) have to be carried out on the ship and the port facility respectively. After the SSA and the PFSA have been carried out, the Ship Security Plan (SSP) and Port Facility Security

Plan (PFSP) shall be prepared based on the assessments.

SETTING THE SECURITY LEVEL

In setting the security level, Contracting Governments should take account of general and specific threat information, in accordance with the Code. Hence, Contracting Governments should set the security level applying to ships or port facilities at one of the three levels:

Security level 1: means the level for which minimum appropriate protective security measures shall be maintained at all times.

Security level 2: means the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.

Security level 3: means the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target (ISPS Code 2002).

THE INTERFACE

According to Part B of the ISPS Code (2002), the Company Security Officer (CSO) or the Ship Security Officer (SSO) should liaise at the earliest opportunity with the Port Facility Security Officer (PFSO) of the port facility the ship is intended to visit to establish the security level applying for that ship at the port facility.

After contact has been established with a ship, the PFSO should advise the ship of any subsequent change in the port facility's security level and should provide the ship with any relevant security information. While there may be circumstances when an individual ship may be operating at a higher security level than the port



facility it is visiting, there will be no circumstances when a ship can have a lower security level than the port facility it is visiting. If a ship has a higher security level than the port facility it intends to use, the CSO or SSO should advise the PFSO without delay.

The PFSO should undertake an assessment of the particular situation in consultation with the CSO or SSO and agree on appropriate security measures with the ship, which may include completion and signing of a Declaration of Security.

A Declaration of Security (DoS), according to SOLAS chapter XI-2, "is an agreement between a ship and either a port facility or another ship with which it interfaces specifying the security measures each will implement".

In order to ensure the smooth coordination of the ship/port interface, there should be regular communication among Company Security Officer, Ship Security Officer and Port Facility Security Officer concerning security measures taken at both ends and if necessary, other measures that need to be taken.

IMPLEMENTATION OF ISPS CODE IN NIGERIA

Nigeria was among the countries that acceded to the ISPS Code at the Conference of Contracting Governments in December 2002. The ISPS Code was domesticated through the passage of the ISPS Code Ratification and Enforcement Act of 2004, which was signed into law by the Nigerian President.

The implementation of the Code in the country commenced in 2006, with the establishment of the Presidential Implementation Committee on Maritime Safety and Security (PICOMSS), which was charged with the responsibility of ensuring compliance with the Code.

However, the challenge of PICOMSS in implementing the Code arose from the fact that government needed an established body, not an ad-hoc committee, to handle the Code. Consequently, it became difficult for Nigeria to be taken seriously on the implementation.

Aside that, the IMO, which is the specialised organ of the United Nations charged with the responsibility of safety of shipping and prevention of marine pollution by ships, only recognises maritime administrations of member countries as the focal points of interface with governments. Despite this, PICOMSS continued to function as the Designated Authority for the implementation of the Code till May 2013, when the function was transferred to the Nigerian Maritime Administration and Safety Agency

“
The Code takes the approach that ensuring the security of ships and port facilities is basically a risk management activity and that to determine what security measures are appropriate, an assessment of the risks must be made in each particular case
 ”

(NIMASA).

Consequently, not much was achieved in the implementation of ISPS Code by PICOMSS.

It took an assessment visit of the United States Coast Guard (USCG) delegation to Nigeria in April 2013 to reveal that Nigerian ports were operating far below the acceptable standards of the code.

The USCG had subsequently in May 2013 issued a 90 day ultimatum to the Nigerian government to make sure that all its port facilities comply to the code or risk sanctions from the US, which among other things will ensure that vessels coming from the US or its allies are not allowed into Nigeria and vice versa.

Nigeria has about 129 ISPS applicable ports, most of which are private jetties. However, by April 2013, when the US Coast Guard assessed the facilities, only nine of them were cleared as having met the conditions for ISPS Code compliance.

As a result of this, and coupled with the fact that the federal government decided to dissolve PICOMSS, the responsibility of implementing the ISPS Code fell on NIMASA, as it was named the Designated Authority on 21st of May 2013.

IMPLEMENTATION OF ISPS CODE BY NIMASA

With the appointment of NIMASA as the Designated Authority, the Agency embarked on the convocation of stakeholders' conference aimed at charting the right course in the implementation and governance of the Code. The conference came up

with guidelines on the implementation of the Code to include the following:

- i. The need for government agencies and stakeholders to adopt a cooperative and collaborative approach towards the successful implementation of the Code;
- ii. The need for all operators in the maritime sector having security functions to be trained to avoid actions that are inimical to the implementation of the Code;
- iii. The need to reduce government agencies working in Port Facilities to the barest minimum, and control of human traffic through access control measures;
- iv. The need to clearly define roles of government agencies performing security functions in the Port Facilities, especially within the context of ISPS Code; and
- v. Establishment and domiciling of a command and control centre for ISPS Code implementation in NIMASA.

Consequent upon the conference and its resolution, NIMASA inaugurated a committee to oversee the implementation, with members drawn from NIMASA, Nigeria Ports Authority, Nigeria Customs Service, Nigeria Immigration Service, Nigeria Police, State Security Service, Nigerian National Petroleum Corporation, etc. It also conducted Port Verification Inspection Exercise (VIE) of all port facilities in order to establish their compliance level before the issuance of Statement of Compliance to accredited port facilities.

Also, the Agency appointed a Lead Recognised Security Organisation to assist in development of frameworks, strategies and coordination of all the activities of other RSOs in the various port facilities.

In addition, security assessments were carried out on all port facilities as a step towards preparing security plans that are ISPS Code compliant. In order to establish the number, location and nature of operations of all port facilities in the country, NIMASA commissioned stocktaking of the nation's coastal maritime assets. The audit was to assist the Agency capture and catalogue all port/berthing facilities as well as verify their ISPS Code compliant status.

CHALLENGES OF IMPLEMENTING THE ISPS CODE

NIMASA, as a Designated Authority faced some challenges upon assumption of this role which included the lack of understanding of the ISPS Code, its relevance and application.



This was already noted in the United States Diplomatic note, which found many security personnel to be ignorant of the Code. To address this lapse, NIMASA undertook more training and capacity building workshops, both locally and internationally not only security personnel, but all operators in the maritime sector.

Funding was also a major challenge for operators as the cost involved in complying fully with the code is quite high.

ACHIEVEMENT UNDER NIMASA

The Agency was able to rise to the occasion by showing a sense of commitment towards the implementation of the Code and at the end of the ultimatum, when the United States Coast Guard returned to the country for a re-assessment, there had been a tremendous improvement over what was hitherto on ground.

Within a year of NIMASA becoming the DA, the compliance level increased to 49 facilities, which translated to 38% compliance level.

There has been marked improvement in the compliance level of the port facilities. As at June 2015, according to information from the ISPS Code Unit of NIMASA, about 97 port facilities are ISPS Code compliant. This translates to 75% compliance level for all the port facilities in the country, which is a lot of achievement, given the fact that the Agency took over as DA only about two and a half years ago.

THE IMPACT OF THE CODE ON NIGERIA'S MARITIME SECURITY

Before the advent of the ISPS Code, the security situation in Nigerian ports was appalling. It was characterised by the presence of all manner of miscreants like wharf-rats, smugglers and several other people who had no business being in the port. The presence of this group of people had often resulted in pilferage, theft and vandalism of cargoes.

It became so bad that cars that were being imported through the ports often come out badly vandalised. Ditto for all other cargoes, like frozen

fish, rice, etc. Also, their unnecessary presence often led to overcrowding at the port areas, which slows down port activities.

More importantly, however, the lax security situation at the ports could provide an enabling environment for terrorist groups who might want to attack either the ship or the port itself, in order to score some points, draw attention to themselves or to sabotage the government of the day.

The introduction of the Code and its implementation in Nigeria has however changed the situation in the port areas and all other port facilities for the better. Thus, the ISPS Code has impacted positively on the Nigerian maritime security in the following ways:

1. It has resulted in the restriction of unnecessary human traffic into the port facility areas. To this end, NIMASA embarked on biometric data capture of about 14,000 dockworkers. This was to ensure that those who are supposed to be at the port facilities are properly identified.
2. It has also increased the security consciousness of port facility operators. It has made them to be aware of the kind of security risks they are open to and to develop appropriate plans aimed at countering those risks.
3. It has made the port facilities to be better prepared to prevent and even overcome any potential security threat that may be unleashed on the facilities.

“In order to establish the number, location and nature of operations of all port facilities in the country, NIMASA commissioned stocktaking of the nation's coastal maritime assets



FIGURE 1: GLOBAL SHIPPING ROUTES

AFRICA'S CHALLENGES IN GLOBAL SHIPPING

BY USMAN SHUAIBU

A

frica is the world's second largest and second most populous continent with a population of more than a billion people living in 54 countries. It accounts for about 15% of the world's human population according to the World Bank. Thirty eight (38) of the 54 states are either coastal states or Island states but own only about 1.2% of world ships representing roughly 0.9 % gross tonnage. African ports handle only 6% of global exchange and an aggregate of 3% container volumes traffic. Over 9% of African import and export is carried via sea. Thus international trade is very critical to many African economies as identified by the International Maritime Organization (IMO).

Around 90% of the world's trade is transported by ships. The world's significant ports are found near the main universal transportation routes that transverse the east-west worldwide pivot. Africa's intra-local liner shipping carriers are to a great extent dictated by the shipping liner routes, interfacing African nations with Europe, Asia and to a lesser degree the Americas.

The reality of the situation for African states shows that over 46% of Africans sadly live in abject poverty. In some parts of Africa, malnutrition, disease outbreak and explosive population growth are the order of the day while fishing,

a vital source of nutrition that can many lift Africans out of poverty remains potentially underdeveloped. Fishing is capable of putting over 200 million out of poverty and provide income to over 10 million.

ECONOMY OF AFRICA

The African continent is blessed with abundant natural resources. In 2007 Africa represented an unimportant 2.7 percent of worldwide exchange, and less than 1 percent of African exports were as products. Imports of manufactured products from the European Union (EU), China, and the United States alone were almost double the volume of African traded fabricates. Africa imported 14 percent of the aggregate worldwide agrarian exchange (the most astounding rate of any area in the world). Of the export, crude items represented almost 80 percent of all African exports, with oil speaking to near 60 percent of that aggregate. On the off chance that African states would like to break the cycle of poverty, they will need to goad genuine monetary development through more expanded exchange and elicit a more prominent offer of the global market share for manufactured and finished products. See export potentials of African countries in Figure 2.

The good news is that despite all the headwinds as a result of global trends and region specific risks, the continent holds greater economic prospects in shipping according to Lloyd's list experts considering Africa's abundant mineral wealth, energy resources and a growing consumer class.

Table 1: Selected Mineral Resources in Africa showing global percentages.

Export product/ Description/Type	World's percentage
Cobalt	90%
Gold	50%
Chromium	98%
Tantalite	70%
Manganese	64%
Coltan	70%
Plantinum	90%

(Source: AICD)

The continent is among the fastest growing regions in the world, growth rates remain between 3 to 5 percent according to the World Bank. Per capital income remains but with optimistic rise while the GDP is rising consistently low.

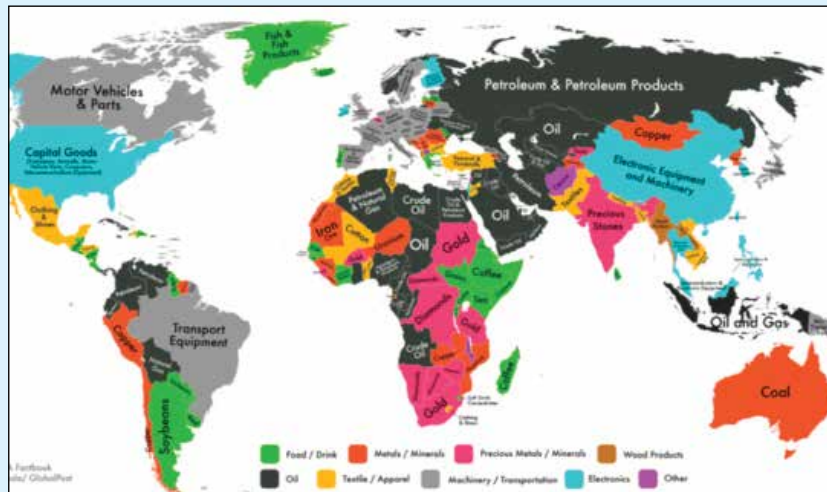
Poor connectivity in the region has been the reason why Africa's share of global trade is not very significant. The share, according to experts is about 3 per cent for an annual volume of 9 billion tons and less than 10 per cent with regards to intra-African trade. Africa's unique positioning opportunity is barely present on the map of the world as shown in figure 3.

Africa is still not a major source of exports and its consumer markets are tiny compared to Asia, Europe or the Americas making the continent seem relatively unimportant for the transportation and logistics industries. It is important to note that 'the continent stands the chance to build tomorrow's market and we cannot afford to ignore the potentials of the African Market in the future'.

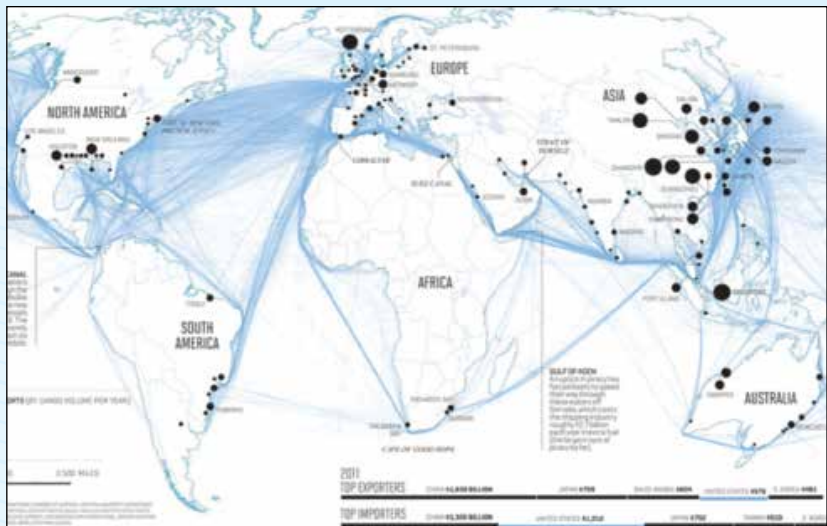
SHIPPING ROUTE IN AFRICA

The continent is surrounded by the Mediterranean Sea to the North, Suez Canal and Red Sea along the Sinai peninsula to the North East, the Indian Ocean to the Southeast, and the Atlantic Ocean to the West.

If all commercial goods are taken into account it becomes clear that there is a relatively small number of principal transport routes, and these pass through only a few areas of the oceans. The busiest shipping routes in Africa travel the Red Sea into the Suez Canal through the Mediterranean and out through the Strait of Gibraltar. Vessels along this course convey merchandise chiefly to and from Europe and Asia despite the fact that in recent years, intra-provincial African exchange districts have been expanding. For the most part however, the associations inside of the mainland are few. For instance, North Africa is not associated with East or Southern Africa and there are no delivery lines for occasions in the middle of Kenya and Cote d'Ivoire.



• **FIGURE 2:** EXPORT POTENTIALS OF AFRICAN COUNTRIES



• **FIGURE 3:** Global Trade Distribution Map!
(Source: IKS Global Insight: International Chamber of Shipping)

Obstacles to African shipping

Since the terrorist attacks of September 11, 2001 in the US and the upsurge in incidents of piracy globally, the IMO adopted several binding measures to curb these problems.

However, rising sea based crimes such as illegal trafficking/migration are still happening around the Mediterranean and remain a challenge to African shipping. Other challenges are the degradation of the marine environment, falling bio diversity and aggravated effects of climate change i.e. rising sea level.

These activities have led to significant loss of lives and investment. Sea based crimes pose a threat to crews aboard, cargo and ships. They also make maritime transportation more expensive. The piracy hotspot, the horn of Africa from the Somali coast to the gulf of

Aden, through which about 16,000 ships pass annually is a case in point. Violence at sea was also been brewing in another African gulf; the Gulf of Guinea (GoG). The Togolese President recently told his Nigerian counterpart President Muhammadu Buhari that the sum of \$7 billion is lost to piracy annually on the GoG although the Ghanaian Authorities disputed the figure stating that it remains \$2 billion annually while the Somali coast is \$7 billion. It is in this light that this article examines the dynamics of piracy in the GoG region by highlighting the trend in piracy in the region, contributing factors underlying the scourge, implications of piracy for the region and efforts being made to suppress violence at sea in the region. See details on table showing statistics of piracy attempts and actual attack within the African continent.

Table 2: Piracy and Armed Robbery against Ships in Africa 2003 - 2011.

Africa	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total
Angola	3			4	1	2			1	11
Benin	1						1		20	22
Cameroon	2	4	2	1		2	3	5		19
Congo DR				3	4	1	2	3	4	17
Egypt					2			2	3	7
Equatorial Guinea						1				1
Eritrea		1			1					2
Ghana	3	5	3	3	1	7	3		2	27
Guinea	4	5	1	4	2		5	6	5	32
Guinea Bissau							1			1
Gulf of Aden	18	8	10	10	13	92	117	53	37	358
Ivory Coast	2	4	3	1		3	2	4	1	20
Kenya	1	1			4	2	1		1	10
Liberia	1	2			1	1		1		6
Madagascar		1	1		1					3
Mauritania		2	1	1						4
Morocco			1		1	1				3
Mozambique	1				3	2				6
Nigeria	39	28	16	12	42	40	29	19	10	235
Red sea							15	25	39	79
Senegal	8	5								13
Sierra Leone		3		2	2				1	8
Somalia	3	2	35	10	31	19	80	139	160	479
South Africa	1									1
Tanzania	5	2	7	9	11	14	5	1		54
The Congo						1		1	3	5
Togo	1			1		1	2		6	11
Total	93	73	80	61	120	189	266	259	293	1,434

Source: Adapted from IMB Piracy and Armed Robbery against Ships Annual Reports, 2003-2011

The above table shows that attacks off the coast of GoG is rising with 427 incidents out of the total 1,434 securing a share though not as high as Somali coast and Gulf of Aden with 479 and 358 incidents respectively.

Recommendations / Conclusion

Sustainable management and governance of our oceans remain a challenge considering the effect of climate change on shipping. The effects of climate change, increase the risks to ships and cargo thus making shipping more expensive with premium insurance payments. To this end, collective effort is required to enhance maritime viability frameworks,

deploy layered security approach and information sharing, coordinate law enforcement authorities and private sector partnerships as well as pursue ocean research and development.

African shipping connectivity requires the deployment of multi modal, integrated and sustainable transport systems to enjoy superior quality connectivity within the African continent. Ports alone cannot guarantee success in shipping unless they are supported by other modes of transportation such as rail, air, pipeline and other modes of inland transport. The collective political will of Member States is therefore required to build the capacity for sustainable development.

“Ports alone cannot guarantee success in shipping unless they are supported by other modes of transportation such as rail, air, pipeline and other inland transport to build a capacity for sustainable development which requires the utmost political will of Member States”

The following recommendations are aimed at providing sustainable measures to tackle Africa's challenges in global shipping:

- Deployment of infrastructure support through Public Private Partnerships
- Improved cross border trade
- Removal of trade barriers and restrictions
- Sustainable implementation of ocean governance policy
- Deep sea patrol capabilities
- Renewed partnership for regional cooperation and collaboration to tackle sea based crimes
- Timely ratification/domestication of international regulations
- Ship building and repair to increase vessel ownership and increase owned carrier services
- Competitive advantage to drive more export potential to reduce import and export imbalance
- Bi-lateral agreements to address migrant crises across the Mediterranean.
- All agencies saddled with the responsibility of regulating the maritime sector should enjoy competency of leadership (career appointment or appointment of maritime experts) to guarantee effective enforcement and compliance with professional standards.
- Outreach campaign and awareness creation to sensitize the public to the benefits of investing in the shipping sector.

MEET NIMASA EXECUTIVE DIRECTORS

Following the approval of the appointment of the Executive Management of the Nigerian Maritime Administration and Safety Agency (NIMASA) by President Muhammadu Buhari the Executive Directors have since assumed duty. Below is their abridged profiles

MR. BASHIR YUSUF JAMOH

• *Executive Director Finance and Administration*

Mr. Bashir Jamoh, the Executive Director Finance and Administration, has over 25 years of public service experience. He had served in the Kaduna State Government before transferring his services to the then National Maritime Authority (NMA) in 1994.

Mr. Jamoh was until this appointment the Assistant Director in NIMASA in charge of Training and Development. He had the privileged experience of serving in the operations and administrative departments in NIMASA at management level and brings this knowledge to bear on his new assignment.



Currently a Ph.D student of the University of Port Harcourt specializing in Logistics and Transport Management,

Mr. Jamoh also holds a Masters degree in Management from the Korea Maritime and Ocean University in South Korea, an Advanced Diploma in Management from the Bayero University Kano, a Professional Certificate in Materials Management from the Institute of Logistics in the UK and a Diploma in Accounting from the Ahmadu Bello University Zaria.

He has attended management courses at the Said Business School, Oxford University, UK as well as the Institute of Public Partnerships in Washington DC, USA. Mr. Jamoh also holds membership of several professional Associations including the Chartered Institute of Transport and Logistics, Chartered Institute of Administration of Nigeria and Institute of Maritime Economists (Canada).

MR. JOSEPH OLUWAROTIMI FASHAKIN

• *Executive Director, Operations*

Mr. Joseph Fashakin, the Executive Director in charge of Operations is a consummate Engineering and Project Management Professional having graduated from the University of Ife with a Bachelor's Degree in Electrical and Electronics Engineering and the Project Management Institute, USA.

Mr. Fashakin's working experience spans nearly three decades mostly

in the private sector. He was at various times Project Manager, MTN Nigeria, Chief Operating Officer - Hybrid Systems Engineering Ltd, Technical Manager – Mobile Telecommunication Services amongst other engagements.

Mr. Fashakin who is a Member of the Nigeria Society of Engineers as well as the Project Management Institute of the United States of America, has attended several courses in Engineering and Management in Nigeria and abroad.



MR. GAMBO AHMED

• *Executive Director, Maritime Labour and Cabotage Services*

Mr. Gambo Ahmed, the Executive Director of Maritime Labour and Cabotage Services holds a Bachelor's degree in (Business Administration) Actuarial Science from the Ahmadu Bello University Zaria and a Masters in Banking & Finance from the Bayero University Kano.

Mr. Ahmed who has had a successful career in the private and public service started out as an Investment Banker with NAL Merchant Bank Limited before proceeding to become first, the Principal Secretary to the Kaduna State Deputy Governor, and later the Principal



Private Secretary to the Kaduna State Governor from 1980.

He was to later return to his passion of banking in NAL Bank PLC where he served and rose to the enviable position of Executive Director retiring in 2006 following the Banking Consolidation which saw the merger of NAL Bank with four other banks to form Sterling Bank Plc.

He was also a Director and later Chairman, Board of Directors of Mainstreet Bank Limited from August 2012 to December, 2014 following his nomination by the Asset Management Corporation of Nigeria (AMCON) and subsequent approval by the CBN.

Mr. Ahmed, a Fellow of the Chartered Institute of Stockbrokers has also attended several management training both locally and internationally.



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MARITIME STAKEHOLDERS' CONFERENCE

- (1) Chairman, Senate Committee on Marine Transport, Senator Ahmed Rufai Sani, Former President of Nigeria, Chief Olusegun Obasanjo, GCFR, Minister of Transportation, Rt. Hon. Rotimi Amaechi and Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside at a maritime Stakeholders' Conference held in Lagos.
- (2) Chief of Naval Staff, Vice Admiral Ibok-Ete Ibas, Honourable Minister of State for Aviation, Senator Hadi Sirika and Former President of Nigeria, Chief Olusegun Obasanjo, GCFR at the conference
- (3) Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside and the President, African Shipowners Association, Mr. Temisan Omatseye in a tete a tete at an event.
- (4) Cross Section of Stakeholders' and Participants at the National Stakeholder Maritime Conference held in Lagos, and Chaired by Former President of Nigeria, Chief Olusegun Obasanjo, GCFR.
- (5) Chairman, Ports Consultative Council, Otunba Kunle Folarin, President, African Shipowners Association, Mr. Temisan Omatseye, DG/CEO NIMASA, Dr. Dakuku Peterside, Chairperson Ship Owners' Forum, Barrister (Mrs.) Margaret Orakwusi and Managing Director Morlap Shipping Limited Chief Isaac Jolapamo at a Stakeholders' Conference in Lagos.
- (6) DG/CEO NIMASA, Dr. Dakuku Peterside and Head, Corporate Communications, NIMASA Lami Tumaka at a Stakeholders' Conference, held in Lagos.
- (7) Former Executive Secretary, Nigerian Shippers Council, (NSC) Capt. Adamu Biu and the Secretary General, Abuja MoU, Barrister (Mrs.) Mfon Usoro at a Maritime Stakeholders' Conference held in Lagos.
- (8) Cross Section of Stakeholders and Participants at the event

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PHOTO NEWS



MARITIME ADMINISTRATORS' FORUM IN SINGAPORE

(A) Dr. Dakuku Peterside, Director General of Nigerian Maritime Administration and Safety Agency (NIMASA) with Mr. Derek Novak, President/COO of American Bureau of Shipping (ABS), Asia Pacific Region in Singapore

(B) Director General of NIMASA, Dr. Dakuku Peterside in a handshake with the Chief Executive of Maritime and Port Authority (MPA) of Singapore, Mr. Andrew Tan during their meeting on the sidelines of the Maritime Administrators' Forum in Singapore recently

MARITIME SECURITY IN NIGERIA: NIGERIAN NAVY'S PERSPECTIVE

Bonga Oil Field

BY CHRIS EZEKOBÉ

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he sea is a universal heritage of mankind. It is rich in living and non-living resources and it supports life, with over 70 percent of the world's population living within 150km off the coast. Over 80 percent of world trade is also conducted via the sea. The ability of any nation to effectively

command the sea ensures the economic well-being and prosperity for the citizens of such nations. It is in a bid to achieve these objectives that our founding fathers established the Nigerian Navy in 1956 by an Act of Parliament.

The area of operation of the Nigerian Navy is defined by the nation's sea boundaries. Nigeria has a coastline of 420 nautical miles and an Exclusive Economic Zone of 200 nautical miles of maritime space. In essence, the nation's maritime space is about 84,000 square nautical miles. When compared to the entire land mass of Nigeria, this translates to one third of the entire land mass. It is this wide expanse of the sea that the Nigerian Navy is expected to patrol and secure. In this context it is the task of the Nigerian Navy to defend, protect and safeguard the nation's maritime domain.

THE STRATEGIC IMPORTANCE OF NIGERIA'S MARITIME ENVIRONMENT

In Nigeria, recorded statistics reveal that sea-borne trade accounts for about 80 per cent of the nation's imports and exports, while exploration and exploitation of oil and gas from the maritime environment is responsible for over 90 per cent of the nation's foreign earnings. Similarly, fish and other sea foods serve as veritable source of protein for the citizenry. The

sea also holds other solid minerals such as manganese nodules and nickel among others.

Nigeria's maritime environment is also of immense importance to the nation's economic well-being. This is because most of the nation's maritime assets, such as major seaports, in Apapa, Tincan, Warri, Sapele, Port Harcourt and Calabar are located therein. The nation's principal Sea Lanes of Communication [SLOC] for export and import traverse through these major seaports.

Additionally, multi-billion dollar offshore investments in oil and gas like the BONGA, AGBAMI and EA Fields as well as the Nigerian Liquefied Natural Gas Project including numerous oil platforms are located offshore. Protecting these multi-billion dollar investments and ensuring a conducive atmosphere for international trade rests largely on the Nigerian Navy.

MARITIME CRIME IN NIGERIA'S MARITIME ENVIRONMENT

Maritime crime is as old as the seas. In the last ten years, more sophisticated and frightening dimensions have been introduced, with areas like the Strait of Hormuz and the Gulf of Aden turning into fertile grounds for piracy, hijacking and other heinous crimes. Coming nearer home, the Gulf of Guinea continues to gain notoriety for the alarming proportions of maritime crimes.

Specifically in Nigeria, pipeline vandalism, crude oil theft, illegal bunkering, piracy, sea robbery and hostage taking have been of concern. This is despite the operational activities of the Nigerian Navy which are being stretched beyond measure.



Ezekobe



Helo Landing on NN Ship

NIGERIAN NAVY RESPONSE TO MARITIME THREATS

The Nigerian Navy (NN) under the leadership of the current Chief of the Naval Staff (CNS) Vice Admiral IE Ibas has made tremendous efforts towards curtailing these maritime threats in fulfillment of its statutory and emerging roles. These include the enactment of a new policy direction which informed the Issuance of the Chief of the Naval Staff (CNS) Strategic Directives 2015-1, Trinity of Action, dedicated Crude Oil Theft (COT) website, Choke-point management and control, Operations and Exercises including deployment to Oil and Gas facilities.

CNS Strategic Directives 2015-1. The CNS on assumption of office, issued a Strategic Directive (SD) 2015-1 aimed at guiding the attainment of NN goals in areas considered critical to the effectiveness of NN operations. The key priorities that underpinned the SD 2015-1 include; Ensuring zero tolerance on crude oil theft, increased presence at sea to create a secure maritime environment for national prosperity, ensuring that naval operations conform to standard operating procedures and global best practices as well as exploring partnerships with relevant stakeholders and institutions locally and internationally under the principle of burden sharing. It is noteworthy to mention that, the NN has painstakingly pursued the attainment of these directives. For instance, to increase NN presence at sea, the CNS directed each of the 3 operational Commands to put to sea each day a minimum of one capital ship. This in conjunction with the growing number of operations and exercises being conducted at sea has greatly enhanced NN presence in the maritime domain.

TRINITY OF ACTION: Trinity of Action is the adoption of a 3 prong approach in responding to threats in the maritime domain. These are, Maritime Surveillance, Response initiative and Maritime Law Enforcement. Maritime Surveillance involves round the clock surveillance of the nation's maritime domain. In this regard the NN employs advanced surveillance systems that engage high definition radars including satellites and cameras to provide an up to date picture of the entire maritime environment.

The availability of a clear picture of the environment ensures purposeful deployment of NN ships and helicopters in response to maritime threats. This forms the basis for response by NN ships on routine patrols of the maritime environment. The third leg of the NN 'Trinity of Action', Maritime Law Enforcement involves the handing over of suspects arrested by NN patrol ships to prosecuting agencies such as the Nigeria Police, Economic and Financial Crimes Commission (EFCC) and Nigeria Security and Civil Defence

Corps (NSCDC) for necessary prosecution. Currently, the NN has a lot of vessels at different stages of prosecution.

DEDICATED COT WEBSITE: The NN recently launched a dedicated Crude Oil Theft (COT) website to facilitate exchange of information between the public and the NN on activities of crude oil thieves. This has encouraged the public to share their thoughts and useful information or report suspicious activities around crude oil installations. It is also a means of educating the public on the impact of COT on the environment and the nation at large. The dedicated COT website has enhanced the collaborative efforts of the NN with the host communities who are the major stake-holders in the maritime sector. For the benefit of readers the website is www.cot.navy.mil.ng and the NN looks forward to interacting with you.

CHOKE POINT MANAGEMENT AND CONTROL: In March 2016, the NN emplaced a Choke Point Management and Control Regime. This involves deployment of armed personnel in houseboats positioned in strategic locations within the creeks where crude oil theft and illegal refining activities are known to be prevalent. The choke points are aimed at stifling the exit routes of oil thieves and 37 of such points have been identified with 2 currently in operation while 6 more will be inducted at the end of the month. The house boats are supported by NN boats patrolling the vicinity. Since the introduction of the Choke Point Control Regime, drastic reduction has been recorded in traffic of barges and other vessels used for conveying stolen crude oil and illegally refined products.

This is in addition to the destruction of 58 illegal refineries by NN patrol teams across the Niger Delta in recent times. Encouraged by this success, the NN intends to deploy more houseboats in some other identified choke points across Niger Delta area.

OPERATIONS AND EXERCISES: The NN is involved in several operations and exercises as part of efforts to respond to threats in our maritime environment. One of such is Exercise OBANGAME/SAHARA EXPRESS, which is a multinational training exercise organized annually by the USA Africa Command (US AFRICOM) under the auspices of the African Partnership Station (APS) to provide training support and capacity building for navies of the Gulf of Guinea Countries. The Exercise is also designed to express emphasis on joint military operations, inter-agency collaboration as well as regional and trans-national cooperation. A dedicated NN operation code named OP TSARE TEKU was also activated to last for 90 days in April, while the second phase was launched in July 2016 to last for another 90 days.



Illegal Refinery Being Burnt



CNS Launching OP TSARE TEKU II

OP TSARE TEKU II has the mandate to combat piracy, sea robbery, armed attack on shipping and other illegal activities in its area of operation. Since its activation there has been a marked reduction in the cases of attacks on shipping in our maritime space, thus giving credence to the potency of the operation.

DEPLOYMENT TO OIL AND GAS INSTALLATIONS:

In response to threats of further attacks on critical national infrastructure by the Niger Delta militants, the NN has intensified protection of Oil and Gas Installations. In addition, some NN ships as well as surveillance helicopters have been deployed to offer protection to some offshore facilities in addition to static deployment to these facilities. The combination of these deployments has ensured a layered defence and security needed for the protection of these critical maritime infrastructure. The NN is also partnering with private maritime security companies by providing security personnel to man their boats and secure dedicated oil and gas infrastructure belonging to International Oil Companies (IOCs).

ADDITIONAL EFFORTS BY THE NIGERIAN NAVY AT MITIGATING MARITIME CRIMES

The Nigerian Navy is further engaged in other activities, processes and procedures that have impacted positively on maritime security. These include the Total Spectrum Maritime Strategy (TSMS), Maritime Domain Awareness (MDA), force structure, training and consultation with maritime stakeholders as well as international collaboration.

TOTAL SPECTRUM MARITIME STRATEGY: The NN has formulated the Total Spectrum Maritime Strategy (TSMS) and reviewed extant Standing Operating Procedures (SOPs). The TSMS is a spectrum based strategy to cover the whole of the NN's operating environment including cooperative maritime security engagement with other friendly neighbours and allies in Nigeria's Maritime Area of interest. The concept of the TSMS entails the application of naval flexibility over a range of areas with in-built contingencies. It is based on proactive layered responses tabulated into conflict spectrums, emerging threats and planned responses. It classifies the NN operating environment into 5 spectrums of backwaters, territorial waters, Exclusive Economic Zone (EEZ), Out of Area Operations and Land Operations as Spectrums 1-5 respectively. Thus, the TSMS provides the operational framework for effective employment of the NN fleet in fulfillment of its roles and has ensured strong NN presence in the maritime domain including the support of land operations such as OP LAFIYA DOLE, SAFE HAVEN, DELTA SAFE and AWATSE through her special forces.

MARITIME DOMAIN AWARENESS: On MDA, the NN has Regional Maritime Awareness Capability (RMAC) facilities

installed in 9 sensor sites located along the Nigerian coast with a Maritime Control Centre (MCC) in Lagos.

The NN is also currently being assisted by the Office of the National Security Adviser (ONSA) on a project called the FALCON EYE which employs the use of high definition surveillance equipment including cameras as well as satellite systems with a capacity to see beyond 200 Nautical Miles, in essence the facility when fully completed will enable the NN cover the entire Exclusive Economic Zone (EEZ) and beyond. In fact the FALCON EYE in its developmental phase was instrumental in the rescue of the celebrated MT MAXIMUS that was rescued from the fringes of Sao Tome and Principe.

The MDA infrastructure is currently being used to collate data on activities within the GoG for regional maritime security purposes. In this regard, surveillance, data and



Falcon Eye

information exchange, vessel traffic advisory and waterways monitoring are being enhanced to curb piracy and other related maritime crimes.

FORCE STRUCTURE: The NN efforts towards combating the threats and maintaining strong presence in the Gulf of Guinea (GoG) is also invigorated by its balanced configuration and capabilities to deal with surface, air and underwater threats. In order to improve naval presence, deterrence, patrol and responses, the NN has undergone recent force restructuring. It created a new Operational Command in the Niger Delta with headquarters in Yenagoa, established new Forward Operating Bases (FOBs), Out Posts, coastal observation posts and flying units among others. Equally, the NN asset recapitalization drive has resulted in the indigenous construction of 2 Seaward Defence Boats (SDBs) and other mix of platforms, helicopters and support facilities to enforce its statutory responsibilities. Furthermore, 2 new Offshore Patrol Vessels (OPVs) have been built in China to boost the fleet. For maintenance and availability of platforms, the upgrading of ship support and repair



Vessel Board Search and Seizure (VBSS)

facilities are also being carried out. The deployment of these assets has resulted in a significant reduction in maritime crimes particularly piracy in Nigeria's maritime domain including the GoG.

TRAINING: Manpower development and personnel motivation are also being rejuvenated in the ongoing capacity building efforts of the NN. The curriculum of the NN professional training institutions, the Joint Maritime and Security Training Centre (JMSTC) and the NN Special Boat Services (SBS) have been upgraded to cater for maritime terrorism, Maritime Interdiction Operation (MIO) as well as Vessel Board Search and Seizure (VBSS) operations while also focusing on other emerging security challenges.

The joint concept of operations which is the modern thrust of military doctrine has also been entrenched.

CONSULTATION WITH MARITIME STAKEHOLDERS: As part of measures to ensure shared vision and accomplishment on maritime security, the NN holds regular meetings with major maritime stakeholders. Consultations have been intensified with the stakeholders for the purpose of information sharing and coordination of maritime security operations. This is in recognition of the centrality of intelligence and prompt information sharing to successful maritime security operations. An immediate benefit of these consultations is the development of a standard operating procedure for maritime stakeholders, which includes the Economic and Financial Crimes Commission (EFCC), Nigeria Police Force (NPF), Department of Petroleum Resources (DPR), Federal Ministry of Transport (FMOT), Nigeria Security and Civil Defence Corp (NSCDC) and the Armed Forces. Similarly, the NN has established information sharing mechanism with the Nigerian Trawlers Owners Association through which it receives regular information regarding armed attacks on vessels at sea. To sustain these initiatives, the NN holds periodic meetings and retreats with other maritime stakeholders to exchange ideas on maritime security to mitigate the security challenges in the maritime domain. Hence, the NN is committed to collaborate as well as sustain improved maritime security to keep the Sea lanes of Communication open against piracy and other maritime crimes.

INTERNATIONAL COLLABORATION: The NN is actively participating in bilateral and multilateral efforts to enhance security in the GoG. At the multi-national level, the NN is involved in exercises with the Economic Community of Central African States (ECCAS) and Economic Community of

West African States (ECOWAS) under the African Integrated Maritime Strategy (AIMS).

The ECOWAS nations fall under the Zones E, F and G arrangements with Nigeria, Benin, Togo and Niger being in Zone E with headquarters in Cotonou, Benin Republic. The zoning system has helped the concept of regional maritime security cooperation and coordination. Especially with regards to issues such as hot pursuit, for which hitherto you could not cross international maritime boundaries. Nigeria also has a Joint Development Zone (JDZ) with Sao Tome and Principe for which there is a Bilateral Military Arrangement (BMA). Nigeria in the wake of Mr President's visit to Equatorial Guinea is also in the process of developing a similar arrangement with that country. Hopefully these measures would all help to curb the myriad of maritime crimes. Additionally, to strengthen its maritime security capacity building the NN hosted the first ever Regional Maritime Awareness Capability Conference and Offshore Patrol Vessel (OPV) Conference in 2013. The second Offshore Patrol Vessel (OPV) conference Africa was held in 2015 as a follow up on the previous edition. These Conferences have assisted the NN in the exchange of ideas and exploitation of new frontiers in maritime security. These efforts have also resulted in operational synergy and improved vistas to combat piracy and other vices in the GoG.

CONCLUSION

There is no doubt that there have been some challenges. These include old and degraded platforms, inadequate ship support facilities, low level of research and development as well as a low industrial capacity and a dichotomy between budgetary appropriations and actual releases. It is however noteworthy to mention that inspite of these challenges the NN has been able to make significant progress in platform acquisition both for capital ships and inshore patrol boats. Only recently the NN acquired 60 inshore patrol boats between March and July from an indigenous ship building company and also acquired 9 boats from Sri Lanka through the Excess Defence Article arrangement in the Country.

It is hoped that these highlights, which are not exhaustive, have sufficiently shed light on some of the efforts being taken by the NN to curtail piracy and other maritime security related challenges in Nigeria's maritime domain and the GoG.

• **Commodore Ezekobe is currently the Director of Naval Information, Naval Headquarters, Abuja**



R-L: Head, Corporate Communiactions, Nigerian Maritime Administration and Safety Agency (NIMASA) Lami Tumaka, Director of Administration & Human Resources, NIMASA, Mr. Jibril Ibrahim, Director General, NIMASA, Dr. Dakuku Peterside, European Union (EU) consultants, Mr. Chris Hedley and Holger Frommert and the Acting Legal Adviser, NIMASA, Mr. Suleman Abdulsalam when the EU team visited the Agency



Director General, NIMASA, Dr. Dakuku Peterside, receiving handover notes from his predecessor, former Acting DG, Mr. Haruna Baba Jauro



Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside in a handshake with former Minister of Education, Dr. Obiageli Ezekwesili at the opening ceremony of NIMASA Top Management retreat in Lagos



L-R: Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside (5th from right) in a photograph with members of the Information Systems Audit and Control Association (ISACA) and some Management Staff of the Agency during a courtesy visit by the ISACA group to NIMASA Head Office in Lagos recently



DG, NIMASA, Dr. Dakuku Peterside, addressing protesting Dockworkers in Lagos



Representative of the Director General, NIMASA, Mrs. Juliana Gunwa presenting a souvenir to the Chairman of the Board of Sierra Leone Maritime Administration (SLMA), Mr. Lansana Dambuya during a working visit of the SLMA to NIMASA



Dr. Dakuku Peterside presenting a plaque to the President-General, Maritime Workers' Union of Nigeria (MWUN) Comrade Anthony Emmanuel Nted when the Union paid a courtesy visit to the Head Office of the Agency in Lagos recently.



Dr. Dakuku Peterside presenting a souvenir to the Norwegian Ambassador to Nigeria, Mr. Rolf Ree when he paid a courtesy visit to the Head Office of the Agency in Lagos.



Dr. Dakuku Peterside receiving a souvenir from the Korean Consul to Nigeria, Mr. Lee Younghoan when the later paid a courtesy visit to the DG at the Head Office of the Agency in Lagos.



Dr. Dakuku Peterside, Director General of the Nigerian Maritime Administration and Safety Agency (4th from right) with other management staff at the defence of the Agency's 2016 budget before the Senate Committee on Marine Transport in Abuja.



DRINK MAINLY WATER AS A WEIGHT LOSS THERAPY

Sports or energy drink, fruit smoothie, or a bottle of soft drink- each serving contains about 100 calories or more. Yet, these beverages don't satisfy you the way 100 calories of food does, so they are a waste. Other liquid may be high in sodium and carbohydrates, which trick your body into retaining water puffing you out. Water, on the other hand, has zero calories and carbs and little to no sodium, making it the perfect slim down drink. And strangely it actually helps flush out excess water weight as well as jump start your metabolism. If it's just too boring, add lemon wedges or mint leaves.

There are many reasons why it is important to drink water, especially if you want a quick weight loss:

- Initial weight loss is largely due to loss of water, and you need to drink an adequate amount of water in order to avoid dehydration.
- The process of burning calories requires an adequate amount of water in order to function effectively; dehydration slows down the fat burning process.
- Burning calories creates toxins (think of the exhaust coming out of your car), and water plays a vital role of flushing them out of your body.
- Dehydration causes a reduction in blood volume; a reduction in blood volume causes a reduction in the supply of oxygen to your muscles; and a reduction in the supply of oxygen to your muscles can make you feel tired.
- Water helps maintain muscle tone by assisting muscles in their ability to contract, and it lubricates your joints. Proper hydration can help reduce muscles and joint soreness when exercising.
- A healthy (weight loss) diet includes a good amount of fiber. But while fiber is normally helpful to your digestive system, without adequate fluids, it can cause constipation instead of helping to eliminate it.
- Drinking water with a meal may make you feel full sooner and therefore satisfied eating less. Note, however, that drinking water alone may not have this effect. In order to feel satisfied (not hungry), our bodies need bulk, calories and nutrients.

HOW MUCH WATER SHOULD I DRINK

You have probably heard that you should drink eight ounce glasses of water a day. How much water you

actually drink depends on your weight, level of activity, the temperature and humidity of your environment, and your diet. Your diet makes a difference because if you eat plenty of water-dense foods like fruits and vegetables your need to drink water will be diminished. You can do some research and use a calculator and measuring cup if you like, but nature is pretty good at letting you know the right amount to drink. When you drink enough water, your urine will usually be pale yellow, though vitamin supplements and other antibiotics can discolour it. On the other hand, you shouldn't need to run to the bathroom too frequently. When in doubt, drink a little more. Do not worry that drinking water will give your body a bloated look. There are a number of causes of water retention, including consuming too much salt. But drinking water is not part of them.

It is possible to harm yourself by drinking too much water, but it takes quite an effort. Either through obsessive-compulsive behaviour or extended athletic activity, drinking large amounts of water can dilute the electrolytes (sodium and potassium) in your blood to the point that it interferes with brain, heart and muscle function. Athletes compound the problem with the loss of sodium (salt) through sweating, but can drink electrolyte replacement drinks.

QUICK TAKES WITH WATER

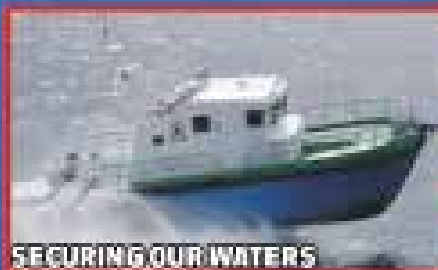
1. Try replacing a single meal with pure water. If you have never fasted, take small steps to prepare your body for the challenge of fasting.
2. Consider skipping lunch and just drinking plain water or add juice or fresh lemon.
3. Try a 24 hour water fast. Prepare for 7 days before a 24 hour water fast. Start by removing foods and drinks high in sugar, fat and caffeine 7 days before you intend to begin your water fast.
4. Replace unhealthy foods with lean proteins, salads and fresh produce. Increase your water in-take each day until you are comfortable with consuming a half gallon each day.
5. Consider taking herbal supplements to prevent water intoxication. (Please seek expert care for this).
6. Sip OOLONG TEA for breakfast and for lunch. Anytime you feel discomfort or hunger pains, drink additional water. Add a squeeze of fresh lemon juice to the oolong tea to add some flavour if desired.

• Culled from *Allure*, a publication of *Vanguard Newspaper*



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- **MARITIME CAPACITY DEVELOPMENT**
- **TRAINING AND CERTIFICATE OF SEAFARERS**
- **MARINE POLLUTION PREVENTION AND CONTROL**

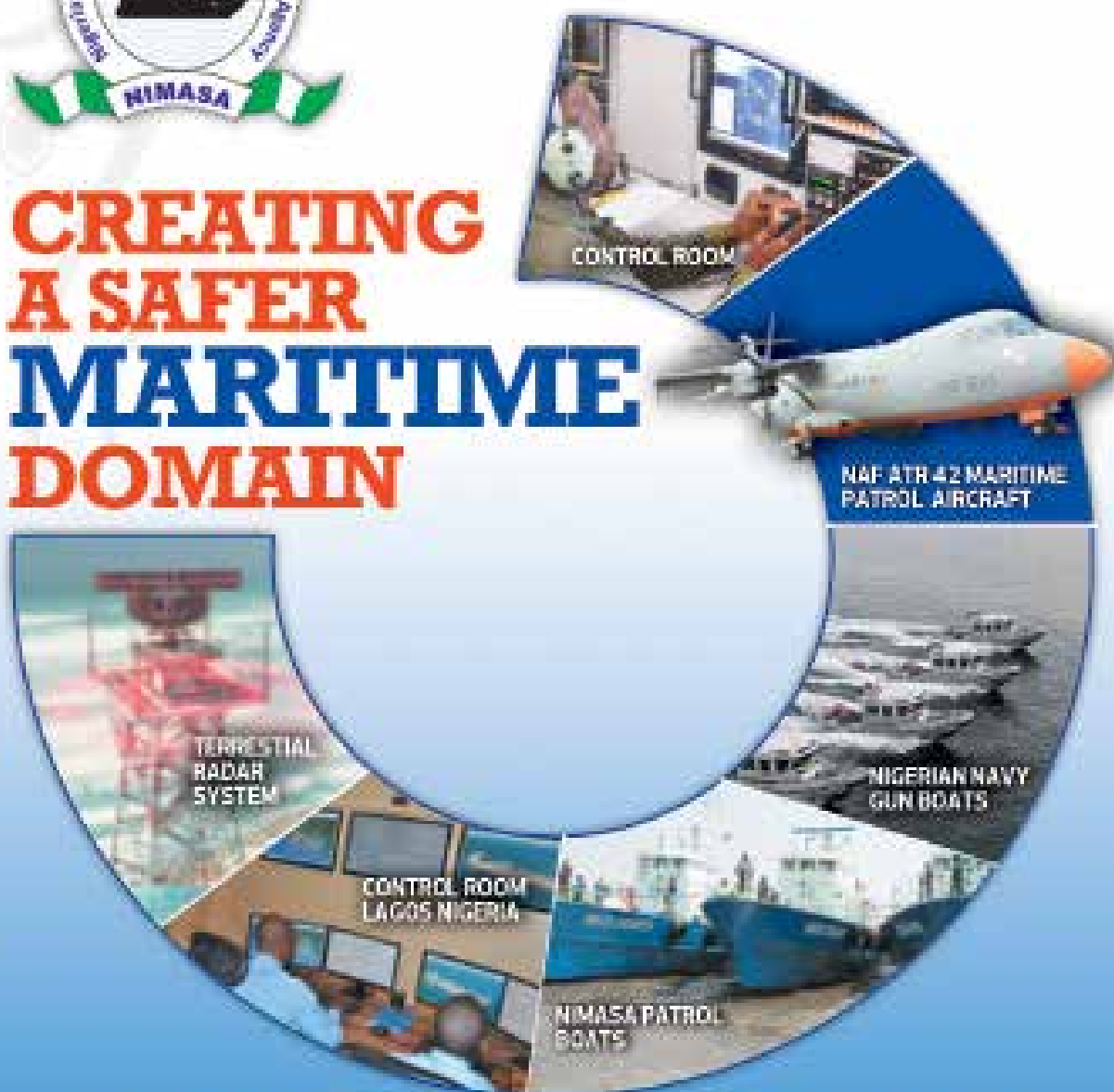
Using modern tools that guarantee efficiency and effectiveness, we are developing the Nigerian Maritime sector and creating an enabling environment for all stakeholders to operate.

NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY

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- ALARM IS TRIGGERED ON "SUSPICIOUS" ACTIVITIES OF VESSEL
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