

THE VOYAGE

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VOL.5 NO.2 APRIL – JUNE 2017



NEW

NIMASA BRAND

Unveiled



EXCLUSIVE



3RD AAMA
CONFERENCE

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ISSN: 2006-5124

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Keeping Our Eyes On The Ball

I t gives me great pleasure to note that we are beginning to witness suffuse of empirical data justifying the economic direction of the President Muhammadu Buhari led Government. The determined effort to transit the Nigerian economy from mono to multi- product status through effective diversification is beginning to yield dividend.

Mid-year review statistics from the Lagos Business school projects that Nigeria's economy will rise from the negative growth performance of -1.5% in 2016 to 0.8% in 2017 and 1.9% in 2018. For us in the maritime sector, it is a matter of pride that the industry has been identified as the fastest growing component of the emerging economy.

Our desire as a Maritime Administration is to put in place policies to harness the abundant opportunities in the blue economy. We have commenced the process of developing both human and infrastructural capacity to achieve this. A significant development in this regard is the acquisition of additional platforms to enhance the enforcement of our maritime safety/security, marine environment management and other mandates.

We are also unrelenting in our effort to tackle the problem of piracy and insecurity on our waters. The Agency has found it expedient to deploy a multi-dimensional strategy to attack this problem, which includes regional continental and international collaboration, consultation with leaders and stakeholders of littoral communities, strengthening of the Maritime Guard Command in collaboration with the armed forces through renewal of Memorandum of Understanding.

We are progressing with the actualization of a NIMASA that fulfils the wonderful imagery of a global brand. The rebranding of the Agency is work in progress with attendant training of staff at all levels. The new logo is a symbol of paradigm shift and a pointer to a new direction for the maritime industry.

Another noteworthy intervening occasion was the 3rd Conference of the Association of African Maritime Administrators (AAMA) hosted by Nigeria in Abuja with the theme 'Sustainable Use of African Oceans and Seas.' This conference, which had 33 nations in attendance, proved a fertile ground for building consensus



on the development of blue economy and the projection of the investment opportunities in Nigeria's maritime sector before an international audience.

Our renewed regional and continental alignment dovetails smoothly into our bid for a Category 'C' seat on the IMO Council. In this regard, we have the assurances of support of our parent Ministry and the Federal Government of Nigeria to take the charge for a return to the hallowed chambers of the International Maritime Organization.

We do not feign ignorance of the waves and turbulence rendering the journey ahead a perilous one, but we have chosen to be optimistic. All we see are opportunities: a national economy on the rebound, the recognition of Nigeria's pride of place on the Continental level, a bid for return to the IMO Council, a rebranded and recharged NIMASA, well trained staff brimming with the right attitude... Indeed, all we see are opportunities! as we endeavour to keep our eyes on the ball.

Enjoy the read.

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

Africa Has Come of Age

I

*t was David Diop who wrote,
"Africa my Africa
Africa of proud warriors in ancestral savannahs
Africa of whom my grandmother sings
On the banks of the distant river
I have never known you*

*But your blood flows in my veins
Your beautiful black blood that irrigates the fields
The blood of your sweat
The sweat of your work
The work of your slavery
Africa, tell me Africa
Is this your back that is unbent
This back that never breaks under the weight of humiliation
This back trembling with red scars
And saying no to the whip under the midday sun
But a grave voice answers me
Impetuous child that tree, young and strong
That tree over there
Splendidly alone amidst white and faded flowers
That is your Africa springing up anew
springing up patiently, obstinately
Whose fruit bit by bit acquires
The bitter taste of liberty"*

It is the best of time for Africa and indeed the maritime sector of the continent as Africa is currently positioned to compete with other continents of the world, particularly in the area of Shipping and maritime businesses generally.

This was echoed during the successful gathering of all maritime regulators in Africa at the 3rd Association of African Maritime Administrations (AAMA) Conference which held in Abuja in April this year.

It became clear at the event that Africa had evolved; and that the maritime industry had indeed witnessed laudable changes, as a result of the adoption of the Lomé Charter on Maritime Security, Safety and Development in Africa at an extraordinary session of the Assembly of African Heads of State and Government in Togo in 2016.

The adoption of the Lomé Charter was significant and symbolic and provided a platform for signatory nations to commit to advancing specific, measurable steps to promote and foster the continent-wide development of a sustainable blue economy.

In April 2017, 34 nations converged in Abuja, Nigeria to chart a new direction to grow the continent's economy through the development of the hitherto untapped maritime resources. This can be seen as one of the boldest moves to reclaim Africa's economic destiny for the better.

At the conference, delegates painstakingly redrew the road map for Africa's maritime development, focusing on the huge untapped resources underneath the sea bed. The determination, zeal and commitment with



Isichei Osamgbi

which this was done clearly indicated that Africa has taken her destiny into her hands to harness the potentials inherent in the blue economy, towards the overall development of the continent.

This edition focuses on the deliberations of this historic event, showing how Africa can collaborate to grow its blue economy, from the working sessions to the cultural unifications demonstrated in the collective performances of participants and invited artistes. It was indeed a beautiful sight to behold and also witnessed the unanimous election of Dr. Dakuku Adol Peterside, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) as the new Chairman of AAMA, whose shoulders are saddled the responsibility of developing the Continent's shipping and maritime industry.

A SEASON OF REBIRTH FOR THE BRAND NIMASA

The Unveiling of NIMASA as a new brand, with the attendant repositioning to assume a new leadership role in the continent's maritime sector is also one of our major focus in this edition.

Unveiled by Nigeria's Vice President Professor Yemi Osinbajo on behalf of President Muhammadu Buhari, we take a look at the new NIMASA- a national treasure targeting enlistment as one of the major global brands.

With a new vision and mission, the rebranded NIMASA is now refocused and redirected through Its improved core values of Commitment, Accountability, Professionalism, Integrity, Teamwork, Excellence, Leadership and Discipline; christened CAPITEL-D.

It is hoped that staff of NIMASA internalise the new core value (CAPITEL-D), the vision as well as the mission as the Agency is poised to take the campaign round the country to all its stakeholders. The Agency is now ready to drive the maritime sector to a global stand. Our pursuit of Nigeria's return to the International Maritime Organisation (IMO) Council is a significant signpost.

This copy of The Voyage serves you a potpourri of stories geared towards regenerating and rekindling interest in the **BRAND NIMASA** and investment interest in the Nigeria maritime sector!

Don Voyage.

OUR VISION

**To Be The LEADING Maritime Administration
In Africa ADVANCING NIGERIA'S GLOBAL
MARITIME GOALS**

OUR MISSION

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



NIGERIA HOSTS 3RD AAMA CONFERENCE

BY OSAGIE EDWARD

N

igeria's Federal Capital City of Abuja came alive when delegates from 34 African countries, and others from Europe, Asia and South America converged in

the country's centre of unity to deliberate on ways to enhance the African maritime sector. The 3rd Association of African Maritime Administration Conference, which was hosted by the Nigerian Maritime Administration and Safety Agency NIMASA, and the International Maritime Organization IMO, provided the platform to avail stakeholders in the Nigerian

maritime industry an opportunity to rub minds with their counterparts across Africa and the globe, and further chart a way forward for the African maritime sector.

The Association of African Maritime Administrations (AAMA) which is increasingly assuming a much-needed strategic link in the maritime aspirations and development



of Africa was formed following the signing of the African Transport and Maritime Charter in 2012 in Addis Ababa, Ethiopia. The aim of the association is to promote the development of Africa's maritime regulatory and maritime environment. The maiden edition of the conference took place in Mombasa, Kenya, in October 2012 and followed by the second

edition a year later in Johannesburg, South Africa, and the theme for the 3rd AAMA Conference was- Sustainable Use of Africa's Oceans and Seas.

While declaring the conference open, President Muhammadu Buhari called for improved synergy and collaboration among African countries to effectively attain a

sustainable use of Africa's Oceans and Seas in order to build strong maritime economies.

The President who was represented by Vice President, Prof. Yemi Osinbajo (SAN) noted that the Federal Government has paid significant attention to making the Nigerian maritime business environment attractive, adding that the immediate priority in this

“
What we require to move Africa forward is a concerted and co-operative spirit amongst Africans
”



R-L: DG NIMASA, Dr. Dakuku Peterside, Board Chairman, J.I. Garba, Executive Secretary, Shippers Council, Barr. hassan Bello (2nd left) and other delegates

regard is the entry and exit of goods especially in Nigerian seaports to increase efficiency of Nigerian Ports and enable quick turnaround time of vessels.

In his words, “We recently approved a new maritime security architecture and infrastructure to be jointly coordinated by NIMASA, National Security Adviser and Federal Ministry of Transport. We have given required support to the Navy so that they can work with others within our sub region to effectively police our waters for trade. This arrangement will also contribute to resolving and eliminating piracy and sea robbery in our maritime domain”

President Buhari also noted that with the vision of AAMA, Africa is on the right path by using collaborations and synergy to develop the African maritime sector beginning from the National level, regional, sub regional and continental level.

The President also announced that the Federal Government has approved the maritime security architecture and infrastructure which is to be jointly coordinated by the Nigerian Maritime Administration and Safety Agency (NIMASA), the Ministry of Transport and the National Security Adviser's Office.

The measures that we are putting in place are designed to improve the efficiency of our ports and to enable quick turnaround time of vessels. Technology has also been deployed to make our port operations more transparent and effective in support of economic growth. NIMASA, which is the regulatory agency of shipping and maritime activities in Nigeria is being reformed so that it can play its role as a facilitator of economic prosperity. The Honorable

Minister of Transportation, Rt. Honorable Rotimi Amaechi said that Africans cannot allow the international partners set and champion an agenda for the African continent. He noted that Africa's seas should contribute significantly to the economic and environmental needs of the continent. He charged members of AAMA to lead the way and outline a vision.

While calling on other African countries to support Nigeria's quest to return to category C of the IMO, he disclosed that Nigeria has ratified 35 IMO Conventions, gazetted 34 maritime regulations, while several other maritime conventions are at different stages of being either domesticated or ratified. He added that Nigeria has stepped up efforts to make the country a deserved maritime hub by embarking on comprehensive port reforms, digitalization of all processes in the sector, upgrading port infrastructures and linking it to the rail network.

“what we require to move Africa forward is a concerted and co-operative spirit amongst Africans. That is why it is imperative that maritime administrators and regulators conference of this nature become regular to forge needed partnership.

The Director General of NIMASA Dr Dakuku Peterside noted that Nigeria is delighted to host the 3rd AAMA Conference. While also noting that Nigeria accounts for over 60% of the total seaborne traffic in volume and value in West and Central Africa region. The country is determined to advance African Maritime prosperity.

According to him “It is no coincidence that this conference of maritime administrators and

stakeholders is coming two years after African Leaders through the African Union subscribed to seven (7) key aspirations encapsulated in the Agenda 2063 at Addis Ababa, Ethiopia in January 2015 and three years after the adoption of Africa Integrated Maritime Strategy (AIMS) 2050.”

The Association of African Maritime Administrations (AAMA), inspired by African Union maritime transport charter, provides Africans a platform to give effect to the various charters adopted by heads of government whether AIMS 2050, Agenda 2063 or Lome charter.

The goals of AAMA, which can serve as a platform to increase Africa's share of global investment in the maritime sector, are in harmony with both the letter and the spirit of the revised African Maritime Transport Charter. Signed in October 2016, in Lomé, the Republic of Togo, at an extraordinary session of the Assembly of African Heads of State and Government that adopted a Charter on Maritime Security, Safety and Development in Africa.

The 3rd AAMA conference had five thematic sessions, which covered critical subjects on combating piracy and other maritime crimes, seafarers training and human capacity building, regional initiatives for sustainable development and institutionalization of the Africa Day of the Seas and Oceans.

CONDUCT OF WORKING SESSIONS

The Working Sessions covering a period of two days were conducted under the chairmanship of Ms. Hadiza Bala Usman,

Managing Director, Nigerian Ports Authority for Day 1 and Barrister Hassan Bello, Executive Secretary of the Nigerian Shippers' Council for Day 2.

The programme was made up of 5 (five) sessions and 14 (fourteen) speakers from Nigeria, Cote D'Ivoire, Togo, Kenya, Senegal, South Africa, Mozambique, Tanzania, Guinea Conakry, Liberia, Egypt, Mauritania, and Ghana. The main topics were:

- Combating the Menace of Piracy and Maritime Crimes in Africa.
- Role of African Maritime Administration in Institutionalization of the Africa Day of the Seas and Oceans.
- Training of Cadets and building of human capacities.
- Regional Initiatives for sustainable exploitation of maritime resources.
- Countries initiative for effective implementation of international maritime instruments.

The time to take measurable actions to promote an Africa-wide development of a sustainable blue economy, underpinned by good maritime security and efficient maritime law enforcement has come.

The world's oceans provide raw materials, energy, food, employment, a place to live, a place to relax and the means to transport about 80% of global trade. The identity of several countries and regions around the world is historically and geographically connected with the seas and the oceans. Many industries rely entirely on access to ocean resources, services and space. Such industries include maritime transport, offshore oil and gas, ports, renewable energy, fisheries, aquaculture, marine tourism and seabed mining. These in turn generate other industries that are dependent on maritime activities, such as shipbuilding and repair, ship design, ship broking and chartering, vessel traffic management, maritime pilotage and a host of others. It is safe to say that all these are included in what is now called the "blue economy", accordingly, the size of the industrial sector we are addressing is huge and still expanding rapidly.

Speaking at the conference, the Secretary General of the International Maritime Organization, Mr Kitack Lim posited that the global marine environment and its resources are being degraded and over exploited at an ever increasing rate and scale. Species, critical habitats and the health of the marine ecosystem are all becoming endangered to the extent where

“It is heartwarming to note that IMO has pledged to continue to partner with Africa in the provision of the necessary technical assistance in both the human and institutional capacity building”

this is adversely affecting people who live in coastal regions and communities worldwide. As such, concerted action is needed to ensure that the sources of human livelihood are exploited in a sustainable manner for the present generation and generations to come.

Therefore the IMO Scribe noted that the choice of the theme of the 3rd AAMA conference, "Sustainable use of Africa's Oceans and Seas", was no accident, as it captures the fundamental issues involved in the future of sustainable maritime development in Africa.

Sustainable use of the oceans and seas featured prominently in the 2050 Africa Integrated Maritime Strategy, the 2030 UN Agenda on Sustainable Development as well as the African Union Agenda 2063. All three strategic documents are working in unison for the good of Africa through the sustainable use of natural resources. At the United Nations level, Goal 14 of the Sustainable Development Goals (SDGs) aims to conserve and sustainably use the oceans, seas and marine resources and emphasizes the strong linkages between marine biodiversity and broader sustainable development objectives.

The IMO commended the African Union for dedicating the period 2015 to 2025 as the Decade of African Seas and Oceans and taking the very bold step to declare 25th of July every year as Africa's Day of the Seas and Oceans. This declaration coincided with the official launch of the 2050 Africa Integrated Maritime Strategy.

Statistics reeled out at the conference were quite revealing. The IMO representative quoted from the 2016 UNCTAD review of maritime transport, he disclosed that out of the 35 top ship-owning countries in the world, which make up approximately 95% of world ship tonnage, none is an African country.

Furthermore, in the share of vessel ownership by country grouping, developing countries in Africa own only 1.23%, while their

counterpart in Asia own 36.24%.

From other sources, Africa represents only 0.9% of shipbuilding yards and marine equipment industries.

Consequently, Maritime Administrations on the African continent should seriously take into account the history of the national shipping lines and the reasons for their demise; it is noteworthy that of all national shipping lines established by African governments in the last century, only that of Ethiopia survived while all others have gone moribund. The time to get it right cannot be more apt.

However, It is heartwarming to note that the International Maritime Organization, IMO has pledged to continue to partner with Africa in the provision of the necessary technical assistance in both the human and institutional capacity building.

Considering the fact that an association is a work in progress; and one that is subject to constant evolution. We cannot deny or repudiate the added values AAMA brings to the table at growing the African maritime sector despite the limitations and challenges that we have continued to encounter. As a continent, we need a proper study and understanding of our history in order to correct the warped perceptions of our past as to minimize the dangers of badly skewed stories of our maritime sector. The need to work with bodies such as the International Council for the Exploration of the Sea ICES cannot be overemphasized. The body can potentially provide administrative and research based support on how African countries can effectively take their own destiny in their own hands.

The African media should berth a new course of flow for the African maritime sector. They have an important and remarkable role in shaping the flow of discourse. Their level of influence would moderate public discourse in a manner that will cement intercontinental relationships. If AAMA works, the entire African continent will benefit.

Such a heterogeneous continent as Africa with flourishing skills and numerous maritime endowments with over 40 countries having direct access to the oceans should dictate the pace in the global maritime space.

Every Maritime Administration on the African continent has a role to play and their obligations to fulfill in order to motivate sustainable development of the sector. The next IMO Council elections in November 2017 provide an ample opportunity for Africa to move as one block.



Maritime Trade Facilitation and Economic Development in Africa

Being a text delivered by the Managing Director of Maersk Line, **Mr. Jan Thorhauge** at AAMA Conference, Abuja

INTRODUCTION

A

According to the African Development Bank, a significant decline in Africa's poverty will require the continent's GDP to grow at an overall average

of 7 per cent. In order to achieve this goal, it is of paramount importance that Africa's international trade continues and strengthens its current development.

According to the Doing Business Index by the World Bank, a 1 percent increase in trade is associated with more than a 0.5 percent increase in income per capita in economies with flexible entry regulations. The gains of trade-enabling measures can contribute to broader objectives, such as private sector development, education, foreign direct investments, market integration, economic growth and employment. All players across the value chain, i.e. governments, shippers, customers, etc. need to collaborate in order for the society to get the full benefit from the efforts.

Trade between Africa and the rest of the world has increased by 200 per cent since the year 2000 but the African continent and its Regional Economic Communities (RECs) have recorded less intra-regional trade than most other regions of the world. According to data from the United Nations Conference on Trade and Development (UNCTAD), intra-African trade amounts to only about 13.8 per cent as compared to

intra-regional trade among

Latin America countries which is 22 per cent, Asian countries at 52 per cent and Europe at about 70 per cent.

One of the major factors behind this low level of trade integration is the low level of Trade Facilitation implementation.

Maritime transport is essential to the world trade. Over 80 per cent of the volume of world merchandise trade is carried by sea, and an even higher percentage of developing-country trade is carried in ships. Global seaborne trade have both been growing at a faster rate than global GDP since 1990 according to the UNCTAD Maritime Review of 2016.

Consequently, the importance of transportation infrastructure investment such as ports, terminals and cargo inland services to overall economic growth and rising standards of living, particularly in economically developing areas currently underserved by modern transportation networks and access.

This development has gone hand in hand with an increase in the volumes of traded goods transported by sea. In 2007, international seaborne trade was estimated at 8 billion ton of goods loaded. During the past three decades the annual average growth rate of world seaborne trade is estimated as 3.1 per cent. Dry cargo (bulk, break-bulk and containerized cargo) accounted for 66.6 per cent of the good loaded. The rest is oil and petroleum transports.

Seaborne trade surpassed 10 billion tons in 2015, and continues to represent the overwhelming majority of the more than USD16 trillion in global merchandise trade by volume as well as value.

More than half of all seaborne trade by value moves in containers, with emerging economies of Asia, Latin America, the Middle East and Africa accounting for most of current shipping market expansion.

A breakdown of the group of developing countries shows that goods are predominantly loaded in Asia, which represents close to 40 per cent of the total goods loaded followed by the Americas (14.7 per cent), Africa (10.5 per cent) and Oceania (0.1 per cent). 53 per cent of the volume of world seaborne trade is unloaded in developed countries.

The development in international trade and transport has been promoted by several factors. Tariffs and other barriers to trade have decreased through multilateral negotiations in the World Trade Organisation and through regional and bilateral agreements.

Maritime transport systems have also evolved to today's container ships taking advantage of economies of scale. The costs of maritime transport have declined over time. The WTO World Trade Report 2008 cites three main technological and institutional changes as reasons for the lowering of shipping cost. First the development of open registry shipping, scale effects from increased trade and containerization.



THE RELATIONSHIP BETWEEN TRADE AND ECONOMIC GROWTH

According to a study by the Swedish Maritime Administration, openness to trade is one of several important factors to achieve economic growth. Countries that are open to trade have had faster economic growth than countries that have been more closed to trade.

Greater openness to trade is clearly associated with faster economic growth, but it is not the only factor contributing to growth. Other factors such as technical innovation, a responsible economic policy and education are also necessary.

Trade contributes to a positive economic development both by generating incomes from exports, as well as by importing products in demand. Through trade, both the exporting and importing country can take advantage of their respective resources and relative competitive advantage in a more efficient way, and contribute to diffusion of new knowledge through technology transfer.

Access to larger and richer markets is a key factor to enabling local producers generate the level of demand required to exploit economies of scale. Through specialization and economies of scale the production cost per unit decreases as production rises. Prices are also lowered by the competition that comes from trade. The combination of lowered prices and specialized products is beneficial for consumers.

Trade creates conditions for economic growth, which in its turn, is a precondition for poverty alleviation. Developing countries are a diverse group with differing trade patterns, natural

resources, factor endowments and comparative advantages. Trade has an effect on growth, employment, revenue, consumer prices and government spending in a country, which all, in turn, has an effect on the poor in a bid to alleviating poverty.

In general, there are direct and indirect effects of trade. Increased trade, as an effect of liberalisation or reduction of trade barriers, directly affects the prices in a market. How the consumers are affected by these price changes in a specific sector depends if they are net producers or net consumers.

For example, fishermen in a closed market might be negatively affected by increased imports of fish and a lowering of prices, whereas the consumers in the same market will benefit from lower prices. How price changes impact the consumers also depends on the costs for distribution, the way markets are structured and domestic taxes and regulations.

However, not all developing countries have managed to take advantage of the trade opportunities that come from globalisation and increased trade facilitation according to the United Nations Conference on Trade and Development. The economic performance for developing economies in Africa remains below that recorded by developing countries as a whole. Africa's share in the total world export was 3.1 per cent in 2007 and this share has been decreasing since the 1950s.

High trade cost and supply-side constraints may be one explanation as to why countries in Africa are not able to take advantage of trading

opportunities. One measure to address these constraints is to invest in physical infrastructure that is essential to carry out production and trade, so as to allow traders easier access to international markets.

The Maersk Group through its APM Terminals brand is the largest port and terminal operating company in Africa by equity throughput with 5.27 million TEUs handled in 2015, including transshipment volume at APM terminals Tangier in Morocco, and the Suez Canal Container Terminal in Egypt.

APM Terminals is particularly well-represented in West Africa, with ten facilities in eight countries, including APM Terminals Apapa, the busiest container terminal in West Africa with throughput of 608,000 TEUs in 2015.

A proposal for a new deep-water 1 million TEU annual capacity facility at Badagry, Nigeria, is moving forward, and a 1.5 billion investment agreement for a new deep-water hub port facility in Tema, Ghana was officially signed in June 2015 and to be completed in mid-2019.

In May 2013 a new 600 meter rebuilt quay was officially opened at Monrovia and in 2016, night navigation was reinstalled which had not been possible in the last 30 years.

A consortium led by APM Terminals was awarded the contract for a second container terminal to be built in Abidjan, Ivory Coast, a deep-water facility capable of handling 8,000 TEU capacity vessels, with an annual throughput capacity of 1.5 million TEUs.

In May 2014, APM Terminals' local joint venture Sogester signed a 20-year concession for the

operation, management and development of the Port of Namibe, Angola's southernmost port. Sogester also operates the terminal facility at the primary Angolan port of Luanda.

An equally important measure in taking advantage of trading opportunities relates to regulatory reforms to cut red tape and reduce cumbersome border procedures.

Trade facilitation is a concept aiming at precisely that.

TRADE FACILITATION

Customs play a central role in the trade chain but in order to achieve trade facilitation, all agencies at the borders must be involved. It is a concept directed towards reducing the complexity and cost of the trade transaction process and ensuring that all these activities take place in an efficient, transparent and predictable manner.

The United National Centre for Electronic Business and Trade Facilitation (UN/CEFACT) defines trade facilitation as: "The simplification, standardisation and harmonisation of procedures and associated information flows required to move goods from seller to buyer and to make payment".

Efforts to achieve trade facilitation in a country are strengthened by alliances and partnerships with international and local stakeholders in both the public and the private sectors. An ordinary trade transaction involves a large number of actors, both public and private. To facilitate the trading environment it is important to involve all these actors. In addition to a close cooperation between the public and the private sector, there need to be a clear political will and commitment in order to ensure that reforms at facilitating trade are undertaken and sustained.

Using the UN/CEFACT definition, we can identify four trade facilitation principles.

Transparency means that countries should ensure that all information, requirements and processes for crossing borders are clear specific and easily accessible for all involved.

Simplification of administrative and commercial formalities, procedures and documents cuts red tape for companies and contributes to a less bureaucratic trade process.

To achieve trade facilitation, countries should take advantage of the international standards on data, documents and

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There are direct and indirect effects of trade. Increased trade, as an effect of liberalisation or reduction of trade barriers, directly affects the prices in a market. How the consumers are affected by these price changes in a specific sector depends if they are net producers or net consumers
”

procedures, including those on the use of ICT to exchange information efficiently. The purpose of having international standards and recommendations is to ensure that the procedures of international trade work in the same general direction, with compatible tools and globally accepted measures.

Harmonisation of applicable laws and regulations, for instance within a customs union, is another step towards trade facilitation through regional integration.

In December 2015, the Maersk Group joined the Global Alliance for Trade Facilitation with the aim of accelerating trade facilitation. The objective of the Global Alliance for Trade is to accelerate trade facilitation reforms by supporting swift and wide implementation of the WTO Trade Facilitation Agreement (TFA).

When fully implemented, the TFA will represent an important step towards minimising supply chain barriers and reinvigorating global trade, contributing to private sector development, investments, market integration, education and employment.

The WTO estimates that a full implementation of the TFA can add USD1 trillion to the global GDP annually and 21 million new jobs globally.

The Maersk Group will use its local expertise to support the implementation of the Global Alliance for Trade Facilitation and stimulate local growth, adding value with our knowledge and insight of global and regional trade patterns and barriers.

A research by the United Nations Conference for Trade and Development shows that African countries have the lowest level of implementation of trade facilitation measures as recorded by the World Trade Organization's category 'A' notifications under the Trade Facilitation Agreement. This low level implementing of trade facilitation measure in Africa is adjudged responsible for Africa's low level trade integration which is hindering the economic potential and growth of Africa.

Africa has a roughly comparable size in terms of population and output as India, yet African countries are separated by 104 international borders between them. Facilitating cross border trade is key for any further economic integration. Trade facilitation implementation is also necessary for overseas trade. It is particularly relevant for the participation of African countries in global value chains and trade in manufactured goods.

Today, customs processes can involve large amounts of documentation that typically are not digitalized. This and lack of coordination between private and government actors adds unnecessary waiting time and delays to traded goods, resulting in added inventory costs and the risks of penalties for importers and exporters.

Maersk Group has fronted several impact studies over the last couple of years into how optimization of documentation processes, elimination of tariffs and



investment in infrastructure can remove bottlenecks impacting competitiveness, jobs, tax and reinvestments.

In Kenya for example, we have mapped the documentation process of moving 1 box of avocados from Kenya to Holland and it showed that more than 30 individuals or organisations were involved in 200 communication interactions during the process; Maersk is now working with partners in the region on a project to showcase how digital processes would reduce these costs.

In India the indirect and hidden costs of trade across pharmaceuticals, textiles & garments, electronics and auto parts sectors, accruing from delays and unreliable transportation services, amount to as much as 38-47 per cent of total transport and logistics costs. This is due to the fact that for each container transported to and from India, there is a high variation in lead times of 38-66 hours. Reducing these indirect costs of trade by 10 per cent has the potential to generate additional exports of up to

5-8 percent. Recently, the Government in India started a Direct Port Delivery initiative which has guaranteed at least 30% of the cargo arriving in Mumbai are cleared within 48 hours. We are also optimistic that the Presidential Enabling Business Environment Council's reforms with respect to trade across borders in Nigeria will result in improved trade facilitation.

In the Maersk Group, we recognise our role in enabling trade as one of our most important contributions to society. Our know-how and investments in port developments and roads in both mature and emerging markets are considerable catalysts for growth.

To achieve trade facilitation, countries should take advantage of the international standards on data, documents and procedures, including those on the use of ICT to exchange information efficiently. The purpose of having international standards and recommendations is to ensure that the procedures of international trade work in the same general direction, with compatible tools and globally accepted measures

CONCLUSION

International trade is predominately seaborne and has a direct relationship on the development and growth of any economy especially in developing economies in Africa. It is therefore important that African economies actively engage in international trade, increase efficiencies of their ports and border processes and reduce bottlenecks in import and export processes to enable efficient and effective trade across borders.

Trade Facilitation measures are in themselves positive steps towards human, enterprise and institutional development. They help small traders enter the formal sector, make economic activities more transparent and accountable, promote good governance, generate better quality employment, strengthen IT capabilities, and generally help modernize societies by bringing benefits in terms of administrative efficiency.

Many Trade Facilitation reforms also have a regional dimension in their implementation. By requiring collaboration and cooperation among partner countries, their implementation itself can be a positive step towards further regional integration.

We are pleased to be a part of this conference of African Maritime Administrators and we hope at the end of this conference, we will all be inspired with the political will to ensure the sustainable use of Africa's oceans and seas for efficient trade.

I wish you a successful conference.



DG NIMASA Emerges New Chairman of AAMA

● *As IMO seeks increased African tonnage to participate in global shipping*

The Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Dakuku Adol Peterside was elected the Chairman of the Association of African Maritime Administrators (AAMA) at the 3rd Conference which took place in Abuja, Nigeria.

This was one of the decisions reached at the conference with the theme 'Sustainable Use of Africa's Oceans and Seas' and attended by 34 African countries and select stakeholders from the Netherlands, Jamaica and Malaysia.

In another development, the International Maritime Organisation (IMO) has made a strong case for an increment in Africa's tonnage and development of other shipbuilding and marine infrastructure to increase the continent's participation in global shipping activities.

Chairman of the Local Organising Committee, Mr. Basir Jamoh, who addressed a media conference shortly after the event, said that the NIMASA - DG would pilot affairs of AAMA for a period of one year tenure, as Egypt would host the next conference while South Africa retains the secretariat.

Jamoh who is also the Executive Director Finance and Administration of NIMASA noted that AAMA a body of 34 African countries including Nigeria, unanimously elected Peterside at the conference jointly organised by NIMASA and the International Maritime Organisation (IMO) which drew attendance from maritime countries within the African continent and across the globe.

Peterside, takes over from Mr. Sobantu Tilayi, the Chief Executive Officer of South African Maritime and Safety Agency (SAMSA), who has been the acting chair of the association since 2013.

At a well attended closing session, Tilayi, the outgoing chairman described Peterside as a committed and dedicated technocrat that will, no doubt, take maritime administration to a higher level.

Many other participants expressed optimism in Peterside's leadership ability to improve on the fortunes of the continent through concerted maritime collaboration that will attract interest of African states through their various Maritime Administrations (MARADS).

Within the last one year, Peterside has been able to improve on inter agency and inter



government cooperation in the fight against piracy resulting to a reduction in incidences of piracy and sea robberies.

NIMASA under his watch, has broadened the scope of maritime administration in Nigeria with an approval for regional headquarters to be sited in strategic maritime locations in the country including Port Harcourt and Warri.

As a way of ameliorating the dearth of seafarers and empowering more Nigerians in core maritime professions, NIMASA recently approved the sponsorship of sea time training for the first batch of 400 cadets under a wholly sponsored National Seafarers Development Programme (NSDP), among several other initiatives.

The conference also tentatively selected Namibia and Seychelles as the two possible hosts for the 2019 edition of the conference, even as one of them would emerge.

The IMO-scribe, who was represented by the head, Africa (Anglophone) Section Technical Cooperation Division of the IMO, Mr. William Azuh, cited the 2016 UNCTAD review of maritime transport, which indicates that out of the 35 top ship-owning countries in the world, which also make up about 95 per cent of world ship tonnage, none is an African country.

The UNCTAD review also states that in the share of vessel ownership by country grouping, developing countries in Africa own only 1.23 per cent while their counterparts in Asia own 36.24 per cent. Similarly, reports from other sources indicate that Africa represents only 0.9 per cent

of shipbuilding yards and marine equipment industries.

He however observed that African continent needs to increase its level of vessel tonnage as well as develop the much needed maritime infrastructure, especially in terms of ship building and equipment to be able to effectively participate in the global shipping trade to the benefits of its citizenry.

He charged leadership of the association and indeed member states of the association to begin to develop the framework that would enable them take full advantage of the vast maritime potential embedded in the continent.

Lim however warned that in trying to build indigenous tonnages, the governments of the various countries should endeavour to ensure that the past mistakes that led to the liquidation of the national shipping lines of many African countries, which range from government interference in the daily running of the lines, corruption and nepotism do not occur again.

He said: "I however believe that the leadership of AAMA and indeed your home governments will, when considering such statistics, seriously take into account the history of the national shipping lines and the reasons for their demise".

He added that, the very high level of risk which investing in the shipping industry entails; and the benefits for the wider public which can be realised if the funds were to be spent towards achieving national sustainable development priorities should be taken into consideration.

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PHOTO NEWS



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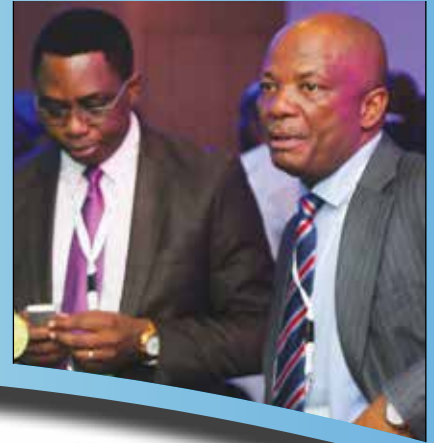


1. R-L: MD Nigerian Ports Authority, Ms. Hadiza Bala Usman, DG, NIMASA, Dr. Dakuku Peterside, Head, Financial Services NIMASA, Mr. Sheriff Babangida, Deputy Director, Financial Services, Mrs. Odusanya.
2. R-L: DG, NIMASA, Dr. Dakuku Peterside, NIMASA Board Chairman, Major General Jonathan India Garba (Rtd) and Edmond Dakoru.
3. Engr. Emmanuel Ilori (left) and Mr. Williams Azu
4. R-L: Mr. Dikko Bala, Mrs. Juliana Gunwa and Chima

5. From left, former NIMASA D.G, Dr. Ade Dosumu and former NIMASA Board Chairman, Alhaji Tijjani Ramalan.
6. Secretary General Abuja MoU, Mrs. Mfon Usoro
7. Delegates at the event
8. A cross section of delegates at the event
9. A cross section of delegates at the event
10. Delegate at the event
11. Omawunmi thrilling audience on stage
12. Some entertainers at the event
13. Kenny Black performing at the event
14. Flavour performing at the event



14





1. L-R: Director, Abuja Zonal Office of NIMASA, Mr. Ali Ndabawa, DG, NIMASA, Dr. Dakuku Peterside, Director, Maritime Labour Services, NIMASA, Mrs. Juliana Gunwa, Director, Reforms Co-ordination & Strategic Management, NIMASA, Alhaji Ibrahim Jibril and Commander, Maritime Guard Command, NIMASA, Capt. KJ Odubanjo
2. L-R: Head, Shipping Development, NIMASA, Mr. Tony Ogadi and Head, Maritime Safety & Seafarers Standards, NIMASA, Capt. Sunday Umoren.
3. Deputy Director and Head of Public Relations, NIMASA, Mr. Isichei Osamgbi, Executive Director, Finance and Administration and Chairman LOC, AAMA Local Organising Committee, Alhaji Bashir

- Jamoh and Director, Admin & Human Resources, Mr. Akin Akinyosoye.
4. L-R: DG, NIMASA, Dr. Dakuku Peterside, Mr. Hussein Amr and Head, Africa Section, Technical Cooperation Division, IMO, Mr. Williams Azu.
5. NIMASA Board Chairman, Major General, Jonathan India Garba (Rtd.) flanked by a Board member, Mr. Mohammed Gidado Muazu (Left) and Assistant Director, Protocol, NIMASA, Mr. Umar Buba (Right).
6. R-L: Director Admin & Human Resources, NIMASA, Mr. Akin Akinyosoye, Marketing Manager of Verdant Zeal Limited, Mrs. Nkiru Oguadinma, Managing Director, Verdant Zeal, Mr. Tunji Olugbodi and Deputy Director/Head of

- Transport, NIMASA, Alhaji Kabir Murnai.
7. L-R: Director Special Duties, Hajia Lami Tumaka, E.D Operations, Engr. Rotimi Fashakin, FNSE, Hajia Jummai A. Musa, DPRDMS
8. L-R: Deputy Director, Procurement, NIMASA, Mr. Otonye Obom, Commander, Maritime Guard Command, NIMASA, Capt. KJ Odubanjo, Head, Protocol, NIMASA, Kehinde Bolaji and Head, Shipping Development, NIMASA, Mr. Tony Ogadi.
9. Group photographs of Delegates from various African countries at the event
10. Head Corporate Communication, NIMASA, Mr. Isichei Osamgbi in a group photograph with some NIMASA staff.



HOW AFRICA CAN COLLABORATE TO GROW ITS BLUE ECONOMY

BEING A TEXT OF THE SPEECH DELIVERED BY THE VICE PRESIDENT OF NIGERIA, HIS EXCELLENCY, **PROF. YEMI OSINBAJO**, SAN, GCON AT THE OPENING OF THE 3RD ASSOCIATION OF AFRICAN MARITIME ADMINISTRATION (AAMA) CONFERENCE WHICH HELD IN ABUJA



I

am representing here the President of the Federal Republic of Nigeria, President Muhammadu Buhari, who sends his very warm wishes and also his

thanks for all of the support that various African countries have given Nigeria. And also, to say that warm welcome into Abuja and wish you enjoy your stay here. He also wishes you very fruitful deliberations

Let me begin this speech by thanking you for the kind invitation to attend this very important meeting of your Association.

I am especially pleased that we are able to host this meeting here, especially when one recalls that the 2014 session of this meeting could not be held in West Africa on account of the outbreak of the Ebola disease.

But perhaps even more fulfilling is the pride that we must all take in the establishment, and nurturing of this unique Association of Maritime Administrations in Africa.

It is an exceptional demonstration of the important collaborations that the founding fathers of the OAU and then the AU had in mind when they agreed to bind their nations to the grand common purposes set out in the inspired charters of the Union.

It is clear that these great and inspirational antecedents were not lost on the founding fathers of your association when in 2013 at the 2nd meeting of The Heads of Africa Maritime Administrations in Sandton, South Africa, the meeting noted that it was, and I quote,

“Inspired by the noble objectives which guided the founding fathers of our Continental Organisation in their efforts to promote unity, solidarity, cohesion, and cooperation among the people of Africa”;

Following therefrom, your determination and I quote again “to take up the multifaceted challenges that confront the maritime sector in Africa and establish the necessary conditions which can enable the continent to play its rightful role in the development of the African maritime sector” stands on a very firm foundation.

For anyone following developments in the African maritime sector, there can be no question that more than ever before our countries are beginning to accord the sector the seminal importance it deserves.

Just a few months ago, the African Union Heads of State and Government agreed to adopt the African Charter on Maritime Security, Safety and

Development as a means of making our maritime resources a key driver of continental economic development.

Several other initiatives demonstrate the sector's importance in food and environmental stability. Clearly the enormous untapped potential for the making of strong self-reliant, African economies lies embedded in the blue economy. It is the task of you the seasoned leaders of the sector to guide us on this crucial voyage. The challenges are many, but not insurmountable.

As things stand, Africa's fishing grounds are being pillaged, its waters are being polluted and piracy is heightening maritime insecurity and causing increases in the cost of insurance and freight. At the same time, the regulatory and legal frameworks to properly manage maritime resources and overcome these challenges are still inadequate.

Similarly, we are yet to fully develop the human and institutional capacities required to respond appropriately to these challenges. Many difficulties but incredible opportunities, the good news is that we are on the right path, Collaboration and synergies. Our countries have to continue to develop the maritime sector beginning from national level to the sub-regional and regional levels.

Here in Nigeria, we have taken steps to tackle some of the issues peculiar to us while still requiring regional and sub-regional collaboration. We have stepped up engagement to address and



L-R: Senator Bala Ibn Na'allah, Speaker, House of Representatives, Hon. Yakubu Dogara, Vice President Prof. Yemi Osinbajo, Minister of Transportation, Rt. Hon. Rotimi Amaechi and DG NIMASA, Dr. Dakuku Peterside after the Vice President unveiled the new NIMASA Brand

resolve the misunderstandings and contentious issues in our Niger Delta which of course is part and parcel of the Gulf of Guinea.

We recently approved a new maritime security architecture and infrastructure to be jointly coordinated by the Nigerian Maritime Administration and Safety Agency (NIMASA), the Ministry of Transportation and the Office of the National Security Adviser (NSA).

We are giving required support to the Nigerian Navy and other security agencies so that they can work with others within our sub-region to effectively police our waterways for trade to flourish.

These arrangements will also contribute to resolving and eliminating piracy and sea robbery within our maritime domain. The results are encouraging and piracy has dropped significantly in the past six months.

In the same vein, we are making substantial investments to improve human capacity by taking advantage of international training and internship opportunities in the shipping and maritime industry. We have also paid significant attention to making it easier to do business and one of our immediate

priorities in this regard is the entry and exit of goods, especially in our seaports. The

measures that we are putting in place are designed to improve the efficiency of our ports and to enable quick turnaround time of vessels. Technology is also being deployed to make our port operations more transparent and effective in support of economic growth.

NIMASA, which is the regulatory agency of shipping and maritime activities in Nigeria is being reformed so that it can play its expected role as a facilitator of economic prosperity. Today, in the course of this opening ceremony, we will be unveiling the new NIMASA brand which will serve as a signpost and symbol of our determination to reposition this vital agency.

As African maritime administrators and regulators, it is my respectful view that you must ensure a coherent and collaborative continental response to the challenges facing our maritime space. This will require cooperation amongst our States and agencies and with other segments of society including the private sector. It will also entail focusing on human capacity development including strengthening the coast guard function to police our waterways. It means that governance issues and appropriate legal and regulatory frameworks must be put on the front burner alongside timely exchange of information.

In addition, issues of maritime security and safety must continue to receive priority attention as we strive to make Africa a valued player in the international maritime community.

In this vein, Nigeria will promote and support effective African participation in the Council of the International Maritime Organization (IMO). However, this can only yield desired results when we have all African states speaking with one voice at the global level for the enduring interest of Africa.

Finally, in the next two days of this conference, I invite you to feel at home and to take the opportunity of your stay in Abuja, which we consider as home for all Africans, to savour the sights, sounds, and culinary delights of Nigeria.

Let me congratulate the able and dynamic Director-General of NIMASA, Dr. Dakuku Peterside, for the great effort deployed to host this conference, and of course the Honourable Minister of Transportation, Dr. Chibuike Amaechi.

As I unveil the new NIMASA brand today, let it signify our optimism and desire for closer synergy and collaboration by maritime stakeholders on the continent of Africa.

It is therefore my special pleasure to declare this Conference open.

I wish you productive and fruitful deliberations.

RECORD OF DECISIONS, RECOMMENDATIONS & RESOLUTIONS



IMO Sec. Gen, Mr. Lim Kitack

T

he Association of African Maritime Administrations (AAMA) in conjunction with the International Maritime Organisation (IMO), today, concluded a successful

Conference of the Association of African Maritime Administrations (AAMA) for the Heads of Maritime Administrations.

The Workshop was held in Abuja, Nigeria from 19th – 21st April 2017.

The theme of the 3rd AAMA Conference was ***Sustainable Use of Africa's Oceans and Seas***.

The representatives of the following member Administrations attended the Conference:

Mauritania, South Sudan, Cameroon, Ethiopia, Mozambique, Sao Tome & Principe, Senegal, Sierra Leone, Seychelles, Somalia, South Africa, United Republic of Tanzania, Togo, Uganda, Ghana, Cote D'Ivoire, Comoros, Cape Verde, Djibouti, Benin, DR Congo, Egypt, Equatorial Guinea, Guinea Bissau, Liberia, Kenya, Guinea, Libya and Nigeria.

The following countries and organizations attended the conference;

Jamaica, Netherlands, Malaysia, IMO, Abuja MOU, PMAWCA, SOAN, NPA, NSC, NITT, NIWA, ASA, WIMA, FAO.

OPENING CEREMONY:

The opening ceremony included four major items:

- Welcome speech by Dr. Dakuku Adol Peterside, the Director General of NIMASA
- Goodwill messages by Representatives of International Maritime Organization (IMO), Senate President and Speaker House of Representative, Nigeria.
- Keynote address titled "Maritime Trade Facilitation and Economic Development in Africa"
- Declaration of the conference open and unveiling of the new NIMASA brand by His Excellency, President of the Federal Republic of Nigeria, President Muhammadu Buhari

represented by the Vice President, Prof. Yemi Osinbajo SAN, GCON.

CONDUCT OF WORKING SESSIONS

The Working Sessions covering a period of 2 days were conducted under the chairmanship of **Mrs. Hadiza Bala Usman**, Managing Director, Nigerian Ports Authority for Day 1 and Barrister Hassan Bello, Executive Secretary of the Nigerian Shippers' Council for Day 2.

The programme was made up of 5 (five) sessions and 14 (fourteen) speakers from Nigeria, Cote D'Ivoire, Togo, Kenya, Senegal, South Africa, Mozambique, Tanzania, Guinea Conakry, Liberia, Egypt, Mauritania, and Ghana. The main topics were:

- Combating the Menace of Piracy and Maritime Crimes in Africa.
- Role of African Maritime Administration in Institutionalization of the Africa Day of the Seas and Oceans.
- Training of Cadets and building of human capacities.
- Regional Initiatives for sustainable exploitation of maritime resources.
- Countries initiative for effective implementation of international maritime instruments.

DECISIONS AND RESOLUTIONS

At the conclusion of the Conference a number of key decisions were agreed upon. Below are some of the key decisions, recommendations and resolutions:

1. To achieve inclusive participation in global trade, countries must have the political will to facilitate trade through:
 - Transparency
 - Simplicity of trade documentation and procedures
 - Elimination or reduction of red-tapes (bureaucracy)
 - Adequacy of and implementation of applicable laws

2. The IMO affirmed its readiness to support Maritime Administrations in Africa in combating security challenges, and in building human capacity equipped to implement, monitor and enforce international instruments.
3. The IMO will support, when possible, regular meetings of Heads of Maritime Administrations in Africa, at frequencies to be determined by the AAMA.
4. His Excellency, President of the Federal Republic of Nigeria, President Muhammadu Buhari represented by the Vice President, Prof. Yemi Osinbajo SAN, GCON noted that Heads of State and Governments of the African Union have resolved to make the maritime sector a major driver for economic development. The Vice President affirmed that the Nigerian government recently approved a new maritime architectural framework that will effectively make the waters of Nigeria free from pirates and also improve international trade. In addition, Government will also strengthen defense to protect and safeguard business.
5. The African Union Commission has set aside 25th July of every year as Africa's Day of the Seas and Oceans. Maritime Administrations are encouraged to institutionalize this day to raise awareness amongst stakeholders of the strategic importance of maritime governance for sustainable development; highlight the important role Africa needs to play at international maritime forum; raise awareness on Africa's "Blue Economy" and enhance the focus on maritime safety, security, maritime environment protection and human element.
6. Maritime Administrations are urged to devote concerted effort and planning to pursue the following:
 - Enhancement of wealth creation, and regional and international trade performance through maritime-centric



AAMA Chairman, Dr. Dakuku Peterside



immediate past interim AAMA chairman, Mr. Sobantu Tilayi



Head African Section, IMO, Mr. William Azu

- capacity and capability building.
- Minimization of environmental damage and expedited recovery from catastrophic events.
- Prevention of hostile and criminal acts at sea, and coordination/harmonization of the prosecution of offenders.
- Population protection, including assets and critical infrastructure from maritime pollution and prevention of dumping of toxic and nuclear waste.
- Improvement of Integrated Coastal Zone/ Area Management in Africa.
- Promotion of ratification, domestication and implementation of international instruments.
- 7. To address the enormous challenges of building human capacities in the maritime sector especially regarding training and employment of cadets, maritime Administrations should develop an integrated human resources strategy for the maritime sector to support the provision of skills taking into account gender balance in the entire maritime value chain which includes shipping and logistics, offshore activities, fishing, tourism and recreation, and safety and security (AIMS 2050).
- 8. Government should provide fiscal incentives to attract vessels to their respective ship registry.
- 9. Governments should adopt the Port State Measures Agreement and to consider taking immediate actions to implement and enforce the measures.
- 10. Strengthen the legal and governance framework for monitoring and control of fishing activities on a national and regional basis.
- 11. Governments must develop measures in addition to FAO guidelines to protect our exclusive economic zone and territorial waters from illegal, unlawful unreported fishing by foreign fishing trawlers.
- 12. Members are encouraged to re-enforce regional cooperation and coordination,

enhance information sharing and regulatory governance among members to combat the menace of piracy and other maritime crimes while maintaining a balance between security and the facilitation of global trade.

13. AAMA is urged to identify and carry out capacity building exercises for member nations according to their needs.
14. Maritime Administrations are encouraged to facilitate the ratification and adoption of the African Maritime Transport Charter and the 2017 Lome Charter.
15. Recognizing the gender policies in the Maputo Protocol, Agenda 2063 and the SDGs etc, AAMA is encouraged to facilitate the adoption by Maritime Administrations of measures that will incorporate gender mainstreaming in the short, medium and long term strategy of each Administration.
16. AAMA has resolved to take the lead in the collaboration of maritime agencies and the development of a well-defined national/continental strategy.
17. All Maritime Administrations in Africa are encouraged to attend Africa Day of the Seas and Oceans on 25th July 2017 at Addis Ababa.
18. To foster economic co-operation between AAMA members, AAMA has agreed to develop and adopt Near-Coastal Trading, Certification and Competency Code for mutual recognition of certificates that will reduce/eliminate contentions by Port State Control Inspectors.
19. Member administrations are urged to deposit formal instruments with the Secretary-General of the AAMA to complete their membership formalities.
20. AAMA formally approved the Organisation of African Maritime Awards starting from Egypt 2018 to recognize and honor outstanding Africans.
21. NIMASA has been elected Chairman of AAMA with Eleven (11) members' executive committee

comprising of representatives of Central Africa (Cameroun & Cape Verde), West Africa (Cote D'Ivoire & Ghana), East Africa (Tanzania & Comoros), Southern Africa (Mozambique and South Africa), North Africa (Egypt & Sudan) and Uganda representing Land-locked countries.

Done at Abuja, Nigeria this **21st Day of April 2017**

RESOLUTION NO. 1

The heads of Maritime Administrations in Africa participating at the 3rd Annual Conference of the Association of African Maritime Administrations (AAMA) express their appreciation to the Federal Government of Nigeria and particularly to His Excellency, President of the Federal Republic of Nigeria, President Muhammadu Buhari represented by the Vice President – Prof. Yemi Osinbajo SAN, GCON, for the warm and friendly welcome and hospitality extended to the delegates during their stay in Abuja, for the excellent resources placed at their disposal and for the substantial support provided to the conference. PRESENT their sincere congratulations to the Nigerian Maritime Administration and Safety Agency for the perfect organization of the regional workshop and to the International Maritime Organization (IMO) for its technical support. AGREE to report to the appropriate Authorities of their respective countries on the success of the Conference and to ensure that follow-up actions, such as to undertake necessary measure for an effective implementation, monitoring and enforcement of international maritime instruments and other mandates of AAMA are taken into consideration for action.

Done at Abuja, Nigeria this **21st Day of April 2017**

OTC 2017 IN HOUSTON, UNITED STATES OF AMERICA



A

A. DG, NIMASA, Dr. Dakuku Peterside (right) in a warm handshake with Senator Ahmed Ogembe at the NIMASA stand while Chairman Senate Committee on Marine Transport, Senator Sani Yerima and Chairman House Committee on Marine Transport, Hon. Umar Bago looks on

B. Head, Protocol, Bolaji Kehinde, Director Admin, Mr. Akin Akinyosoye, a stakeholder, Principal Protocol Officer, NIMASA, Mr. Gyana Zidon and Head Shipping Development, Mr. Anthony Ogadi, at the NIMASA stand at the Offshore Technology Conference, OTC, in Houston Texas, USA

C. ED Ops, Engr. Rotimi Fashakin and Mr. Okey Ajairo at a stakeholders event



B



C

NOR-SHIPING WEEK AT OSLO, NORWAY



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1. L-R: Director General, Nigerian Maritime Administration and Safety Agency Dr. Dakuku Peterside, Executive Secretary, Nigerian Shippers' Council, Barrister Hassan Bello and the Managing Director, National Inland Waterways Authority (NIWA) Mr. Boss Mustapha during the Africa @ Nor session of the Nor-Shipping week at Lillestrom, Norway.

2. R-L: Chairman, House Committee on Maritime Safety, Education and

Administration, Hon. Umar Bago, a Stakeholder, Mr. Victor Aji, Minister, Federal Ministry of Transportation, Rt. Honourable Rotimi Amaechi, Vice Chairman, Senate Committee on Marine Transport, Senator Ahmed Ogembe and the Director, Maritime Services of the Federal Ministry of Transportation, Mr. Danjuma Dauda.

3. Chief Executive Officer of the South African Maritime and Safety Administration (SAMSA), Mr. Sobantu Tilayi



Global Industry Alliance Launched to Support Low Carbon Shipping

Leading shipowners and operators, classification societies, engine and technology builders and suppliers, big data providers, and oil companies have signed up to a new Global Industry Alliance (GIA) to support transitioning shipping and its related industries towards a low carbon future.

Thirteen companies have signed up to launch the GIA, under the auspices of the GloMEEP Project, a Global Environment Facility (GEF)-United Nations Development Program (UNDP)-International Maritime Organization (IMO) project aimed at supporting developing countries in the implementation of energy efficiency measures for shipping. (Click for photos.)

Together, the GIA partners will collectively identify and develop innovative solutions to address common barriers to the uptake and implementation of energy efficiency technologies and operational measures. Focusing on a number of priority areas including energy efficiency technologies and operational best practices, alternative fuels, and digitalization, activities likely to be undertaken or promoted by the Alliance will include, inter alia: research and development; showcasing of advances in technology development and positive initiatives by the maritime sector; industry fora to encourage a global industry dialogue; and the implementation of capacity building and information exchange activities.

The GIA was officially inaugurated today (29 June) at a launch ceremony held at the headquarters of the IMO, the United Nations specialized agency with responsibility for safety and security of shipping and the

prevention of pollution from ships. The launch was held at the margins of the first meeting of the IMO Intersessional Working Group on Reduction of GHG emissions from ships.

In his GIA launch speech, IMO Secretary-General Kitack Lim said the new alliance would help shipping to make its contribution towards greenhouse gas reduction and the mitigation of climate change, a key target for the United Nations under its Sustainable Development Goals (SDGs).

"What we are witnessing today is the formal start of a tried and tested partnership concept which has the potential to boost still further our efforts to kick-start the change that society demands and create a firm, tangible basis to transform the shipping sector for the better," Mr Lim said.

"Under this new public-private partnership initiative, these 'industry champions', which come from different sectors of the industry and may have different business strategies within the same sector, are coming together to contribute to tackling the challenges of decarbonizing the shipping sector."

Following the announcement by the GloMEEP Project of its intention to establish the GIA, thirteen companies have agreed to become the founding members of the GIA, although it is expected that more companies may join the GIA even after the launch. The thirteen members that have formally committed to joining the alliance are:

- ABB Engineering (Shanghai) Ltd.;
- DNV GL SE;

- Lloyd's Register EMEA;
- MarineTraffic;
- MSC Mediterranean Shipping Company S.A.;
- Ricardo UK Ltd.;
- Royal Caribbean Cruises Ltd.;
- Shell International Trading and Shipping Company Limited;
- Silverstream Technologies;
- Stena AB;
- Total Marine Fuels Pte Ltd.;
- Wärtsilä Corporation; and
- Winterthur Gas & Diesel Ltd.

These companies are supporting the overall goals of the GIA by providing their expertise and know-how in the area of maritime fuel efficiency, as well as contributing financially towards the GIA Fund from which GIA activities will be funded.

Following the official GIA launch, the first GIA Task Force meeting was convened to discuss work modalities and kick-off the GIA work.

• **Culled from IMO Website**

Lim

Nigeria Set To Return To International Maritime Organisation Council – APR

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igeria's chances of returning to the council of the International Maritime Organization (IMO), has greatly improved with the recent efforts of

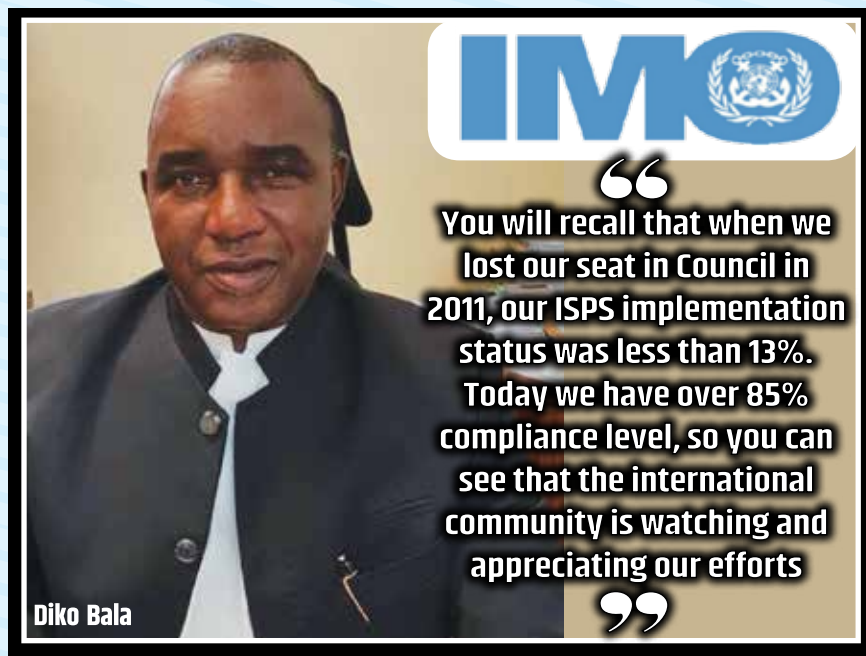
the management of the Nigerian Maritime Administration led by the Director General, Dr. Dakuku Peterside, to bring the country back to leadership position in global maritime community latter this year, Nigeria's Alternate Permanent Representative (APR) at the IMO, Alhaji Diko Bala has said.

Mr Balla who stated this while speaking at the Nigerian IMO office in London, noted that the steps taken by the present NIMASA management, has led to a great improvement of the country's relationship with the IMO as a body and other Maritime Administrations who are members of the international body. The move is in line with President Muhammadu Buhari drive to integrate the nation back into global affairs.

He noted that "Nigeria was amongst the first ten (10) countries from the over 170 member nations of the IMO to submit itself for the IMO Member States Audit Scheme, IMSAS, this is seen as a show of direction of the current administration of maritime in Nigeria by the IMO, adding that the IMO Secretary General Mr Kitack Lim was pleased when the Minister of Transportation Honorable Rotimi Amaechi informed him that the findings and observations of the IMO Member States Audit Scheme of Nigeria was being studied with a view to preparing and implementing Corrective Action Plans (CAPs) within the stipulated time frame".

Speaking further, the APR noted that IMO considers the issue of Piracy as top priority and is pleased with Nigeria for taking the fight against Piracy and robbery at sea to new levels with the Anti-Piracy bill pushed in the parliament.

In his words "The achievements of the Dr. Dakuku Peterside led Management at NIMASA since assumption of office is an indication that the nation's maritime sector is heading in the right direction. And the fact that the IMO is collaborating



with Nigeria much more in the area of trainings and technical support shows that the international body is satisfied with NIMASA operations in recent times. By November this year, I can assure you that Nigeria's election into the Category "C" at IMO will be an overwhelming one."

Commenting on the implementation of the International Ships and Ports facility Security ISPS Code, Mr. Bala noted that the fact that Nigeria is now in the category of countries considered as most successful in its implementation is a welcome development to both the IMO and other stakeholders in the maritime sector.

"You will recall that when we lost our seat in Council in 2011, our implementation status was less than 13%. Today we have over 85% compliance level, so you can see that the international community is watching and appreciating our efforts" he said.

In addition, the Nigerian APR said that the IMO is prepared to support Maritime Administrations in Africa in combating security challenges, and in building human capacity equipped to implement, monitor and enforce international instruments.

Commenting on the recent conference of Association of the African Maritime Administrations (AAMA), which was hosted

by Nigeria, Mr Bala noted that the IMO has restated her commitment to support, when possible, regular meetings of Heads of Maritime Administrations in Africa, at frequencies to be determined by the continental body.

The Nigerian Alternate Permanent Representative to the IMO noted that the Body is satisfied with the decision of the continental body to encourage regional cooperation and coordination amongst member nations to enhance information sharing and regulatory governance among members which according to the IMO has the potentials to assist in combating the menace of piracy and other maritime crimes while maintaining a balance between security and the facilitation of global trade.

All member countries of the Association of African Maritime Administration at their 3rd conference which took place in Abuja, agreed to address the challenges of building human capacity in the maritime sector, by developing an integrated human resources strategy to support the provision of skills taking into account gender balance in the entire maritime value chain which includes shipping and logistics, offshore activities, fishing, tourism and recreation, as well as safety and security.



DAY OF SEAFARERS

The Nigerian Maritime Administration and Safety Agency (NIMASA) on June 25th joined the rest of the world to mark the Day of the Seafarers as set aside by the International Maritime Organisation (IMO) at Onne, Rivers State.

1. Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside in a photograph with seafarers at the 2017 celebration of the Day of Seafarers in Onne, Rivers State.
2. L-R: Executive Director, Maritime Labour & Cabotage Services, Nigerian Maritime Administration and Safety Agency (NIMASA), Mr. Gambo Ahmed, Director General, NIMASA, Dr. Dakuku Peterside, General Manager, Intels Nigeria Limited Mr. Silvano Bellinato, Assistant General Manager INTELS Mr. Chibuike Oyeibuike, and Deputy Director, Compliance Monitoring and Enforcement, Nigeria Shippers' Council Mr. Chukwuemeka Agu, at the 2017 celebration of the Day of the Seafarer in Onne, Port Harcourt Rivers State.
3. L-R: National President, Nigeria Merchant Navy Officers & Water Transport Senior Staff Association, Comrade Matthew Alalade, Chairman, National Seafarers Welfare Board, Otunba Kunle Folarin and a Stakeholder at the 2017 celebration of the Day of the Seafarer in Onne, Port Harcourt Rivers State.
4. Some participants at the 2017 celebration of the Day of the Seafarer in Onne, Port Harcourt Rivers State.



SALVAGE LAW AND INDUSTRY IN NIGERIA

BY ANTHONY PREYE PREGHAFI

The incidence of marine casualty is corollary to navigation of vessels. As vessels criss-cross the oceans, seas and ports, they are vulnerable to fire-out break/ explosion, collision, grounding and machinery breakdown. Any of these casualties will precipitate urgent salvage operation. The fundamental concept is that the salvors should be encouraged by the prospect of an appropriate salvage award to intervene in any casualty situation to save the ship, property, to save life and prevent pollution. The salvor's right to reward is based on natural equity which allows the salvor to participate in the benefit conferred to the shipowner, the ship and the cargo.

WHAT IS MARITIME SALVAGE?

According to Geoffrey Brice, "in English law the right to salvage arises when a person,

acting as a volunteer that is without any contractual or other legal duty to act preserves at sea any vessel, cargo, freight, or other recognized subject of salvage from danger".

In *Phelan V Mingos* (1959 AMC 975) the United States court defined salvage as "a service voluntarily rendered in relieving property from impending peril at sea by those having no obligation to do so".

Furthermore, the 1989 International Convention on Salvage in Article 1 (a) defined salvage as "the act or activity undertaken to assist a vessel or any property in danger in navigable waters or in any other waters whatsoever".

Therefore, the elements of maritime salvage are as follows:

- The property saved must be a recognized maritime property. These include the ship stores and apparel; ship cargo like floatsam, jetsam and legam; unpaid freight and passage money. Article 1 (b) and (c) of the 1989 Salvage Convention acknowledges this element.
- The Salvage act must be voluntary. As long as a person is recognized in law as a volunteer and he provides salvage services, he is entitled to salvage remuneration. Voluntariness of the act is noted in Article 17 of the 1989 Salvage Convention.
- The salvage operation has to be successful. In *The Tojo Maru* (1972 AC 242 at 293) the court stated that the first distinctive feature is that the person rendering salvage services is not untitled to any remuneration unless he saves the property in whole or in part. Article 12 of the Salvage Convention recognizes this element.
- The property saved must be in danger. In *The Phantom* (1886) the court stated that it is not necessary for it to be absolute danger. It is sufficient if there is a state of difficulty and a reasonable apprehension.

SALVAGE DISTINGUISHED FROM TOWAGE SERVICES

Case law has effectively distinguished the two maritime concepts. In *The Princess Alice*

Sir Samuel Evans held that both salvage and towage cannot co-exist at the same moment. There will be a moment in time when the situation of danger arises and at which moment the towage service ceases and the salvage service begins. Similarly, there can be a moment when the situation of danger finishes and as such the salvage service would finish and the towage services would resume. So, one contract suspends the other.

SALVAGE DISTINGUISHED FROM WRECK REMOVAL

Salvage operations and wreck removal are intricately linked, hence it is pertinent to distinguish these two maritime law concepts. Wreck removal usually follows an unsuccessful salvage attempt; the two are really quite different topics. Salvage is aimed at preserving the property involved in marine casualty from danger at sea; the operations are undertaken to assist the property and to avoid any further damage as much as possible so that the vessel is returned to service. It is on no-cure-no-pay basis; while wreck removal is primarily motivated by public interest. The wreck is of little or no salvage value, because the objective here is not to salvage the vessel. It focuses on avoiding, eliminating or minimizing the hazard the marine casualty poses to safety of navigation and the environment.

Also from the perspective of risk sharing in the event of marine casualty, salvage expenses are historically borne by the Marine Hull Insurer and the Cargo Insurer. In contradistinction, wreck removal expenses are the responsibility of the vessel's P & I Club. However, with the advent of the International Convention on Salvage, 1989 article 14 provides for Special Compensation for unsuccessful salvage operation. The complexity and cumbersomeness in implementing the aforementioned provision precipitated the creation of alternative and more equitable compensation system, called the SCOPIC. Therefore, where the salvor puts up substantial efforts to prevent or minimize environmental damage, he would be compensated by the P & I Club of the vessel.

AN ANALYSIS OF THE INTERNATIONAL CONVENTION ON SALVAGE 1989

The current international legal framework that regulates salvage operations globally is the International Convention on Salvage 1989. In article 6 (2) of the Convention, the master

has the authority to conclude contracts for salvage operations on behalf of the owner of the vessel or property on board.

The salvor duties are listed in article 8 (1) are -To carry out the salvage operation with due care; To exercise due care to prevent damage to the environment; Reasonably required to seek assistance from other salvors; And to accept the intervention of other salvors when requested by the master and owner. The owner of the vessel and master are also required to cooperate fully with the salvor during salvage operations as stated in article 8 (2).

Every master is bound, so far as he can do so without serious danger to his vessel and persons thereon, to render assistance to any person in danger of being lost at sea. This is provided in article 10 (1).

Furthermore, article 13 sets out the criteria for fixing the reward which include amongst others skill and efforts of the salvors in saving the vessel and other property alike. The skill and efforts of the salvors in preventing or minimizing damage to the environment in salvage operation.

Where the salvor fails to earn reward under article 13 due to the no-cure -no-pay and he has prevented or minimized damage to the environment, he would be entitled to Special Compensation up to 30% for his expenses incurred. These out of pocket expenses reasonably incurred by the salvor and a fair rate for equipment and personnel used in the operation will be reimbursed. This is entrenched in article 14.

Article 16 of the Convention excludes the payment of remuneration or reward for saving lives. However in salvage operation where one saves life another saves property, the one who saves life is entitled to a fair share of the payment awarded the property salvor.

The International Convention on Salvage, 1989 in article 3 stated that the Convention does not apply to fixed platforms or mobile offshore drilling units engaged in the exploration and exploitation of seabed mineral resources.

LLOYD'S OPEN FORM (LOF)

There are various types of salvage contracts in use in the industry such as the Japanese Form, Beijing Form, Moscow Form, Turkish Form and the Lloyd's Open Form (LOF). The LOF remains the internationally preferred contract. The first LOF adopted was in 1892 and since then it has had 11 revisions. The current edition was introduced in January 2011. The LOF is mostly used in "no-cure -no-pay"

(1849) Dr Lushington held that a towage service may be described as "the employment of one vessel to expedite the voyage of another when nothing more is required than accelerating of her progress".

In *The Reward* (1841 166 ER 536 at 539) the learned judge stated thus "I apprehend that mere towage service is confined to vessels that have received no injury or damage, and that mere towage is payable in those cases only where the vessel is receiving the services in the same condition she would ordinarily be in without having encountered any danger or accident.

In *The Homewood* (1928) Hill J. held that to constitute a salvage service by a tug under a contract to tow, two elements are necessary. That the tow is in danger by reason of circumstances which could not reasonably have contemplated by the parties and that risks are incurred or duties performed by the tug which could not reasonably be held to be within the scope of the contract.

Furthermore, in *The Leon Blum* (1915)

“The maritime salvage in Nigeria is still a fledgling business. The main roles of salvors are the protection of the marine environment and mitigation of any loss suffered by shipowners and their insurers. Worldwide, salvage companies also engage in marine casualty response, pollution defense, wreck removal, cargo recovery and related activities”

salvage contracts. In return for salvage services, the salvor receives a proportion of the salvage value. Therefore LOF provides a “safety net” and guarantees that the salvor’s expenses would be paid in the event that the value of the salvaged property was insufficient to cover his expense; especially if the salvor had prevented or mitigated pollution of the environment.

SPECIAL COMPENSATION PROTECTION AND INDEMNITY CLUB (SCOPIC)

As stated earlier, the cumbersome nature of implementing article 14 of the International Convention on Salvage, 1989 precipitated the world salvage industry to develop an alternative method of assessing the Special Compensation due to the salvors in 1999 and the current edition is 2011. The SCOPIC is voluntarily incorporated to the LOF contract. According to the International Salvage Union, SCOPIC is tariff based compensation mechanism designed to ensure that the salvor recovers as a minimum, his expenses of providing services to a casualty, plus fixed bonus, regardless of the degree of success. Therefore the salvor will be deprived of the benefits in article 14. Also, the salvor needs to invoke the SCOPIC Clause, by a written notice to the shipowner before it becomes operative.

NIGERIAN SALVAGE LAW AND INDUSTRY

Nigeria as a coastal State ratified the International Convention on Salvage, 1989 and had domesticated same by virtue of section 215 (i) of the Merchant Shipping Act, (MSA) 2007. The legal framework of salvage law in Nigeria is robustly provided in section 386 to 404 of MSA; Merchant Shipping (Wreck and Salvage) Regulations, 2010; the NIMASA

Act, 2007. This law only tangentially glosses over salvage operations in sections 22 (1) (i), (2) (b), 44 (1) (b), 49, 50 and 51 without expressly regulating the maritime concept.

Furthermore, the Cabotage Act, 2003 in section 4 (2) prohibits foreign vessels from trading in Nigerian coastal waters; however, the foreign vessels are permitted to render salvage services to others vessels in distress or danger in Nigerian waters.

The MSA in section 390 stated that any master of a vessel which has the capacity but fails to render assistance to a vessel in distress commits an offence and on conviction is liable to a fine not less than ₦500,000 or 2 years imprisonment or both.

Like any other salvor, agencies of the Federal Government that successfully render salvage services are entitled to reward (Section 395 of MSA).

Salvage operations which take place in inland waters of Nigeria and involving inland waterway vessels are excluded from the law. Also excluded are fixed or floating platforms and mobile offshore units (section 399 of MSA).

Where any dispute as to salvage arises, the Receiver of Wreck which is NIMASA, on the application of either party shall appoint a valuer to value the property. The Receiver of Wreck is also empowered by law to detain the vessel, cargo, equipment until payment is made for the salvage or the property is formally arrested by an order of the Federal High Court. The Receiver of Wreck is also imbued with the power to sell the property if the owner is aware of the detention and failed to pay for the salvage services after 21 days. (Section 403 of MSA)

It is pertinent to note that by virtue of sections 66 and 67 of MSA, the salvor has a maritime lien on the property or vessel which has priority over mortgages and preferential

rights duly registered in the Ship Registry.

The maritime salvage in Nigeria is still a fledgling business. The main roles of salvors are the protection of the marine environment and mitigation of any loss suffered by shipowners and their insurers. Worldwide, salvage companies also engage in marine casualty response, pollution defense, wreck removal, cargo recovery and related activities.

Salvage operations generally require mobilizing and deploying highly experienced personnel and specialized equipment like pumps, generators, firefighting systems, anti-pollution booms etc. Time is of essence in every salvage operation; hence the companies are expected to have fast response crafts and helicopters to transport the salvage team. The rhetoric question is that how many salvage companies in Nigeria can boast of the above mentioned sophisticated equipment. Permit me also to say that some of the companies are only operating on the worldwide web without having any personnel or equipment to point at.

Needless to state that the salvage business globally is quite lucrative. The ill-fated cruise liner, Costa Concordia’s wreck removal was in the region of US \$13 Billion and Rena that wrecked off the coast of New Zealand cost about US \$450 Million to remove.

The major challenge facing the industry globally is the increase in vessel sizes, particularly the container ships, LNG Carriers, the VLCC and ULCC which makes salvage operation difficult and expensive. In the local scene, most salvage operators lack the requisite expertise or trained personnel and equipment to operate. Nevertheless, the salvage industry prospects in Nigeria are bright in view of the sheer number of vessels operating in the country’s waters due to the rich oil and gas deposits.



NEW NIMASA:

A NATIONAL TREASURE, A GLOBAL BRAND

BY OBIAGELI CHUMA-UGBO

The Nigerian Maritime Administration and Safety Administration (NIMASA), Africa's leading maritime regulator, on Thursday 20 April 2017 in Abuja, formally unveiled her new corporate logo to reaffirm its leadership role and vision for a progressive blue economy in Africa. The colourful unveiling ceremony held on the side-lines of the recently concluded Summit of Heads of African

Maritime Administrations was witnessed by Nigeria's, President Muhammadu Buhari GCFR, ably represented by Vice President Professor Yemi Osinbajo SAN, along with leaders of the nation's Parliament, Honourable Minister of Transportation Rt. Hon. Rotimi Chubuike Amaechi, Chief of Naval Staff Vice-Admiral Ibok-Ete Ekwe Ibas, among other notable dignitaries from within and outside Africa including the representative of the Secretary General of the International Maritime Organisation (IMO).

President Buhari in his address succinctly

captures the essence of the rebranding of the Agency. "We are reforming NIMASA so that it can play its expected role as a facilitator of economic prosperity. The rebranding is part of Federal Government's effort to enhance economic diversification and repositioning of the maritime sector as the country's highest revenue earner in the very near future".

A FRESH START

The voyage to recreate NIMASA began on 10th March 2016, when President



Buhari appointment a new Executive Management to pilot the affairs of the Agency, led by Dr. Dakuku Adol Peterside. The new team commenced a reformation process by putting together a four year strategic plan of action with specific deliverables and timelines. This plan included rebranding the agency, devoid of the old narratives and negative perception, while also acknowledging the fact that there is the need to embed the organizational values and create a positive working culture for the Agency's workforce.

The rebranding exercise signals a fresh start for the Agency. In the words of the Promoter-in-Chief - Dr. Dakuku Peterside, "when we assumed office, we discovered that the Agency was still struggling with the framework of the two Federal Parastatals (National Maritime Authority and Joint Maritime Labour Industrial Council), that had been merged to form NIMASA. This conflict of identity was inevitable, as the two previous bodies had been separate entities with peculiar objectives, business processes and operational complexities.

To achieve this, we set about what we term as the Triple Model, which is to Reform, Restructure and Reposition the Agency to better deliver on its statutory roles and responsibilities.

Within our first year in office, the

“when we assumed office, we discovered that the Agency was still struggling with the framework of the two Federal Parastatals (National Maritime Authority and Joint Maritime Labour Industrial Council), that had been merged to form NIMASA. This conflict of identity was inevitable, as the two previous bodies had been separate entities with peculiar objectives, business processes and operational complexities

Management ensured the promotion of staff particularly those into Management cadre. This is a legacy achievement because this type of promotion had only happened once, in 2007, almost a decade ago.

We have injected a completely new work ethic and energy in the Agency by creating a SMART vision statement, mission statement and core values. We have also introduced knowledge transfer sessions to improve on internal capacity at minimal cost”.

THE REFORMATION

The rebranding reflects the transition of the Agency from a national treasure into a global brand. To cascade the “change mantra”, Management undertook a sensitization campaign to the zonal offices of the Agency – Port Harcourt, Warri and Abuja. At each location, a presentation on what the rebranding represents and its impact on the sustainability and image of the Agency as the nation's apex facilitator of maritime commerce.

It is noteworthy that the Director General personally led the campaign exercise in the quest to set the maritime industry in Nigeria as the hub of shipping and trade in the African subcontinent. In the course of the campaign, the Director General announced new incentives to boost staff morale and welfare.

NIMASA's rebranding represents the transition of the Agency as a credible maritime administration, worthy of international trust and partnership.

This reformation is based on a new

work culture to be known as CAPITEL-D.

These are the core values of commitment; accountability; professionalism; integrity; teamwork; excellence; leadership and discipline. All Staff are to work in line with these principles.

A NEW LOOK

The new logo captures the essence of what the New NIMASA stands for, steering the maritime industry in Nigeria to a prosperous future.

- The green wheel represents the country's maritime sector and the colour infers the fruitful direction it is headed.
- The compass in the middle stands for focused, directional growth while the anchor denotes stability.
- The various shades of blue represent the sea and sky; twin elements we experience abundantly in our operations.

BRAND AMBASSADORS

To effectively connect the values of the re-branded NIMASA to her external publics, carefully selected members of staff of the Agency were appointed as Brand Champions.

As brand ambassadors:

- They are the face of the brand.
- They take responsibility and action for the brand.
- They are people who are extremely passionate about the brand and in most cases, they work hard to defend the brand and ensure that everyone understands what the brand stands for, where the brand is going and what needs to be done to get there.
- They live the brand
- They are strong advocates
- They ensure that the right usage of the brand elements

A NATIONAL TREASURE

The Agency since its inception has been the main facilitator of the country's wealth.

The NIMASA story began in 1987 following the enactment into law of the National Shipping Policy Act (Decree

“
NIMASA's rebranding represents the transition of the Agency as a credible maritime administration, worthy of international trust and partnership. This reformation is based on a new work culture to be known as CAPITEL-D
”

10) which gave birth to the then National Maritime Authority (NMA).

NMA's primary focus was the promotion of indigenous shipping as a major foreign exchange earner for the country. Interventions by the Authority brought appreciable growth of indigenous shipping, the number of indigenous shipping companies rose from five (prior to the NSP Act) to one hundred and fifty as at the end of 1994. The Authority also invested in maritime training and skill acquisition, cadets of the Maritime Academy of Nigeria (Oron) were sponsored for their practical seamanship training onboard the erstwhile Nigerian National Shipping Line (NNSL) and foreign flagged ships. It equally gave low interest loans to Nigerian ship-owners to expand their tonnage.

To further strengthen the development of a sustainable and enduring indigenous shipping industry, the NMA threw its full weight behind the enactment of a maritime cabotage regime in the country. The Nigerian Coastal and Inland Shipping (Cabotage) Bill was signed into law on 30 April, 2003.

In 2006, the Federal Government approved the merger of the NMA and the erstwhile Joint Maritime Labour Industrial Council (JOMALIC). This led to the enactment of the Nigerian Maritime Administration and Safety

Agency (NIMASA) Act of 2007, with emphasis on safety of navigation, flag administration/port state control, shipping development, maritime security, maritime labour and marine environment management.

Today, over 60% of vessels doing business in Nigeria are flying the country's flag as against less than 3% before 2003. Similarly, more than 60% of seamen onboard vessels operating in Nigerian waters are Nigerians as against less than 12% before the advent of cabotage regime in the country. This figure will soon increase as more of the 2,500 National Seafarers Development Programme (NSDP) beneficiaries sponsored by the Agency conclude their training.

NIMASA is set to bring into the country the fifth largest modular dockyard in Africa. This facility will save the country an outflow of at least US\$100million annually. It will provide thousands of direct and ancillary jobs as well as enhance skills acquisition and development.

A GLOBAL ASSET

The rebranding of NIMASA could not have come at a more exciting time. The Association of African Maritime Administrations (AAMA), a body of 34 littoral African countries unanimously elected Dr. Dakuku Peterside as Chairman, at the third assembly of the body hosted jointly by the Agency and the International Maritime Organization last April in Abuja - Nigeria.

Described as a man with a midas touch, the AAMA Chairman has pledged to connect and improve the contribution of the maritime industry in Africa to the global economy.

NIMASA under its current leadership now thinks and acts global. The Agency has placed a lot of emphasis on safety and technical regulation of the industry; focus is now on infrastructural and manpower development as priority areas. These are part of measures towards making NIMASA a world class maritime administration.

Under this visionary captain leading a well-motivated crew, the rebranded MV NIMASA is poised for a smooth sail across the world's oceans and seas.

THE REFORMATION

IMPROVED CORE VALUES – CAPITAL-D

- COMMITMENT
- ACCOUNTABILITY
- PROFESSIONALISM
- INTEGRITY
- TEAMWORK
- EXCELLENCE
- LEADERSHIP
- DISCIPLINE

NEW LOGO**OLD LOGO****THE RATIONALE**

This logo aims to capture the essence of what NIMASA does: steering the maritime industry to a better future.



The green wheel represents the country's maritime sector and the colour infers the fruitful direction it is headed.



The compass in the middle stands for focused, directional growth while the anchor denotes stability.



The various shades of blue represent the sea and sky; twin elements we experience abundantly in our operations.

CORE VALUES AND GOVERNANCE IN NIGERIA: The NIMASA Story

BY KUMUYI OLUWAFEMI

C

ore values are the fundamental beliefs of a person or organization. The core values are the guiding principles that dictate behavior and action.

Core values can help people to know what is right from wrong; they can help companies to determine if they are on the right path to fulfill their business goals; and create an unwavering and unchanging guide.

Core values give a sense of direction to the day to day operations of any given establishment or organisation. Core values are the hallmark of any organisation that intends to grow and be reckoned with.

Often times, it is believed that core values should be only inherent in the private sector, because they are profit driven and oriented. This assertion is not true because public sector organisations are supposed to lead by example through their values, which will in turn allow room for investors to have satisfaction for services rendered.

More so, public sector organisations, being government owned are also regulators of the private sector, hence the need for a well defined value system cannot be overstated.

Recently, the Executive Management of the Nigerian Maritime Administration and Safety Agency (NIMASA) led by Dr. Dakuku Peterside launched a rebranding initiative with the intention of reforming, restructuring and repositioning the Agency for greater efficiency and productivity.

NIMASA is the government Agency solely responsible to carryout regulatory functions for shipping development, Maritime Safety and Security,

Maritime Labour Services amongst others. It also has the mandate to implement and enforce

all international instruments of the International Maritime Organisation (IMO), and the International Labour Organisation (ILO) all geared towards enhancing the growth and development of Nigeria's maritime sector.

To achieve all of these, the human element is critical and that is why the current Management of NIMASA is leaving no stone unturned.

Recall that one of the definition of core values in the opening paragraph states that "...they can help companies to determine if they are on the right path to fulfilling their business goals; and they create an unwavering and unchanging guide". This will be the thrust of our discussion.

It is important to note that the core values of any organisation are perceived from the employee/ employer relationship, which may be referred to as the internal stakeholders and thereafter transcend to the external stakeholders.

NIMASA is not just a regulatory body, but it is an international body with counterparts across continents and to be able to compete favourably in line with the global best practices; its values will tell how far it will go, how much investors it will attract, how much revenue it will generate for the government, how much employment it will create, how much of goodwill it will attract both locally and internationally and it will also affect the carrying out of its mandates.

Realizing all these facts; the Director General, Dr. Dakuku Peterside and his Management team embarked on a wide sensitisation campaign across all the zones of the Agency to intimate staff of the new core values, which will also affect work ethics, thereby allowing room for innovative ideas and professionalism in the work place towards enhancing development in the maritime sector.

The new NIMASA core values are coined as CAPITEL-D, meaning: Commitment, Accountability, Professionalism, Integrity, Teamwork, Excellence,

Leadership and Discipline.

A breakdown of each word says a lot about the importance the Agency places on value system in the work place.

Commitment indicates that NIMASA is ready to deliver quality services at all times to all stakeholders. Accountability will make the entire work force render stewardship for any actions and results that may arise in the cause of duty.

Professionalism gives room for harnessing expertise among staff, which will not just help in the day to day activities of the Agency, but it allows room for healthy competition.

As part of the component of the Agency's core values is Integrity, which is also crucial in any area of governance, either in the private or public sector, it brings about transparency and trust.

It is commonly said, "united we stand, divided we fall", that explains why Teamwork is also another important value that must be embraced.

The word Excellence is the hallmark of any organisation that must thrive and compete favourably with its peers.

Another important factor is Leadership. The consciousness of leadership in staff will allow for comportment and respect for one another regardless of superiority in terms of hierarchy. It should not be seen as master-servant relationship, but as fellow-colleagues with one goal to move the organisation forward.

CAPITEL without the Discipline is incomplete, because it takes a disciplined workforce to be committed, accountable, professional, possess integrity, work as a team with excellent and good leadership qualities.

Therefore a disciplined workforce will help actualize the mandate of the organisation.

It is noteworthy that universally, many organizations are rebranding, not because they just want to do so, it is primarily to inject fresh ideas into the system that will allow for healthy competition and this is what NIMASA has put in place in order to actualize its vision of becoming a world class maritime administration.

NIMASA as a government organisation, being governed by international rules of the International Maritime Organisation (IMO) is setting the pace in the maritime sector with a set of qualified, dedicated and disciplined staff who believe in the mandates of the Agency to make Nigeria a maritime hub in Africa and a force to reckon with in the comity of maritime nations.

Conclusively, core values are very critical elements to consider in governance as it will give direction to the people and the populace and in the case of NIMASA it is intended to give direction on how the interface between the staff and its stakeholders, both locally and internationally.

Brand Orientation Campaign



1. R-L: E.D F&A, Mr. Bashir Jamoh, E.D. Operations NIMASA, Engr. Rotimi Fashakin, D.G NIMASA, Dr. Dakuku Peterside, E.D ML&CS, Mr. Gambo Ahmed and Mr Okey Ajaero at the event.
2. NIMASA staff demonstrating team work during the event.
3. Brand Ambassadors on stage



NIMASA Emerged Public Organisation of the Year

- A. Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside in a photograph with some members of the NIMASA Board at the event.
- B. Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside in a chat with the Ooni of Ife, Oba Adeyeye Enitan Ogunwusi at the event.
- C. DG NIMASA, Dr. Dakuku Peterside in a photograph with some management staff of the agency and some industry stakeholders.





Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside (left) and the Director General of Shipping and Navigation in the Norwegian Maritime Authority, Olav Akselsen during the break-out session of the Africa at Nor session of the Nor-Shipping 2017 at Lillestrom, Norway.

Maritime: Africa Ready To Engage The World On Equal Terms – *Dakuku*

● *Charges Foreign Investors to Tap into African Maritime Industry For Mutual Benefits*

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside has stated that Africa is ready to engage on equal terms with the rest of the world in the area of maritime businesses.

Dakuku who made this known at the Nor-Shipping 2017 event that held at Lillestrom, Norway from May 29 till June 2, 2017, further stated that it is high time Africa stopped others from engaging us on their own terms, whether they bring vessels to us or just taking our cargoes; rather all we want is a mutually beneficial relationship where we can give and also receive.

"What we are trying to do is to change the terms of engagement for the rest of the world in terms of maritime businesses. We want to operate on equal terms not lopsided terms against our own interest, thereby creating room for a mutually beneficial relationship,"

the DG averred.

Dr. Dakuku further stated that Nigeria's participation at Nor-Shipping is to say to the world that we have a lot to offer. "There are lots of opportunities in the maritime administration of Nigeria; we are diversifying our economy, we are the biggest economy in Africa with a vast population, vast coastline of over 800 kilometers, endowed with many natural resources and a good Gross Domestic Product (GDP) amongst others. So if you have to do business in Africa, you must talk about Nigeria", he said.

Meanwhile, the NIMASA DG who was recently appointed the Chairman of the Association of African Maritime Administrations stated that part of the initiative to grow the African maritime industry is to rapidly build capacity amongst nations within the continent.

"If you look at the number of seafarers we have globally, it appears things are lopsided against Africa and the challenge appears to be sea time training, so we are talking about

sea time and building capacity," he said.

He also noted that there are no African fleets; hence the need for nations to develop their own fleets has become inevitable while the terms of trade is being looked into.

In his words, "what is going on is that many other countries of the world just come to Africa to take our cargoes and off they go; please, how can we all operate on the same footing? Africa has something to give hence, they are coming to us, therefore they must engage us on equally beneficial terms".

He added that the African continent is working together to see how to benefit from one another's experiences, which will help in the running of the affairs of their maritime administrations.

Other areas are, enhancing the continent's fleets, human capacity development, peer review in terms of maritime administration, ports state control, coastal control and infrastructural growth, all geared towards a virile maritime administration in Africa.

'NIMASA Human Capacity Building Initiatives Are Very Apt For The Maritime Industry'

Comrade Adewale Adeyanju was elected President of the Maritime Workers Union of Nigeria MWUN earlier this year, and he is saddled with the responsibility of sustaining the harmonious working relationship that currently exist between employers of labour and employees in the maritime sector of the Nigerian economy. In this interview with some editorial members of the **Voyage team**, the new President General took time out to x-ray the way forward in enhancing human capacity for the sector

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an we meet the new President General of the Maritime Workers Union of Nigeria (MWUN)?

My name is Comrade Adewale Adeyanju, the newly elected President General of Maritime Workers Union of Nigeria. First and foremost I want to appreciate you for coming and I want to thank the editorial team of The Voyage Magazine. Well, like you rightly said, I was elected 3 months and some days ago and the election went fine and the support coming from the stakeholders and the workers in general, and I want to quickly appreciate the DG NIMASA Dr. Dakuku Peterside for providing the platform for a credible election process during the MWUN Elections and also for his support to the Union always.

The industry you know is very volatile; I started my career as a labourer, from labourer I graduated to tally clerk and later as operations Manager. I dabbled into unionism a couple of years ago started as a unit officer under Chief Ogunleye, and from there I graduated to work as a Stevedore with Nigerian Port Authority from there I had to

go back to unionism again. In 1991 I was elected National Treasurer of Maritime Workers Union of Nigeria, from there they seconded me to dockworkers branch which happen to be my constituency. There, I performed like everybody knows, that whoever leads dockworkers can lead the whole universe because of the volatile nature of our job from there the people prevailed on me to contest for the position of PG with the support of the Stakeholders.

As the new President of MWUN, how do you intend to use your office to bridge the gap between Government and your Union to sustain a harmonious working relationship?

It has always been there, we have been there even before I took over from my boss Anthony Nted Emmanuel, we have been working hand in hand with the Stakeholders and the Government, so I cannot derail and I will not deviate from what he has laid down. My principle is that if there is no Government there won't be the people and vice versa, so we need to work harmoniously with the government and partner with them and that is our watch word, dialogue is our watchword. It is going to be,

give and take: you disagree and agree and in our principle we always agree, but sometimes disagree and our disagreement is not a total one. The era of banging tables, destroying things or talking to your Management as if you are the lord of your own is no longer in unionism. What we are practicing today is a scientific unionism where we rub minds and see how we can work harmoniously with ourselves.

There are lots of reforms going on in the Maritime sector, how has this affected the members of your union?

Yes, I think this reform has lots of advantages and few perceived disadvantages like in 2006 when they said the ports were going to be concessioned, we were told that nobody will lose their jobs, but eventually almost all the dock workers, seafarers and the NPA were affected. NPA was the worst hit when they were having close to 13,000 workforces. But the Maritime Workers Union of Nigeria has always embraced the challenges thrown up by the concessioning policy of government. The Ports are now much more efficient no doubt about that so the reform has two sides and we in the union are gradually coming to terms with them.

Talking about the scientific nature as you mentioned earlier, does it mean your union is ready to key into government's digitalization processes?

Technology has taken over all these manual labour we are talking about because the era of analogue is gone. And to have a formidable digitalized system, there must be continuous personnel training and we as maritime workers are ready to key into government's digitalization processes as it will help reduce corruption in the system.

Also in the area of training of dockworkers, NIMASA has been trying in the past but we want them to improve more. As much as we appreciate NIMASA's efforts in the training, I want to use my good office to appeal to the NIMASA DG to do more. As you know, a good philosopher will not philosophize on empty stomach, hence the need to ensure a decent welfare for the dockworkers. I must add that the peace we are enjoying today in the sector is as a result of the emphasis on continuous training embarked upon by the Dr. Dakuku Peterside led Management of NIMASA.

Recently NIMASA midwived the Signing of the National Joint Industrial Council (NJIC) Agreement, can you briefly tell us how you intend to guide your members in order to abide by the Agreement?

We have always been guiding our members and NJIC was the grace that the dockworkers today have embraced. Because in the past we don't have employers; there is nothing like condition of Service, there is nothing like pension, but NIMASA took the bull by the horn by introducing the NJIC for dockworkers, which has been helpful to all the Stakeholders in the industry. In line with this, anytime we sign an agreement we always meet with our members, talk to them and they see reasons with us.

Therefore another reason for the peace that NIMASA and the Stakeholders are enjoying today was as a result of bringing in NJIC. What I mean by NJIC is the condition of Service which spells the dos and don'ts and allows for discipline, unlike before when anyone just calls themselves dockworkers even when they are not. Now we have a data base of dockworkers and I can say that the NJIC has taken care of the character that the dockworkers exhibited in the past.

Talking about NIMASA as the maritime regulatory Agency, what are your views about the present leadership of the Agency headed by Dr. Dakuku Peterside?

Well, since Dr. Peterside came on board,

I can give him 100 per cent pass mark. He has been up and doing and I think if he had been the Governor of Rivers State, they might not value the job that he was elected for because coming to the maritime sector, he has introduced a very good face to the maritime sector, so I have respect for his leadership and the Maritime Workers Union of Nigeria will continue to partner with him, so that we can move the industry forward.

On Dockworkers training what is your advice to the Dr. Peterside led NIMASA to sustain the tempo.

I will play a little Politics on that because, I am part of them. The aspect of train the trainer is the best word I'm going to use. NIMASA has done a lot by sending a good number of dockworkers out of Nigeria for overseas training, including the seafarer which is applaudable, but I still want NIMASA to intensify more efforts in retraining the dockworkers both at the local and international levels.

What is your take on the various capacity development initiatives of NIMASA considering the fact that the industry is in dire need of trained and certified Seafarers?

In the past we had about 29 vessels, but what happened to them? Where are those Captains? Where are the vessels? They are grounded. We hear that the Federal Government is trying to float a National Shipping Line and I think from there, we can make use of our own cadets, rather than allow the dominance of expatriates in our Cabotage trade. NIMASA has sent many young people to Egypt, Philippines and various countries for training and when they come back where are they going to work? So we want the Government to float another National Shipping Line where Nigerians can be employed. If you go to other countries, you cannot see any black there, it is only their own people, so we should develop our own and we will have a better industry.

What do you want to be remembered for at the end of your tenure in office?

It is too early to talk about that, but the changes you should expect is the same peaceful leader everybody knows me for. I dialogue and I will continue to dialogue with the government; I am not the violent type and I will not introduce violence, when my predecessor have not done that, so I will continue to build upon what he has laid down, which is a principle for me to manage and that is what I am doing today.

I am using this opportunity to assure all Stakeholders that they can sleep with their two eyes closed, because violence is a thing of the past. The era of picketing NIMASA or any other organization without due process is gone.

Its worthy of note that the dockworkers registration needs revisiting. Though we understand that the NIMASA DG is working on issuance of the biometric ID Card to dockworkers to replace the expired ones, he should please put all machinery in motion to make sure that all the dockworkers in all the seaports are registered, so that we will be able to know the good from the bad, because everybody is now parading themselves as dockworkers. You could see that the day he came in as DG, NIMASA, some boys came and protested against what I think he needs to have understood from us that with that registration you will be able to know who and who is not a dockworker, who

and who are really working in the ports, hence the need to be prompt about reissuance of the biometric cards, so that when that one is done, I think we will have no problems with anybody.





Maritime Safety And Security Our Priority – *NIMASA DG*

● *As Agency renews MoU with the Navy*

In line with its mandate to ensure safety and security in the Nigerian territorial waters, the Nigerian Maritime Administration and Safety Agency (NIMASA) and the Nigerian Navy have renewed the existing Memorandum of Understanding (MoU) to protect and secure our maritime domain.

At the official signing ceremony of the MoU at the Naval Headquarters in Abuja recently, the Director General of NIMASA, Dr. Dakuku Peterside and the Chief of Naval Staff, Vice Admiral Ibok-Ete Ibas agreed that the MoU was sacrosanct for seamless shipping activities within the nation's territorial waters to bring about the much needed economic diversification in line with the change agenda of the President Muhammadu Buhari led Administration.

According to Peterside, the MoU signed by the two parties, in addition to the previous ones already signed between NIMASA and

other government security

Agencies- especially as NIMASA does not bear arms, will help the Agency to provide adequate maritime security for merchant shipping. The MoU being renewed was first entered between NIMASA and the Navy in 2007.

"NIMASA does not carry arms thus the MoU emboldens the Nigerian Navy to provide support for NIMASA against ship with potential and actual illicit operations. The success of the originating MoU with the Navy has spurred this agreement up, thus we have no doubt or hesitation whatsoever to continue collaborating," the Director General stated.

He expressed gratitude to President Buhari and the Hon. Minister of Transportation, Rt. Hon. Chibuike Amaechi, for their support and approval for the collaboration agreement.

On his part, Vice Admiral Ibas, on behalf of the Nigerian Navy, promised to provide the anticipated tactical experience and capacity to complement and support the Agency in its drive to secure the

maritime environment and engender safer shipping.

"The Nigerian Navy is adept and keen to pursue the objectives and content of this MoU in the general interest of Nigeria and Nigerians. Illegal operations of ships are detrimental to our maritime potentials, and by extension, the Nigerian economy therefore, collaboration of this magnitude and nature, to salvage the economy and complement the change agenda of the present Administration for economic diversification must be pursued", Ibas observed.

In line with the content of the renewed operations-related MoU, NIMASA and the Nigerian Navy are to collaborate in the extensive areas of intelligence, surveillance, reconnaissance, search-and-rescue operations, tactical sea-based assistance and enforcement actions against piracy, sea robbery, smuggling, illegal bunkering and illegal fishing.

It is worthy of note that the MoU being renewed was first entered between the two agencies in 2007.



Nigerian Maritime Sector Is A Thrust Of Golden Opportunities – DG NIMASA

● *Woos American Investors at OTC*

The Director General of the Nigerian Maritime Administration and Safety Agency, NIMASA Dr. Dakuku Peterside says the Ease of Doing Business Initiative programme, coordinated by Vice President Yemi Osinbajo is yielding fruits particularly in the maritime sector as red tapes and bottlenecks which hitherto mitigated against investment in the sector, have started disappearing.

Dr Dakuku made the new development in the Nigerian maritime sector known to select businessmen from the United States of America. He described the Nigerian maritime industry as a thrust of golden opportunities that sincere investors are assured of maximum profit.

Dr. Dakuku who stated this during a side event at the Offshore Technology Conference (OTC) in Houston Texas, with the theme, “Sub-Saharan African Oil & Gas networking session”, assured them that the focus now is attaining ease of doing business in Nigeria, particularly in the maritime sector.

While stating that Nigeria allows income tax exemptions for infrastructural development in ship building, the NIMASA DG noted that there are financial incentives for ship building and ship scrapping with assurance of foreign repatriation of capital and profit.

In his words “We ensure that we provide the basket of incentives to ensure that you get into the industry, maximize the opportunities in the industry for the benefit of both Nigerians

and the investors.”

He stated that the commitment of the President Buhari’s Administration to ensure a drastic reduction in bureaucratic red tapes impeding investment in the country sees the Vice President, Professor Yemi Osinbajo coordinating the ease of doing business initiative project adding that the presidential enabling business environment council has approved a national action plan to be implemented across priority areas which will enhance entry and exit of goods and services to spur inflow of foreign investment into Nigeria.

While answering questions from journalists shortly after his presentation, the NIMASA DG noted that the Federal Government of Nigeria is working to refloat a national fleet for the country, which process will be private sector driven.

According to him “You will recall that the Federal Government of Nigeria through the Federal Ministry of Transportation is trying to refloat the national fleet. The difference now is that the private sector will drive the process while Government will serve as facilitator. That is the way we have chosen to address the issue of national fleet ownership.”

In the same vein, Dr. Timothy Okon of the Nigerian National Petroleum Corporation who delivered the NNPC position at the event, informed that the Federal Government’s gas flare commercialization programme is on course to attract significant and sustainable growth to the oil and gas sector.

Similarly, Brent Omdahl, a senior commercial officer with the American embassy in Nigeria said that the Donald trump administration is committed to improve on the trade relations between the United States and Sub Saharan Africa by encouraging more American companies to invest in the region. He said they have the mandate to have American investors explore available opportunities in both the oil & gas, and the maritime sector of the economy. He said the commercial department of the United States embassy has the mandate to facilitate seamless platform for American investors to interact with policy makers, and implementers in sub-sahara.

On his part, the Chairman, Senate Committee on Marine Transport, Senator Sani Yerima assured that the legislature is committed to providing the legislative framework to enhance foreign investment in Nigeria, particularly, the maritime sector.

This position was re-emphasized by the Chairman House Committee on Maritime Safety, Education and Administration, Honorable Mohammed Umaru Bago.

The Offshore Technology Conference, OTC, is where professionals meet annually to exchange ideas and opinions to advance scientific and technical knowledge for offshore resources and environmental matters. The 2017 edition was themed “Sub-Saharan African Oil & Gas networking session”, which is seen as an added advantage to attaining ease of doing business in Nigeria, particularly in the maritime sector.



PORT BASED WELFARE FACILITIES, SERVICES FOR SEAFARERS

BY AMOS HOSEA KUJE FCIL

The provisions of welfare facilities and services for seafarers in seaports is shaped by the dynamics of changes in the maritime industry. In Nigeria, the pre-and-post Maritime Labour Convention, 2006 regime, is one of the era that demonstrates that welfare facilities and services provisions to seafarers in seaports is particularly important to their wellbeing.

Before the ratification of the International Labour Organisation's (ILO) Maritime Labour Convention, 2006 (MLC, 2006) in most ILO Member states, the provision of port-based welfare facilities and services to seafarers based on charity is dominated by the Christian missions. On account of the entry into force of the MLC, 2006, the global approach to welfare services for seafarers is tending towards collective supports by all stakeholders in

the Maritime industry.

In this article, the welfare services and facilities provisions to seafarers and the impact of various approach on the health and well-being of seafarers during the pre and post-MLC, 2006 era is examined.

WELFARE PROVISION IN THE PRE-MLC, 2006 REGIME

The first attempts to provides welfare services and facilities to seafarers in Nigerian seaports are the MLC, 2006 regime dated back from the Country's independence and is shaped by the activities of the missionaries and seaports development. While the long time tradition of charity practised by the missionaries drives the concept of providing welfare facilities and services to seafarers, the purpose of which most nations develop seaports is widely based on the economy.

A one-time British port chaplain who served in the port of Apapa, Lagos revealed that mission work on the welfare of seafarers in

Nigeria started in 1907, when Rt. Rev. Herbert Tugwell, a Bishop of Western Equatorial Africa acquired a site from the German Consulate in Marina in Lagos Nigeria. The aim was to provide spiritual, physical and moral well-being to seafarers irrespective of their nationalities, religion, creed and race. According to Reverend Andrew (2015), the site acquisition has help in the construction of a Lagos Sailors' Institute that was opened in 1914 and later resold in 1953. The port chaplain further states that in 1934, the St Saviour's Church in Lagos took advantage of the development in Apapa Wharf to form the Apapa Sailors' Institute Trust. It was followed by the establishment of a "Wharf Inn" behind berth 3 in the present day Nigerian Port Authority (NPA) that was commissioned in 1956 by Queen Elizabeth II.

Subsequently, the trend was followed by the amalgamation of Sailors Institute Trust and the Wharf Inn because of the increasing need for welfare by seafarers. After that, the Mission to Seamen took over the responsibility

of ministering to seafarers in the Port and renamed the Wharf Inn after the Rt Rev. Herbert as "Tug-well House" in 1959. However, in 1970, the Nigerian Port Authority took over the Tug-well House while a Seafarers Club opened in 1978 at Mission to Seamen of the Anglican church at No 29 Marine Road, Apapa and welfare services are rendered in conjunction with the Apostleship of the Sea, an arm of the Roman Catholic Church.

In 2008, the account of a feasibility study report carried out by the National Seafarers Welfare Board of Nigeria (NSWB) further revealed that activities that were conducted at the "Tug-well House", aside from religious ministration, other welfare services and facilities also include the game of Scrabble and the watching of films. It added that the managers of the seafarers' house were at liberty and could invite local musical bands to entertain seafarers and organise football competitions.

Above narrative presents that the provision of port based welfare services and facilities for seafarers in Nigeria by the Christian missionaries began before the Nigerian independence. The services provided by missions, centred on physical, moral and spiritual well-being. Other welfare facilities and services such as films, Scrabble, sports, counselling and musical entertainment that was provided in time past, still form part of the current welfare need. In addition, the feasibility studies conducted for the NSWB in 2008 further attests to the fact that seafarers of foreign nationals in Nigerian seaports have a preference for welfare facilities and services such as the internet, restaurants, transportation, hospitality, telephone services, newspaper, televisions, radio and videos. It showed that the expansion of port-based welfare work before and after the Nigerian independence was driven by the continuous increase for welfare services and facilities by seafarers. However, the developments in seaports, shipping and in particular, the ratification of the MLC, 2006 have altered the way seafarers access available welfare facilities and services provided by welfare organisation in seaports.

WELFARE PROVISION IN THE POST-MLC, 2006 REGIME.

The developments in seaports and eventual entry into force of the MLC, 2006 shaped the way welfare are currently provided to seafarers onboard and ashore. The restructure and privatisation of the ports have been able to increase vessels traffic, efficiency in seaports, and the number of seafarers on board ships that

TABLE 1

	Port	2014	%	2015	%	Total
01	Apapa Port Complex Lagos	52,165	37.2	51,231	38.6	103,396
02	Tin Can Island Lagos	25,682	18.3	27,342	20.6	53,024
03	Federal Lighter and Ocean Ternal Port-Harcourt	62,457	44.5	54,033	40.7	116,490

SOURCE: [Nigerian Immigration Services-Ports records, 2016]

visit the seaports. Table 1 below, demonstrates both the increase and decrease in the number of seafarers between the year 2014 and 2015 in the ports and terminal.

Furthermore, seaports and terminals under the private concessioners, have been reinforced in line with the 2004 International Ship and Port Facility Security (ISPS) code on Port facilities to improve security. However, the developments were accompanied with increasing needs for welfare services and facilities in order to serve seafarers of different nationalities in seaports better. On this account, seafarers of all nationalities have often shared the common concern that their profession is faced with social and work-related issues onboard and at the seaports. Some of their challenges were expressed in the form of long isolation from families, limited time in seaports, confinement to the shipboard environment, unfriendly ports, increase in the number of piracy and sea robbery.

Providing welfare facilities and services is aimed at ensuring that seafarers working on board ships have access to shore-based welfare facilities and services to secure their health and well-being. The above objective requires members of the ILO to ensure that shore-based welfare facilities, where they exist are readily available and are expected to promote the development of welfare facilities. Paragraph B44.22 of title 44 of the convention, specifically lists organisations including public authorities, ship owners, seafarers concern in the collective agreement and voluntary organisations that are expected to provide or facilitate welfare services and facilities provided to seafarers. In the Nigerian context, the National Seafarers Welfare Board of Nigeria (NSWB) currently performed the coordinating role and had in its member organisations from the Nigerian Maritime Administration and Safety Agency (NIMASA), Nigerian Ports Authority, Nigerian Merchant Navy Officers and Water Transport Senior Staff Association, Maritime Workers Union of Nigeria, Apostleship of the Sea and Shipping Association of Nigeria.

Although welfare services and facilities

are, in some cases, inadequate in Nigerian seaports, and the complaint by seafarers for the lack of internet and access to transportation in 2008 in one of the sports especially, have in one instance, had an adverse impact on the physiological and psychological well-being of the seafarers in the seaport. This very basic anomaly questions the role and responsibility of maritime stakeholders to seafarers in the context of welfare provisions to seafarers in seaports and that of the employers' terms of engagement of seafarers on board.

Several other questions that arose based on welfare gap in sea-ports have an impact on quality of shipping service, the lives of seafarers in the ports and the image of Nigeria as a maritime nation. It is, therefore, necessary to find out why maritime stakeholders that benefit from seafarers contribution to shipping should be responsible for the inadequacies of welfare services and facilities provided to seafarers in seaports. This question tends towards a brief investigation of the nature of seafarers engagement and responsibility to their well-being need onboard ships and in seaports.

CONCLUSION

The provision of welfare before and after the entry into force, the MLC, 2006 was examined. While the missionaries were actively involved in providing welfare to seafarers before the Nigerian independence, The era immediately after the entry into force of the MLC, 2006 in Nigeria, encourages supports from a broad-based organised National Seafarers Welfare Board with a tripartite stakeholders (Public organisations, Employers of Seafarers and Seafarers representatives) representation in the ports. The role of seafarers in international shipping is critical. Therefore, the provision of port based welfare services and facilities to safeguard their health and well-being is necessary to enable them to contribute to the quality of shipping service and the economy of Nigeria as a country.



NIMASA Emerges Public Organization Of The Year 2016

The Nigerian Maritime Administration and Safety Agency (NIMASA), has emerged the winner of the 2016 Public Organization of the year award organized by TELL Magazine Nigeria Limited.

The Agency's Director General Dr Dakuku Peterside led other management staff and Board members to receive the award at a well-attended event in Lagos.

Shortly after receiving the Award the NIMASA DG stated that the Agency will ensure that Nigerians benefit optimally from shipping and also assured that the maritime domain will be safe, secured and clean for all to do business.

He added that the award is a challenge to the Agency to continue in its quest to improve on the ease of doing business in the Nigerian maritime domain, and assured investors in the Nigerian maritime of the safety of their investment.

Speaking further, he assured Nigerians that the Agency is leaving no stone unturned in curbing piracy activities in the Gulf of Guinea.

In his words, "We are working every day to put things right. The Maritime Security Architecture which the Federal Government of Nigeria is putting in place is to significantly curb sea robbery and piracy on our waterways. We also have the Anti Piracy Bill which will go a long way in aiding our fight against all maritime crimes when it is passed into law"

While thanking the organizers and Nigerians for finding NIMASA worthy of the Award, Dr Dakuku thanked President Muhammadu Buhari for his foresight in appointing the present

Management team of NIMASA and dedicated the award to the Board, Management and staff of the Agency, and all stakeholders for their support in discharging its core mandates.

NIMASA has attained full automation of all operational processes and the the Agency has been restructured to semi-autonomous zonal operations so that functions such as issuance of Sailing Certificates, payment of bills and other operational procedures decentralized which has enhanced the Federal Government's ease of doing business initiative to attract Foreign Direct Investment into Nigeria.

The present management at NIMASA has intensified the Agency's drive to ensure strict compliance of the International Ships and Port Facility Security (ISPS) Code ISPS Code.

The recently approved Maritime Security Architecture and Infrastructure to be jointly coordinated by the Nigerian Maritime Administration and Safety Agency (NIMASA), the Ministry of Transportation and the Office of the National Security Adviser (NSA) is seen as one major reason Nigerian voted the Agency as the Public Organization of the year.

The Chairman, Awards Committee of TELL Magazine, Mr. Babs Alasa said the process leading to the award of Public Organization of the Year to NIMASA began with a call for nominations from the public. He said the nomination brought out three organizations, with NIMASA earning the highest percentage of the votes to beat the other two. "Credibility is key to the process", he assured.

Accordingly, respondents were of the opinion that NIMASA under the leadership of Dr. Dakuku Peterside has undergone total reforms which has seen it playing its

expected role as a facilitator of economic prosperity in the maritime sector, a position Vice President Yemi Osinbajo corroborated during the 3rd conference of the Association of African Maritime Administration, (AAMA) which was hosted by NIMASA in conjunction with the International Maritime Organization (IMO).

Efforts of the Agency to grow human capital through the Nigerian Seafarers Development Programme has also received wide commendation

So far, 1045 beneficiaries have graduated from the project, representing 42% graduates of the over 2500 NIMASA sponsored beneficiaries.

The challenge of sea time which hitherto was a concern has now been resolved as Dr. Dakuku and his team have been able to engage schools in Egypt, United Kingdom (UK) and Turkey to directly facilitate sea time training for NSDP graduates. 300 graduates are to get their sea time training through Arab academy in Egypt, over 220 to get sea time facilitated by South Tyneside College in south shield in the UK, while another 400 will acquire sea time through training institutions in Turkey.

Other recipients of the awards include, Asiwaju Bola Ahmed Tinubu who emerged winner in the National Icon of Democracy category, Governor Ben Ayade of Cross Rivers State as the Governor of the year, Nigeria's First Lady, Mrs. Aisha Buhari as the Woman of the year, and late Dele Giwa as the all-time "national icon of freedom of speech", the Ooni of Ife Oba Adeyeye as the Man of the Year, amongst others.

Nigerian Maritime Sector Strategic For Investors – Amaechi

- *As Dakuku Woos Investors, assures of conducive environment Says Africa*
- *Ready to Engage the World on Equal Terms*

The Minister of Transportation, Rt. Honourable Rotimi Amaechi has stated that the Nigerian maritime sector is a haven of opportunities for the world maritime industry to tap into.

The Minister who made this known while giving a keynote address at the “Africa @ Nor” session of the Nor-Shipping which held between May 29 to June 2, 2017 at Lillestrom, Norway, assured the audience that Nigeria is a strategic destination for investment opportunities, stressing that Nigeria epitomizes a broad spectrum of the continent in Africa.

“Nigeria is the most populous country in Africa with about 183 million people and by extension, with the cumulative population of two Landlocked countries of Chad Republic which is 14.9m people and Niger Republic with 21.3m people creates a huge consuming market and comparable cheap labour”, he said.

Honourable Amaechi also used the opportunity to assure the Nor-Shipping participants that the anti-corruption stance of the Federal Government and the establishment of the National Trade Data Centre are expected to eliminate inherent corporate governance abuses and assured investors that they will have good returns on their investments.

In the area of security, he stated that the enhanced synergies between the various arms of security Agencies have resulted in efficient performance.

In his words, “I wish to assure you that the President Muhammadu Buhari led administration is committed to ensuring that Nigeria becomes a maritime hub for the West and Central Africa sub region, we therefore call on both local and international investors to join hands with us in enhancing Nigeria’s per capital income by supporting the various developmental initiatives”

In the same vein, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside stated that Nigeria as a

maritime nation is endowed by nature with over 850 kilometers of coastline. He further pointed out that the country has six modern port complexes and a fast developing intermodal transport system as well as abundant trained workforce combined with a standard regulatory regime amongst others which are benefits accruable to investing in the Nigeria maritime sector.

According to the DG “We are bounded by two land locked countries of Chad and Niger, so we are not just serving goods coming into Nigeria, we are also serving goods going to Chad and Niger” Dr. Dakuku averred.

He hinted that Nigeria will soon take delivery of the fifth largest floating dock in Africa, which is expected to be delivered by the last quarter of the year.

In addition, as part of the efforts to ease doing business in Nigeria, Dr. Dakuku informed the audience that the Nigerian Investment Promotion Commission (NIPC) was established to fast track investment entry into Nigeria, among which is the commencement of a 24-hour ports operations.

The NIMASA DG also identified the key areas of achieving a hub status such as; putting the right infrastructure in place, right regulatory regime and a proper maritime security. He said that, “Nigeria has not only put the right infrastructure in place, but has put the right regulatory regime and also a set of incentives to make us a hub. So, talk about stability, you can say Nigeria has it, and the government is also working on intermodal transport system to facilitate the ease of doing business and of course good regulatory regime.”

In a related development, the NIMASA DG also stated that Africa is ready to engage on equal terms with the rest of the world in the area of maritime businesses, stating that it is high time Africa stopped others from engaging us on their own terms, whether they bring vessels to us or just taking our cargoes; rather all we want is a mutually beneficial relationship where we can give and also receive.

“What we are trying to do is to change

the terms of engagement for the rest of the world in terms of maritime businesses. We want to operate on equal terms not lopsided terms against our own interest, thereby creating room for a mutually beneficial relationship,” the DG averred.

Dr. Dakuku further stated that Nigeria’s participation at Nor-Shipping is to say to the world that we have a lot to offer. “There are lots of opportunities in the maritime administration of Nigeria; we are diversifying our economy, we are the biggest economy in Africa with a vast population, vast coastline of over 800 kilometers, endowed with many natural resources and a good Gross Domestic Product (GDP) amongst others. So if you have to do business in Africa, you must talk about Nigeria”, he said.

Meanwhile, the NIMASA DG who was recently appointed the Chairman of the Association of African Maritime Administrations stated that part of the initiative to grow the African maritime industry is to rapidly build capacity amongst nations within the continent.

“If you look at the number of seafarers we have globally, it appears things are lopsided against Africa and the challenge appears to be sea time training, so we are talking about sea time and building capacity,” he said.

He also noted that there are no African fleets; hence the need for nations to develop their own fleets has become inevitable while the terms of trade is being looked into.

In his words, “what is going on is that many other countries of the world just come to Africa to take our cargoes and off they go; please, how can we all operate on the same footage? Africa has something to give hence, they are coming to us, therefore they must engage us on equally beneficial terms”.

He equally added that the African continent is working together to see how to benefit from one another’s experiences, which will help in the running of the affairs of their maritime administrations.

Other areas are, enhancing the continent’s fleets, human capacity development, peer review in terms of maritime administration, ports state control, coastal control and infrastructural growth, all geared towards a virile maritime administration in Africa.



Pioneer Winner of the Employee of the Month –Jamilu Marafa

“The price of success is hard work, dedication to the job at hand, and the determination that whether we win or lose, we have applied the best of ourselves to the task at hand” – Vince Lombardi.

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Recently, the Dr. Dakuku Peterside led Management of the Nigerian Maritime Administration and Safety Agency (NIMASA) initiated a Monthly reward system for staff. A staff of the month is expected to emerge from all departments, zones and autonomous units. The system is such that a 360 evaluation system is put in place which sees a process of intra departmental staff evaluation supervised by the departmental head. The best staff from this process from the various departments and zones is then put forward and evaluated by external consultants to establish a best overall Employee of the Month (EOM) for the entire Agency.

This system is also part of the Management's initiative to encourage productivity and healthy competition through team work among staff of the Agency. This is also in line with the C-A-P-T-E-L-D core values of the Agency.

The C-A-P-T-E-L-D acronyms which stands for Commitment, Accountability, Professionalism, Team work, Excellence, Leadership and Discipline is expected to be exemplified by all staff of the Agency in the discharge of their day to day activities.

In the first edition of the EOM awards, Mr. Jamilu Marafa of the Information Technology Unit of the Abuja Zonal Office emerged the winner for the month of June.

During an interview with the Voyage Magazine, he said; “I am overwhelmed and excited to be the pioneer winner of this prestigious award in the Agency”. He further stated that the learning point for him is that “Working without expectations, will surely bring reward”.

He also used the opportunity to enjoin other members of staff to remain committed to their legitimate duties and not to be deterred by distractions or challenges which in most cases is a time phase.

He also has this to say to Management, “In a Corporate entity like NIMASA, it is expected that the Management will institutionalise



Jamilu Marafa

systems that will bridge the gaps to encourage smooth operations that align with its vision and mission to achieve its purpose.

“The Management should embrace systems that encourage its Staff to commit more in discharging their duties; this Award System is a laudable and welcome development towards achieving these set goals”.

Mr. Jamilu Marafa is a graduate of Computer Science from the Uthman Danfodio University, Sokoto in Sokoto State. He joined the Agency as an Information Technology Officer II in 2002 and has since then brought to bear in the discharge of his duties his expertise and innovative ideas in moving the I.T Unit of the Agency forward.

He has attended several professional courses in the Information Technology

Field and on the Civil Service Rules and regulation also.

Currently, he is a Principal Information Technology Officer in the Abuja Zonal Office of the Agency.

What this initiative of the NIMASA Management portends for the Agency is that it will make all staff be on their toes to give their best towards the actualization of the Agency's mandates. This will invariably affect activities of the maritime sector positively and by extension Nigeria as a whole.

One can therefore say that the repositioning effects of the current leadership of the Agency is already yielding results as exemplified by staff attitude to work, which has also engendered team spirit in the Agency across Departments and Units.

Shipowners Back Dakuku To Lead African Maritime Revival

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hip Owners Association of Nigeria (SOAN) has given its support to Dr. Dakuku Peterside, the

Director General of the Nigerian Maritime Administration and safety Agency (NIMASA) to lead African maritime sector revival, for the economic benefit of the continent, following his recent election as the Chairman, of the Association of Heads of African Maritime Administrations (AAMA).

In a congratulatory message to the NIMASA DG by SOAN, signed by the President of the association, Engr. Greg Ogbeifun, on Dakuku's election as Chairman of AAMA at its 3rd conference, held in Abuja from April 19th - 21st 2017, the group stated that, his election to lead African Maritime Administrators did not come as a surprise, noting that since he assumed office, he has shown dexterity in ensuring a virile Nigerian maritime sector that can compete favourably in the comity of maritime nations.

"Your election did not come to us as a surprise, but a proof of your worth in the business of rejuvenating the maritime sector for optimum growth and prosperity of the Nigerian economy, anchored on efficient and profitable management of men and other resources", the letter read.

While also urging Dakuku to bring his wealth of experience to bear in leading AAMA, SOAN pledged their continuous support to the developmental initiative of NIMASA towards repositioning the maritime sector for greater efficiency and performance.

President Muhammadu Buhari Congratulates DG NIMASA On Election As AAMA Chairman



President Muhammadu Buhari

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resident Muhammadu Buhari has congratulated the Director General of the Nigerian Maritime Administration and safety Agency NIMASA Dr. Dakuku

Peterside over his election as the Chairman of the Association of African Maritime Administrations (AAMA).

In the Presidents congratulatory message contained in a statement issued by Presidential spokesman, Mr. Femi Adesina, President Buhari described the election of the DG NIMASA as the Chairman of the continental body for the next one year as a confirmation that the country has the human capital required to make Nigeria a leading maritime nation.

He said "Peterside unanimous election is not only a personal honour and an affirmation of confidence in his ability to lead AAMA but also places Nigeria in a pivotal position to rally other maritime

administrations in collaboration with the International Maritime Organization (IMO) towards safer global maritime activities".

According to the President who stated that Dr. Peterside's new position provides him with an even bigger platform to forge ahead in doing the nation proud by meeting objectives of AAMA, he also acknowledged NIMASA's encouraging performance under current leadership of the Agency especially in the fight against Sea Piracy through inter agency cooperation.

The Director General of Nigerian Maritime Administration and Safety Agency, Dr. Dakuku Peterside was elected as the new Chairman of the Association of African Maritime Administrators (AAMA) at the just concluded third conference of the association with the theme 'Sustainable Use of Africa's Oceans and Seas attended by 34 African countries held from April 19 to 21, 2017 in Abuja, Nigeria's capital city.



Egina FPSO Will Enhance Our Safety Regulatory Capacity – NIMASA DG

● As FPSO Set to Arrive Nigeria

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Dakuku Peterside has said the on-going construction of the multi-billion dollar Egina Floating Production Storage and Offloading (FPSO) project will increase the knowledge base of NIMASA as a safety Administration and enhance its regulatory capacity.

The Director General who made this known during a meeting with the Executive Vice President of Samsung, Mr Younsang Won, representatives of Total Nigeria and the Vice President in charge of Egina project, Yongho Jo, while on a working visit to inspect the project at the Samsung Shipyard in the Samsung Heavy Industries in Geje, South Korea, said that the project which is unprecedented in the history of Nigeria will increase the knowledge base of NIMASA and ultimately fetch the country the much needed foreign exchange.

According to the DG, "this project is the first of its kind in Nigeria, it will increase our knowledge base of inspection techniques, certification and rules for maintaining classification and

ultimately benefit the Nigerian economy in terms of foreign exchange"

He also assured Total and other prospective investors that the Agency would continue to create a conducive environment for investors to be able to be confident to come up with projects of this nature.

According to him "This is a mega offshore project that will bring out the best in us, let me assure you that we will discharge our responsibility as the facilitator of maritime business in Nigeria and ensure that our maritime domain remains safe and secure for this kind of projects, we will give both Samsung and Total Nigeria necessary support to actualize the Egina FPSO project for the interest of Nigeria and Nigerians "Dakuku Peterside said.

Dakuku further commended Samsung and Total oil for having faith in Nigeria and its effort to comply with Nigerian content law. He particularly commended Samsung for having NIMASA Surveyors on ground at South Korea to work with world class classification societies on the project which will make certification and passage of the project easier and faster.

He however charged the Executive Vice

President of Samsung to ensure compliance to the Cabotage law and other enabling Nigerian laws when the FPSO gets to Nigeria adding that the Nigerian government is working hard to provide conducive business environment

In his response Mr Younsang Won promised the visiting NIMASA boss that the project will be ready for movement to Nigeria in August and assured that the quality of the project will bear the mark of excellence associated with Samsung Heavy industries. He promised to comply with local laws in Nigeria and do all within his powers to work with locals to build capacity in offshore projects industry.

The FPSO is being developed for deployment in the Egina oil field, located 150km off the coast of Nigeria. The field is currently under development and production is scheduled to begin in 2018. The Egina Field when completed is expected to add 200,000 barrels per day to the National oil production by 2018.

It should also be noted that as part of the current reforms going on in the Nigerian Maritime sector, NIMASA would be taking delivery of the 5th largest floating dock which is expected to ensure vessels in need of dry dock need not go out of the country.



L-R: Director General of the Ghana Maritime Authority, Kwame Owusu, Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside and the International Maritime Organisation (IMO) Head, Africa Section, Technical Cooperation Division, Mr. William Azuh at the Post- Transport Policy Workshop Dinner held in Lagos, Nigeria.

Maritime: Nigeria To Provide Support To Ghana

● Set to Sign MoU

In continuation of its quest to make Africa compete favourably with other maritime nations in the world, the Federal Government through the Nigerian Maritime Administration and Safety Agency (NIMASA) is set to provide support to the Ghana Maritime Authority (GMA) through a proposed Memorandum of Understanding (MoU).

The Director General of NIMASA, Dr. Dakuku Peterside who made this known during a working visit by the Ghana Maritime Authority (GMA) to the Agency led by its Director General, Mr. Kwame Owusu stated that in carrying out its statutory functions, the Agency is strengthened by three important Acts of Parliament namely: the Merchant Shipping Act, the NIMASA Act and the Cabotage Act.

He also informed the GMA team that in order for NIMASA to actualize its core mandates which cuts across shipping development, maritime safety and security, maritime labour services, amongst others, the Agency is currently repositioning and rebranding for greater efficiency, geared towards realizing a virile maritime sector in line with global best practices.

"We have taken a number of initiatives to reform, restructure and reposition the organization; what we have now is not what we have always had, a lot has changed over

time and you will get to learn from our own experience the life we lived and still living. Nobody realizes his vision overnight, our vision is work in progress with a focus on becoming the foremost maritime administration in Africa, advancing Nigeria's maritime goal", the DG stated.

In his response, the Director General of the Ghana Maritime Authority, Mr. Kwame Owusu commended the doggedness of the Dr. Dakuku led Management of NIMASA in repositioning the Nigerian maritime sector and by extension the entire African continent.

He said "we are here to strengthen the bilateral relationships that exist between both countries and to learn international best practices from you".

The delegation from Ghana came to learn and share part of the experience of NIMASA so that they can replicate same in their country.

The areas being considered for the MoU are; regular knowledge sharing and knowledge transfer, capacity building initiatives and Cabotage implementation/enforcement processes.

It may be recalled that the NIMASA DG was elected as the Chairman of the Association of African Maritime Administrations (AAMA) during the 3rd Conference of the body that held in Abuja between April 19 – 21, 2017 and he has since shown determination in taking the African maritime sector to greater heights.

NSDP: Seetime Training Programme On Course

— DG NIMASA

● Maritime Capacity Development on Course — Experts

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he Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has restated

the commitment of the Agency to ensuring that all beneficiaries of the Nigerian Seafarers Development Programme (NSDP) conclude their programme by getting sea time training.

Dr. Dakuku, who made this commitment while speaking at the second edition of the maritime students conference which took place in Lagos, noted that discussions were in advanced stage with some reputable maritime institutions across the world to facilitate sea time training for the graduates from the programme.

The NIMASA DG who was represented by the Agency's Head of Corporate Communications, Mr. Isichei Osamgbi noted that the Agency's budget for 2017 gave priority to capacity development, particularly acquisition of sea-time by graduates of the Nigerian Seafarers Development Programme.

"Arrangements to ensure that all graduates from the NSDP project acquire sea-time training has reached advanced stage. NIMASA is in the process of firming up all arrangements with select maritime institutions with capacity to directly facilitate sea-time training for our graduates. This direct approach is more effective and cost saving. Once the budget for 2017 is signed into law, the process will become faster", he said.

Also speaking at the event, a former Director General of NIMASA, Mr. Temisan Omatseye noted that the Nigerian Seafarers Development programme has been improved upon by all Administrations in the Agency since it was first introduced in 2007.

While urging youths to seek a career at sea, Mr. Omatseye described the maritime industry as capable of providing the much talked about jobs for the teeming youths.

Cabotage Implementation Sailing Out of Waiver Conundrum

BY GANIYU ALAYAKI

The essence of the Cabotage was to boost the indigenous participation of Nigerians in the shipping industry owing to the prospects and viability evidently being tapped by foreigners as at then. The government thought it wise that it was dangerous for the country to leave key players in the budding maritime sector to foreigners leaching on the industry to dictate the pace.

To ensure Nigerianess in the country's coastal and inland trade, the Cabotage act was promulgated in 2003 for home grown capacity for the sustainable development of the Nigerian maritime industry with four strategic pillars viz: Built in Nigeria, Owned by Nigerians, Registered in Nigeria and Manned by Nigerians.

This was seen as a silent caveat for foreigners to pave way for Nigerians to reap benefits that abound in the sector. To back the implementation of the act, a guideline was set to; facilitate the establishment and development of national capacities to manage, monitor, establish adequate information system, develop expert human resources in Cabotage administration and enforcement as well as promote the efficient operation of the Cabotage regime.

As at then Vessels were not being built in the country and the restrictions included "A vessel other than a vessel wholly owned and manned by a Nigerian Citizen, built and registered in Nigeria shall not engage in domestic coastal carriage or cargo and passengers within the coastal, territorial, inland waters, island or any point within the waters of the exclusive economic zone of Nigeria".

Importantly there was the realisation of the fact that in order not to allow the nascent maritime industry to collapse due to lack of human and technical capacity, the need to create a leeway in the mode of waivers to ease the entry into force of the regime.

The act then vested the waivers powers on the Honourable minister of transportation to waive the Cabotage requirements for a duly registered vessel on the requirement for a

vessel under this act to be built in Nigeria where he is satisfied that no Nigerian shipping Company has the capacity to construct the particular size of vessel specified in an application.

This waiver is seen as understandable owing to the notion that the country had not yet developed a large capacity to build ocean going vessels. However, the conditions of the waivers on building of vessels meant to be supported by the Cabotage Vessel Financing Funds (CVFF) which currently is undergoing the process of disbursement.

There were also other waivers that were seen to drive the ease of implementation of the Act but for the manning aspects which allows the Honourable Minister to grant waivers to a duly registered vessel on the requirement under a Cabotage Act that the vessel is to be wholly manned by Nigerian Citizens where he is certified that there is no qualified Nigerian Officer or crew for the position specified by an application.

The Act subsequently attached exorbitant amounts on the waiver requests to deter prospective applicants viz ship owners, shipping companies, agents from making applications as the Nigerian alternative would be cheaper.

Furthermore, applications for highly skilled crew such as captains, chief engineers, Chief Officers, first mate were made less expensive than that of the 2nd engineer, second mate, cooks, among others owing to the common knowledge that the number of Nigerian skilled officers could not adequately cater for the shipping industry needs because of the volume of trade.

Amazingly, because of the viability of our maritime sector, shipping companies preferred to use only foreigners on their vessels even for crew members as less important as cleaners not minding what it would cost them as waivers.

For a country in need of every kind of employment it can offer it citizens because its population! This was seen as unfairness to the Nigerian state because the country needed every available opportunity to provide jobs for the yearning citizens.

Consequently, the waiver on manning created a lot of unrest within the maritime sector as Nigerian maritime workers continue

to ask for reasons a cook or a cleaner on the vessel would be a philippino while there were Nigerians willing to take the job (it was their job in any case).

The Cabotage Vessel Financing Fund was seen as a long term solution for the issues that arose from Ownership and building of vessels, Registration of vessel in Nigeria was not too much of a problem for the Nigerian ship Registry while the manning issues continued to rumble.

To build capacity for the sector the Nigerian Maritime Administration and Safety Agency (NIMASA), floated the Nigerian Seafarers Development Programme (NSDP) to tackle the menace of lack of trained Seafarers in the Nigerian Maritime Domain. This project has been lauded by major stakeholders and it has increased the interest and awareness of the Nigerian youths on the amounts of earnings in foreign exchange they might be missing by not taking advantage of Cabotage.

The NSDP step taken by NIMASA has been yielding fruits as a lot of young Nigerians are being sent to the best maritime institutions across the globe to study various fields in maritime and this laudable programme is now churning out graduates that would fill so many voids in the sector especially in regards to Cabotage.

But, there was still a need of political will to tackle the employment of unskilled foreigners on Cabotage vessels while there were Nigerians willing to take the job.

Recently, the Dr. Dakuku Peterside led Management of NIMASA issued a notice of the temporary suspension of the issuance of waivers on Manning requirement under the Cabotage act.

The agency said it was no longer going to consider applications for grant of waivers on manning requirements for vessels engaged in Cabotage trade with regards to 2nd Officer, 2nd Engineer, 2nd mate down to able seamen, ratings and stewards.

NIMASA further went on to state that applications for grant of waivers to a Cabotage vessel to be wholly manned by Nigerian Citizens in the absence of qualified Nigerian Officers or Crew for the positions of Captains, Chief Engineers, Chief Officers, First mate shall be considered based on Merit.



Case For A Nigerian International Ship Registry

BY CHINYERE NNEJI AZIKE

INTRODUCTION

Ship registration is the process whereby a ship is documented and given the nationality of the country to which the documents were submitted. The ship uses the nationality to travel internationally as its proof of ownership of the vessel and the ship also flies the flag of the registered country. International Law requires that every merchant ship be registered with a country. The country a ship is registered in, is its flag state and a ship is bound to the law of its flag state. A ship's flag state exercises regulatory control over the vessel and is required to inspect it regularly, certify the ship's equipment and crew, and issue safety and pollution prevention documents. Registries may be governmental or private agencies. In some cases, such as the United States Alternative Compliance Program, the registry can assign a third party to administer inspections.[3]

A registry that is open only to ships of its own nation is known as a traditional or national registry. Registries that are open to foreign-owned ships are known as open registries, and some of these are classified as flags of convenience {FOC}.

ECONOMIC BENEFIT OF OPEN REGISTRY TO THE COUNTRY

The benefit a ship registry state and a ship-owner gains from the operation of an open registry depends on its level of compliance with international conventions and standards.

An open registry derives economic benefits from the four ways listed hereunder:

- Registration fee

- Tonnage tax
- Franchise or Royalty fees
- Reduced Government expense due to outsourcing

Other accruable benefits may be derived from multiplier effect of job creation and infusions in the economy from ship-owners meeting residency and registration requirements.

About 70% of the world's vessels are registered in open registries { Stopford M. 2014} with Panama, Liberia and Marshall Islands, the first, second and third largest open registries flagging more than 40% of the total world fleet{UNCTAD Maritime Review 2015}.

OTHER REASONS FOR HAVING AN OPEN REGISTRY

The other reasons countries operate open registries are:

- To retain the ships in their register: some states open international registries so that ships in their registry can benefit from international trade without changing flags.
- Improved safety standard of open registries: the result is that today, many open registries are listed in the Paris Memorandum of Understanding [MoU] 'white, grey, black' list.

The Paris MoU 'White, Grey, Black [WGB]

Paris MoU is the flagship for Performance measurement of national and open registries. Paris MoU was established in 1982 following the 1978 sinking of the MV Amoco Cadiz, off the coast of Brittany, France. Since then, the International Maritime Organization [IMO] encouraged the formation of nine (9) other MoUs (including Abuja MoU for West and Central African Countries) that have effectively ensured port state administration in all regions of the world.

The White list is for quality ships, grey list for ships with improved safety standard while the

black list is for poor ships that are rated high or very high risk. The list is compiled based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the same period.

A total of 73 flags were listed in the 2015 WGB List, 43 in 'White' List, 19 in 'Grey' List and 11 in the 'Black' list. Similarly, the Tokyo MoU List and The United States Coastguard's Qualship 21 initiative are the other major internationally recognized benchmarks for rating of flags.

Appendixes I, II and III show the WGB List.

Of the 43 flags in the 'White list', 28 are national ship registries but what is instructive is that the world's largest open registries~ Panama, Liberia, Marshall Islands and 12 other open registries also made the List. Panama, the world's largest ship registry is a recent entrant to the elite Paris MOU 'White list'. The two other interesting features from the list are:

- United Kingdom, a national registry is 2nd on the list, so also are the international registries run by the UK such as Isle of Man UK, Bermuda UK and Gibraltar UK;
- The other feature in terms of economic benefit is the presence of oil exporting countries in the White list such as Saudi Arabia, Iran, USA, Russian Federation.

The economic benefit of being in the white list in relation to oil producing countries:

An examination of the white list shows that v top oil exporting countries are listed. The reason is simple- the flag of a vessel transporting oil is better off in the 'white' list to avoid detention, which leads to losses in terms of breach of contract of affreightment and payment of detention charges or as the case may be. Vessels exporting oil should be in the white list, either that of the oil producing country or that country's oil is freighted by vessels flying a different flag usually that of an open or international register.

WISTA:

Encouraging Women to Come to Sea...

In this interview granted by the President, Women's International Shipping & Trading Association (WISTA) Nigeria Mrs. Mary Hamman, the secrete of how the female gender has been ... in a male dominated industry ws expoused...



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ow interesting is it for you, working as the President of (WISTA) Nigeria?

As you are aware making your voice heard as a woman in a male dominated institution is not an easy task. You have to show, dexterity, technical know-how and the zeal to get things done and these has been what has been driving me to show that I can lead women to rise up to the challenges in this industry.

What is the composition of WISTA?

Mrs Hamman: In terms of the calibre of women in WISTA Nigeria, we have qualified women, SANS, vessel owners, shipping magnates and even the first DG of NIMASA was our past President. So when it comes to credibility and qualification WISTA is up there.

What are your contribution towards the growth and development of the sector?

In WISTA Nigeria, the country's maritime industry has a potential that is yet to be tapped, as you are aware women can make a front to any government and present maritime issues and surely the government will oblige. WISTA is all about promoting women in the maritime industry and trying to leave a legacy that would encourage young women to take a career in the industry.

Talking about promoting and empowering women how have you been able to achieve

that?

We have a campaign, "Girls-Go-to-Sea". This is strictly a catch them young campaign, we have been visiting schools to talk with young ladies to enable them see a career in the maritime world. We are also making them realize that maritime is not only for men; we are also encouraging them to see the maritime environment as a place for women. They were also taken round the Apapa port complex to see vessels which many of them have never been opportune to see: they were amazed and this instantly formed an opinion in them.

On the trade aspect what are you doing?

we have made sure the women in the riverine areas are not left out by making available necessary support to boost their fishing trade. Recently we visited the Epe and Oron fishing communities to give them some facilities that would enhance their trade.

Are there any challenges faced?

Funding has been a major challenge, because it is a common knowledge that government is diversifying its resources as well as trying to cut costs due to the recession. This has affected the budgeting system and has by extension affected WISTA in terms of funding or subvention from the government. However, the members have been tasking one another financially and with support of institutions like NIMASA, NPA, NSC as well as some shipping companies,

though not sufficient, it has assisted the association in carrying out some of its responsibilities.

Any upcoming activities

the maritime industry should look forward to our business luncheon in October. Also our annual conference is coming up soon. We are using this medium to solicit assistance from our numerous Stakeholders.

What is the business luncheon about?

At the luncheon, we bring some speakers to discuss some topical issues; like this year how we going to facilitate export of our excesses, especially in terms of agriculture will dominate the discuss. You can imagine that most of the imports we do, the containers go back empty and we need to sensitize the industry on export as this will add to the country's Gross Domestic Product (GDP).

How do you think WISTA can partner with NIMASA to move the industry forward?

We are willing and ready to partner with NIMASA. And this can be done in different ways. In the case of placement of our seafarers on boards we have been talking to the women to assist in the placement of those cadets as we understand that NIMASA spent huge sums of money to train these young aspiring cadets in the best institutions across the globe. We have been talking to women shipping magnates. Like

Continued on page 53

Our Bundle of Experience takes a Bow

M

rs Juliana Abiodun Gunwa, the immediate past Director Maritime Labour Services Department of the Nigerian Maritime Administration and Safety Agency, NIMASA

has retired from the service of the Federal Government of Nigeria, after 35 years of meritorious service to fatherland.

The 59 years old Kogi State indigene started her working career at the Maritime Services Department of the Federal Ministry of Transport, Headquarters, Lagos in 1982.

Having worked at the Federal Ministry of Transport Headquarters, for about 19 years Mrs Gunwa was seconded to the Office of the Government Inspector of Shipping (GIS), Lagos in 2001 to head the Marine Environment Management Division. Following the merger of the then National Maritime Authority (NMA) with the office of the GIS in 2002, she transferred her service to the defunct National Maritime Authority (NMA) as an Assistant Director, and Head of the Marine Pollution Prevention Unit of the then Maritime Safety and Seafarers Standards Department. She was subsequently promoted to the rank of a Deputy Director of the same Department.

When the Marine Environment Management Department was created in 2007, Mrs Gunwa was deployed to head the Department and became its pioneer Director, a position she held till 2013. It is interesting to note that Mrs Juliana Gunwa was not only instrumental to the creation of this Department, but also facilitated its realisation and left tremendous legacies within the five (5) year period she presided over the affairs of the Department. Some of these legacies include;

- The creation / introduction of the Sea



Mrs. Juliana Abiodun Gunwa (Nee Fadile)

Protection Levy, to ensure the protection of the nation's marine environment.

- Implementation of the provisions of relevant International Maritime Organization (IMO)'s Marine Environment Conventions ratified by Nigeria.
- Development of a National Guideline on waste management emanating from ships.
- Production of twelve (12) Marine Environment Management Regulations which have been approved by the Federal Government of Nigeria and Gazetted for implementation by NIMASA amongst others.

Mrs Gunwa was deployed to head the Maritime Labour Services Department, where she again left some giant strides. Among which

are the implementation of the Maritime Labour Convention 2006, Development and launching of the new Stevedoring regulations and its general transformation to a more responsive and professionally driven Department etc.

Her outstanding contributions to the growth of the Nigerian maritime industry on the international level include amongst others;

INTERNATIONAL RECOGNITION

1. Registered Consultant to the International Maritime Organization (IMO) London.
2. Chaired the International Maritime Organization (IMO) Correspondence Group for the production of Marine Pollution Prevention Manual which was approved as an international document with effect from 1st October 2010.
3. International Labour Organisation (ILO) Certified Inspector / Trainer on Maritime Labour Convention, 2006.

Mrs Juliana Gunwa had her Secondary School education at St. Monica's college Kabba and Queen Elizabeth College, Ilorin, Kwara State respectively. She continued on to Kwara College of Technology for her Advanced Level (A-Level) education (1976 - 1978). She then proceeded to University of Ibadan, Oyo state in 1978 and graduated in 1981 with a Bachelor of Arts in Humanities. She has a Masters of Science (MSc) Degree in Marine Environment Management. Masters of Science (MSc) Degree in General Maritime Administration from the famous World Maritime University, Malmö, Sweden in 1993.

Mrs Juliana Gunwa is happily married to Mr Olumayowa Joseph Gunwa who is her pillar of support after God. She is blessed with 3 great and adorable children who are all happily married as well:

INTERVIEW

Continued from page 52

the President of WISTA International has about 45 vessels and we are hopeful that very soon through collaborative partnerships many of our students will get placement onboard vessels for their mandatory sea time training. This is part of our efforts to complement the Dr. Dakuku Peterside led Management of NIMASA. WISTA remains committed to assisting NIMASA realize its core mandates.

What is your take on the current leadership of NIMASA?

Well this is an open policy leadership which has been unprecedented. This is the first time we are seeing a NIMASA DG frequently keeping Stakeholders abreast of what is happening in the industry, making it all inclusive style of leadership. He even makes out time to meet some of the students one on one. He also carries along both the internal and external Stakeholders and with this industry watchers are of the opinion

that with his dexterity, NIMASA will be able to compete favourably with its other counterparts across the globe.

What is your advice for young ladies?

My advise for young ladies especially those in secondary schools who hopes to study maritime related courses is that they should make sure they pass maths, English and other relevant courses that would qualify them in the sector. The sky is the limit for hard work. Thank you.


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Recognizing Clinical Depression

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ost people have felt sad or experienced low moods at different times which can be a normal reaction to loss, life's struggles/challenges, hormonal changes or as simple as a love breakup.

When these feelings of intense sadness including feeling helpless, miserable, and insignificant last for many days to weeks and affect your functioning, you may be suffering from clinical depression... a treatable medical condition.

Depression is an extremely complex condition.

It can be defined as a serious and pervasive mood disorder that causes feelings of sadness, hopelessness, helplessness, and worthlessness. It can be mild to moderate with symptoms of apathy, little or increase in appetite, difficulty in sleeping, low self-esteem, and low-grade fatigue. Or it can be major depression, with symptoms of depressed moods most of the day, diminished interest in daily activities, weight loss or gain, insomnia or hypersomnia (sleeping too much), fatigue, feelings of guilt almost daily, and recurring thoughts of death or suicide.

The cause of Clinical Depression is unknown, but it is associated with the following factors such as

- Domestic Abuse.
- Financial challenges
- Certain medications.
- Conflict.
- Death or loss of a loved one.
- Genetics.
- Major events.
- Other personal problems.
- Serious illnesses.

RECOGNIZING DEPRESSION

This can be very tricky as this disorder can present with physical symptoms and everyday psychological feelings for example: lack of sleep, irritability, change in appetite, loss of concentration, low fatigue, etc.

According to International Classification for diseases, (ICD) the diagnostic criteria for depression uses an agreed list of ten depressive symptoms Viz

- Persistent sadness or low mood,
- Loss of interests or pleasure in previous pleasurable activities,
- Fatigue or low energy, and
- At least one of these, poor concentration, disturbed sleep, guilt feelings, appetite changes, acts of agitation or slowing most days, most of the time for at least 2 weeks.

WHAT TO DO:

Seek help: You are not alone, clinical

depression is a medical condition and should not be stigmatized. Talk to someone you can confide in about your feelings.

Reduce or stop alcoholic consumption.

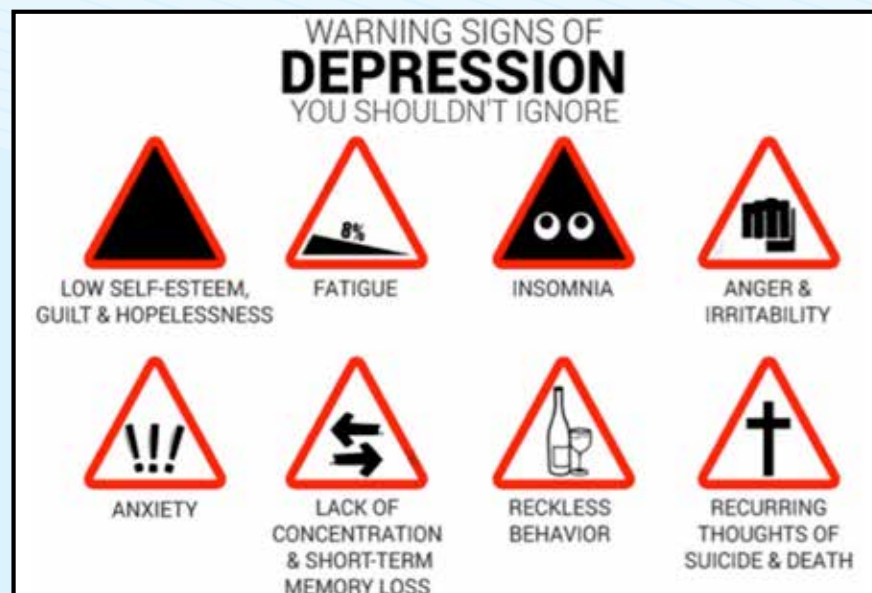
Exercise frequently: The body releases endorphins and endocannabinoids (feel good hormones)

If the above remedies don't help, then present at the clinic where you would be screened for clinical causes and different treatment modalities employed.

These modalities include psychotherapy; here, by means of scheduled regular sessions, your problems would be discussed, your attitude towards it would be identified and changed. These would be carried out via personal interactions.

Pharmacotherapy, here medications will be prescribed to help with your mood, lack of sleep and other associated symptoms or both.

Remember, clinical depression is treatable!!!!





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

The Nigerian Maritime Administration and Safety Agency (NIMASA) was established in 2007 through the passage of the NIMASA Act 2007 by the National Assembly. As part of the Institutional Reforms in support of the Maritime Sector Reforms of 2004-2006, the then National Maritime Authority (NMA) and Joint Maritime Labour Industrial Council (JOMALIC) were merged to establish NIMASA. The obligation of regulating the Maritime industry in Nigeria rests on the Agency through the relevant instruments:-

- Nigerian Maritime Administration and Safety Agency Act. 2007.
- Merchant Shipping Act. 2007
- Coastal and Inland Shipping (Cabotage) Act 2003.

The Agency was established primarily for the administration of Maritime Safety Seafarers Standards and Security, Maritime Labour, Shipping Regulation, Promotion of Commercial Shipping and Cabotage activities, Pollution Prevention and Control in the marine environment, the Agency also implements domesticated International Maritime Organization (IMO) and International Labour Organization (ILO) Conventions.

SCHEDULE "A" BENCHMARK FREIGHT RATES FOR WET CARGO

S/ No	TYPES OF CARGO	CARGO ROUTES (INDICATING VARIOUS PORTS OF LOADING TO NIGERIA)										REMARKS
		AFRICA		EUROPE/MIDDLE EAST		SOUTH AMERICA/ MEXICO		NORTH AMERICA/ CANADA		FAR EAST / INDIA/ AUSTRALIA		
		NEW RATES		NEW RATES		NEW RATES		NEW RATES		NEW RATES		
		IMP	EXP	IMP	EXP	IMP	EXP	IMP	EXP	IMP	EXP	
1.	GASOLINE (PMS, AGO, DPK, MORGAS JET A1)	\$30		\$35		\$37		\$40		\$40	m	RATES PER MTS ONLY
2.	HEAVY DUTY OIL (BASE/LUBE OIL)	\$65		\$75		\$70		\$80		\$80	m	RATES PER MTS ONLY
3.	BITUMEN	\$85		\$100		\$90		\$110		\$110	m	RATES PER MTS ONLY
4.	CHEMICALS (CAUSTIC SODA, OTHER CHEMICALS)	\$120		\$150		\$140		\$170		\$170	m	RATES PER MTS ONLY
5.	INDUSTRIAL/EDIBLE OIL (PKO AND RELATED CARGOES)	\$70		\$80		\$75		\$90		\$90	m	RATES PER MTS ONLY
6.	TALLOW /GLYCERINE	\$120		\$140		\$125		\$150		\$150	m	RATES PER MTS ONLY
7.	CRUDE OIL		\$15		\$18		\$18		\$22		\$22	RATES PER MTS ONLY
8.	FUEL OIL (HPFO,LPFO,NAPHTA)		\$20		\$23		\$23		\$27		\$27	RATES PER MTS ONLY
9.	CONDENSATE		\$14		\$17		\$17		\$21		\$21	RATES PER MTS ONLY
	CRUDE OIL CONDENSATE LPG/LNG CONDENSATE		\$65		\$80		\$75		\$105		\$105	RATES PER MTS ONLY
10.	NATURAL GASOLINE		\$20		\$23		\$23		\$27		\$27	
11.	SPIRIT (ETHANOL, BENZENE)	\$110		\$120		\$115		\$125		\$125		RATES PER MTS ONLY
12.	ANTI KNOCK	\$220		\$300		\$250		\$300		\$300		RATES PER MTS ONLY
13.	BUTANE, LNG,PROPANE,LPG	\$65		\$80		\$75		\$105		\$105		RATES PER MTS ONLY
14.	LIQUIDIFIED NATURAL GAS (NIG)		\$65		\$80		\$75		\$105		\$105	RATES PER MTS ONLY

SCHEDULE "A1": BENCHMARK FREIGHT RATES FOR WET CARGOES, SHOWING % CHANGES IN BENCHMARK FREIGHT RATES PER ZONES/CARGO GROUP

S/ No	TYPES OF CARGO	CARGO ROUTES (INDICATING VARIOUS PORTS OF LOADING TO NIGERIA)										
		AFRICA		EUROPE/MIDDLE EAST		SOUTH AMERICA/ MEXICO		NORTH AMERICA/ CANADA		FAR EAST/INDI A/ AUSTRALIA		REMARKS
		RATES		RATES		RATES		RATES		RATES		
		IMP	EXP	IMP	EXP	IMP	EXP	IMP	EXP	IMP	EXP	
A.	CONTS/BOLSTERS/PLATFORMS											
	10FT CONTAINERS	\$900	\$350	\$1,250	\$650	\$1,350	\$775	\$1,750	\$800	\$1,800	\$800	RATES PER MTS ONLY
	15FT CONTAINERS	\$1,800	\$750	\$2,500	\$1,300	\$2,700	\$1,550	\$3,500	\$1,600	\$3,600	\$1,600	RATES PER MTS ONLY
	20FT CONTAINER	\$1,800	\$750	\$2,500	\$1,300	\$2,700	\$1,550	\$3,500	\$1,600	\$3,600	\$1,600	RATES PER MTS ONLY
	40FT CONTAINER	\$3,000	\$1,450	\$4,000	\$1,500	\$4,500	\$1,800	\$5,500	\$3,000	\$6,000	\$3,000	RATES PER MTS ONLY
	45FT CONTAINER	\$3,375	\$1,631	\$4,500	\$1,688	\$5,063	\$2,025	\$6,188	\$3,375	\$6,750	\$3,375	RATES PER MTS ONLY
	HAZARDOUS CONTAINERS											
	10FT CONTAINERS	\$2,400	\$1,000	\$2,600	\$1,250	\$3,000	\$1,500	\$3,500	\$1,750	\$3,500	\$1,750	RATES PER MTS ONLY
	15FT CONTAINERS	\$3,600	\$1,500	\$3,900	\$1,875	\$4,500	\$2,250	\$5,250	\$2,625	\$5,250	\$2,625	RATES PER MTS ONLY
	20FT CONTAINER	\$4,800	\$2,000	\$5,200	\$2,500	\$6,000	\$3,000	\$7,000	\$3,500	\$7,000	\$3,500	RATES PER MTS ONLY
	40FT CONTAINER	\$6,500	\$2,500	\$7,500	\$3,500	\$7,800	\$3,500	\$11,800	\$5,500	\$11,800	\$5,500	RATES PER MTS ONLY
	45FT CONTAINER	\$7,313	\$2,813	\$8,438	\$3,938	\$8,775	\$3,938	\$13,275	\$6,188	\$13,275	\$6,188	RATES PER MTS ONLY
	ISO TANK CONTAINERS											
	10FT CONTAINERS	\$2,400	\$1,000	\$2,600	\$1,250	\$3,000	\$1,500	\$3,500	\$1,750	\$3,500	\$1,750	RATES PER MTS ONLY
	15FT CONTAINERS	\$3,600	\$1,500	\$3,900	\$1,875	\$4,500	\$2,250	\$5,250	\$2,625	\$5,250	\$2,625	RATES PER MTS ONLY
	20FT ISO	\$4,800	\$2,000	\$5,200	\$2,500	\$6,000	\$3,000	\$7,000	\$3,500	\$7,000	\$3,500	RATES PER MTS ONLY
	40FT ISO	\$6,500	\$2,500	\$7,500	\$3,500	\$7,800	\$3,500	\$11,800	\$5,500	\$11,000	\$5,500	RATES PER MTS ONLY



45FT ISO	\$7,313	\$2,813	\$8,438	\$3,938	\$8,775	\$3,938	\$13,275	\$6,188	\$13,275	\$6,188	RATES PER MTS ONLY
REFRIDGRATED CONTAINERS											
10FT CONTAINERS	\$2,400	\$1,000	\$2,600	\$1,250	\$3,000	\$1,500	\$3,500	\$1,750	\$3,500	\$1,750	RATES PER MTS ONLY
15FT CONTAINERS	\$3,600	\$1,500	\$3,900	\$1,875	\$4,500	\$2,250	\$5,250	\$2,625	\$5,250	\$2,625	RATES PER MTS ONLY
20FT REEFERS	\$4,800	\$1,800	\$5,200	\$2,500	\$6,000	\$3,000	\$7,000	\$3,500	\$7,000	\$3,500	RATES PER MTS ONLY
40FT REEFERS	\$6,500	\$2,500	\$7,500	\$3,500	\$7,800	\$3,500	\$11,800	\$5,500	\$11,000	\$5,500	RATES PER MTS ONLY
45FT REEFERS	\$7,313	\$2,813	\$8,438	\$3,938	\$8,775	\$3,938	\$13,275	\$6,188	\$13,275	\$6,188	RATES PER MTS ONLY
20FT EMPTY		\$700		\$1,000		\$1,200		\$1,500		\$1,500	RATES PER MTS ONLY
40 EMPTY		\$1,200		\$1,500		\$2,000		\$2,500		\$2,500	RATES PER MTS ONLY
B VEHICLES											
	\$400	\$400	\$550	\$550	\$750	\$750	\$1,200	\$1,200	\$1,600	\$1,600	RATES PER MTS ONLY
	\$425	\$425	\$750	\$750	\$850	\$850	\$1,500	\$1,500	\$1,600	\$1,600	RATES PER MTS ONLY
	\$460	\$460	\$1,200	\$1,200	\$1,450	\$1,450	\$2,250	\$2,250	\$1,900	\$1,900	RATES PER MTS ONLY
	\$1,700	\$1,700	\$2,500	\$2,500	\$2,500	\$2,700	\$2,700	\$3,500	\$2,800	\$2,800	RATES PER MTS ONLY
	\$2,200	\$2,200	\$3,500	\$3,500	\$3,500	\$3,500	\$3,600	\$3,600	\$3,600	\$3,600	RATES PER MTS ONLY
C. HDV (CRANES, TRACTORS, BULLDOZERS, CATAFILLARS, ESCAVATORS, SPADERS, EARTH MOVERS)											
<=10MTS	\$2,350	\$2,350	\$3,400	\$3,400	\$5,250	\$5,250	\$6,000	\$6,000	\$6,000	\$6,000	RATES PER MTS ONLY
>10<=20MTNS	\$4,125	\$4,125	\$5,700	\$5,700	\$7,750	\$7,750	\$7,000	\$7,000	\$7,000	\$7,000	RATES PER MTS ONLY
>20MTS<=40MTNS	\$7,125	\$7,125	\$13,100	\$13,100	\$16,000	\$16,000	\$18,000	\$18,000	\$18,000	\$18,000	RATES PER MTS ONLY
>40MTS	\$7,250	\$7,250	\$14,000	\$14,000	\$17,000	\$17,000	\$19,000	\$19,000	\$19,000	\$19,000	RATES PER MTS ONLY
D SPECIAL CARGOES (Rails drilling mill coaches/ locomotives vessels, rigs, platforms, modules oil well equip/ materials concealed/ oil well pipes) water pipes	\$75	\$75	\$120	\$120	\$120	\$120	\$150	\$150	\$150	\$150	RATES PER MTS ONLY
E HAZARDOUS CARGOES (Military equip/ hardware hazardous cargoes with lmo ID e.g sulphur explosives)	\$230	\$230	\$250	\$250	\$240	\$240	\$300	\$300	\$310	\$310	DO
F BREAK BULK/ GEN.CARGO	\$80	\$80	\$100	\$100	\$110	\$110	\$120	\$120	\$135	\$135	DO
G IRON & STEEL PRODUCTS (ros/wires coils, sheets, billets/bars, rail tracks)	\$60	\$40	\$75	\$55	\$90	\$60	\$120	\$100	\$125	\$100	DO
H ALUMINIUM PRODUCTS (Sheets, bars, ingots)	\$105	\$50	\$115	\$90	\$115	\$90	\$150	\$100	\$150	\$100	DO
I FERTILIZER, UREA, POTASH	\$60	\$35	\$70	\$40	\$80	\$50	\$90	\$90	\$90	\$55	DO
J CHEMICALS, SODA ASH, ADDITIVES	\$80	\$50	\$100	\$60	\$120	\$80	\$150	\$100	\$150	\$100	DO
K METAL ORE (iron ore, lead ore, zinc ore)	\$45	\$30	\$50	\$30	\$60	\$40	\$60	\$40	\$60	\$40	DO
L MINERALS (bauxite, gypsum, coal)	\$55	\$35	\$60	\$45	\$70	\$55	\$90	\$55	\$90	\$55	DO
M SALT industrial & edible	\$40	\$30	\$50	\$30	\$50	\$30	\$60	\$40	\$60	\$40	DO
N CEREALS/GRAINS (bulk bagged rice, wheat, wheat bran and flour, bagged and bulk malt, soya, bulk corn and male)	\$60	\$40	\$60	\$40	\$75	\$40	\$80	\$50	\$80	\$50	DO
O BULK CEMENT, CLINKER	\$60	\$40	\$60	\$40	\$65	\$40	\$70	\$50	\$70	\$50	RATES PER MT
P PAGED CEMENT	\$65	\$45	\$65	\$45	\$70	\$45	\$80	\$55	\$80	\$55	RATES PER MT
Q Sugar (bulk & bagged sugar)	\$45	\$30	\$45	\$30	\$50	\$40	\$60	\$40	\$60	\$40	DO
R Registered foods (frozen fish& fish meal)	\$164	\$100	\$184	\$100	\$184	\$105	\$190	\$100	\$190	\$100	DO
S PKN/PKC	\$30	\$10	\$35	\$10	\$35	\$10	\$50	\$10	\$50	\$10	DO
T COTTON YARN	\$52	\$30	\$65	\$30	\$65	\$30	\$100	\$30	\$100	\$30	DO
U SESAME SEED	\$52	\$30	\$80	\$30	\$80	\$30	\$120	\$30	\$120	\$30	DO
V COCOA	\$60	\$55	\$70	\$60	\$75	\$65	\$100	\$75	\$100	\$75	DO

LEGAL FEES

S/ No	DESCRIPTION	AMOUNT
1.	NIMASA Application Form (B1) (Contractor)	N10,000.00
2.	Registration Fee	N100,000.00
3.	Renewal Fee (Annum)	N15,000.00

NIGERIAN SHIP REGISTRATION FEES

S/ No	FLAG REGISTRATION FEES	AMOUNT
1.	Flag Registration from 15 tons – 200 tons 201 tons – 1,000 tons Above 1,000 tons to every subsequent 1,000 tons	N75,000 N100,000.00 N10,000.00
2.	Provisional Registration	N50,000.00
3.	Consent to Mortgage or to sell	N20,000.00
4.	Change of Ownership	Same as 1 above
5.	Registration of Mortgage	N50,000.00
6.	Availability of Mortgage	N10,000.00
7.	Carving and Marking Note	N10,000.00
8.	Placement of Caveat	N10,000.00
9.	Bill of Sale	N5,000.00
10.	CTC of Document	N2,000.00 per page
11.	CTC of Certificate	N10,000.00
12.	Suspension of Registration	N20,000.00
13.	Placement of Notation	N50,000.00
14.	Re-Issuance of Certificate	N25,000.00
15.	Renewal of Registration	Half of Registration fees
16.	Mortgage Form	N10,000.00
17.	Registration Form	N5,000.00
18.	Deletion Certificate	N10,000.00
19.	Legal Search	N5,000.00
20.	Certificate of Encumbrance	N10,000.00
21.	Transcript of Registry	N20,000.00
22.	Change of Vessel Name	N35,000.00
23.	Penalty for loss of Certificate of Registry	N50,000.00
24.	Letter of Third (3rd) Party	N25,000.00

FEES, LEVIES, TARIFFS FOR SEAFARERS MANNING WELFARE INITIAL INSPECTION FEES

NO.	VESSEL'S GROSS TONNAGE	INSPECTION FEE
1.	Between 80 – 499 GT	N150,000.00
2.	Between 500 – 1999 GT	N200,000.00

3.	Between 2000 – 4999 GT	N250,000.00
4.	5000 and above	N300,000.00

APPROVAL AND CERTIFICATION

NO.	VESSEL'S GROSS TONNAGE	CERTIFICATION FEE
1.	Below 499GT	N100,000.00
2.	Above 500> GT	N200,000.00

The Agency reserves the right to review the fees stated above at any time in line with international best practice.

NIMASA TARIFF

PART 1: REGISTER OF SHIPS

1 REGISTRATION SERVICES, ETC

(a) Inspection of ship's marking =N=20,000.00 for two visits, and thereafter =N=10,000.00 per surveyor-hour or part thereof;

Item	Gross Tonnage of Vessel	Charge
1.	Up to 200 tons	=N=120,000.00
2.	Over 200 tons to 1000 tons	=N=160,000.00
3.	Over 1000 tons	=N=160,000.00 plus =N=16,000.00/1000 tons

According to the gross tonnage represented by the ship transferred, mortgaged or in respect of which a new certificate is issued:

Item	Gross Tonnage of Vessel	Charge
1.	Up to 500 tons	=N=72,000.00
2.	Over 500 tons	=N=72,000.00 +N=7,200.00/500tons

But where part share in a ship is transferred, etc, the charge is an amount (calculated to the nearest Naira) equal to the proportionate part of the interest represented by the share transferred, etc., of the total charge that would have been payable had the whole ship been transferred, etc., (e.g. =N=1,500 payable on 30 gross register ton ship being transferred: one-third share in ship transferred (a x 1,500 =N=495.00);

- (d) i. Approval of name(s)/any changes =N=72,000.00
ii. Allotment of international code signal letter =N=72,000.00
iii. MMSI Number =N=72,000.00

(e) TRANSFER OF REGISTRY

- i. Approval and consent fee =N=72,000.00
ii. Registration of the transfer by issuance or endorsement of certificate of registry to new owner(s)...

As per tonnage on initial registry (b) above.

- iii. Deletion Certificate =N=36,000.00
iv. Certificate of freedom from Encumbrances..... =N=36,000.00
V. Provisional Certificate of Registration =N=180,000.00

**(f) REGISTRATION OF ENCUMBRANCES**

- i. Filing of power of attorney =N=18,000.00
- ii. Filing of notice of caveat emptor, etc =N=18,000.00
- iii. Registration of Mortgage =N=80,000.00
- iv. Legal Search =N=18,000.00

(g) RE-REGISTRATION CHARGES (EVERY FIVE YEARS)

The charges for Re-registration of ship shall be half the initial Registration cost.

Item	Description of Services	Fee chargeable
1.	Granting of temporary pass in lieu of Certificate of Registry	=N=72,000.00
2.	Inspection of register (the charge is payable in all cases irrespective of whether extracts are made)	=N=10,800.00
3.	Certified copy of particulars of transactions recorded subsequent to registry	=N=72,000.00
4.	For copies of documents issued or prescribed	=N=7,200.00 per copy

According to the gross tonnage represented by the ship transferred, mortgage or in respect of which a new certificate is issued;

Item	GROSS TONNAGE OF VESSEL	CHARGES
1.	Up to 500 tons	N72,000
2.	Over 500 tons	N72,000 + N7,20/500 tons

But where part share in a ship is transferred, etc, the charge is an amount (calculated to the nearest naira) equal to the proportionate part of the interest represented by the share transferred, etc, (e.g. N1,500 payable on 30 gross register ton ship being transferred: one third share in ship transferred (a x 1,500 = N495.00)

- (i)
 - i. Approval of name(s)/ any changesN72,000
 - ii. Allotment of international code signal letter.....N72,000
 - iii. MMSI Number..... N72,000
- (j) **Transfer of Registry**
 - i. Approval and consent fee..... N72,000
 - ii. Registration of the transfer by issuance or endorsement of certificate of registry to new owners(s) as per tonnage on initial registry (b) above
 - iii. Deletion Certificate..... N36,000
 - iv. Certificate of freedom from Encumbrances..... N36,000
 - v. Provisional Certificate of Registration..... N120,000
- (k) Re-registration Charges (Entry Five Years)

The charges for re-registration of ship shall be half the initial Registration cost.

SHIPBUILDING YARD INSPECTION**2 (a) INSPECTION OF NEW BUILDING AT SHIPYARD**

- Local Shipyard Inspection = N=21,600 /Hr /Visit /Person
- Oversea Shipyard Inspection min. 8hrs
- 50,000 GT and below US\$ 12,000.00
- 50,000 GT and above US\$ 24,000.00

2 (b) APPROVAL OF SHIPYARD

- Initial Inspection and Approval Certification
- PDSC SHIPYARD =N=96,000.00
- BARGES AND HOUSEBOAT =N=240,000.00
- CREW BOAT =N=360,000.00
- OTHER SHIPS =N=480,000.00

3 MEASUREMENT OF SHIP FOR GROSS AND NET TONNAGE

- (1) The following charges are payable for the measurement of a ship for gross and net tonnage in terms of the Tonnage Regulations, when carried out in shipyard.

Item	REGISTERED LENGTH OF SHIP	Charge
1.	Less than 24 metres	=N=35,370.00
2.	24 metres and over, but not exceeding 36 metres	=N=71,280.00
3.	More than 36 metres, but not exceeding 55 metres	=N=177,360.00
4.	More than 55 metres, but not exceeding 68 metres	=N=355,050.00
5.	More than 68 metres	=N=497,070.00

- (2) In the case of a ship that has been measured in a foreign port by arrangement with the government of the country in which that port is situated or with some other responsible body or person, for the purpose of provisional registration or otherwise, a charge of =N=72,000 is payable for the checking of the tonnage computation, re-issuing.
- (3) No charge is payable in respect of a foreign ship registered at a port in the Republic, unless an alteration in the form or capacity of the ship has been made since the first measurement, in which case the charges specified in subparagraph (4) or (5), as the case may be, are payable.
- (4) Where a foreign ship is measured on behalf of, or by arrangement with, the government of another state, the charges specified in subparagraph (1) are payable, subject to a minimum of =N=60,000.00.
- (5) The charges for re-measurement, where re-measurement includes the calculation of the volume of the hull below the upper deck, are the charges specified in subparagraph (1).
- (6) Where in consequence of any alteration in the form or capacity of a ship, not being an alteration affecting the volume of the hull below the upper deck, the ship is re-measured, the following charges are payable.

SHIP ALTRATION CHARGES.

Item	REGISTERED LENGTH OF SHIP	CHARGES
1.	Less than 24 metres	=N= 54,000.00
2.	24 metres and over, but not exceeding 55 metres	=N=108,000.00
3.	More than 55 metres	=N=180,000.00

A charge of =N=18,000.00 is payable for the provision of particulars of tonnage calculations.

NIGERIAN TONNAGE CERTIFICATE

- Nigerian tonnage certificate of vessels < 500GT =N=90,000.00
- Nigerian tonnage certificate of vessels >500GT =N=150,000.00

PART 2: SURVEY SERVICES**4 SURVEY OF PASSENGER SHIP FOR SAFETY CERTIFICATE**

- (1) Subject to subparagraph (3), the following charges are payable for the survey of a passenger ship for a passenger ship safety certificate with or without an exemption certificate or for a local general safety certificate with or without a local safety exemption certificate, and for the issue of a record of safety equipment (if any):
- (a) Where the period of validity of the certificate is 12 months:

Item	TONNAGE OF VESSEL	Charge
1.	Up to 50 tons, if the ship is fit to carry not more than 36 passengers	=N=48,000.00
2.	Up to 50 tons, if the ship is fit to carry more than 36 passengers	=N=72,000.00
3.	Over 50 tons to 100 tons	N=84,000.00
4.	Over 100 tons to 300 tons	=N=108,000.00
5.	Over 300 tons to 600 tons	=N=168,000.00
6.	Over 600 tons	=N=168,000.00 plus N4,800 for each 100 tons or part thereof above

- (b) Where the period of validity of the certificate is less than 12 months:
Half of the charge referred to in item (a) for each month or part thereof of the Certificate's period of validity, subject
- (2) The charges specified in subparagraph (1) cover –
- (a) Two visits to the ship by a Surveyor; and
- (b) The survey of all parts of the ship, except the radio installations and the hull where the survey thereof requires the ship to be dry-docked, slipped or lifted by synchro-lift or crane.
- (3) The charges specified in subparagraph (1), multiplied by a factor of four, are payable for the survey of a newly constructed passenger ship or a passenger ship undergoing rebuilding or refurbishment and cover –
- (a) Eight visits to the ship by a surveyor;
- (b) The survey of all parts of the ship, including the hull in a drydock, on a synchro-lift or on land, but excluding the radio installations; and
- (c) The scrutiny of the ship's drawings presented for approval before any building, rebuilding or refurbishment takes place.
- (4) The following charges are payable for the issuance of a new Safety Certificate referred to in subparagraph (1) to replace an existing Certificate of the same kind:
- (a) For changing the limits under condition which a ship may ply, or to indicate additional limits – =N=36,000.00
- (b) For increasing or decreasing the number of passengers that a ship may carry =N=36,000.00
- (5) If any visits in addition to those referred to in subparagraphs (2) and (3) are necessary before the surveyor's report can be drawn up, an additional charge of =N=9,600.00 per surveyor-hour or part thereof is payable.

5. SURVEY OF SHIP (OTHER THAN PASSENGER SHIP) FOR CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE**Safety Construction Certificate**

Item	Tonnage of vessel	Survey for Initial issue of Certificate. =N=	Survey for Certificate Renewal =N=	Survey during Period of valid certificate =N=
1.	500 tons or over, but under 1000 tons	355,200.00	84,000.00	18,860.00
2.	1000 tons or over, but under 1500 tons	497,433.00	92,720.00	19,620.00
3.	1500 tons or over, but under 2000 ton	568,336.00	99,360.00	21,240.00
4.	2000 tons or over, but under 2500 tons	639,240.00	120,960.00	25,560.00
5.	2500 tons or over, but under 3000 ton	710,173.00	138,240.00	29,880.00
6.	3000 tons or over, but under 4000 tons	745,830.00	153,720.00	32,040.00
7.	4000 tons or over, but under 5000 ton	852,390.00	162,362.00	34,740.00
8.	5000 tons or over, but under 6000 tons	958,824.00	175,140.00	42,840.00
9.	6000 tons or over, but under 7000 ton	1,065,330.00	178,560.00	46,620.00
10.	7000 tons or over, but under 8000 tons	1,184,670.00	196,740.00	50,940.00
11.	8000 tons or over, but under 9000 ton	1,278,360.00	208,620.00	55,260.00
12.	9000 tons or over but under 10000 tons	1,420,560.00	220,320.00	59,580.00
13.	10000 tons or over but under 20000 ton	1,562,580.00	232,200.00	64,080.00
14.	Over 20000 tons but under 50000 tons	2,078,100.00	308,880.00	85,320.00
15.	50000 tons or over	2,609,190.00	410,760.00	113,400.00

- (2) The charges specified in subparagraph (1) cover –
- (a) Two visits to the ship by a surveyor; and
- (b) The survey of all parts of the ship, including the hull in a drydock when the survey thereof and of the other parts of the ship occur simultaneously, but excluding the radio installations.
- (3) Four times the charges specified in column (2) of the table in subparagraph (1) are payable in respect of a ship the keel of which was laid before 26 May 1965.
- (4) Where the period of validity of a certificate referred to in subparagraph (1) is less than five years, the payment of a charge less than the charge specified in that subparagraph, but which is proportionate to the amount of work involved, may be allowed, subject to a minimum charge of =N=71,100.00.
- (5) If any visits in addition to those referred to in subparagraph (2) are necessary before the surveyor's report can be drawn up, an additional charge of =N=12,000.00 per surveyor-hour or part thereof is payable.
- (6) Subject to paragraph 15(3) and (4), the charges payable for the survey of a ship for a certificate referred to in subparagraph (1) cover a load line survey carried out simultaneously with the survey at certificate.

6. SURVEY OF SHIP (OTHER THAN PASSENGER SHIP) FOR CARGO SHIP SAFETY EQUIPMENT CERTIFICATE**Safety Equipment Certificate**

Item	TONNAGE OF VESSEL	Charge
1.	Up to 1 600 tons	=N=170,000.00
2.	Over 1 600 tons to 3 000 tons	=N=180,000.00
3.	Over 3 000 tons to 10 000 tons	=N=190,000.00
4.	Over 10 000 tons to 20 000 tons	=N=210,000.00
5.	Over 20 000 tons to 50 000 tons	=N=220,000.00
6.	Over 50 000 tons	=N=220,000.00+±12,600 / 1000tons

- (2) The charges specified in subparagraph (1) cover-
- (a) Two visits to the ship by a surveyor, and
- (b) The survey of all parts of the ship, except the radio installation.
- (3) The charges specified in subparagraph (1), multiplied by a factor of four are payable in respect of a newly constructed ship or a ship undergoing rebuilding or refurbishment and cover –
- (a) Eight visits to the ship by a surveyor;
- (b) The survey of all parts of the ship, except the radio installations; and
- (c) The scrutiny of the ship's drawings presented for approval before any building, rebuilding or refurbishment takes place.
- (4) If any visits in addition to those referred to in subparagraphs (2) and (3) are necessary before the surveyor's report can be drawn up, an additional charge of =N=12,000.00 per surveyor-hour or part thereof is payable.



7 CONDITION SURVEY

Item	TONNAGE OF VESSEL	CHARGE
1.	Under 50 tons	=N=108,000.00
2.	50 Tons but less than 150 Tons	=N=126,000.00
3.	150 Tons But less than 300 Tons	=N=180,000.00
4.	300 Tons But less than 500 Tons	=N=206,000.00
5.	500 Tons But less than 1000 Tons	=N= 252,000.00
6.	1000 Tons But less than 3000 Tons	=N=306,000.00
7.	3000 Tons But less than 5000Tons	=N= 360,000.00
8.	5000 Tons But less than 10,000	=N= 396,000.00
9.	10,000 Tons But less than 20,000	=N=450,000.00
10.	20,000 Tons and above	=N=450,000.00+ =N=24,000.00/5000tons

If a condition survey is carried out overseas, an equivalent of 150% is payable in US dollars (see section 38)

8. SURVEY OF SHIPS BOILERS

- (a) For the Survey of boilers intended for use on board ship –
 (i) For Double –Ended Cylindrical Boiler, per 3048m or part thereof of the total width of the furnaces 96,000.00
 For Single-Ended Cylindrical Boiler, or Water Tube Boiler per 3048m or part thereof of the total width of the furnaces 72,000.00

The above fees cover the inspection of the drawings and the Survey of the Boilers up to and including the Hydraulic Test.

9. SURVEY OF INLAND WATERS CRAFT FOR THE ISSUANCE OF NATIONAL SAFETY CERTIFICATE.

1. POWERED CRAFTS (NON CONVENTIONAL VESSELS)

- (a) Inspection for the issuance of Passenger Certificate, Safety Certificate, or Combined Passenger and Safety Certificate

Item	TONNAGE OF VESSEL	Charge
1.	Craft under 20 tonnes	=N=36,000.00
2.	Craft 20 but under 50 tonnes	=N=50,000.00
3.	Craft 50 but under 100 tonnes	=N=70,000.00
4.	Craft 100 but under 200 tonnes	=N=90,000.00
5.	Craft 200 but under 400 tonnes	=N=110,000.00
6.	Craft 400 tonnes and above	=N=110,000.00+4,800.00/100t

- (b) Inspection for the issuance of Power Driven Small Craft (PDSC) Licence =N=20,000.00
 (c) Pleasure Yacht Licence =N=60,000.00

2. DUMP CRAFT INSPECTION FOR THE ISSUANCE OF BOAT LICENCE IN RESPECT OF DUMB CRAFTS SUCH AS LIGHTERS AND BARGES

Item	TONNAGE OF VESSEL	Charge
1.	Not exceeding 20 tonnes loaded displacement	=N=36,000.00
2.	Exceeding 20 but not exceeding 50 tonnes	=N=48,000.00
3.	Exceeding 50 but not exceeding 100 tonnes	=N=72,000.00
4.	Exceeding 100 but not exceeding 150 tonnes	=N=96,000.00
5.	Exceeding 150 tonnes	=N=96,000.00 +2,400/50ton

3. INSPECTION OF VESSEL FOR THE ISSUANCE OF FISHING BOATS SURVEY CERTIFICATE

Item	TONNAGE OF VESSEL	INITIAL ISSUE OF CERT.	ANNUAL RENEWAL OF CERT.
1.	Boats under 20 T	=N=72,000.00	=N=36,000.00
2.	Exceeding 20 but not exceeding 100 tonnes	=N=96,000.00	48,000.00
3.	Exceeding 100 but not exceeding 300 tonnes	=N=144,000.00	72,000.00
4.	Exceeding 300 tonnes	144,000.00 + 4,800.00/100 T	72,000.00 + 2,400.00per100t

10. SURVEY OF SHIP FOR IGC CODE CERTIFICATE:

- (1) The following charges are payable for the survey of a ship for an IGC Code certificate:
 (a) Initial or renewal survey where the period of validity of the certificate is five years =N=240,000.00
 (b) Intermediate, annual or additional survey – =N=12,000.00 per surveyor-hour or part thereof.
 (2) (a) Where a Surveyor carries out a survey or inspection to determine whether certain equipment or documents comply with the prescribed specifications, a charge of =N=9,600.00 per Surveyor-Hour or part thereof is payable.
 (b) If a Certificate of Inspection is required, an additional charge of =N=14,400.00 is payable.

11. SURVEY OF SHIP FOR LOAD LINE CERTIFICATE: Load Line Certificate

Item	TONNAGE OF VESSEL	Surveys for first issue or renewal of certificate =N=	Intermediate or annual survey =N=
1.	Under 50 tons	42,000.00	18,000.00
2.	50 tons or over but under 150 tons	60,000.00	36,000.00
3.	150 tons or over, but under 300 tons	84,000.00	54,000.00
4.	300 tons or over, but under 500 tons	108,000.00	72,000.00
5.	500 tons or over, but under 1000 tons	132,000.00	96,000.00

6.	1000 tons but under 1500 tons	168,000.00	120,000.00
7.	1500 tons but under 2000 tons	192,000.00	120,000.00
8.	2000 tons but under 2500 tons	216,000.00	156,000.00
9.	2500 tons but under 3000 tons	240,000.00	168,000.00
10.	3000 tons but under 4000 tons	264,000.00	192,000.00
11.	5000 tons but under 6000 tons	288,000.00	216,000.00
12.	6000 tons but under 7000 tons	326,000.00	264,000.00
13.	7000 tons but under 8000 tons	360,000.00	288,000.00
14.	8000 tons but under 9000 tons	384,000.00	312,000.00
15.	9000 tons but under 10,000 tons	408,000.00	336,000.00
16.	10,000 tons or over	432,000.00	360,000.00

- (2) (a) The charges specified in column (1) of the table in subparagraph (1) cover two visits to the ship by a surveyor. If further visits are necessary before the surveyor's report can be drawn up, an additional charge of =N=12,000.00 per surveyor-hour or part thereof is payable.
 (b) Where a surveyor finds it necessary to make more than one visit to a ship over 300 tons for the purpose of an intermediate survey, the charge specified in column (2) of the said table is increased by 25%/extra visit.
 (3) Where a surveyor carries out a survey for the issue or renewal of a load line certificate at the same time as a survey for a safety certificate for a passenger ship or for a cargo ship safety construction certificate, half the charge specified in column (1) is payable.
 (4) Where a surveyor carries out an intermediate survey at the same time as a survey for a safety certificate for a passenger ship or for a cargo ship construction certificate, no charge is payable.
 (5) Where a surveyor carries out a partial survey for a change of freeboard as a result of minor alterations to a ship, the charges specified in column (2) of the table in subparagraph (1) are Payable.
 (6) Where a surveyor in a special case carries out a partial survey for the issue or renewal of a load line certificate with a period of validity of 12 months or less, half the charge specified in column (1) of the table in subparagraph (1) is payable.
 (7) A charge of =N=12,000.00 per surveyor-hour or part thereof is payable for the supply of information concerning, or of the calculation of, the dock water density or dock water allowance of a ship proceeding to sea from a port in Nigeria on a particular voyage.
 (8) The charges specified in column (1) of the table in subparagraph (1) are payable for a provisional assignment of freeboard, but no charge is payable for a subsequent survey for the first issue of a load line certificate
 (9) Half of charges specified in volume (2) of paragraph 1 is payable for the issue of a total load line exemption certificate.

12. RADIO SURVEYS AND RADIO LOGBOOK.

- (1) The following charges are payable for the inspection of a radio installations in a ship

Item	TONNAGE OF VESSEL	Charge
1.	25 & Less than 300 tons	=N=72,000.00
2.	300 and less than 1000 tons	=N=108,000.00
3.	1000 and less than 3000 tons	=N=180,000.00
4.	Over 3000 tons	=N=180,000.00 + =7,200.00/5000tons

- (2) Where the inspection is carried out outside the harbour areas (off-shore), an additional amount in respect of travel and subsistence, calculated in accordance with the applicable Public Service tariffs, is payable.
 (3) A charges specified in subparagraph (1) cover two visits to the ship by a surveyor. If further visits are necessary before the surveyor's report can be drawn up, an additional charge of =N=12,000.00 surveyor-hour thereof is payable.
 (4) A charge of =N=12,000.00 payable for the issue of a radio logbook.

13. SURVEY OF UNSEAWORTHY SHIPS (DETAINED SHIP)

- (1) The following charges are payable where a ship is inspected and found to be overloaded or improperly loaded or undermanned or to have major defects in its equipment, hull or machinery or to be unseaworthy for any other reason and, in consequence of which, the ship is detained:

Item	TONNAGE OF VESSEL	Charge
1.	Craft under 25 tonnes	=N=72,000.00
2.	Over 25 but under 500 tonnes	=N=108,000.00
3.	Over 500 tons to 750	=N=144,000.00
4.	Over 750 tons to 100 tons	=N=180,000.00
5.	Over 1000 tons to 3000 tons	=N=216,000.00
6.	Over 3000 tons	=N=216,000.00 + 12,000.00/500t

- (2) Where a ship detained because it is unmarked or improperly marked with Load Lines or because of a failure to surrender an expired Load Line Certificate, a charge of =N=18,000.00/ Surveyor-Hour is payable for each inspection of the ship.
 (3) Where a ship is detained or requires more than one visit as a result of deficiencies identified during an inspection under the port state control system, charges equal to those specified in section 50 of this document are payable for each subsequent visit.

14. SURVEY OF SHIP IN DRY DOCK:

- (1) The following charges are payable for the external and internal survey of a ship's hull where the survey is carried out in a dry-dock or on a synchro-lift or slipway or on land or with the ship afloat, and for the issue of a dry-docking certificate (if any).

Item	TONNAGE OF VESSEL	Charge
1.	Up to 25 tons	54,000.00
2.	Over 25 tons to 100 tons	72,000.00
3.	Over 100 tons to 500 tons	90,000.00
4.	Over 500 tons to 5000 tons	180,000.00
5.	Over 5000 tons to 10 000 tons	194,000.00
6.	Over 10 000 tons to 20 000 tons	240,000.00
7.	Over 20 000 tons to 50 000 tons	312,000.00
8.	Over 50 000 tons	312,000.00 + 14,400/500ton

- (2) The charges specified in subparagraph (1) cover two visits to the ship by a surveyor, and include one visit to a workshop in a port for the purpose of inspecting the ship's machinery. If further visits are necessary before the surveyor's report can be drawn up, an additional charge of =N=10,000.00 per surveyor-hour or part thereof is payable.
 (3) Where a ship required to undergo an annual survey is granted a 12 month extension, a charge of one and a half times the annual survey charge is payable.



15. INSPECTION OF LIFE-SAVING APPLIANCES

- (1) A charge of =N=10,000.00 per surveyor-hour or part thereof is payable for the examination of the design of a life saving appliance, for the inspection of the first appliance manufactured to the design and, if required, the issue of a certificate of approval, for the inspection during construction, for the certification or re-certification of a boat or buoyant apparatus, and for the issue of a report of inspection.
- (2) The following charges are payable for the inspection and stamping of life-jackets at the manufacturer's or the Authority's premises:
- (a) Inspection and stamping: per life-jacket =N= 3,600.00
- (b) Inspection only: per life-jacket =N=2,400.00
- (c) Minimum charge per inspection =N=24,000.00

16. INSPECTION OF FIRE APPLIANCES AND LIFE RAFT SERVICE STATIONS

- (1) A charge of =N=18,000.00 per surveyor-hour or part thereof is payable for the examination of the design of a fire appliance, for the inspection of the first appliance manufacture to the design and, if required, the issue of a certificate of approval, for the witnessing of tests of fire extinguishers, fire detecting apparatus, smoke helmets and breathing apparatus, fire pumping units, spray nozzles and similar appliances, and for the issue of a report of inspection.
- (2) (a) The issue of initial Certificate of approval based on approval of a competent authority. (Manufacturer of RAFT) N120,000.00
- (b) Bi-annual renewal fee of approval Certificate N84,000.00
- (3) (a) A charge of =N=192,000.00 is payable for the inspection and approval of a station and covers two visits by a surveyor.
- (b) If further visits are required, an additional charge of =N=12,000.00 per surveyor-hour or part thereof is payable.
- (4) Stations are to make return of N12,000.00 per Liferaft endorsed, by the Authority.

17. INSPECTION OF CREW ACCOMMODATION:

- (1) A charge of =N=4,800.00 per compartment is payable for the issue of a certificate in terms of the Crew Accommodation Regulations, and for the marking of accommodation prior to registration or re-registration, subject to a maximum charge =N=54,000.00 and a minimum charge of =N=18,000.00
- (2) A charge of =N=12,000.00 per inspection is payable for the inspection of crew accommodation as a result of complaint about such accommodation, but no charge is payable if, in the opinion of the officer making the inspection, there were no reasonable grounds for the complaint.

18. DANGEROUS CARGOES:

- The following charges are payable for the services referred to, provided in terms of the Merchant Shipping (Dangerous Goods) Regulations,
- (a) Granting of an exemption =N120,000.00
- (b) Inspection of a ship in which explosives or other dangerous goods are proposed to be carried, to determine:
- (i) before loading, whether the ship is equipped and in all other respects suitable to carry such goods N12,000.00 per visit;
- (ii) whether the proposed stowage complies with the applicable requirements N12,000.00 per visit;
- (iii) during loading and upon completion of loading, whether the goods have been handled and stowed in accordance with the applicable requirements.. N12,000.00 per visit;
- (c) Inspection of a magazine or container N12,000.00/Container
- The travel and boarding expenses of the officer concerned are additional to the above. The above covers the inspection of not more than five magazines or containers. Also, a Survey fee of =N=5,000.00 per surveyor-hour or part thereof is payable.
- (b) Inspection of a ship for a Document of Compliance N48,000.00
- The above fee covers two visits to the ship by a Surveyor. For additional visits, a fee of =N=10,000.00 per surveyor-hour or part thereof is payable.

19. TRAINING INSTITUTION APPROVAL

1. Initial Inspection and Approval of Training Centre covering N 360,000.00
- Maximum of two visits
2. Initial accreditation of courses =N=120,000.00/ course
3. Re-accreditation and renewal of certificate =N= 72,000.00/ course

20. GRAIN CARGOES:

The following charges are payable for the services referred to, provided in terms of the Merchant Shipping (Carriage of Grain in Bulk) Regulations,

Item	TONNAGE OF VESSEL	Charge
1.	Initial examination and approval of a grain-loading plan for a ship	36,000.00
2.	Examination and approval of a grain-loading plan for a Sister ship having arrangements similar to those in a ship referred to in items 1	14,400.00
3.	Examination and approval of a grain-loading plan that has been altered as a result of alterations to the ship or to the arrangements thereof made after the approval of the original plan.	24,000.00
4.	Inspection of first installation of fittings required by a grain-loading plan.	7,200.00 Each
5.	Initial inspection of a ship for a certificate of suitability to final inspection for a grain-loading certificate.	N60/ton subject to a minimum of N36,000.00

21. TIMBER DECK CARGOES:

A charge of N12,000.00 per surveyor-hour or part thereof is payable for the inspection of the stowage, plans, fittings, and stowage and securing of timber deck cargoes, subject to a minimum charge of N48,000.00 per ship.

22. PARTIAL INSPECTIONS:

- (1) In the case of a ship requiring a Safety Certificate, the following charges are payable for a partial inspection, other than a survey otherwise provided for in this Division, and for the issuance, where applicable, of a Certificate of inspection or for the endorsement of a Record of Safety Equipment.

Item	TONNAGE OF VESSEL	Charge
1.	Up to 25 tons	18,000.00
2.	Over 25 tons to 100 tons	24,000.00
3.	Over 100 tons to 500 tons	48,000.00
4.	Over 500 tons	96,000.00

- (5) (a) The following charges are payable for the inspection and approval of a ship's stability book or stability statement:

Item	TONNAGE OF VESSEL	Charge
1.	Up to 100 tons	14,400.00
2.	Over 100 tons to 500 tons	23,400.00
3.	Over 100 tons to 1,600 tons	32,400.00
4.	Over 1,600 tons	54,000.00

PART 3: SEAFARERS' CERTIFICATION

23. FEES FOR EXAMINATION AND ASSESSMENT FOR CERTIFICATE OF COMPETENCY (CONVENTION CERTIFICATES)

(1) DECK EXAMINATION:

Examination for the award of Certificate of Competency on which a candidate presents himself for examination as a:

- a. (i) Master 500gt or less (Near Coastal) =N=30,000.00
- (ii) Master less than 3,000gt =N=40,000.00
- (iii) Master Unlimited =N=51,000.00
- b. (i) Chief Mate less than 3,000gt =N=35,500.00
- (ii) Chief Mate Unlimited =N= 40,000.00
- c. (i) OOW 500gt or less (Near Coastal) =N=26,300.00

- (ii) OOW limited >500gt(NCV) =N=28,300.00
- (iii) OOW Unlimited =N=30,300.00
- d. Rating Forming Part of Watch =N=9,450.00
- e. Endorsement of Certificate =N=36,000.00

2. ENGINEERING EXAMINATION

- a. (i) Chief Engineer Less than 750kw =N=35,000.00
- (ii) Chief Engineer (Unlimited) =N=51,000.00
- (iii) Chief Engineer (Near Coastal, 750-3000) =N=42,000.00
- b. (i) Second Engineer less than 750kw =N=30,300.00
- (ii) Second Engineer (Unlimited) =N=40,000.00
- (iii) Second Engineer (Near Coastal, 750-3000) kw =N=32,000.00
- c. OOW Unlimited =N=30,000.00
- OOW (Near Coastal). =N=20,000.00
- d. Rating on Watch =N=9,450.00

3. RADIO OPERATOR CERTIFICATE

- (i) GMDSS (GOC) =N=21,000.00
- (ii) GMDSS (ROC) =N=14,700.00

4. ENDORSEMENT OF RECOGNITION

a. Endorsement of Foreign certificate for Nigerian Seafarers (one-off payment)

- I. Class 1 (Deck/Engine) =N=100,000
- II. Class 2 (Deck/Engine) =N=80,000
- III. OOW (Deck/Engine) =N=60,000
- IV. Electro Officers =N=60,000

b. Endorsement of Foreign Certificates (CoC) for Foreigners on cabotage

- I. Master/Chief Engineer =N=50,000
- II. Mates/2nd Engineer =N=60,000
- III. OOW (Deck/Engine) =N=100,000
- IV. Electro Officers =N=60,000

Endorsements are aligned with the Expiration date of the original CoC. To be renewed with every extension/revalidation.

5. MANDATORY CERTIFICATES

- a. Personal survival techniques =N=4,200.00
- b. Fire prevention and fire fighting =N=4,200.00
- c. Elementary First Aid =N=4,200.00
- d. Personal safety and social responsibility =N=4,200.00
- e. Survival craft rescue boat =N=4,200.00
- f. Advance fire fighting =N=4,200.00
- g. Medical fitness =N=4,200.00
- i. Basic safety familiarization =N=4,200.00
- j. Special familiarization =N=4,200.00

6. EXAMINATION SYLLABUS

7. ASSESSMENT OF ELIGIBILITY FOR EXAMINATION

- Eligibility for Ratings CoC =N=5,000
- Eligibility for OOW (unlimited) =N=10,000
- Eligibility for Class 1 & 2 Unlimited =N=15,000
- Eligibility for OOW (NCV) =N=6,000
- Eligibility for Master/Mates & Chief Engr (NCV) =N=10,000

8. REPLACEMENT OF CERTIFICATES

- Replacement of lost CoC =N=10,000
- Replacement of Certificates of Proficiency =N=6,000
- Revalidation of Certificate =N=10,500

9. SPECIAL CERTIFICATE FOR TANKERS

- a. Tanker familiarization =N=4,200.00
- b. Shore-base fire fighting =N=4,200.00
- c. Oil Tanker (specialised) =N=4,200.00
- d. Chemical tanker (specialized) =N=4,200.00
- f. Liquefied gas tanker (specialized) =N=4,200.00

10. NATIONAL CERTIFICATE OF COMPETENCY

1. DECK EXAMINATION

- (i) Quarter Master =N=8,400.00
- (ii) PDSC =N=4,800.00
- (iii) River Master =N=10,500.00

2. ENGINEERING EXAMINATION

- (i) Motorman =N=4,200.00
- (ii) Marine Engineer Assistant =N=10,500.00

11. FISHING EXAMINATION:

Examination for the award of a Certificate of Competency on each occasion on which candidate presents himself for examination as a:

- (i) Skipper (fishing) =N=21,000.00
- (ii) Mate (fishing) =N=15,750.00
- (iii) Coxswain (fishing) =N=10,500.00
- (iv) Motorman (fishing), Grade I =N=15,600.00
- (v) Endorsement of Motorman (fishing) Certificate Grade II N13,650.00

12. CERTIFICATES OF QUALIFICATION:

- (1) The following charges are payable for examination for the certificates of qualification referred to:

- (a) Proficiency in survival craft =N=4,200.00
- (b) Efficient deck rating =N=4,200.00
- (c) Efficient engine-room rating =N=4,200.00
- (d) Efficient cook =N=4,200.00
- (e) For an endorsement of an additional qualification =N=5,920.00

- (2) Half the charge specified in subparagraph (1)(a), (b) and (c) is payable for the issue of a certificate of qualification where the candidate for the certificate has passed the examination conducted by an examiner appointed as per Merchant Shipping Act.

- (3) A charge of =N=2,100.00 is payable for the issue of a Certified copy of a lost, mutilated damaged Certificate of qualification, unless the Certificate was lost, mutilated or damaged due to shipwreck or fire on board ship.

13. LICENSING FOR COMPASS ADJUSTER:

- (1) The following charges are payable for the Examination and Licensing of Compass Adjusters.

- (a) Compass Adjuster (Restricted) =N=10,500.00
- (b) Compass Adjuster (Unrestricted) =N=15,750.00
- (c) For the Written and Oral parts of the Examination if attempted concurrently =N=10,500.00
- (d) For the practical part of the examination =N=10,500.00
- (e) For re-examination in the oral =N5,250.00

- (2) A charge of =N=1,450.00 is payable for Colour and form Vision Tests, unless the tests are taken at the same time as the examination for a licence as a compass Adjuster.

- (3) A charge of =N=2,100.00 is payable for the issue of a Certified Copy of a lost, mutilated or damage license, unless the licence was lost, mutilated or damaged due to shipwreck or fire on board ship.

14. DISPENSATIONS AND EVALUATION OF FOREIGN CERTIFICATE OF COMPETENCY:

- (1) The following charges are payable for dispensations granted under the provision of the STCW Convention:



- (a) If the foreign Certificate is recognised =N=15,000.00
 (b) If the foreign Certificate has to be evaluated before Dispensation can be granted =N=30,000.00
- (2) The charge payable for a certificate is half the charge specified for the Examination for the particular class or grade of certificate.
- COLOUR AND FORM VISION TESTS:**
- (1) A charge of =N=6,300.00 is payable for each colour and form vision test.
- (2) The charge is not refundable if the applicant fails the tests or fails to appear at the appointment time for the tests, unless he or she produces a Medical Certificate or other acceptable evidence of his or her inability to attend.

PART 4: MARITIME POLLUTION CHARGES:

24. SURVEY OF SHIP FOR IOPP CERTIFICATE:

The following charges are payable for the survey of a ship for an IOPP Certificate:

- (a) Initial or renewal survey where the period of validity of the certificate is five years:

Item	TONNAGE OF VESSEL	Charge
1.	Up to 500 Tons GT	60,000.00
2.	Up to 1000 tons	72,000.00
3.	Over 1000 tons to 3000 tons	96,000.00
4.	Over 3000 tons to 5,000 tons	156,000.00
5.	Over 5,000 tons	180,000.00

(b) Annual Survey

All annual endorsement and intermediate surveys attracts 50% of the initial charges as stated above (a).

25. SURVEY OF SHIP FOR INLS CERTIFICATE

The following charges are payable for the survey of a ship for an INSL Certificate:

- (a) Initial or renewal survey where the period of validity of the Certificate is five years:
- (i) Chemical tanker (all ship types) =N=151,200.00
 Oil tanker capable of carrying specified Noxious Liquid Substances in bulk in designated Cargo tanks, per tank =N=10,800.00
- (b) Annual survey:
- (i) Chemical tanker =N=43,200.00
 (ii) Oil tanker capable of carrying specified Noxious Liquid Substances in bulk in Designated Cargo tanks, per tank =N=4,320.00
- (c) Intermediate or additional survey:
- (i) Chemical tanker =N=75,600.00
 (ii) Oil tanker capable of carrying specified Noxious Liquid Substances in bulk in designated cargo tanks. =N=5,400.00/ Tank (International Certificate of Fitness for the carriage of dangerous chemicals in bulk)

26. SURVEY OF SHIP FOR IBC CODE CERTIFICATE:

The following charges are payable for the survey of a ship for an IBC Code Certificate:

- (a) Initial or renewal survey where the period of validity of the certificate is five years =N=240,000.00
 (b) Intermediate, annual or additional survey =N=12,000.00 per surveyor-hour or part thereof.

27. SURVEY OF SHIP FOR BCH CODE CERTIFICATE:

The following charges are payable for the Survey of a ship for a BCH Code Certificate: Initial or renewal survey where the period of validity of the Certificate is five years =N=180,000.00

- (a) Intermediate, annual or additional survey =N=12,000.00 per surveyor-hour or part thereof.

28. SURVEY OF OFFSHORE INSTALLATION FOR POLLUTION SAFETY CERTIFICATE:

Survey fee =N=360,000.00
 Three night's allowance, travel and subsistence expenses of the surveyor concerned are also payable in each instance.

29. CERTIFICATE OF CIVIL LIABILITY:

Issuance of a Certificate of Civil Liability =N=120,000.00

30. SURVEY OR INSPECTION OF EQUIPMENT AND DOCUMENTS, ETC

- (1) Inspection to determine compliance of an Equipment or document with the prescribed specifications N 12,000.00 /surveyor-hour
 (2) Issuance of a Certificate of Inspection following (1) above. =N=120,000.00
 (3) Issuance of a Certificate of Approval based on the approval of another competent authority. =N=24,000.00

31. SURVEY OR INSPECTION UNDER ANNEX II TO MARPOL 1973/78:

- (1) Survey or Inspection to determine compliance with the Provisions of Annex II to MARPOL 1973/78 (Per cargo tank inspected) =N=12,000.00
 (2) Certificate of Inspection pursuant to (1) =N=48,000.00

32. PROVISIONAL ASSESSMENT OF NOXIOUS LIQUID SUBSTANCES:

Provisional Assessment of Noxious Liquid Substance (Regulation 3(4) of Annex II to MARPOL 1973/78) (Per Noxious Liquid assessed) =N=64,800.00

33. TRANSHIPMENT OF OIL:

A charge of =N=86,400.00.00 per day, or =N=12,000.00 per hour if it is not a full day, and the officer's travel and subsistence expenses are payable for the attendance of a representing officer referred to in the Prevention and Combating of Pollution of the Sea of Oil Regulations.

PART 5: MERCANTILE MARINE UNIT

34. SEAFARER'S RECORD DOCUMENTS

- (1) Issuance of Seafarers' Record Book, or replacement of lost, mutilated or damaged Record book, except where the record book has been lost, mutilated or damaged due to shipwreck or fire on board ship. N12,000.00
 (2) Issuance of official logbook. N12,000.00
 (3) Entry in seaman's record book N1200.00/entry
 (4) Endorsement fee (where applicable) N3,600.00
 (5) Seafarers' Identification Card N6,000.00

35. ENGAGEMENT AND DISCHARGE OF SEAFARERS

- (1) Engagement or discharge of seafarers N6,200.00/person
 Additional charge (attendance on board) for engagement or discharge N2,400.00/ person.
 (2) Engagement or discharge of a seafarer onboard a ship at a port OUTSIDE NIGERIA (NIGERIAN EMBASSY SERVICES)

at the request of the Master or owner of the ship, the proper officer's travel and subsistence expenses are payable in addition to the applicable charges. USD120/person

Where the agent consult the Nigerian Consulate

The following charges are payable:

- (i) Sanctioning engagement of seamen = \$1800.=for each seaman
- NB** Where crew or part are transferred from one Nigerian ship to another, the maximum amount leviable under either fee (i) or (iii) is \$360 irrespective of number of seamen involved, if a double transfer is involved, the amount should be doubled.
- (ii) Attesting alterations in agreements with seamen for each alteration, in respect of each seamen concerned with a maximum fee of \$480.
- (iii) Sanctioning the discharge or leaving behind of seamen; for each seaman (see (i) above) \$600.
- (iv) Certifying desertions of seamen, for each seaman \$1,440.
- (v) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly \$1440.
- (vi) Taking custody of ship's paper and making necessary endorsement thereon, and giving the Certificate required by S141 of the Merchant Shipping Act, 1990. \$120
- (vii) Attendance on board \$1200.
- (viii) Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Act, must be made accessible to the crew:
 For each man \$120
 With a minimum of \$360
 And a maximum of \$600
- (ix) Inspecting a ship's papers to enable a consular officer to perform specific service on the ship's behalf \$90.

Additional fee of \$350 per seaman is payable if retained on board same ship after discharge.

- (3) Attendance on board, at the request of an officer of the ship, to render a service independent of the number of seamen on board (e.g. to attest the insertion of a new clause in the agreement) N12,000.00.
- (4) A Overtime charges N2,400.00 /hour
 B Allowance for Mercantile Marine Superintendents for visits on board: to be paid by ship owner/ agent. Workdays N12,000.00/ day
 Weekends N24,000.00/ day.

36. INDENTURES OF APPRENTICESHIP (CADETS)

- (1) Recording indenture of apprenticeship to sea service with superintendent and a copy of the apprenticeship recorded with superintendent and a copy of the apprentice's indenture N=3,600.00/ cadet.

37. INSPECTION OF SHIP'S PROVISIONS AND WATER

- (1) Inspection of ship's provisions or water on crew complaint (S93 MSA 1990) N24,000.00.
 (2) Subsequent visit in connection therewith N12,000.00
 (3) For the inspection of ship's provisions and water (under S94 of the MSA 1990) N12,000.00/visit
 Additional visit N2,400.00/hour.
 (4) Inspection of ship's provision and water etc on application of the owner, master, agent N4,800.00./ surveyor hr.
 (5) Sufficiency (quality and quantity) certificate on provisions inspected N12,000.00.

38. REGISTERS AND RECORDS OF SEAMEN

- (1) Search fees (register) N6000.00
 (2) Inspection of records of seamen N1,200.00
 (3) Certified extract from the Register or Records of Seamen N12,000.00.
 (4) Production of official logs, lists etc to the police and at any courts N12,000.00

39. CREW ACCOMMODATION

- Inspection of crew accommodation at time of entering articles of agreement N12,000.00

PART 6: MISCELLANEOUS CHARGES

40. SURVEYORS' OVERTIME /SPECIAL ATTENDANCE CHARGES:

Surveys carried out on weekends or outside NIMASA's Working hours of Monday to Friday, 08.00 – 17.00) =N=24,000.00/surveyor-hr.
 Workdays (Monday-Friday) Maximum of 8hrs =N=12,000.00 per day.

41. SURVEYS OUTSIDE NIGERIA:

Where the attendance of a surveyor is required outside the Republic, the surveyor's travel and subsistence expenses are payable in addition to any applicable charge by the company requesting the services of the surveyor.

42. EXTRAORDINARY SURVEYS:

Where the attendance of a surveyor is required at any place in the Republic outside the times determined by the Administration, the surveyor's travel and subsistence expenses are payable in addition to any applicable charge.

43. CONSULTANCY SERVICES:

- (1) Where a person requests a consultative service, the charge prescribed for that service is payable. (e.g. Advising of public and private organisation on ships, purchase/charter, condition valuation survey of vessels) =N=120,000.00

- (2) If the service requested is not full specified in this determination, a charge of =N=12,000.00 per surveyor-hour or part thereof is payable.

- (3) Where an officer is requested to interpret any requirement applicable to a particular Class or category of ship, a charge of =N=12,000.00 per surveyor-hour or part thereof is payable.

44. TRAVEL AND SUBSISTENCE EXPENSES:

Unless otherwise stated, travel and subsistence expenses are calculated in accordance with the tariffs approved by the Agency.

45. PENALTY:

- (1) Interest at a rate of 21.5% per annum, compounded monthly, is payable in respect of the outstanding balance of any charge after the due date.
- (2) Failure of shipmaster, ship owner or Agent to report within 24 hours of accident any marine casualty involving own ship in Nigerian territorial waters or involving ship abroad (within 48 hrs of accident) =N=240,000.00



46. TARIFF FOR PROFESSIONAL NON-EXCLUSIVE OFFICERS/ SURVEYORS

CLASSIFICATION OFFICER	SURVEYOR	MARINE BOARD	EXAMINER	BOARD OF SURVEY
SURVEYOR	=N=per Hour 12,000.00	=N= per sitting 30,000.00	=N= per Day 30,000.00	=N= per hour 7,200.00

OTHER CERTIFICATES

47. APPROVAL FOR MANUALS/PLANS

- Safety Management System under the ISM Code =N= 120,000.00
- Ship Security Plan under the ISPS Code =N= 144,000.00
- Shipboard Oil Pollution Emergency Procedure =N= 192,000.00
- Training Manual =N=24,000.0050.

FULL TERM CERTIFICATE

- Safe Manning Certificate =N= 72,000.00
- Safety Management Certificate =N= 72,000.00
- Document Of Compliance =N= 72,000.00
- International Ship Security Certificate
- Below 100tons =N=36,000.00
- 100 to 500tons =N=60,000.00
- 500 to 1000tons =N=84,000.00
- 1000 to 5000tons =N=120,000.00
- Above 5000 tons =N=120,000.00. Plus =N=12,000/extra 1000 Ton

Note that Annual Intermediate endorsement will attract 50% of full term Amount.

Interim Certificates (SMC, DOC, ISCC) =N=36,000.00
 Licence To Carry Petroleum In Bulk: =N=72,000.00
 Exemption Certificates: =N=36,000.00
 Assignment Of MMSI Number: =N=72,000.00
 SOPEP Approval =N=60,000.00
 Plan & Specification Approval (Conventional V/L) =N=480,000.00
 Plan & Specification Approval (Non-Conventional V/L) =N=240,000.00
 Plan & Specification Approval (Barges/House Boat) =N=120,000.00
 Type Plan & Specification Approval (Dumb Barges) =N=120,000.00
 Dumb Barges =N=120,000.00
 Tugs & House Boats plus other non – convention vessels =N=300,000.00
 Official Logbook =N=24,000.00
 Oil Record Book =N=6,000.00 Each
 Continuous Synopsis Record =N=72,000.00
 Appraisal for approval of ISM Code Manuals =N=72,000.00
 Appraisal for approval of ISPS Code Manuals =N=72,000.00
 Penalty for commencing the construction in Nigeria of a new vessel without an approved Plan and Specifications =N=360,000.00
 Attendance by Flag Surveyor during construction in Nigeria of a new vessel for three visits at =N=60,000.00 per visit. (or =N=180,000.00)

48. PORT STATE CONTROL CHARGES

Port State Control Inspection normally attracts no charge but, if vessel is detained on clear ground of a deficiency requiring a re-visit, she is subject to inspection charge.
 Re-visit (Psc) charge = US\$240 /hr/Person/visit.

PART 7 OFFSHORE DEVELOPMENT

49. FPSO/FSO Charting/Co-Ordinate Approval Charges.

- Below 150,000 GT US\$90,000.00
- Above 150,000 GT US\$ 90,000.00 Plus \$0.306 Per Tonne
- Annual Mooring Survey (FPSO/FSO/MODU)
- Below100,000 GT =N= 240,000.00
- Above 100,000 GT ... =N=240,000.00 Plus =N=20.00 Per Tonne

50. REGISTRATION OF SMALL CRAFTS AND DUMB BARGES AND LIGHTERS.

- (a) Registration of Power Driven Small Crafts, PDSC =N=24,000.00
- (b) Registration of other Crafts less than 15 GRT =N=60,000.00

51. TRAINING INCENTIVE

CADETS/TRAINING DISCOUNT/REBATE

A 10% discount on charges to ship companies that show objective evidence of ship board training for Nigerian Cadets and has obtain discount approval from NIMASA.

PART 8: OTHER SAFETY CHARGES APPLICABLE TO SHIPS, OFFSHORE INSTALLATIONS, AREA OR OBJECTS

S/N	DESCRIPTION OF SERVICES	NIGERIA (NAIRA (N) UNLESS STATED IN USD)	GHANA (NAIRA EQUIVALENT)	SOUTH AFRICA (NAIRA EQUIVALENT)	TARIFF (NAIRA)
1.	Approval for Route Survey prior to installation of Submarine fibre-optic cables				N2,500,000
2.	Approval for installation of submarine fibre-optic cables				N3,000,000
3.	Approval for Route Survey prior to installation of underwater pipelines				N3,000,000
4.	Approval for installation of underwater pipelines				N4,000,000
5.	Approval for Dredging Activities				N3,500,000
6.	Administrative Penalty for damage of underwater assets				N2,800,000
7.	Mobile offshore Drilling Unit or Offshore installation used for constructed for the purposes of oil and gas exploration		15,000USD Annually		N4,000,000 (on installation) Thereafter: N2,000,000 annually
8.	Offshore installation used for producing, processing and transferring oil or gas		30,000USD Annually if FPSO 0.25USD per tone of deadweight		N5,000,000 (Annually)
9.	Area to be avoided (Anchorage and Navigation Exclusion Zones)		500,000USD per square nautical miles (sqnm)		N90,000.00 per square nautical miles

10.	Offshore Storage Facilities	0.5USD per ton of deadweight	N1,500.00 per tonne of deadweight
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SCHEDULE OF FEES FOR ISPS CODE

S/N	NAME OF APPLICATION	FEE APPLICABLE
1.	Registration of Recognised Security Organisation (RSO)	N500,00.00
2.	Registration of Guard Force Security Companies	N400,00.00
3.	Administrative Charges for Port Facility Security Assessment and Port Facility Security Plan Approval	N500,00.00
4.	Annual Renewal of Guards Force Security Company Registration	N100,00.00
5.	Annual Renewal RSO Registration	N100,00.00

REVENUE CHARGES FOR MARINE ENVIRONMENT MANAGEMENT

S/N	DOCUMENT/ CERTIFICATE	RATE
1.	Sea Protection Levy Nigerian Ships/ Annum	
	100-1,000GT	N500/GT
	1,001-10,000GT	N350/GT
	10,001-100,000GT	N300/GT
1.	Foreign Ships/ Voyage	
	100-1,000GT	\$0.15/GT
	1,001-10,000GT	\$0.25/GT
	10,001-100,000GT	\$0.30/GT
1.	Offshore Oil Installation/ Annum	
	i. FPSO & FSO	N15,000,000.00
	ii. Rig	N10,000,000.00
	iii. Oil Pipeline	Not started
2.	Offshore Waste Reception Facility Levy Foreign Ships/ Voyage	
	100-10,000GT	\$0.25/GT
	10,001-100,000GT	\$0.10/GT
	100,001GT & Above	\$0.075/GT
3.	Civil Liability for Oil Pollution Damage Certificate	
	Validity- 1 year	
	Application fee	N100,000.00
	New Application fee/Per Annu	N250,000.00
4.	Civil Liability for Bunker Oil Pollution Damage Certificate	
	Validity- 1 year	
	Application fee	N100,000.00
	New Application fee/Per Annu	N250,000.00
5.	Civil Liability for Wreck Removal Certificate	
	Application fee	N100,000.00
	New Application fee/Per Annu	N250,000.00
	Renewal fee/Per Annu	N200,000.00
6.	Civil Liability for Bunker for Non-Conventional Vessels	
	Validity- 1 year	
	Application fee	N100,000.00
	New Application fee/Per Annu	N200,000.00
7.	International Oil Pollution Prevention (IOPP) Certificate	
	Validity- 5 years	
	Application fee	N100,000.00
	Authorization fee	N100,000.00
8.	International Sewage Pollution Prevention (ISPP) Certificate	
	Validity- 5 years	
	Application fee	N100,000.00
	Authorization fee	N100,000.00
9.	International Air Pollution Prevention (IAPP) Certificate	
	Validity- 5 years	
	Application fee	N100,000.00
	Authorization fee	N100,000.00
10.	International Anti-Fouling System (IAPS) Certificate	
	Validity- 5 years	
	Application fee	N100,000.00
	Authorization fee	N100,000.00
11.	International Maritime Dangerous Goods (IMDG) Certificate of Compliance	
	Validity- 5 years	
	Application fee	N100,000.00
	Authorization fee	N100,000.00
12.	Oil Discharge Monitoring Equipment (ODME) Exemption	
	Validity- 1 year	
	Application fee	N100,000.00
	Inspection fee	N250,000.00
13.	Oil Filtering Equipment (OFE)/ Oily Water Separator (OWS) Exemption	
	Validity- 1 year	
	Application fee	N100,000.00
	Inspection fee	N250,000.00
14.	Double Hull Exemption	
	Validity- 1 year	
	Application fee	N100,000.00
	Inspection fee	N250,000.00
15.	Garbage Management Plan (GMP)	
	Validity- 5 years	
	Application fee	N100,000.00
	Inspection fee	N250,000.00
16.	Waste Management Plan (WMP)	
	Validity- 5 years	
	Application fee	N100,000.00
	Inspection fee	N250,000.00



17.	Ballast Water Management Plan (BWMP) Validity- 5 years Application fee Inspection fee Processing fee	N100,000.00 N250,000.00 N500,000.00
18.	Ship-Board Oil Pollution Emergency Plan (SOPEP) Manual Validity- 5 years Application fee Inspection fee Processing fee	N100,000.00 N250,000.00 N500,000.00
19.	Ship-Board Marine Pollution Emergency Plan (SMPEP) Manual Validity- 5 years Application fee Inspection fee Processing fee	N100,000.00 N250,000.00 N500,000.00
20.	Oil Record Book Part I (Machinery Space Operation)	N50,000.00
21.	Oil Record Book Part II (Cargo / Ballast Operations)	N50,000.00
22.	Garbage Record Book	N50,000.00
23.	PERMIT (To operate Ship Recycling Facility) Application fee Inspection fee Provisional Permits (Validity- 1 year) Partially Indigenous owned ship fee Wholly Indigenous owned ship fee	N100,000.00 N500,000.00 N2,000,000.00 N1,500,000.00
24.	Scrapping Permit Application fee Inspection fee Processing fee 1,000GT and below 1,000 – 3,000GT 3,000 and above	N100,000.00 N250,000.00 N500,000.00 N750,000.00 N1,000,000.00

APPROVED STEVEDORING CHARGES

SUMMARY OF APPROVED RATES TO GENERATE 0.5% STEVEDORING CHARGES

Item	ITEM	RATES
1. CARGO DUES		
A. GENERAL CARGO		
i.	Import (foreign)	\$6.10 Per Kg or Metric Ton
ii.	Export (foreign)	\$4.00 Per Kg or Metric Ton
iii.	Import (TWA/coastal)	\$3.00 Per Kg or Metric Ton
iv.	Export (TWA/ coastal)	\$3.00 Per Kg or Metric Ton
B DRY BULK		
i	Import (foreign)	\$4.00 Per Metric Ton
ii	Export (foreign)	\$2.50 Per Metric Ton
iii	Import (TWA/coastal)	\$2.00 Per Metric Ton
iv	Export (TWA/ coastal)	\$2.00 Per Metric Ton
C LIQUID BULK		
i	Import (foreign)	\$4.00 Per Metric Ton
ii	Export (foreign)	\$2.50 Per Metric Ton
iii	Import (TWA/coastal)	\$2.00 Per Metric Ton
iv	Export (TWA/ coastal)	\$2.00 Per Metric Ton
D CONTAINER (LADEN)		
	20' 40'	
i	Import (foreign)	\$90.00 \$ 130.00
ii	Export (foreign)	\$70.00 \$ 100.00
iii	Import (TWA/coastal)	\$70.00 \$100.00
v	Export (TWA/ coastal)	\$25.00 \$100.00
E COBNTAINER (EMPTY)		
i	Import (foreign)	\$25.00 \$40.00
ii	Export (foreign)	\$25.00 \$40.00
iii	Import (TWA/coastal)	\$25.00 \$40.00
iv	Export (TWA/ coastal)	\$25.00 \$40.00
F VEHICLES		
1. Import (foreign)		
i	Up to 15 CBM	
ii	16-12CBM	\$14.30 Per Unit
iii	25-20CBM self-propelled	\$25.80 Per Unit
iv	Trailer/ Wagon non Mechanical	\$55.80 Per Unit
v	Heavy Duty Vehicle over 60CBM	\$110.00 Per Unit
G EXPORT (FOREIGN)		
i	Up to 15 CBM	
ii	16-12CBM	\$14.30 Per Unit
iii	25-20CBM self-propelled	\$13.80 Per Unit
iv	Trailer/ Wagon non Mechanical	\$17.80 Per Unit
v	Heavy Duty Vehicle over 60CBM	\$44.80 Per Unit
H IMPORT (TWA/COASTAL)		
i	Up to 15 CBM	
ii	16-12CBM	\$14.30 Per Unit
iii	25-20CBM self-propelled	\$13.80 Per Unit
iv	Trailer/ Wagon non Mechanical	\$17.80 Per Unit
v	Heavy Duty Vehicle over 60CBM	\$44.80 Per Unit
I EXPORT (TWA/COASTAL)		
i	Up to 15 CBM	
ii	16-12CBM	\$14.30 Per Unit
iii	25-20CBM self-propelled	\$13.80 Per Unit
iv	Trailer marfi	\$17.80 Per Unit
v	Heavy Duty Vehicle over 60CBM	\$44.80 Per Unit

PLEASE REFER TO info@nimasa.gov.ng OR VISIT www.nimasa.gov.ng FOR FURTHER ENQUIRIES.

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/07/17/SN01

MARINE NOTICE

(NEW CABOTAGE COMPLIANCE STRATEGY - NCCS)

TO ALL: SHIP OWNERS, SHIP OPERATORS, MASTERS OF SHIPS, SHIP AGENTS

TEMPORARY SUSPENSION OF ISSUANCE OF WAIVER ON MANNING REQUIREMENT UNDER THE COASTAL AND INLAND SHIPPING (CABOTAGE) ACT 2003

Pursuant to the Powers of the Honourable Minister of Transportation to approve waivers and the Agency's mandate to administer the Coastal and Inland Shipping (Cabotage) Act 2003.

NOTICE is hereby given as follows:

- That the Agency **shall** no longer consider applications for grant of waiver on manning requirements for vessels engaged in coastal trade with regard to 2nd officer/2nd engineer/2nd Mate/down to able seamen/ratings/stewards.
- That all applications for grant of waiver to a duly registered vessel on the requirement for a vessel under the Cabotage Act 2003 to be wholly manned by Nigerian citizens in the absence of a qualified Nigerian Officer or Crew for the position specified in the application is hereby **temporarily suspended**. Special cases of Ship Captain/Chief Engineer/Chief Officer/First Mate shall be considered on merit.
- That the suspension of the issuance of waiver on manning requirement shall be for a period of Six Months from the date of this publication pursuant to the NIMASA NEW CABOTAGE COMPLIANCE STRATEGY (NCCS).
- All applications for temporary waivers for Captains/Chief Engineers/Chief Officer/First Mate must be made directly to the HONOURABLE MINISTER OF TRANSPORTATION or/and Director General, NIMASA and must be accompanied by a training programme/transition plan to hand over that role to a Nigerian within 6-12 months.

TAKE NOTE: that the Agency has mandated ALL Cabotage Enforcement Officers to ensure STRICT compliance with this directive and has also stepped up its enforcement monitoring to ensure total compliance.



For further information, please contact:

The Head,
Cabotage Service Department
Nigerian Maritime Administration
and Safety Agency
4, Burma Road,
Apapa, Lagos.

Director,
Maritime Labour Services NIMASA
4, Burma Road,
Apapa, Lagos.
E-mail: ibrahim.jibril@nimasa.gov.ng

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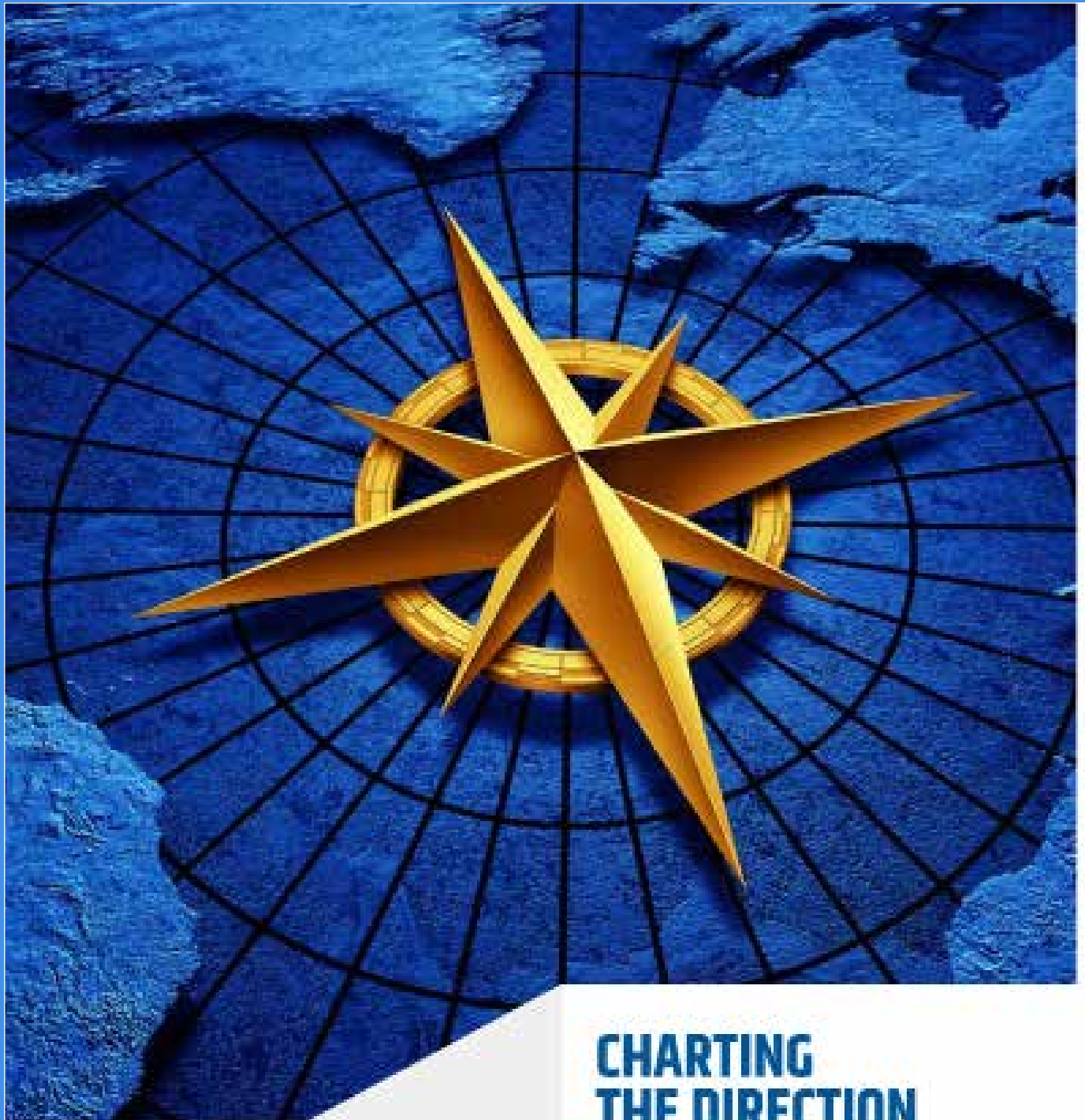
REGULATING THE MARITIME INDUSTRY FOR A BETTER NIGERIA.




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

- Ship Inspection
- Safety Services
- Customs Enforcement
- Shipping Development
- Port Management Regulation
- Maritime Safety Administration
- Maritime Security Management
- Training And Certification Of Seafarers
- Environmental Monitoring And Control

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