

THE VOYAGE



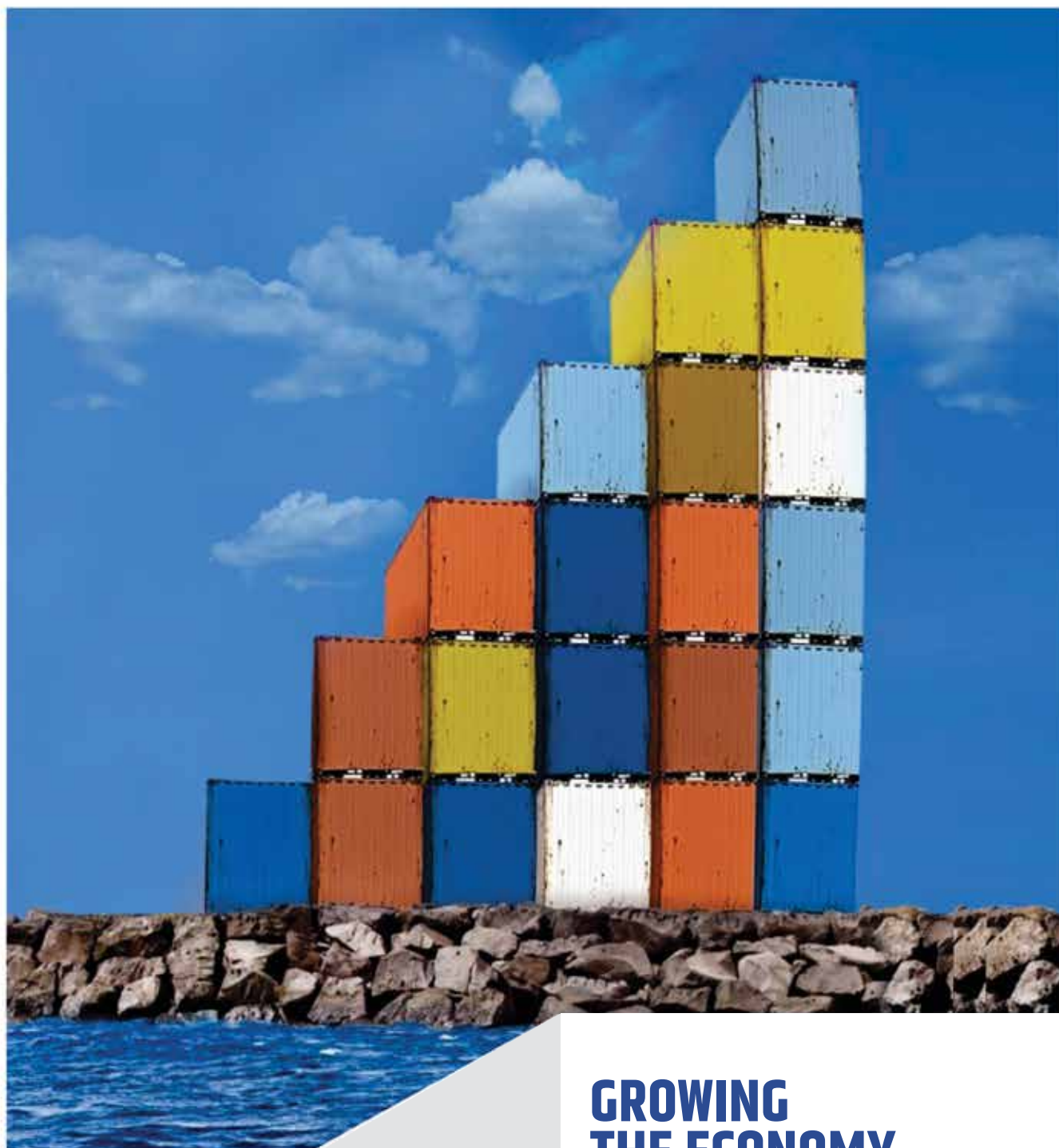
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**MAXIMISING NIGERIA'S
SEAFARING POTENTIAL
WITH EFFECTIVE
CERTIFICATIONS**



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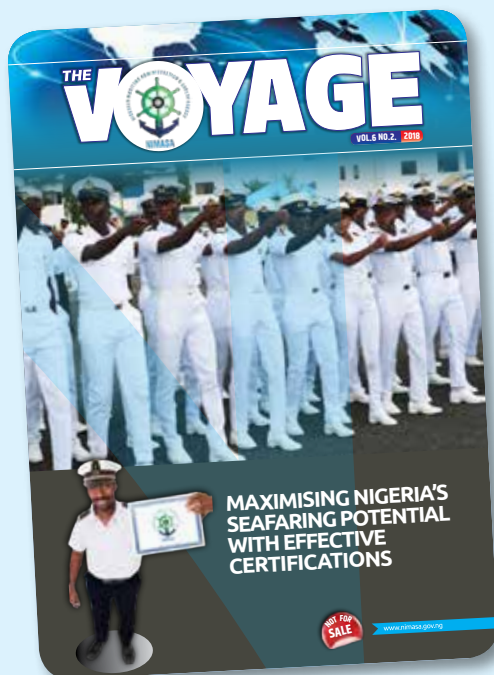
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Dr. Dakuku Peterside,
DG/CEO NIMASA

Certifying Our Steps in Progress

W

ith great pleasure I welcome you to another edition of **THE VOYAGE**. You may be a stakeholder, maritime industry player, or someone just interested in activities in the maritime industry.

I am glad to announce that we have attained significant milestones in our mission of charting a good course for the maritime industry in Nigeria. Thanks to a very dedicated and resourceful workforce, and a record high participation of stakeholders.

The maritime industry is international in nature. It is one of the most internationally regulated industries in the world. Our activities and operations, therefore,

are aligned with global best practices.

We are certifying our processes for effective maritime administration. In line with the safety and operational standards set by the International Maritime Organisation (IMO). We have prioritised the certification of vessels plying the Nigerian waterways and exclusive economic zone, as well as those that man the ships. We are taking conscious steps to constantly improve the quality of training offered by the accredited Maritime Training Institutions (MTIs) in line with the Standard of Training and Certification for Watch Keepers Code (STCW Code). Our MTIs are being equipped and fortified with the requisite approvals and certifications in accordance with standards set by the IMO.

The Nigerian Maritime Administration and Safety Agency (NIMASA) has entered into bilateral and multilateral agreements with institutions and bodies on the standardisation of maritime operations in the country. Our main focus remains to create opportunities, increase participation, encourage innovation, and sustain global attraction to our maritime industry.

The agency's objective is to achieve and maintain safe, viable, and profitable shipping; cleaner waters; and enhanced maritime capacity for the country. We will persistently strive for brighter prospects within our maritime domain, and remain confident that the environment we provide for investors and stakeholders will always be worth their time, effort, and resources.

Dakuku Peterside

WORDS ON MARBLE

The Oil and Gas industry needs the maritime sector, particularly shipping which is international in nature, to thrive. The fact that shipping is international in nature makes collaboration, particularly at the regional level, inevitable.

– DR. DAKUKU PETERSIDE



Isichei Osamgbi

A Package of Surprises

I

f marine life is critical to the existence and sustenance of man and his environment, then activities and agencies associated with promoting the wellbeing of the hydrosphere must share in the attention we give to concerns about the large bodies of water around

the planet. Man must devote serious study and research to the ways of aquatic habitat to the benefit of mankind. We shun this focus at our own peril, given man's heavy dependence on the seas and oceans.

In this edition of **THE VOYAGE**, we demonstrate how faithful we are to our mission: to protect the traditional sanctity of the waters and leverage on their bottomless potential for the growth of Nigeria and its teeming population, among other noble objectives. We highlight strategic and symbolic steps the country is taking to keep our operations within international standards through relevant certifications. We have assembled exclusive news and reports, informative features, incisive interviews as well as a gallery of pictorial recollection of activities involving industry stakeholders.

In this journal, you are going to be surprised, as some journalists were when they had an encounter with NIMASA Director-General, Dr. Dakuku Peterside.

When all the newsmen expected was a story of the achievements of his agency, they got a refreshing treatise on how the economy of their country is linked to the safety and security of the Gulf of Guinea. NIMASA, he said, is part of that security paraphernalia.

An old hand in the sector, Engineer Emmanuel Ilori, weighs in on the side of Dakuku in an interview with **THE VOYAGE crew**.

When you read the news of NIMASA inaugurating Marine Litter Marshals to rid the oceans of toxic waste, you have the full-orbed picture of an agency determined to live up to its name. Built into the story is a warning that the advent of plastics for home and industrial use may have come to our aid somehow, but plastics have also become the number one pollutant to marine life and the environment. There is a complementary report: Plastic Pollution and Retardation of Marine Development. We are also presenting an analysis that looks at the seemingly intractable Lagos Ports congestion and its choking access roads. Our writer does not believe these challenges are mountains we cannot scale. He offers a rather uncanny antidote.

You have a sea of harvest in your hand! Happy fishing!

Bon Voyage!

Isichei Osamgbi

OUR VISION

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

OUR MISSION

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



MAXIMISING NIGERIA'S SEAFARING POTENTIAL WITH EFFECTIVE CERTIFICATIONS



The country has taken bold steps to train and certify seafarers in line with international standards.

S

hipping remains one of the most regulated activities in the world, mostly because of its universality and global outreach with respect to its positive impacts and the consequences of related incidents.



It remains the global hub for the economy of the world and countries are adjudged by their shipping activities, which often define their prosperity.

Since there are expensive machinery and equipment for the effective operation of a vessel, the personnel on such vessels must be properly trained and be certified as competent to carry out such functions effectively. As ships traverse the globe with different cargoes some of which are injurious to life and the environment, there is the need for a harmonised and standard training of personnel and construction of such vessels. Furthermore, as there is disparity in resources and wealth of nations, there is always the risk of standardisation where poorer countries could compromise on standards.

However, the International Maritime Organisation (IMO) sets the minimum safety standards in training, construction, and all maritime-related activities with the aim of eliminating subjective considerations and actions. To have qualified personnel to run these ships and their equipment, there is need for adequate and acceptable levels of training; and this is addressed by the Standard of Training and Certification for Watch keepers Code, popularly called STCW Code. This is incorporated into the training syllabus of the Maritime Training Institutions (MTIs) as approved by the Maritime Administration and their subsequent certifications.

Regulation 1/8 of the STCW 78 as amended requires Administrations to continuously monitor MTIs in their domains. The Agency has continuously encouraged effective monitoring of all MTI's in the country with a

view to ensuring that Maritime trainings are provided in accordance with STCW 78 as amended as well as other relevant regulations.

The Agency in its bid to ensure standardisation of maritime Training has a stringent regiment for the assessment, auditing and approval of all Maritime Training Institutions in Nigeria and below are the currently approved MTIs:

WESTERN ZONE

- Coastal Maritime Academy, Ikoyi, Lagos.
- Federal College of Fisheries and Marine Technology, Victoria Island, Lagos.
- PEM Offshore Training Center, Lekki, Lagos.
- Falck Prime Atlantic, Ipara, Ogun State.
- Matral Maritime Training Center, Amuwo Odofin, Lagos.

EASTERN ZONE

- Maritime Academy of Nigeria, Oron.
- Charkin Maritime Safety Center, Port Harcourt.
- Elkins Marine Training Center, Owerri.
- Tolmann Allied Services Nigerian Ltd, Port Harcourt.
- Kaygrill service Limited, Port Harcourt.

CENTRAL ZONE

- Joemarine Institute of Nautical Studies and Research, Warri.
- Izisco Obos Institute of Maritime Studies and Technology, Warri.
- Generic College Limited, Warri.

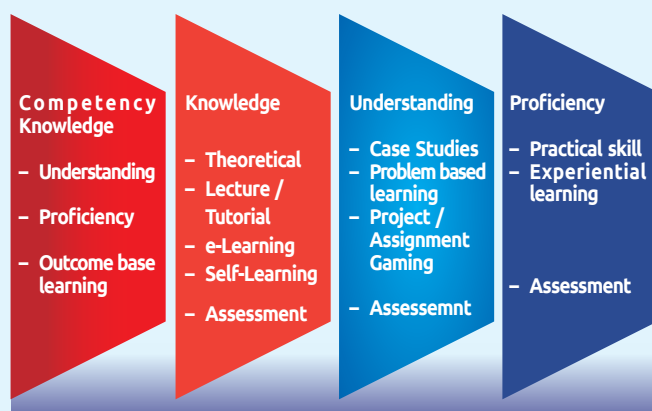


- Conarina Maritime Academy, Abraka.

With the requirement in the recent amendment in the standard of training certification and watch keeping (STCW 78 as amended), popularly called STCW 2010 Manila Amendments, with recommended additional courses, the administration has approved four additional MTIs /Simulators centres namely:

- DAC Maritime Training Centre, Amuwo Odofin, Lagos.
- Hudson Trident Simulator Centre, Lekki, Lagos.
- Maritime Centre of Excellence (NLNG), Bonny, Port Harcourt.
- Maritech Industrial and Management Research Development Centre, Warri.

STCW 2010 – Training Methodology



STCW CONCEPT

NIGERIAN CERTIFIED SEAFARERS ACCORDING TO CAPACITY/LIMITATION)

The Nigerian Maritime Administration is currently administering the following categories of Certificates for Mariners:

CAPACITY	AREA LIMITATION	TONNAGE LIMITATION
MASTER	NEAR COASTAL VOYAGE	LESS THAN 500GT – II/3
	NEAR COASTAL VOYAGE	LESS THAN 3000GT – II/2
	NEAR COASTAL VOYAGE	UNLIMITED (> 3000GT) – II/2
	UNLIMITED	UNLIMITED - II/2



CHIEF MATE	NEAR COASTAL VOYAGE	LESS THAN 500GT - II/3
	NEAR COASTAL VOYAGE	LESS THAN 3000GT - II/2
	NEAR COASTAL VOYAGE	UNLIMITED (>3000GT) - II/2
	UNLIMITED	UNLIMITED - II/2

OFFICER ON NAVIGATIONAL WATCH	NEAR COASTAL VOYAGE	LESS THAN 500GT - II/3
	NEAR COASTAL VOYAGE	LESS THAN 3000GT - II/1
	UNLIMITED	UNLIMITED - II/1

ABLE SEAFARER DECK	UNLIMITED	UNLIMITED - II/5
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RATING FORMING PART OF A NAVIGATIONAL WATCH	UNLIMITED	UNLIMITED - II/4
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DECK

CAPACITY	AREA LIMITATION	TONNAGE LIMITATION
CHIEF ENGINEER	NEAR COASTAL VOYAGE	LESS THAN 3000KW - III/3
	NEAR COASTAL VOYAGE	UNLIMITED (>3000KW) - III/2
	UNLIMITED	LESS THAN 3000KW - III/3
	UNLIMITED	UNLIMITED - III/2

SECOND ENGINEER OFFICER	NEAR COASTAL VOYAGE	LESS THAN 3000KW - III/3
	NEAR COASTAL VOYAGE	UNLIMITED (>3000KW) - III/2
	UNLIMITED	LESS THAN 3000KW - III/3
	UNLIMITED	UNLIMITED

OOW	UNLIMITED	UNLIMITED - III/1
	NEAR COASTAL VOYAGE	LESS THAN 3000KW - III/1

ELECTRO TECHNICAL OFFICER	UNLIMITED	UNLIMITED - III/6
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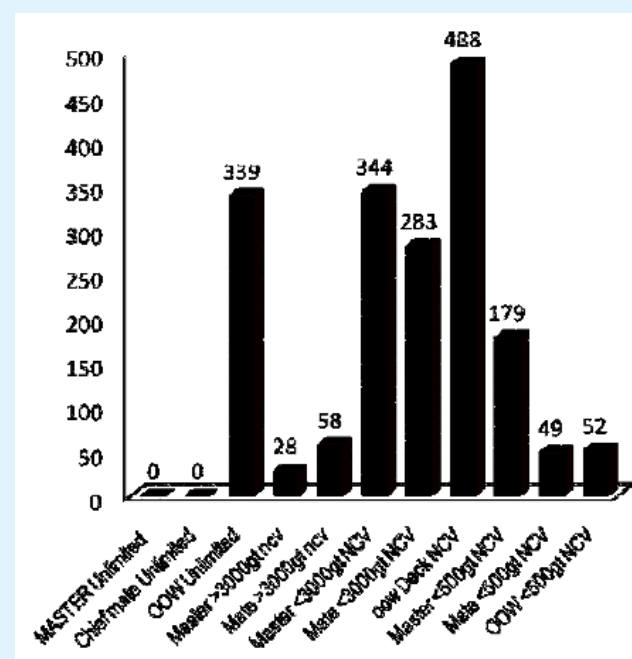
ABLE SEAFARER ENGINE	UNLIMITED	UNLIMITED - III/5
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ELECTRO TECHNICAL RATINGS	UNLIMITED	UNLIMITED - III/7
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RATING FORMING PART OF AN ENGINE ROOM WATCH	UNLIMITED	UNLIMITED - III/4
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ENGINE

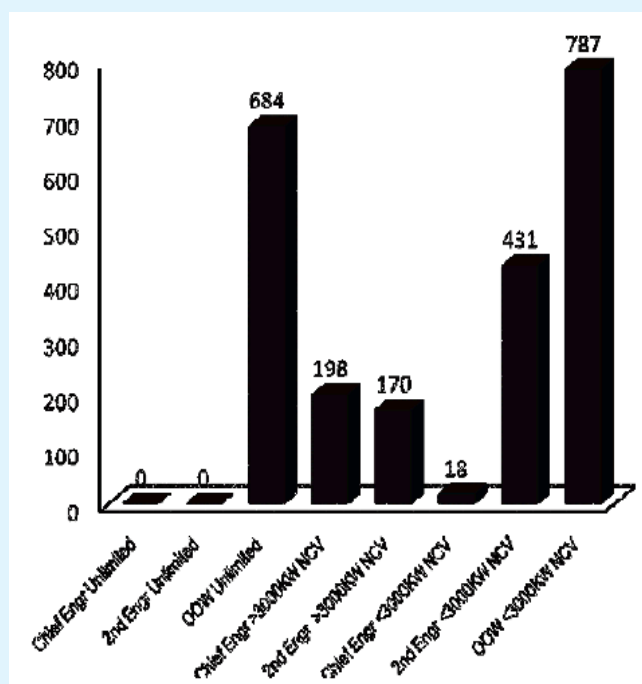
SUMMARY OF COCS ISSUED BY THE AGENCY SINCE



INCEPTION

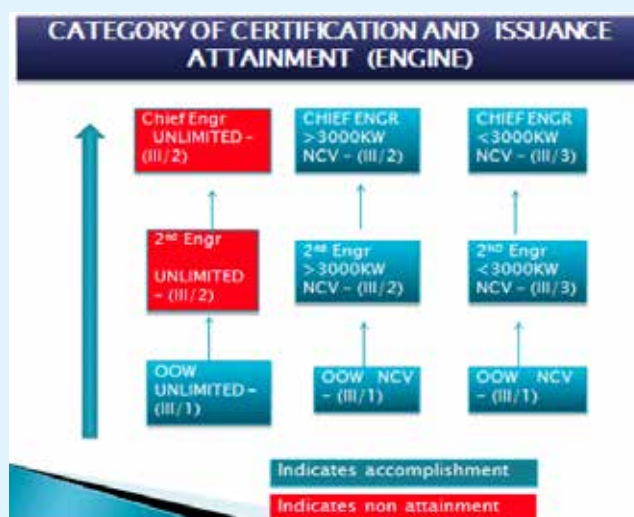
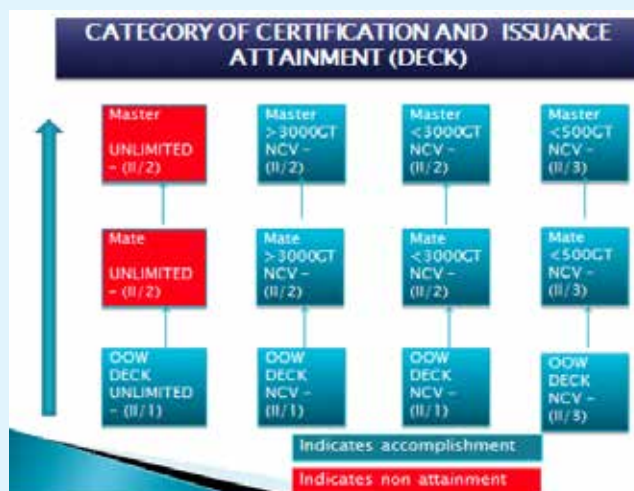
DECK (NAVIGATION)

MASTER UNLIMITED - (II/2)	NIL
CHIEF MATE UNLIMITED - (II/2)	NIL
OOW DECK UNLIMITED - (II/1)	339
MASTER >3000GT NCV - (II/2)	28
CHIEF MATE >3000GT NCV - (II/2)	58
MASTER<3000GT NCV - (II/2)	344
CHIEF MATE <3000GT NCV - (II/2)	283
OOW <3000GT NCV - (II/1)	488
MASTER 500GT NCV- (II/3)	179
CHIEF MATE 500GT NCV- (II/3)	49
OOW 500GT NCV - (II/3)	52



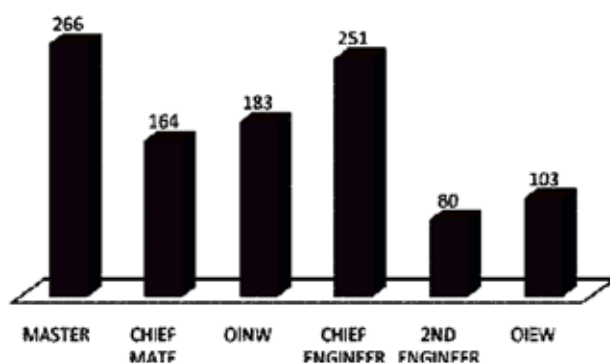
ENGINE

CHIEF ENGR UNLIMITED - (III/2)	NIL
2ND ENGINEER UNLIMITED - (III/2)	NIL
OOW ENG UNLIMITED - (III/1)	684
CHIEF ENGR >3000KW NCV - (III/2)	198
2ND ENGINEER >3000KW NCV - (III/2)	170
CHIEF ENGR <3000KW NCV - (III/3)	18
2ND ENGINEER <3000KW NCV - (III/3)	431
OOW <3000KW NCV - (III/1)	787





FOREIGN CoC ENDORSEMENT



Under the leadership of Dr. Dakuku Adol Peterside in the last two years, there has been tremendous improvement in the aspect of seafarer's Certifications and the following achievements were recorded;

- Success in monitoring of the approved Maritime Training Institutions/ Simulator centres across the country, to ascertain their standard of training and certification as well as their level of Compliance with the National/International laws and regulations.
 - The Technical support Audit on MAN, Oron carried out by International Maritime Organisation at the request of the Interim Management Committee (IMC) as set up by the Honourable Minister of Transport with the approval of the Vice President of Nigeria. The Agency management was fully involved and had given this a top priority to ensure that all issues raised are completely dealt with.
- The afore listed interventions and other efforts have given the Nigerian seafarers platform to undergo training in modern technology in areas of High Voltage Training, Dynamic Positioning, Human Element/Leadership Management and Electronic Chart Display Information System courses (at operational and management levels) thereby helping them to save cost and boost the country's economy.
- Also, with the introduction of ISPS code after the horrific effect of the September 11, 2001 terrorist attack on the World Trade Centre, New York, this has prompted the Agency to ensure thorough checking and monitoring of MTIs in the country

offering ISPS courses with a view to adequately address this issue of global security threat before certification is given to the operators.

MAINTENANCE OF QUALITY AND STREAMING OF CERTIFICATION PROCESS

The Agency through its quality assurance and in line with international guidelines is geared towards ensuring the integrity and quality of trainings for the country's seafarers and key in the process is the effort to ensure quality delivery at the MTIs.

The processes are as follows:

1. Internal Process: This involves thorough process to ensure that all applicants undergo stringent screening process to ensure that the schools meet the minimum criteria with respect to equipment, lecturers and mode of delivery. The inspections are covered under an approved checklist "MSTC Guideline". The guideline is subjected to frequent reviews and updating to address the challenges of the day.
2. External (5 yearly audit by external body): In line with Section A 1/8(3) of the STCW Code (Quality standards), the Agency has adopted the engagement of external assurance organization for the audit of all NIMASA approved MTIs.
3. International (Bilateral Agreement)
 - a. Recognition of Foreign Certificates – The Administration only endorses certificates from other Administrations that we have Bilateral Agreement (MOU) with.



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SEA THE WORLD. BUILD A CAREER IN SEAFARING.

Since inception, the **Nigerian Seafarers Development Programme (NSDP)** has provided a platform to consolidate our position of relevance amongst the comity of maritime nations, with a solid seafaring manpower base.

NSDP
NIGERIAN SEAFARERS DEVELOPMENT PROGRAMME

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NIMASA Donates Relief Materials To IDP Camps

***...As Dakuku calls for more support
...Borno, Adamawa, Benue, Bakassi,
others get relief materials***

In line with the Corporate Social Responsibility (CSR) initiative of the Nigerian Maritime Administration and Safety Agency (NIMASA), relief materials have been donated to some Internal Displaced Persons (IDP) camps across some affected states in Nigeria, while the Director General of the Agency, Dr. Dakuku Peterside used the opportunity to call for more support from well-meaning Nigerians and corporate organizations.

The NIMASA DG who was speaking at one of the IDP camp in Abuja noted that people at the IDP camps across the country are integral part of Nigeria; hence they should not be neglected nor discriminated.

"We must share in the grief of our fellow citizens, as no one wishes to find his or her self in any camp, knowing fully well that the comfort there is minimal. Let me also assure you that in no distant time from now, you will all return to your abodes as the Federal Government is committed to ensuring that your safety is paramount. For us in NIMASA we are not

just concerned about the well-being of the maritime sector, but as a corporate socially responsible Agency, we are concerned about your welfare; this is why we are here to support you the best way we can," Dr. Peterside said.

The DG who was represented in the camp by the Agency's Director, Special Duties in charge of External Relations and Technical Cooperation, Hajia Lami Tumaka noted that the Agency will continue to support all initiatives by the Federal Government to ensure their welfare and safety is guaranteed.

Similarly, the Agency's Director of Internal Audit, Mr. Victor Onuzuruike represented the Agency at the Gubio IDP Camp in Maiduguri, Borno State to present items to them.

While presenting the items, he noted that NIMASA as a responsible Agency will continue to work with relevant institutions in the country to provide relief to all Nigerians experiencing one disaster or another.

"As a sign of love and in recognition of the need to continuously offer succor to alleviate the challenges



Leader of the Nigerian Maritime Administration and Safety Agency (NIMASA) Team, Director, Special Duties, Hajia Lami Tumaka (middle) and staff from the Abuja zonal office, presenting relief materials to the National Emergency Management Agency (NEMA) officials at the Internally Displaced Persons (IDPs) camp, Durumi, Abuja.

and the sufferings of our internally displaced brothers and sisters spread across Nigeria, NIMASA brings you glad tidings. We have come not with a heavy heart, but with a message of love and assurance, he said".

At the camp in the Odieroke-Ubie community of Ahoada West Local Government area of Rivers State and Bakassi area of Cross River State, the Head, Corporate Communications of the Agency, Mr. Isichei Osamgbi who also represented the Agency stated that NIMASA will not relent on its efforts to complement the efforts of the Federal Government in ensuring that the IDP's across the country are well catered for.

In his words, "we understand your circumstances, we feel your pains, we know your needs; therefore, we as an Agency of government will continue to extend our hands of fellowship to support you. We share in the pains you are passing through, hence this efforts which is aimed at reducing such pains. We are indeed touched by your situation and it is in the spirit of love that we make this donation. We

hope that the gesture is taken in the spirit in which it is given".

Receiving the materials in the various States, Local Governments and Communities visited, the representatives of the National Emergency Management Agency (NEMA) and some of the local Chiefs in the visited areas were on ground to receive the items that were bought by the Agency. They unanimously expressed gratitude to the Agency and noted that the materials donated will be used appropriately.

Some of the States the Agency visited includes; Adamawa, Bayelsa, Benue, Borno, Cross River, Edo, Lagos, Niger, Rivers, Yobe and the Federal Capital Territory, Abuja.

It may be recalled that aside from the regulatory and promotional functions of NIMASA, the Agency has always been at the fore front of promoting Corporate Social Responsibility (CSR) initiatives in the country as demonstrated severally in various parts of the country. The Agency has rendered assistance to victims affected by insurgency and flood amongst others.



Dakuku (left) and Doumbia-Henry at the signing of the MoU in Sweden

Capacity Building: NIMASA Signs MoU with World Maritime University

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he Nigerian Maritime Administration and Safety Agency (NIMASA) has signed a Memorandum of Understanding, MoU with the World Maritime University, Malmo, Sweden, to develop human capacity for the Nigerian maritime sector.

Speaking shortly after the signing of the MoU, the Director General of the Agency, Dr. Dakuku Peterside who led a delegation from Nigeria to Malmo, expressed optimism that the MoU will help the Agency realise its strategic plans to reposition the Nigerian maritime sector for greater efficiency, adding that it is in line with the ongoing reforms being championed by President Muhammadu Buhari and the Honorable Minister of Transportation, Rt. Hon. Rotimi Amaechi.

"This MoU with WMU is an important element of the strategic reforms and repositioning of NIMASA to be the leading maritime administration in Africa. This is also part of ongoing reforms of the maritime sector in Nigeria which the President of Nigeria and Minister of Transportation are championing. The partnership with WMU is in line with the four pillars of NIMASA's medium term growth plan which addresses capacity building and particularly raising a new generation of forward-looking Maritime policy makers and regulators," Dakuku said.

Accordingly, the MoU covers academic, collaborative and reciprocal activities in the fields of training and research to be provided by WMU geared towards building capacity to grow the Nigerian maritime industry.

Arrangements relating to fellowship funding for the WMU M.Sc programme are included as well as the M.Phil programme offered in cooperation with the IMO International Maritime Law Institute (IMLI) in Malta. Further, the MoU provides for NIMASA officers to take advantage of WMU's distance learning portfolio as well as Executive Professional Development Courses to reinforce the capacity of its staff.

Dakuku, who expressed gratitude to the President and Management of WMU for their cooperation, also gave a firm commitment that NIMASA will actively implement the provisions of the MoU.

On her part, the President of the WMU, Cleopatra Doumbia-Henry, hailed the signing of the MoU and expressed optimism that it will help support Nigeria's economic growth and the competitiveness of its maritime industry, adding that it also supports the WMU's commitment to the UN Sustainable Development Goals (SDGs).

In her words, "We are delighted with the engagement with NIMASA in the framework of this MoU which will set the stage for a new partnership with Nigeria. It will also help support Nigeria's economic growth and the competitiveness of its maritime industry as well as advance the maritime interest of the country. This MoU also supports WMU's commitment to the UN Sustainable Development Goals (SDGs), especially Goal 4 which focuses on ensuring inclusive and equitable quality education and promoting lifelong learning opportunities for all, and Goal 14 which covers ocean issues, including maritime."



Boosting Nigeria's GDP through Single Data Window in Maritime Sector

BY KUMUYI OLUWAFEMI

E

fficiency and effectiveness in business have over the years been attributed to the private sector, especially as a means to drive growth in businesses, thereby bringing about huge profits and turnover on investment.

Today, the narrative is changing as the diversity of services the government must deliver calls for the adoption of the use of Information Technology to perform its functions in order to achieve maximum productivity.

There is a common saying that “the business of government is to remain in business”. This can only be achieved when there is a conducive environment and a level playing field, void of bureaucratic bottlenecks for investors to do their businesses in Nigeria.

For instance, since the Federal Government adopted the Treasury Single Account (TSA) whereby government agencies remit all funds generated to the Central Bank of Nigeria (CBN) it has helped the government save more money and have a good idea of its income across Ministries, Departments and Agencies (MDAs).

Currently, Nigeria is grappling with low prices of crude oil, ranging from \$60 to about \$70 per barrel, which has prompted the government to look for other means of funding its budget; hence the issue of diversification of the economy became a major subject matter to consider.

One of the areas that need attention and government support is the maritime sector, which is capable of funding over 50 per cent of the country's budget, if properly harnessed.



The Nigerian Maritime Administration and Safety Agency (NIMASA) is the regulatory Agency for driving the processes of the country's maritime sector, alongside other agencies that play one role or the other at the nation's ports. These include the Nigerian Ports Authority (NPA), Nigerian Shippers' Council (NSC), Nigerian Customs Service (NCS), Nigeria Immigration Services (NIS) and the National Inland Waterways Authority amongst others.

With respect to the multiple goals of government, Information Communication Technology (ICT) has become very imperative as a tool for generating, storing and retrieving information with ease and in a pragmatic manner at any particular time with the touch of buttons, which coincides with the Ease of Doing Business initiative of the Federal Government of Nigeria.

Undoubtedly, the desire for effectiveness and efficiency as essential goals of government enterprise calls for

the use of modern technology if these objectives must be achieved for the overall interest of the citizenry.

Speaking at a fora recently, the Director-General of NIMASA, Dr. Dakuku Peterside, said the Agency was pushing for a single data window system for all activities in the Nigerian maritime sector in such a way that data required will be available on a single platform, as a maritime data bank to help engender the nation's rapid economic growth.

"We are pushing for a single data window system in the maritime sector, whereby NIMASA, the Nigerian Ports Authority (NPA), Nigerian Shippers' Council (NSC), Nigerian Customs Service (NCS) and other relevant government agencies in the sector will share a common platform for data on all vessels calling at our ports and the activities. This will make it easy for the National Bureau of Statistics to capture the contributions of the maritime sector to the GDP of the country to enable those who make use of the figures to grow the economy achieve better results," he said.

The single window is a system where all facilities are available in one place. It is a trade facilitation idea, as such, the implementation of a single window system enables international (cross-border) traders to submit regulatory documents at a single location or single entity.

In this era, where all processes are being digitalized and automated, it makes it easy for shippers and their agents to access a single portal, rather than physically going to the various government agencies, which is time-consuming and time is a critical factor to any successful trade.

Furthermore, the single window will discourage any form of sharp practices as it will limit access to human contacts, thereby allowing for transparency in the processes.

Also, the Minister of Transportation, Rt. Hon. Rotimi Amaechi, at a stakeholders event gave the assurance that the President Buhari administration was determined





to harness the potential of the transport sector so that it can have an overwhelming positive impact on the GDP, influence the growth of the nation's economy through market expansion, create opportunities for foreign trade, competition, foreign exchange earnings, and serving strategic national interests like wealth creation and employment generation.

Government's determination to fully harness the opportunities in the sector is a noble idea that will transform the Nigerian economy. However, the only way to realize this is to fully automate all its processes and encourage all relevant government agencies to embrace the single window platform as it will definitely foster the Ease of Doing Business idea.

The Single Window is a method that has been adopted by many countries to facilitate trade and generate revenue at their ports, which Nigeria must urgently adopt as it will aid trade facilitation.

Trade facilitation is about increasing national trade competitiveness by enhancing import, export, shipment procedures and information dissemination among government agencies, businesses and other persons who render one service or another for ease of transportation via the various means vis-a-vis the sea, air and land transport.

When there is a seamless trade facilitation process

through the single window portal, it boosts investors' confidence, as the turn-around-time will be reduced, thereby allowing room for more entrants into the nation's ports. The Government also needs to show the necessary political will in the implementation of a single window platform at the ports to reduce cost and increase the compliance level of shippers and their agents.

The private sector is not also left out as it has roles to play in ensuring that government fully realise the opportunities in the maritime sector, because collaboration is a hallmark to establishing a robust maritime sector.

If properly put to use, the single window system will boost the competitive advantage of the country; thereby making it to be at par with its counterparts in other maritime climes. More revenues will be generated; many jobs both direct and indirect will be created; and it will increase foreign direct investment to the Nigeria market.

Conclusively, the single window system will aid information sharing amongst government agencies at the ports, thereby bringing about timeliness, reduction in human interface and increased transparency, effectiveness and efficiency at the ports amongst other benefits with the overall aim of boosting the Gross Domestic Product (GDP) of the Nigerian economy.

Ilori: Our Reforms Will Make Nigerian Ship Registry One of the Best in the World

In this interview, Engineer Emmanuel Ilori, a maritime surveyor and Chairman, Committee for the Reorganisation of the Nigerian Ship Registry, tells **the Voyage crew** about plans to make the country's ship registry more viable and compliant with the best international standards



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ou are part of the committee trying to improve the Nigerian Ship Registry (NSR). How is the assignment progressing?

The Nigerian Ship Registry (NSR) review committee, which I chair, is to look at the Nigerian Ship Registry with the aim of reviewing and reorganising it to meet global standards. The committee is made up of stakeholders and staff of NIMASA. It is a compact group with the mandate to rejig the Nigerian Ship Registry with three critical objectives, namely, answering the questions as to whether the NSR is business friendly,

does it have people with integrity, and is it globally acceptable?

Remember that the NSR is more or less the entry point to the Nigerian Shipping Industry and it needs to be able to attract necessary businesses to drive the Nigerian maritime industry. So that is what we have been trying to do.

Have you made any remarkable findings so far, especially as it relates to the fundamental challenges?

To be honest with you, we are not expecting to have an easy ride, otherwise, we would not have been



called to look at the challenges and the objectives to proffer solutions. So we have looked at some of the fundamentals to the establishment of the Registry. Don't forget that the Registry itself was established by statute, so it is a statutory functional part of NIMASA. And NSR, as it were, is a Closed Registry, which took its permission from the old British Shipping Act, and then we had the Nigerian Shipping Act in addition to that. Furthermore, we have gone on to imitate the American Cabotage. These are all closed systems designed to drive positive indigenous participation in shipping, but there have been challenges here and there. That's one of the things we looked at.

We have looked at the working environment of the Registry itself because the working environment is very critical to the achievement of the various objectives. And we have found a few challenges that will need to be corrected.

Its business interaction and the business interface are very critical as well. We have interacted with the business community, those who actually use the services. This is to enable us identify what their experiences are interacting with the Registry and what issues they have and how can we proffer solutions to make it more business-friendly.

We have also looked at some of the technical aspects of the Ship Registry. Don't forget that the ships coming into the Nigerian Registry need to comply with certain statutory requirements. We looked at the ability to regulate and ensure compliance with these statutory functions. What are the technical capacities available to ensure compliance? Are there any bottlenecks? The service on the part of the Registry or on the part of those using the services. And we examined those who actually commission the use of the vessels. Those who actually commissioned the purchase of the vessel; what are the expectations of the ship-owners?

We are looking at a process where those who will come to use the Registry are comfortable and we are as well comfortable to be able to provide necessary services that will drive the industry and maintain global accountability.

Don't forget that for some time now in Nigeria, we have been aspiring to get to the IMO Council. Now we want to make sure that the Nigerian Ship Registry will be a selling tool. I mean, would be globally acceptable. By this, we are then looking at some of the challenges or the perception of our Registry. Whether there are perceptions or whether they are real in order to be able to proffer solutions. And one of the things we are looking at is to benchmark the Nigerian Ship Registry against some of the very best in the world. What is making people run to some of these registries? What are their business operating platforms, and then we can say what we can do to make sure that the Nigerian Ship Registry is comparable with the very best in the world. Naturally, it deserves to be one of the very best in the world and that is part of the things we have been doing in recent times.

When are you expected complete your work?

Luckily, this administration has said that it is going to be an implementation committee. It is not like the past where you have a complete setup and, then, they make recommendations and write reports. The system is awash with very many reports that are not implemented. So this present administration needs to be congratulated for that decision that this is an implementation committee. Look at the challenges and let us work together to implement the recommendations. So it is a rolling function that would make sure you find solutions at the end of the day. Now that is why you find the committee of not just industry experts, you have NIMASA people as well. It is a joint effort to make sure we find the best solution.

How do you see the whole reorganisation process being driven by Dr. Dakuku Peterside?

When the minister came on board, one of his first appointments was with respect to NIMASA and then Dr. Peterside was appointed. He was to carry out and set up a committee that will reform NIMASA. And now



the committee has drawn membership from industry experts and those who actually understand the sector. We looked at the whole NIMASA and there were so many recommendations that were presented to the Honourable Minister. I am sure that Dr. Peterside, who chaired that committee, took that report to be able to implement the recommendations.

Don't forget that prior to the present administration NIMASA had a lot of negative publicity. It was an uphill task initially to turn around that negative perception of the organisation and I believe in the last few years the perception of NIMASA has changed. NIMASA is becoming more and more publicly accepted. We now see more professional engagements with NIMASA, which was not the case in the past. We see better engagement with the users of the services of NIMASA, we are beginning to see that NIMASA is able to make contributions to the Gross Domestic Product. But the important thing is that the maritime industry itself should be part of the economy. One major thing that we need to understand now is that it's been identified that the sector should be part of the drivers of the national economy.

So how would you score Dakuku in terms of performance in the last two and a half years since his appointment?

One thing that we always talk about is the political part of the maritime industry. Being able to take the industry into the political arena is very important because it takes political will to implement change and the fact that we have somebody who is well rooted in politics, so he is able to articulate the position of the maritime sector and that is very important. The other technical aspect of it will fall into place once there is a political will to implement the technical decisions. In terms of being able to articulate the policies of the maritime sector, I can tell you we have achieved a lot because we don't have a maritime politician but we have somebody who is passionate about the sector

and at the same time he is a politician. So he speaks the language of the politician and at the same time he wants to understand the maritime sector. I think that is one of the positive things that we can take away from his appointment.

The maritime industry has come up positively in the last two and a half years. Yes, there's still work in progress, but there are a lot of achievements we can point to. We can begin to see the light at the end of the tunnel with better engagement with the professional community. Also, don't forget that NIMASA is purely a technical organisation that sees to the implementation the various technical recommendations from IMO to determine shipping development. These are technical issues and I am sure they will come into place with time.

Do you think the Ease of Doing Business initiative of the Federal Government has improved transactions and engagements in agencies like NIMASA, Nigerian Ports Authority, Shippers Council, and Nigeria Customs Service?

We still need to be able to measure the improvements and we need to be frank with ourselves. We are not there yet but the fact that there is awareness, that there is a need to begin to engage with the challenges, is a good starting point. Then we have at the moment the parochialism within the sector. It is not healthy where everybody is fighting on individual basis. I think there is need for synergy because a united maritime sector that is integrated is to the advantage of not only the industry, it also serves as an advantage where you require one information that is common to all of them, then that information should be as accurate as possible. Whether it is ships coming to port or whether it is by tonnage, whether it is by technical standard of the vessel, whether it is about access to the port or whether it is about navigation, whether it is about ship regulations, the information should be readily available to all the agencies. The need to share a common platform cannot be overemphasised.



But I believe with the development of ease of doing business, some of these agencies will come together and there will be better synergy.

Do you think Nigeria should maintain a closed registry, or there is need for a hybrid, as some have recommended?

This is very important but we need to be able to benchmark our position against some of the best in the world. At the moment, we are not. We are open-minded in terms of the recommendation. Those who advocate closed registry advocated for closed registry for good reasons. So we need to look at the best interest of Nigeria. In this case, Nigeria first, so Nigerian businesses are first. How much can we stem the foreign exchange drain in terms of the shipping industry itself? So we need to look at that holistically and then come to the best, that is what is best for Nigerian business. What is going to promote us externally? What is going to grow our tonnage positively? What are the best recommendations? The best technical resolutions that we need to adopt to drive a quality Flag Registry. Ultimately, we want to see a quality flag and it is not just jack of all trade but it is going to be the best for Nigeria. When a vessel flies Nigerian flag, we want to be proud of anywhere that vessel goes. That this is a vessel that is fit to fly Nigerian flag. It is not just about moving around with substandard approach, no, it is going to be what's best for Nigeria and what's best for the businesses.

Talking about what is best for Nigeria, what is your take on the Cabotage Act?

Let's look at the Cabotage Act; it is a fantastic piece of legislation. It is protective, it is designed to protect our indigenous ships. The Americans, when they kick-started it, they realised that foreigners were taking away their trade. They wanted to create

jobs and they knew they had the ability, the technical competence to build ships. Now, that is one of the key issues we have in Nigeria. With respect to Cabotage, we have not identified it as a technical tool. When we put the technical aspect in place that would ensure the success of Cabotage then, of course, naturally, Cabotage is going to succeed. We know the trade is there, what stops us from designing a process that will ensure that Cabotage vessels are built in Nigeria. We need to invest in the process. What are we doing





to ensure that we have the manpower that will man these vessels because it is part of the requirements? Then the business community, what are they doing to ensure that they put the funding in place or that the funding is in place that will ensure the success of Cabotage? These are fundamentals and that's why Cabotage, 14 years after, is still not there, so people will be chasing waivers to comply with Cabotage until nothing will happen.

Do you think the Cabotage Act in its present form can significantly contribute to the development of local capacity, or there should be some amendment?

Well, have we exhausted what we have? What are we doing to ensure we exhaust it? If there's need for amendments, yes. Ask those who understand the sector properly, not those who don't understand the sector. They will come around and tell you, these are the things we need to do and then if there is need to go back to the National Assembly they will go back

to the National Assembly. But, first and foremost, we need to put in place a structure that will eliminate the need for waiver.

In Nigeria, do we have the specification of the vessel that we need? At the moment, we don't because these are technical solutions that need answer.

What can be done to sustain the current improvement in maritime security in the country?

We need to congratulate NIMASA for its effort with the Nigerian Navy to reduce criminality on our waters. However, we need to look at some of the root causes of this challenge. We have 28 states that cover the inland waterways. Now the bandits don't go to sea, the bandits actually start from somewhere. NIMASA is just picking the short end at sea and the territorial waters. So is the Nigerian Navy. The two organisations are being over-stretched because of lack of attention to the internal security challenges within the 28 waterways states. We need to look at how we can curtail the



challenges within the internal waterways. Once that is reduced, the pressure on NIMASA will reduce, the pressure on Nigerian Navy will reduce because Nigerian Navy by status is supposed to defend the territorial integrity of Nigeria and that is to secure our waters against external aggression. Yes, piracy issue will come into it and that is because piracy by definition is an international crime. We can free Nigerian Navy from all these aspects, that is why we need to re-visit the maritime security architecture, particularly the internal aspects of security. To secure those waterways, we need to involve the Nigeria Police because the Nigeria Police have the statutory responsibility for securing the internal waterways. We have another organisation called NIWA (National Inland Waterways Authority) that is supposed to be determining the regulations on the internal waterways. So until that happens, NIMASA will continue to be over-stretched. NIMASA is taking up a lot for itself but the other agencies need to take up their positions. Until that happens, "poor" NIMASA, everybody will be bashing NIMASA.

You are an experienced marine engineer who has contributed a lot to the maritime industry. How did you acquire such enormous wealth of experience?

I spent about 16 years with Lloyds Registry in London as a Senior Surveyor to the classification society and that exposed me to the international dimension of the maritime industry. It was a privileged position, but naturally, it comes with that desire to see continuous improvement in the industry, both locally and internationally. Being at that privileged position with Lloyds Registry in London gave me an opportunity to be able to see Nigeria as a small part of the global dimension. But then, you will see that Nigeria has significant opportunity. Therefore, it will be uncharitable for you not to give back to your own country what you've gained at the international level in terms of how to see things done better in Nigeria. It hurts when you see somebody invest millions of dollars in the maritime sector and that money goes



Engr. Ilori

with little or no return on investment. It is grossly unfair not to be able to help, no matter how little. It gives satisfaction.

What is your advice to would-be investors in the Nigerian maritime industry?

For the investors, one thing is that the maritime sector in Nigeria is not an industry where you can afford to cut corners. Just think of those who invested in planes, or see those planes falling from the sky. Imagine if we have in a day 20 planes fall down from the sky, the Nigerian aviation sector will be in deep trouble. But we have had situations where about 20 ships were washed ashore so many years back. That's the extent of technical regulation, compliance and verification. If you want to cut corners, this is not the industry you should be in. Like I always say, quality ships get quality money. Maintain quality ships and your ships will get engagements. For the younger ones who want to go into the maritime profession, it is a vocation that you must be willing to go to sea, you must be willing to go into tanks to inspect tanks, you must be willing to listen to very rough engines at night and understand what the challenges are. You must be willing to get your hands dirty. But for those who actually want to go into the industry, it is a very challenging and rewarding environment because it is one of those industries where you see the result of what you think and what you have done. For those who want to have that satisfaction, this is the place to go. But for those who think it's for quick money, go and look for something else to do.



Nigerian Maritime Security, Work in Progress – *Dakuku*

• *Says Regional Maritime Security Key to Nigeria's Economic Development*

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he Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, has stated that security in the Nigerian Maritime domain is a work in progress that requires the commitment of every stakeholder to ensure optimum safety of all investments in the sector.

Speaking to journalists in Lagos, Dakuku stated that the Agency was taking the lead on the issue of maritime safety in the entire West and Central African sub-region, noting that safety and security in the Gulf of Guinea have a direct impact on the Nigerian economy.

The NIMASA Director General noted that there were a lot of factors that contribute to the cost of products coming into the country through the seas, which makes it very important to tackle insecurity in the waterways.

According to the Dakuku, "We must ensure the security of the Gulf of Guinea because Nigeria is not isolated from whatever happens in the region which may lead to negative economic impact, or increase in the cost of insurance or war premium insurance and ultimately lead to high cost of goods and services which will be borne by the consumer of the goods and services."

While noting that 65 per cent of cargo heading to the region ends up in Nigeria, Dakuku, who is also the current chairman of the Association of African Maritime Administrations (AAMA) said that securing the nation's territorial waters is a work in progress that requires the commitment of all stakeholders and

neighbouring countries. He said the management of NIMASA had recognised this fact and is implementing international regulatory instruments in collaboration with various countries in the region to checkmate criminal activities.

In his words, "No maritime crime occurs within a jurisdiction alone. Very often the trend is that maritime crime starts from one jurisdiction and ends in another. The only way we can tackle maritime crime is all of us working together and there have been several regional initiatives in that respect to tackle maritime crime. Apart from the ECOWAS Integrated Maritime Strategy, you have the Africa Integrated Maritime Strategy, you have the Gulf of Guinea Commission dealing with the same thing. There are several sub-regional and regional initiatives to tackle maritime insecurity. So I see a lot of potential in regional collaboration and integration."

He said that on the home front, the agencies of the government, especially in the transport sector, had seen collaboration as the way to go and that this has occasioned the renewal of the MoU between NIMASA and the Nigerian Navy as well as partnership with other sister parastatals.

Dakuku also noted that the Agency's goal in the implementation of the International Ships and Ports Facility Security (ISPS) Code is 100% implementation level stating that the Agency is still not resting on its laurels after achieving over 90% implementation level within a short period of being appointed the Designated Authority of the implementation of the code.



Rights and Duties of Coastal States in Maritime Zones

BY ANTHONY PREYE PREGHAFI

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rom time immemorial the sea has been fundamental to human life. The use of the sea by man is greatly influenced by two classical antithetic schools of thought. The French jurist R. J. Dupuy aptly metaphorically captures these opposing thoughts in his book, *The Sea under National Competence*, as follows "The sea has always been lashed by two major contrary winds; the wind from the high seas towards the land is the wind of freedom; the wind from the land towards the high seas is the bearer of sovereignties. The law of the sea has always been in the middle between these conflicting forces."

The renowned Dutch jurist, Hugo Grotius, in 1609 published the book titled 'Mare Liberrum' or The Free Sea. This was the first classic exposition of the doctrine of the freedom of the seas which has been the essence of modern law of the sea. To sustain the British imperialistic interest, John Selden, in apparent reply to Grotius's work, published the *Mare Clausum* in 1618 that lent support to the exclusive jurisdiction of the high sea. The two philosophies are very critical, and their attendant interests are being balanced in contemporary law of the sea.

TPOLOGY OF MARINE SPACES

For the purpose of this work, marine spaces are divided into two main categories-Marine Space under National Jurisdiction and Marine Spaces beyond National Jurisdiction. The former category contains Internal Waters, Territorial Seas, International Straits, Archipelagic Waters, Contiguous Zone, Exclusive Economic Zone and Continental Shelf; while the latter contains the High Seas and the Area.

This work will critically examine in-depth the coastal state rights and duties in the internal waters and other marine spaces listed above will be treated in subsequent series.

The Marine Spaces, such as the Internal Waters, Territorial Sea, International Straits, and Archipelagic Waters are governed by territorial sovereignty. This means that a coastal state in its territory can exercise legislative and enforcement jurisdiction over all matters and all people in an exclusive manner unless international law provides otherwise.

INTERNAL WATERS

Internal Waters are viewed as an integral part of coastal state. Hence, they are not exhaustively discussed in the Law of the Sea Convention. Both in Article 5 of



1958 Geneva Convention and Article 8 of the United Nations Convention on Law of the Sea provide that internal waters are those waters which lie landward of the baseline from which the territorial sea is measured. Internal waters encompass: (i) parts of the sea along the coast down to the low water mark, (ii) Ports and Harbours, (iii) estuaries, (iv) land-ward waters from the closing line of bays, and (v) waters enclosed by straight baselines. It is important to note that internal waters do not include waters within the land territory and land-locked waters or lakes. The seaward limit of internal waters is determined by a baseline from which the territorial sea is measured.

LEGAL STATUS OF INTERNAL WATERS

The coastal state exercises full sovereignty over its internal waters as stated in article 2 (1) of the Law of the Sea as follows: "The sovereignty of a coastal State extends, beyond its land territory and internal waters and, in the case of an archipelagic State, its archipelagic waters, to an adjacent belt of sea, described as the territorial sea."

The coastal State therefore, exercises sovereignty and there is no right of innocent passage of foreign vessels in the internal waters. The only exception to this rule is that where straight baselines are drawn along an indented coast enclosing as internal waters areas that had not been considered as such, a right of innocent passage continues to exist through those

waters. This rule had judicial imprimatur in the Fisheries Case of UK and Norway decided by the International Court of Justice in 1951.

ACCESS TO PORTS

The ports are under the territorial sovereignty of the coastal State; considering the fact that the State may regulate the entry of foreign vessels to its ports. There is no right of entry of a foreign vessel into the ports under customary international law. The International Court of Justice in the Nicaragua Case stated: "It is also by virtue of its sovereignty that the Coastal State may regulate access to its ports."

Nuclear-powered ships and ships carrying noxious substances can enter a port only with the permission of coastal state. Also, by virtue of Article 211(3) a coastal state can establish requirements for the prevention, reduction and control of pollution of the marine environment as a condition for entry of foreign vessels into their ports or internal waters or for a call at the off-shore terminal.

Due to the importance of accessing the ports, bilateral treaties of "Friendship, Commerce and Navigation" that confer entry to ports for foreign merchant ships are executed by countries. There is also the multilateral treaty of 1923 Geneva Convention and Statute on the International Regime of Maritime Ports providing for a reciprocal right of access to, and equality of treatment within maritime ports.



Nevertheless, there is the presumption that ports of the coastal State are open to merchant vessels unless provided otherwise.

SHIPS IN DISTRESS AT SEA

For humanitarian and safety reasons, a foreign vessel in distress has a right of entry under customary international law. A ship in distress enjoys immunity in many respects. The immunity includes arrest, local health, immigration, criminal laws, tax laws, port charges etc. However, the burden of proof to establish distress is on the party making the claim. In *The Eleanor Case* (1809) it was held that 'real and irresistible distress must be at all times a sufficient passport for human beings under any such application of human laws'.

In recent times coastal States are very reluctant to grant port of refuge to foreign vessels in distress due to fear of environmental pollution by such vessels. A case in point was France, which refused to give refuge to *Erika* in 1999. In December 2000 *The Castor* was on a voyage from Constanza, Romania, to Lagos, Nigeria when the vessel developed a large crack on the main deck off the coast of Morocco. The vessel's request for a place of refuge was denied by Morocco, Algeria, France, Gibraltar, Greece, Italy, Malta, Spain and Tunisia because the ship was carrying persistent oil. In 2002 Spain ordered the oil tanker *Prestige* to be towed out to sea from the Bay of Biscay.

The qualification of the right of a vessel in distress

is provided in the Guidelines on Places of Refuge for Ships in Need of Assistance adopted on 5 December 2003 by IMO. Paragraph 3.12 states: "where permission to access a place of refuge is requested, there is no obligation for the coastal state to grant it, but the coastal state should weigh all the factors and risks in a balanced manner and give shelter whenever reasonably possible."

JURISDICTION OF COASTAL STATE OVER FOREIGN VESSELS IN INTERNAL WATERS

The general rule, as earlier stated, is that foreign vessels in the ports and internal waters are subject to the territorial sovereignty of the coastal state. Nevertheless, such vessels are subject to the Flag State laws, which are enforced through the Captain and the local Consul. The coastal state only enforces its laws in cases where their interest is affected; matters relating solely to the "internal economy" of the ship are left to the authorities of the Flag State. The coastal state's jurisdiction will be asserted where the offence committed on board affects the peace or good order of the port or where the Captain of the ship or the Consul of the Flag State requests their intervention. In *The Tempest* (1859), a French court held that homicide of a fellow crew member compromised the peace of the port, and therefore brought the ship under local jurisdiction.

Another instance where the coastal state will intervene is when the issue involves non-crew members. It is instructive to note that warships and other government ships operated for non-commercial purposes enjoy sovereign immunity. Also members of the crew ashore enjoy immunity. It is pertinent to mention that in 2012, Justice Frimpong of the Ghana High Court ordered the arrest of "*Ara Libertad*", an Argentina warship. The order was later quashed by the Supreme Court of Ghana, thereby affirming the customary international law position of the sovereign immunity of the warships.



NIMASA Commences Final Billing Regime To Enhance Operations

...Inaugurates interim committee

In a bid to enhance effective operations of shipping activities in the maritime sector, the Nigerian Maritime Administration and Safety Agency (NIMASA) has inaugurated a caretaker committee for the take-off of the final billing system for the collection of 3% levy on gross freight from all inbound and outbound vessels in Nigeria.

The Director General of NIMASA, Dr. Dakuku Peterside who inaugurated the committee at the NIMASA headquarters in Lagos, also stated that the decision of the Agency to commence this system was part of the evolving operational processes for improved service delivery in line with global best practices.

Speaking further, the DG stated that the move by the Agency is a response to the yearnings of the Shipping Association of Nigeria and other Stakeholders who have made several requests, which includes the issues relating to the final billing system among other issues to

the Agency, towards the development of the shipping industry in Nigeria.

"On our part as a responsible government Agency, we have come to realize that no business can thrive in an atmosphere of uncertainty and the current government led by President Muhammadu Buhari is committed to the ease of doing business; the government has invested a lot of time and resources to reduce bottlenecks that we encounter in doing business in this clime with the intent of enhancing best global practices", the DG said.

Accordingly, Dr. Peterside stated that on the 1st January, 2018 as promised the Agency introduced a reviewed 3 per cent freight rates benchmark which had a great deal of Stakeholders' input and reflects the contemporary trends in international shipping as requested by our Stakeholders.

Also, in order to demonstrate the Agency's commitment for an improved maritime sector, the NIMASA DG noted disclosed that the Agency's billing time has



been drastically reduced to below 12 hours from 72 hours and assured that in a few months from now the billing system will further reduce to two hours with the coming on stream of the automation programme, the Sage 3 Enterprise Resource Plan (ERP).

In his words, “we are by this re-enacting our commitment to creating enabling business environment for shipping businesses to thrive. We are not yet at our destination but we are surely making significant progress towards our goal. In a few years from now, we would look back to realize how far we have come with little accompaniments such as this”

While also acknowledging the co-operation of the Stakeholders over the years, the NIMASA DG used the opportunity to seek their continuous collaboration with the Agency, which will give room for a more conducive and robust maritime sector. “I crave your patriotism in dealing with us at all times as we are well disposed to running a democratic and transparent final billing system”, he said.

The high-point of the event was the unveiling of the prototype of the final billing system document



and the inauguration of the interim committee for the billing system.

Dr. Peterside who inaugurated the committee charged them to draw the framework, guidelines and conduct a proper election for permanent leadership for the committee. The interim committee is expected to complete their task within the next eight weeks.

The final billing regime is to ensure that within a month of a vessel's call at our ports, the final bill would have been issued and all records reconciled.



L-R: NIMASA Board member, Barr. Ebele Obi; Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Gambo Ahmed; NIMASA Board Chairman, Gen. Jonathan India Garba (Rtd); Deputy Governor, Delta State, Barr. Kingsley Otuaro; Director General, NIMASA, Dr. Dakuku Peterside; NIMASA Board member, Barr. Kenneth Asekome and Executive Director, Operations, Engr. Rotimi Fashakin

2018 Day of the Seafarer



L-R: Ahmed, Engr. Matthew Alalade, Mr. Felix Akingboye, Dakuku, and Fashakin



Dakuku (right) receiving Otuaro while Garba looks on





L-R: Ahmed; Fashakin; a stakeholder; Dakuku; Comrade Francis Bunu; Otuaro, and Garba



A cross-section of seafarers cutting the cake to mark the day



A cross-section of participants at the event



Ahmed (right) in a handshake with Otuaro

Seminar for Maritime Media







Regional Cooperation Key to African Maritime Security, Development – *Dakuku*

• *Envisages Continental Cargo Increase*

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he Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, has stated that regional cooperation is key to the safety and security of inbound and outbound goods and services to Africa through the seas.

Dakuku, who said this while speaking at a technical workshop on Prospects, Challenges and Opportunities for Regional Collaboration on the sidelines of the just-concluded Offshore Technology Conference (OTC) in Houston, Texas, in the United States of America, equally noted that the development of the maritime sector on the African continent is hinged on regional cooperation.

He further assured the select international stakeholders of a renewed effort to enhance safety and security

in the Gulf of Guinea based on sustainable regional cooperation.

The NIMASA DG who was represented by the Agency's Executive Director Operations, Engineer Rotimi Fashakin, said that efforts at regional collaboration have led to signing of a Memorandum of Understanding with the Ghanaian Maritime Administration amongst others. He added that Africa particularly the Sub-Saharan region of the continent stands to benefit from regional cooperation as this will enhance participation in international shipping thus reversing the current trend of the region having only an insignificant part of international cargo freight.

He noted that the Federal Government of Nigeria supports regional integration as demonstrated with the approved Integrated National Security Strategy (INSS) for the Nigerian maritime sector which is designed to



be implemented in collaboration with other countries in the Gulf of Guinea (GoG).

"The oil & Gas industry needs the maritime sector, particularly shipping, which is international in nature for it to thrive. The fact that shipping is international in nature makes collaboration particularly at the regional level inevitable. This will serve as a catalyst for growth in the industry and we at NIMASA have recognized this fact, thus our numerous collaborative efforts which have begun to yield fruits," he said.

The DG informed the stakeholders that NIMASA has established a command and control centre for enhanced situation awareness, response capability, law enforcement and regional cooperation amongst others, all geared towards an improved water security and by extension, the entire region.

Dakuku, who is the current Chairman of the Association of African Maritime Administrations (AAMA), also assured the international community that NIMASA will continue to collaborate with other countries in sub Saharan-Africa and beyond in order to realize its vision of a prosperous maritime sector in Nigeria and the West and Central

African Sub-Region.

While calling for continuous collaboration amongst partners across continents, the NIMASA DG noted that improved profiling and information sharing on maritime criminality and illegality, enhanced maritime domain awareness, and surface to air patrol capabilities, functional legal framework, integration of national inter-agency efforts, amongst others are factors that can help bring solutions to the issues related to insecurity in the maritime domain.

On his part, the Chairman of NIMASA Governing Board, Rtd General Jonathan India Garba noted that regional collaboration in the maritime sector is an effective measure to grow both human and infrastructural capacity in the maritime sector, adding that the NIMASA Board supports the Agency's executive Management's efforts at regional integration.

Meanwhile, the Group Managing Director of the Nigerian National Petroleum Corporation, NNPC Maikanti Baru, during his visit to the NIMASA stand at the OTC, commended the Agency's management for its efforts in seeking collaboration to grow the industry in Nigeria.



Sea Protection: NIMASA Inaugurates Marine Litter Marshals

- *As Dakuku Charges Nigerians on Sustainable Use of Ocean Resources*
- *120 Marshals Commence First Phase*

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he Nigerian Maritime Administration and Safety Agency (NIMASA) has inaugurated Marine Litter Marshals to assist the Agency in ridding the oceans of unwanted waste materials that could cause environmental degradation and also impede safety

of navigation on the nation's territorial waters.

Speaking during the flag-off ceremony of the first phase with 120 marshals held at the Nigerian Maritime Resource Development Centre in Lagos, the Director-General of the Agency, Dr. Dakuku Peterside charged Nigerians on the sustainable use of the ocean resources and added that there are so many activities dependent on the ocean; hence the need to ensure it is clean and properly utilised.

Accordingly, the DG said, "the state of health of the ocean is related to the state of our health and our economy; therefore we must stop the indiscriminate dumping of materials in our ocean".

He stated that marine litter directly affects ocean life, marine habitats, human health, and navigational safety with potential impacts on socio-economic development of nations. This he stressed necessitated the Agency to collaborate with the United Nations Environment Program (UNEP) Global Partnership Action (GPA) in 2015 to carry out a scientific study on marine litter challenge in Nigeria, thereby culminating in the development of the national action plan on marine litter and its campaign concept.

Dakuku, who used the opportunity to charge the marshals to go to the ports, coastlines and littoral communities



and enlighten them on the need to maintain cleaner oceans, enjoined them to also keep watch and ensure that the right thing is done so that our eco system can be preserved. He warned that the Agency will not condone indiscriminate dumping of waste at sea.

Also speaking at the event was a marine environment expert and the President of the Waste Management Society of Nigeria, Professor Osinbajo Oladele, who applauded the initiative and described the Agency as a beacon of hope to the rest of Africa. He said there is the need to preserve our oceans as it holds a lot of opportunities in developing the nation.

He said there was the need for inter-generational equity of our resources, which means the survival of the eco system is dependent on this present generation as it will affect the future generation. "The environment is not a gift from our parents, but a loan from our children. We must therefore do all we can to preserve it," Professor Oladele said.

It may be recalled that the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972, commonly called the "London Convention" and also abbreviated as Marine Dumping, is an agreement to control pollution of the sea by dumping and to encourage regional agreements supplementary

to the Convention. It covers the deliberate disposal at sea of wastes or other matter from vessels, aircraft, and platforms.

According to global statistics, roughly 80 per cent of marine pollution originates on land. To address this, strong coordinated action is needed. The UN has championed a cause for the Global Programme of Action for the Protection of the Marine Environment from Land-based activities, which NIMASA has also keyed into in order to establish and strengthen voluntary and a multi-stakeholder partnerships on nutrient pollution, marine litter and water wastes.

Consequently, the coordinator of the project and Deputy Director, Marine and Environment Management of NIMASA, Dr. Felicia Mogo pointed out that the initiative is to ensure proper solid waste management and in particular prevent materials like plastic waste and other dangerous items from reaching our waters.

NIMASA as the Agency of government responsible for Marine Environment Management in its continuous quest to reposition the Nigerian maritime sector in line with global best practices has taken the step to engage some young Nigerians as marine litter marshals who are expected to ensure that the oceans are kept clean and safe.



Plastic Pollution and Retardation of Maritime Development

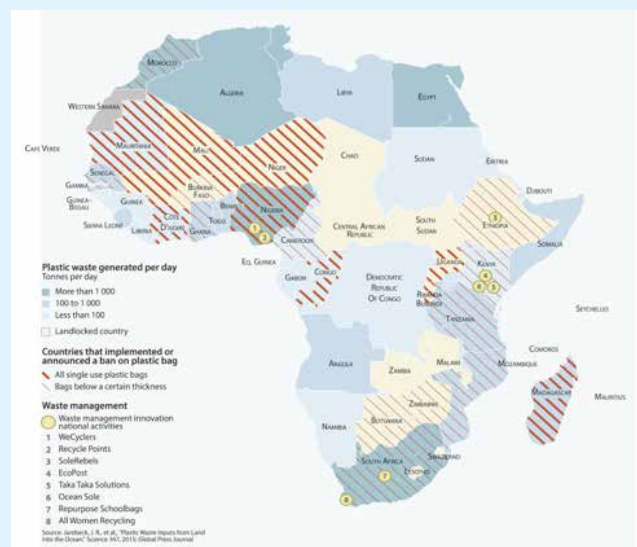
BY CHALYA SHAGAYA

Plastic pollution has become the number one pollutant of the seas and oceans. The threat to marine life and the environment as a whole is alarming. At the United Nations Environment Assembly in Nairobi in 2017, about 200 countries signed a resolution to eliminate plastic pollution in the seas, reaffirming one of the United Nations Sustainable Development Goals geared toward conserving the oceans and seas and the sustainable use of marine resources for global development.

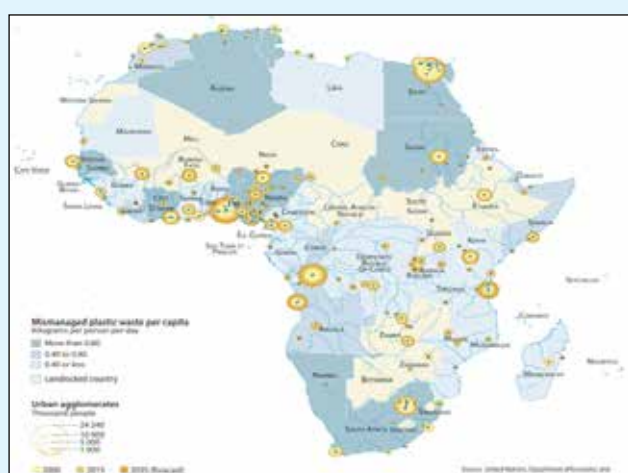
Studies have shown that plastic pollution in our waters poses not only a health hazard to humans, but also to marine species and is hazardous to environmental sustainability. Hundreds of thousands of plastic items and bottles are used on a daily basis and majority of this ends up in surrounding waters and the ocean at large. Unfortunately, plastic has become a large part of human consumables. They are not being properly discarded or recycled. A study [1] published in 2017 estimated that between 1.15 and 2.41 million tonnes of plastic enter the oceans via rivers annually.

As plastic remains in the environment for centuries, the trillions of plastic pieces accumulating in water bodies form part of a global pollution issue that affects

all coastal countries especially in Africa[2]. Eighty percent (80%) of the continent's Gross Domestic Product (GDP) is concentrated in just 11 African countries that have prominent coastlines. They are Nigeria, South Africa, Algeria, Angola, Egypt Morocco, Sudan, Tunisia, Kenya, Ghana and Libya.



Plastic Waste Generation rates and Projects addressing waste management in Africa and Plastic Bag Policies.



Mismanaged plastic in Africa in thousands of tonnes as of 2010 (green circles) and projection of waste mismanagement forecast in 2025 given current practices (yellow circles). (For interpretation of the references to colour in this figure legend, the reader is referred to the web version of this article.)

Plastics are useful in various ways. However, adequate plastic waste collection and recycling systems are lacking in Nigeria and many other African countries.[3]

Plastic pollution also has other adverse implications for land and its inhabitants. A study carried out in five continents in 2017 by the University Of Minnesota

School Of Public Health revealed that 83 percent of tap water samples taken around the world contained plastic pollutants.[4]

Plastic pollution also poses significant economic costs: not only is the cost of cleaning up plastic debris from seas expensive, but also excessive pollution can negatively affect tourism and thus the macro-economy. Plastic pollution spreads across countries, creating a regional problem with high costs for economically important sectors such as tourism and fishing. While the plastic pollution crisis cannot be resolved overnight, it is critical that the necessary measures be taken to begin to reduce the dangers that it poses to our environment, starting with enforcement of recycling used plastic containers, rather than carelessly discarding them into the environment since they are not biodegradable.

Charity they say begins at home. While people may look to their various governments on all levels to come up with solutions to plastic pollution in the environment and waters, it is up to them to assist by recycling all plastics. Humans are the problem; therefore, the solution lies with them because evidentially, recyclable plastic disposed of into the ocean has serious consequences on everyone and the environment.



Decongesting Lagos Ports, Access Roads

BY JUDE NJOKU

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hat is happening at the Lagos ports can only be described as a national embarrassment. What nobody seems to be reckoning with is the economic hemorrhage occasioned by the situation. I will explain this later. The more problematic situation now is that everybody has suddenly turned into a port management expert, adding more confusion to an already rowdy situation. All manner of ideas and solutions are being propounded everyday by different people on national television and road side newsstands. Most of these views and ideas are products of an irritated populace, who are dismayed by what they see and experience every day along the port access roads and wish to see this irritant removed. What is required to solve this problem are solutions proffered from the point of view of knowledge and scientific analyses.

When the symptom of an illness is mistaken as the illness itself, the result is usually a constant reoccurrence of the symptoms. What manifests in the form of congested ports and port access road gridlocks are just symptoms of a greater illness. Just like any other illness, the symptom is what keeps the patient

uncomfortable; the patient can do anything to remove the symptoms and sometimes, when palliatives are given, the patient experiences temporary relief only for the symptoms to resurface again. This is exactly what has been happening with the port access road and the persistent port congestion which seems to have defied all solutions in the past, given the number of committees and taskforces that have been set up in the past to decongest the ports and clear the port access roads.

A chronic illness they say deserves a drastic therapy. It is therefore important that we look beyond the congested ports and port access roads and find out what is actually causing the port congestion, which is spilling over into Lagos roads. To simply conclude that the ports have reached their installed capacities or that immediately after the completion of the port access road by Dangote, all the trucks will vanish from the roads, is at best being too simplistic and is tantamount to mistaking the symptoms as the actual illness.

From my research and analysis, there are two major causes of the entire problems, first the high dwell time of cargo in the port and secondly, the direct return of empty containers by trucks back to the port.

The dwell time of cargo in the port is the amount of time it takes for an imported cargo to exit the port



or an export cargo to be loaded on board a vessel.

A lot of factors can hamper the quick evacuation of cargoes from the port. A sea port is a transit terminal for cargoes, a platform connecting the sea and the land. Goods are not supposed to stay in it beyond the period it takes to load and offload, except in exceptional cases.

Whenever a seaport starts to serve other purposes other than loading and offloading of goods or the quick exit of cargoes is hampered by other extraneous factors, congestion will start building up.

The Agency's cargo traffic analysis has shown that a container vessel with up to 2000 containers can offload completely within 48 hours in Apapa port. Available evidence also shows that it takes nothing less than two months or more to evacuate the same 2000 containers out of the port.

The question then is, if it takes a ship just two days to offload 2000 containers, why should it take over two months to evacuate the same number of containers from the port?

From the research I have conducted, a lot of factors are responsible for this situation. They are:

1. Over dependence on land transportation for the evacuation of goods out of the ports.

Even if the 2000 containers mentioned above are to leave the ports without customs clearance or any other inhibition, it will require 2000 trucks to move them out of the port. Assuming the 2000 trucks are lined up, ready to load, the line will stretch up to 30,000 meters or 30 kilometers given that a 40foot truck is approximately 50 foot or 15meters in length. If the trucks line up on a single straight line along Oshodi-Apapa Expressway, it will stretch beyond Shagamu.

It takes a minimum of 30 minutes for a truck to drive

in, load and get outward clearance and come out of the port. If we assume that the ports are working 24 hours a day, seven days a week, it will take 60, 000 minutes or 1000, hours, or 41.666 days to evacuate the goods out of the port. We are just talking about one single discharge in a port that handles several of this kind of vessel in a week. We have also not considered the fact that each container loaded out is likely to have the empty container returned back to the port, which means another 2000 vehicles coming back. One can then appreciate why the traffic gridlock along the port access road is as bad as it is.

2. Manual physical examination in the port.

We all know that no cargo leaves the port without customs clearance. It is estimated that customs clearance takes an average of 4 working days for goods without blemish. This is primarily caused by the policy of 100% physical examination, which is an outdated practice all over the world, but still obtainable in Nigeria. Other factors that delay quick evacuation of cargoes from the port are

1. Limited cargo handling equipment in the port.
2. Shortage of space for positioning of cargo for examination by Terminal Operators.
3. The lack of container depots to receive empties.
4. Lack of scanners and weigh bridge to fast-track customs examination.
5. The fact that some importers abandon their cargo in the port either because of lack of money to clear their goods out of the port or intentionally, so as to bid for the same cargo through auctioning.
6. The multiple and confusing management of vehicular traffic in the ports as a result of port partitioning to different owners



7. The possibility that the congestion in the ports may benefit both terminal operators and shipping companies through demurrage payment.

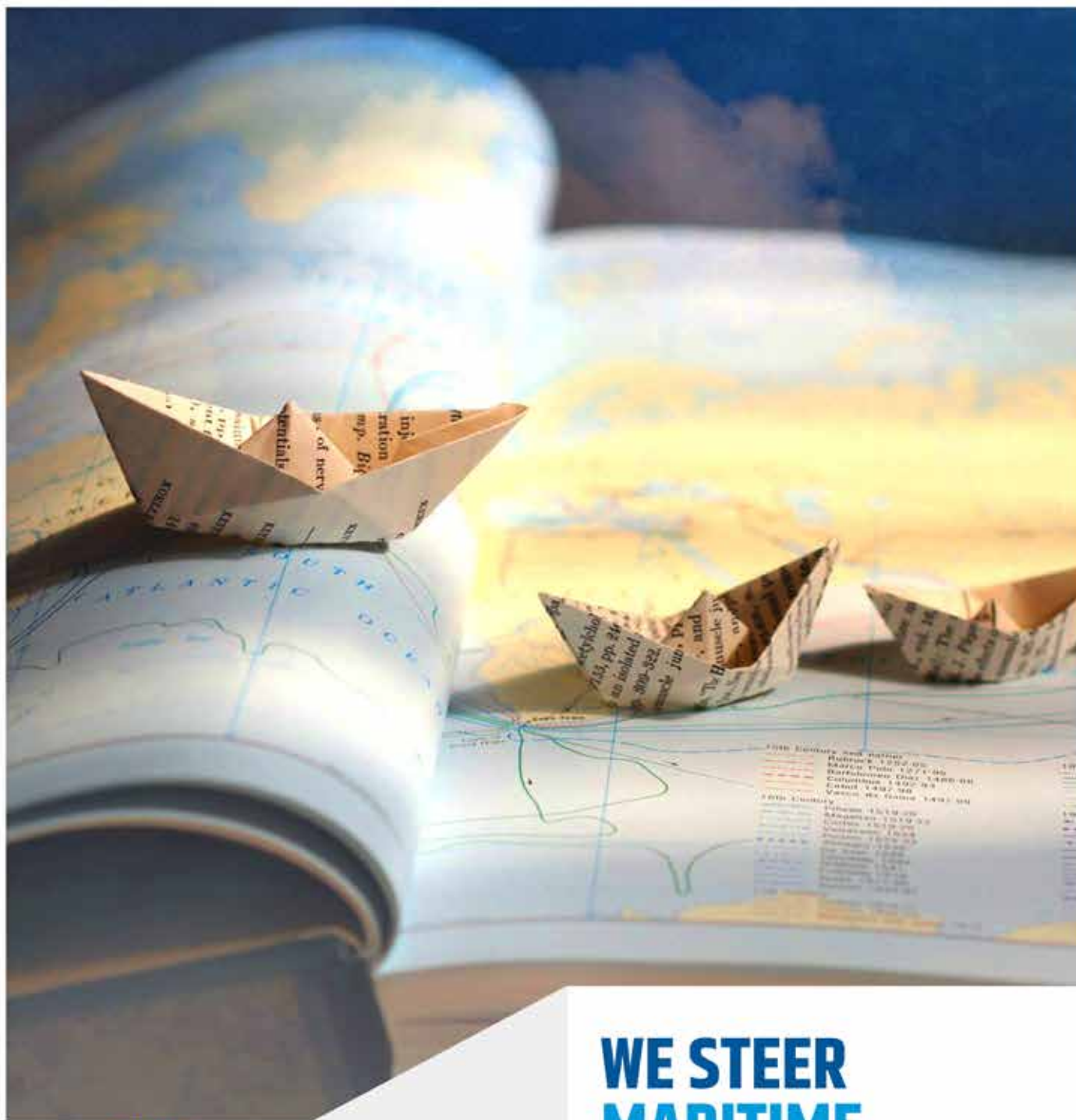
With all the above factors one can then appreciate why we are in the mess we are experiencing, and why the cargo dwell time in our ports is one of the highest in the world.

The greatest effect of the entire port situation is the economic hemorrhage, as I earlier mentioned. According to an NPA report on cargo throughput within the first 10 years of port concession, 2006-2015, a total of eleven million six hundred and twenty eight thousand, four hundred and six (11,628,406) twenty footer equivalent containers (TEU) was imported into the country through Apapa and Tinian island ports. Presently it takes an average of 14 days to clear a container out of our port and return the same container back to the port. The shipping lines will only allow 3 free days and demurrage will be charged for the remaining 11 days on the container. The average demurrage on 1TEU container is N6, 000 if you multiply by 11days each container will incur N66, 000 as demurrage. If you then multiply by 11,628,406 it will give a total demurrage payment of 697,704,436,000 (six hundred and ninety seven billion seven hundred and four million, four hundred and thirty six thousand naira only. An equivalent of \$228,007,960.78 (Two hundred and twenty eight million, seven thousand nine hundred and sixty dollars seventy eight cents) as demurrage on containers alone within the last ten years. Terminal and vessel demurrages are not included.

What can then be done to remedy the situation?

1. Immediate connection of functional rail lines to the ports and the use of barges to evacuate cargoes to river ports
2. Discontinuation of Customs clearance inside the ports. All cargoes must be evacuated to a location where port clearances should be done.
3. All terminal operators must open an empty container terminal along the rail corridor where all the empty containers will be deposited and transferred straight to the port for loading.
4. All import cargoes must be accompanied by a bank bond for the equivalent duty payment to avoid a situation where people will intentionally abandon their cargo in the port or because of lack of money to clear them
5. Immediate installation of scanners and weigh bridges at the location where Customs examination will take place to fast-track Customs clearance. Nigeria is the only country in the world still practicing 100% manual cargo examination where scanners and weigh bridges will do the job in a fraction of a minute.
6. Manpower training: most of our port workers are not properly trained in modern port management system and port equipment handling. Priority should be accorded to this.

If the above steps are taken, port congestion and traffic gridlock within the port access road will be eliminated and so will corruption in the ports, which thrives on the present confusion we have found ourselves in.



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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.

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- Shipping Development
- Maritime Labour Regulation
- Maritime Safety Administration
- Maritime capacity Development
- Training And Certification of Seafarers
- Marine Pollution Prevention And Control

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Nigerian Navy International Maritime Conference 2018, Lagos.



NIMASA Donates Relief Materials To IDPs



Head, Public Relations, Nigerian Maritime Administration and Safety Agency (NIMASA), Mr. Isichei Osamgbi, presenting relief materials to the Coordinator, Bakassi Internally Displaced Persons (IDPs) Resettlement Camp in Bakassi, Cross River State.



Chief Serviccom Officer, NIMASA, Mr. Easton Tuti Hebron, during the presentation of relief materials to IDPs in Adamawa State



Director, Internal Audit, NIMASA, Mr. Victor Onuzuruike, presenting relief items to National Emergency Management Agency (NEMA) officials at Gubio IDPs Camp in Maiduguri, Borno State.



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

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

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MARINE NOTICE (NEW CABOTAGE COMPLIANCE STRATEGY- NCCS)

TO ALL: Oil and Gas Operators/ International Oil Companies.

SUBMISSION OF VESSEL CHARTERING/MARINE SERVICE PLAN AND DEMAND FORECAST

This Marine Notice is made following the consensus reached at the meeting between NIMASA and Oil Producers Trade Section (OPTS) of Nigerian Chamber of Commerce in July 2018 towards actualisation of the objectives of the Coastal and Inland Shipping (Cabotage) Act, 2003

NOTICE is hereby given as follows:

1. All Oil and Gas Operators shall mandatorily submit the following to NIMASA:
 - a. 5 year Marine Service/Vessels chartering or engagement plans.
 - b. Schedule of existing contracts or ongoing marine projects detailing:
 - i. The particulars of each contractor (including nationality, vessel ownership profile, head office address, etc.)
 - ii. Details of Type of Vessels/equipment, Vessel classification
 - iii. Zone or Location of engagement
 - iv. Vessel ownership, Crewing, Maintenance and Flagging/registration plans
 - v. Nature and Scope of Contract/Service
 - vi. Duration of engagement/Tenure (commencement and expiration dates)
 - vii. Contract value (in both local and foreign currencies)
2. All Oil and Gas operators shall advertise for Expression of Interest and Prequalification of Tender for award of marine contract/vessel engagement in at least three National Newspapers and Nigerian Petroleum Exchange (NIPEX) Platform, **citing compliance with Cabotage as a pre-requisite for award of such marine contract and vessel engagement in Coastal Trade.** The publication is to allow a minimum of three (3) months bid due date.
3. All Oil and Gas operators shall inform NIMASA in writing of the date of the expiration of every existing marine contract Six (6) months prior to expiration of such contract.
4. Henceforth, all Oil and Gas operators must obtain NIMASA's Certificate of No Objection prior to award of any marine related contract to a foreign firm on the basis of non-availability of local capacity to satisfactorily execute such job.

TAKE NOTE that **NIMASA** has mandated ALL Cabotage Officers to ensure STRICT compliance with this directive.

For further information, please contact:

The Head,

Cabotage Services Department

Nigerian Maritime Administration and Safety Agency (NIMASA)

4, Burma Road, Apapa, Lagos.

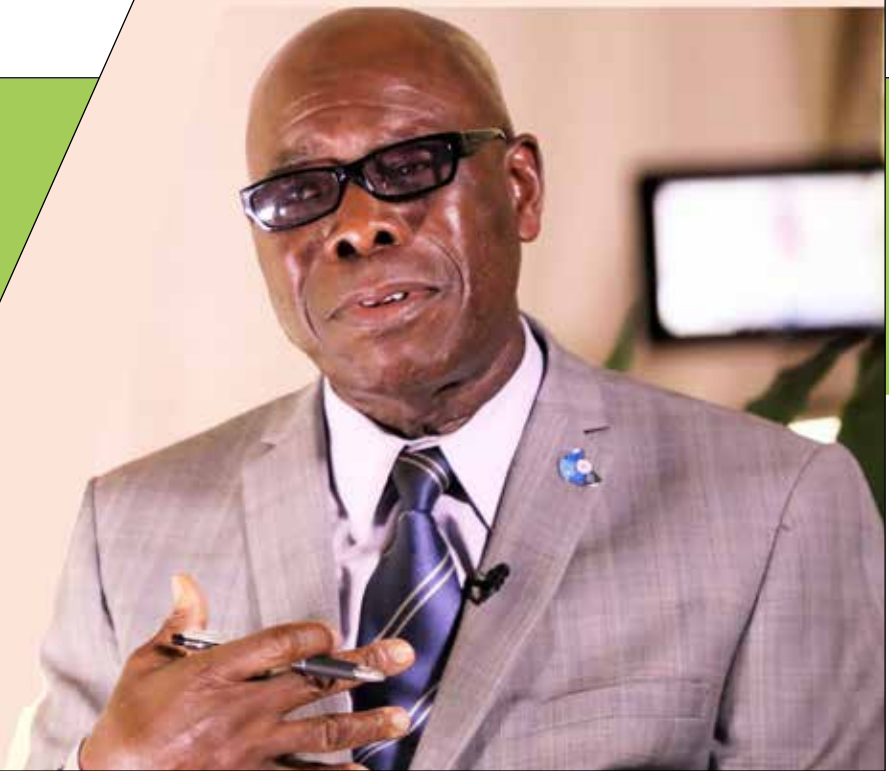
Email: victor.egejuru@nimasa.gov.ng

Phone: 07055792959

SIGNED: MANAGEMENT



• Owolabi



Owolabi: Current Investments in Maritime Sector Offer Prospect of Continuous Growth

Engr. Richard Owolabi, a maritime industry expert, discusses the issue of seafarers' certification, among other subjects, in this interview with the **Voyage Editorial crew**

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s one with a wealth knowledge and experience about maritime matters, can you give an overview of the state of the maritime industry in Nigeria?

It's been great, no doubt. My career in the maritime industry started when I was 18 years old, in 1972, as an Engineer Cadet. I became lead in 1990 as Chief Engineer for 10 years, boarding a ship. It's been great, but we need to do a lot more in the maritime industry because in the 21st century, there is an increase in the number of cadets that need to be taken on board because of the population increase in the country. In my time as an engineer cadet, there was opportunity.

As an 18 years old boy in 1972, there was so much opportunity in the country. I got a scholarship, 12 of us from Nigeria were flown overseas to start a career at sea with full employment right from the very beginning, full scholarship, which is like what is overtaken now in Nigeria. The challenge is so much more on the young ones to take a career at sea.

With Nigeria only recently out of recession, how are operators in the industry faring? Do you see a great future ahead?

Certainly, I see better things ahead because I am beginning to see that the operators have got focus visa-a-vice what it takes to run a maritime industry. It is very much capital-intensive and the expertise that is required, if you haven't got the expertise, you must also employ the correct experts, those who know how to run it.

Furthermore, because of the recession, the challenge is that funds are not available. That means you must be prepared, else you are not going to succeed as an investor in the maritime industry.

The recession has created a challenge to remove the chaff from the grain and the grain are now coming up. We are beginning to see that in Nigeria, it is possible for the indigene to run and partake in the maritime industry visa-a-vice shipping, both international, coastal and inland waterways shipping.



• Cadets on parade

Are you of the opinion that a person must have maritime education or training to operate in the sector?

Not necessarily, but it will be an added advantage if you have that background as an expertise. But then, you have an added requirement to have that business acquirement to be able to run business. I always tell my cadets and my younger ones, when you start as a career, you start as a professional and technical person, as you grow up the ladder, you become manager of persons. It is totally different from the expertise of being a technical person, now the expertise of how to manage properties, finance and human beings in order to achieve the goals of your shipping company.

Talking about expertise, about two and a half years ago, when Dr. Dakuku Peterside was appointed Director-General of NIMASA, some operators in the industry complained that he was not an expert. Are you surprised that he has proved the doubters wrong with the unprecedented transformation taking place under his watch?

I believed Dr. Dakuku Adol Peterside has done a good job so far because he has been able to draw in, synergise the academia, the professionals and stakeholders. He was able to bring them together to brainstorm as to the way forward, which is very pertinent for the industry.

There is always that interaction between the industry

and the stakeholders by bringing them together to work as a team because no sector can actually run successfully without synergy. So I see that as a plus for Dr. Dakuku, because he was able to synergise by bringing the academia, the professionals and stakeholders together to be sure the Agency's goal is achieved.

In what other areas do you think Dakuku has performed exceptionally?

Very good. I have seen that within the period he came in or just before he came, the establishment of capacity for the Maritime Safety and Seafarers Standard Department has been fortified. There are a lot more professionals that have experience in that particular department, that is a synergy.

For example, there was a meeting in Accra, Ghana, recently by the Port State Control Visa. The Honorable Minister of Transportation, Rt. Hon. Rotimi Amaechi, DG, NIMASA, Dr. Dakuku Peterside, were in full attendance. The Head, Maritime Safety and Seafarers Standard, was there and we could see Nigeria's impact in Western and Central Africa. As a leader, Dr. Dakuku has driven every department as a core section for the mandate for Agency.

The above-mentioned department is responsible for the issuance of Certificate of Competence (CoC), Adoptions and Trainings. You were at the Maritime



• Owolabi

Academy of Nigeria, Oron. Do you think MAN has done well over the years in terms of seafarers' training and certification?

We are building up and we will continue to build up as a nation. My take is that as a nation, we need to build up on what we have on ground. It is very essential and important, else, you will go back to square zero and start all over again. Whatever advantage you have already, build it up. It is the important point. Maritime Academy of Nigeria, Oron, is one of the approved institutions, especially when it has to do with full-time courses relating to training of seafarers.

One of the major responsibilities of Maritime Academy of Nigeria, Oron, is training of seafarers in line with international standards with the provisions of International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978, as amended. MAN Oron is for training of cadets, while NIMASA is to monitor other approved institutions in line with the requirements of regulation and quality content.

The training institutions must be monitored continuously, which is the responsibility of NIMASA. Maritime Academy of Nigeria, Oron, is doing as much as it can but continuity and focus on the mandate must remain on the hot burner. The main mandate of Maritime Academy of Nigeria is training of seafarers in line with the provisions of STCW, which Nigeria is a party to and has domesticated. MAN Oron is about 30 to 40 years old as an institution. We should be producing one of the best cadets in the world.

You do you support the suggestion by some stakeholders that MAN Oron should be upgraded to a degree-awarding institution? Do you think what is on the ground is good enough for an upgrade?

I believe what we have on the ground is good. But, of course, in the 21st century, you need highly intelligent, highly articulate cadets to be able to meet international standards. Remember, MAN Oron is not just producing for the Nigerian market, it is also producing to compete in the international market.

For you to compete in the international market, you must produce cadets of the highest calibre. It is very important to those of us in the maritime industry. For NIMASA and Maritime Academy of Nigeria, our goal is to produce and represent Nigeria in the international maritime industry. So whatever we are doing at the national level has to be good enough to compare with the international standards.

Maritime Academy Oron is doing so much as it can, but we have to look at it within the context and the environment in which it exists.

Some time ago, the quality of CoC issued by Nigeria through NIMASA used to be questioned in certain quarters. Does the country still have such problem?

We have quality men and women, especially in that particular department, that handle seafarers in maritime safety. The Director, Maritime Safety and Seafarers Standards, is able to do the job and do it correctly. We have a lot of professionals that have the capability to do it. Whatever the challenge is, it is not something that is unsurmountable; we can do it, I mean it is possible to do it. I have that belief we can still maintain it.

Certificate of competence (CoC) should be backed up with integrity at all levels. Cadets must have certificates worthy of quality and integrity. We must acquit ourselves well in every environment and make sure that international standard is maintained at all times.

Are you implying that there are times when the Nigerian CoC does not really measure up?

No. We have certificates that are recognised. In my own time, for the first time, Certificates of Competence for Watch Keepers were recognised by the Maritime Coastal Agency (MCA), UK. You know the British will never accept anything they are not sure of. They have people on the ground – the law, intelligence – and they will be able to check to know. One thing is certain, in my own time, you have to monitor activities yourself as a professional in order to maintain standard.



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Did You Know?

Star Fish

Starfish have an eye on the end of each arm allowing them to see light, dark and simple shapes. Also, they can regrow lost arms, even if they only have a couple left.



Dolphin

Dolphins are believed to be very intelligent. Female dolphins are called cows, males are called bulls and young dolphins are called calves.

Shark

Sharks can hear a fish swimming over one mile away, and can smell one drop of blood in a million drops of water. The upper and lower jaws of the shark are able to move, unlike humans and most other animals.





PHOTO SPLASH: NIMASA DONATES RELIEF MATERIALS TO IDPs IN BORNO



Self-Medication: Dangers and Side-effects



IMAGE: WORLD HEALTH ORGANIZATION

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oday, self-medication has become a common and normal phenomenon among adults and even the youth. Unknowingly, this act could be harmful or detrimental to human health. No matter how mild an illness may be, we are advised to seek the help of a health professional, so as not to worsen the matter.

It is commonly said that health is wealth and one of the ways to ensure sound health is by observing periodic medical checks, rather than by resorting to self-medication and getting into more trouble.

Drugs like antibiotics and pain killers are commonly used on a daily basis without the doctor's prescription.

THREAT

Self-medication is okay to many of us. It's just a crocein or some 'safe' antibiotic we believe we are ingesting as going to the doctor can be time consuming and expensive. But there are side-effects to this and very harmful ones at that.

The idea of self-medication even for small health issues can lead to complications. People tend to pop

pills as they are popping candies. Such medicines include pain relief drugs, cough syrups, laxatives, antibiotics, anti-allergy medicines, vitamins, and even antacids. And because these are over the counter (OTC) drugs, they are easy to obtain. But what we do not realise is that opting for self-medication makes us prone to allergies, drug-dependence, and even addiction.

Unfortunately, there is very little or almost no awareness about the disadvantages of self-medication. Sadly, we still go ahead and take doses randomly and don't even check the composition of the medicine and are clueless about the side-effects of these on our body.

SIDE EFFECTS

Popping pills may get us instant relief, but what we don't realise is that it is not free of side-effects. At times, a patient may be under prescribed medication for different health issues, and self-medicating may lead to adverse reactions. This is because one drug may react differently when consumed with another drug. This can even lead to death. Hence, consulting a doctor is a must.

5 DANGERS OF SELF-MEDICATION

1. Inaccurate Diagnosis.
2. Using the Wrong Medications.
3. A Possible Overdose.
4. Dangerous Complications from Mixing Medications.
5. The Chance of Developing an Addiction.

DOSAGE

A major problem with self-medication is that we do not know about its dosage. This means we often underestimate its strength and the less said, the better about its composition. We must have a clue as to how the drug should be taken, its side-effects and even reactions. Ignorance is not bliss in this case.

People take to self-medication because it is instant, and of course, there is no expense on the doctor. But when, eventually, they suffer from severe health issues, their medical expense increases two-fold. Self-medication as a habit can damage one's health irrevocably, causing disabilities and even premature death.

Self-medication can lead to the damage of vital organs in the body and eventually death. It is, therefore, advised that over the counter drugs must be discouraged and substituted with periodic checks with approved hospitals and facilities.

• *Partly culled from: <https://pharmeasy.in/blog/the-perils-of-self-medication/>*



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

MARINE NOTICE

TO ALL: SHIP OWNERS, SHIPPING COMPANIES, INTERNATIONAL OIL COMPANIES (IOCS), SHIP OPERATORS, SHIP MASTERS, MANNING AGENTS, SEAFARERS, MARITIME STAKEHOLDERS, AND THE PUBLIC

SUBMISSION OF THE SEAFARERS TRAINING RECORD BOOK FOR RATINGS

Pursuant to the Agency's statutory mandate to regulate and administer the certification of Seafarers in line with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended, **NOTICE** is hereby given:

1. That all candidates for Certificates of Proficiency (COP) examination **MUST** submit a COMPLETED SEAFARERS TRAINING RECORD BOOK along with other relevant documents when applying for assessment of eligibility.
2. That the categories of affected Certificates of Proficiency are listed hereunder;
 - a) Rating as Able Seafarer Deck-Reg.II/5
 - b) Rating as Engine-Reg.III/5
 - c) Rating forming part of Navigational Watch-Reg.II/4
 - d) Rating forming part of Engineering Watch-Reg.III/4
3. That failure to comply with this directive shall render the defaulter(s) unqualified for assessment of eligibility with effect from 30th June 2018.

4. Please be guided accordingly.
For further information, please contact:

The Head,
Maritime Safety and Seafarers Standards Department,
2nd Floor, Administration Block,
Nigerian Maritime Resource Development Centre,
Nigerian Maritime Administration and Safety Agency (NIMASA), Kirikiri, Lagos, Nigeria.

E-Mail: msssd@nimasa.gov.ng,
msssdnma@yahoo.com

TEL: +234 7034172913, +2349096417095,
+2348030555975, +2349076361503

SIGNED: MANAGEMENT

NIMASA Employee of the Month



BABA A. AHMED
APRIL 2018



OMEJE M. NKECHINYERE
MAY 2018



USMAN SHUAIBU
JUNE 2018



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

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

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

For further enquiries or information, please contact:

The Registrar of Ships Nigerian Ship Registration Office (NIMASA)

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

Telephone: 08030816336

The Head Maritime Safety and Seafarers Standards Department

Email: Sunday.umoren@nimasa.gov.ng

Telephone: 07034172913

SIGNED: MANAGEMENT



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4, Burma Road, Apapa,
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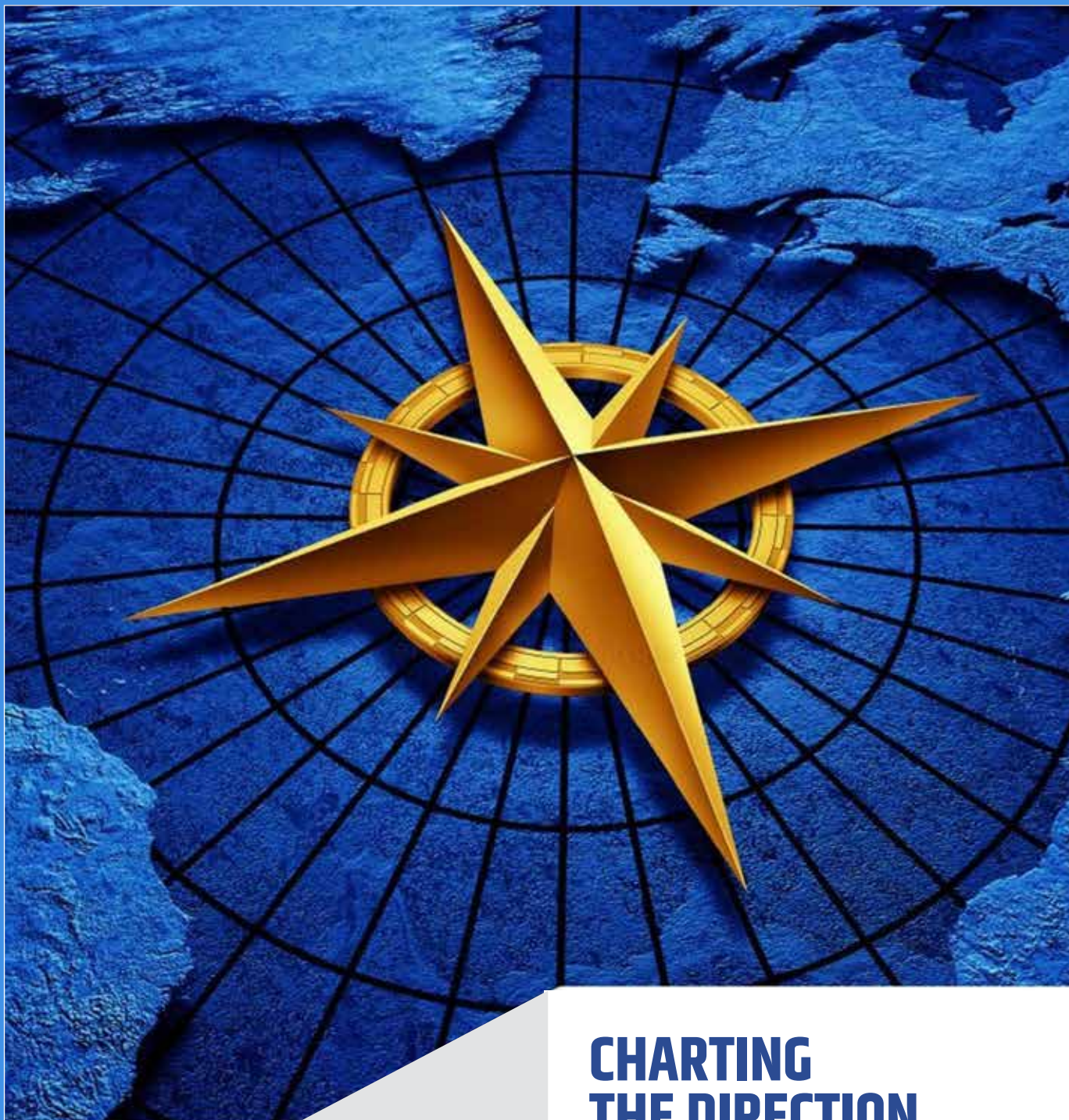
REGULATING THE MARITIME INDUSTRY FOR A BETTER NIGERIA.

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

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

#WeAreNIMASA

REGULATORY | OPERATIONAL | PROMOTIONAL | CAPACITY BUILDING



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www.nimasa.gov.ng

CHARTING THE DIRECTION FOR MARITIME IN NIGERIA.

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

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

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