

THE VOYAGE



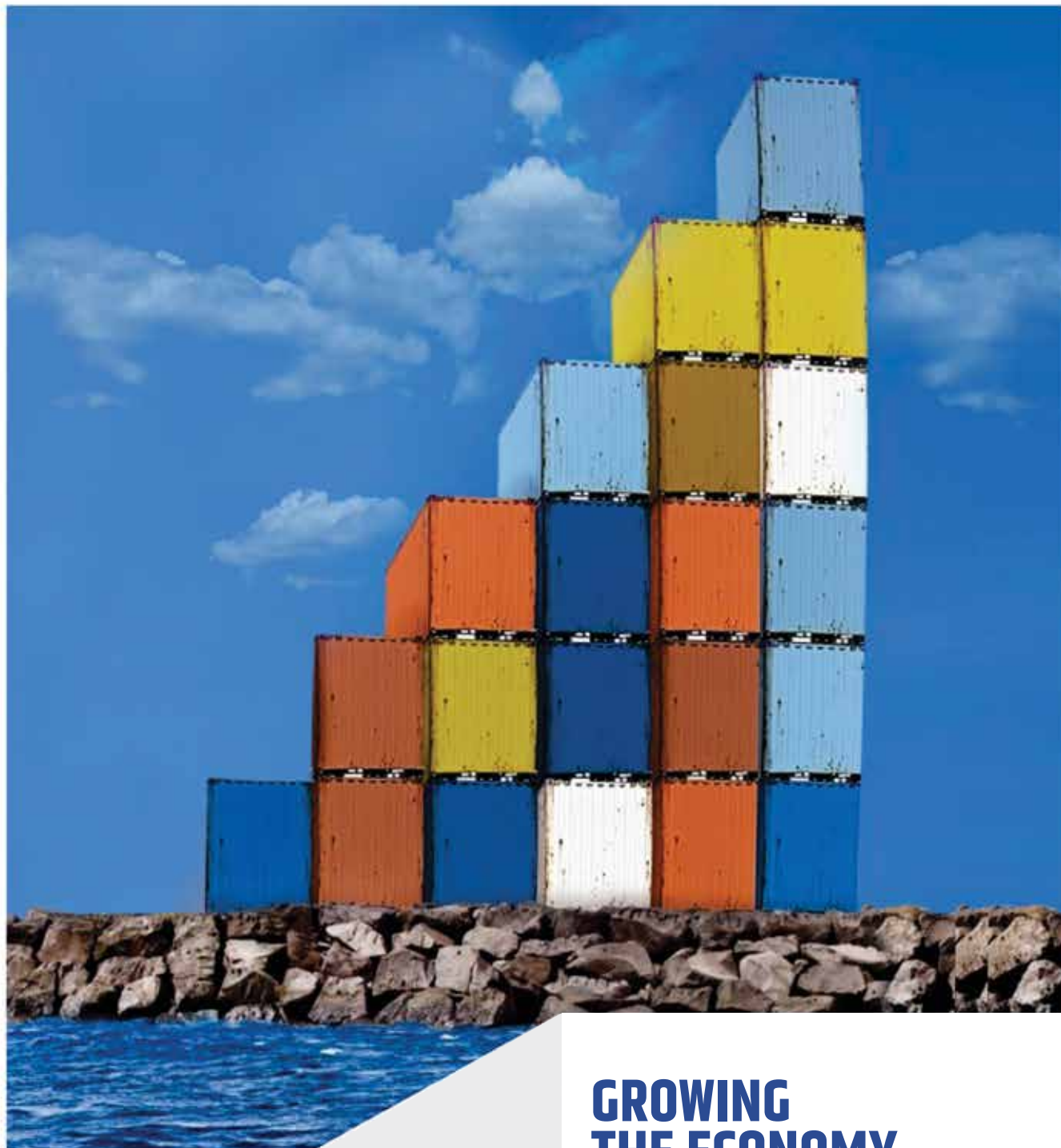
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CELEBRATING MILESTONES IN MARITIME DEVELOPMENT



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Dr. Dakuku Peterside,
DG/CEO NIMASA

Reflecting with Optimism on the Future

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2018 marks the 70th anniversary of the International Maritime Organisation (IMO). It also marks 60 years since the IMO Convention, guaranteeing and maintaining a comprehensive framework for safe and efficient shipping, came into operation. The historic initiative by a handful of

countries on March 17, 1948, which fruited 10 years later, today binds 174 countries in a common sense of allegiance and love for the environment in ways that span safety, environmental concerns, legal matters, technical cooperation, and maritime security.

The IMO celebrations offer a unique opportunity for humanity to commemorate milestones in the development of an industry that carries nearly 90 per cent of world trade. They also afford a great opportunity to explore new ways of making the shipping industry serve global trade better. Ostensibly, the search for a brighter future for shipping lies beneath the choice of the theme for this year's World Maritime Day, "Better shipping for a better future."

Back home in Nigeria, as the maritime regulatory agency, we are celebrating the fruits of our efforts to make our maritime environment safe and clean, hammer out a strong legal foundation against maritime crimes and infractions, and promote effective collaborations that facilitate secure, efficient, and attractive maritime activities. We are celebrating our determination to make the maritime industry a major pillar of Nigeria's economic

diversification drive.

We are also celebrating because of our stakeholders, a crop of distinguished persons, corporate citizens, and partners dedicated to providing a myriad of valuable and vital services that keep the maritime industry going and blooming.

Our progress is evident in virtually every facet of the maritime industry.

The Nigerian Maritime Administration and Safety Agency (NIMASA) has drastically reduced the turnaround time for the processing of shipping documents and issues that fall within the agency's scope of authority. This is in line with the President Muhammadu Buhari's Ease of Doing Business initiative.

The antipiracy bill sponsored by NIMASA to deter maritime criminalities is receiving necessary attention at the National Assembly. We are getting significant legislators' buy-in to our vision of having a strong legal basis for the fight against maritime crimes.

NIMASA has acquired requisite marine environment security assets, rejigged compliance and commitment to international maritime security obligations, upped training and re-training of personnel, and made effort to secure better funding for the maritime sector.

Very importantly, the maritime industry is witnessing a new phase of warm regulator-stakeholders relations. This relationship is a vital asset to us; we value it highly and we are determined to sustain it.

Attracting investors – local and foreign – to the maritime sector and nurturing interest in the sector is a key success factor for the industry. This, certainly, poses serious challenges, from funding to the activities of criminal elements, and wrong perception.

The World Maritime Day was a fabulous forum for exchanging ideas about new solutions to the evolving maritime issues, pushing the frontiers of innovation, and deliberating regulatory matters in the industry that holds enormous economic potential for Nigeria.

Our vision is to build a strong maritime industry that would effectively advance Nigeria's global maritime goals. We do hope you will join us in the quest for "better shipping for a better future" for Nigeria, particularly, and the world, in general.

Dakuku Peterside

WORDS ON MARBLE

Our laws forbid foreign vessels operating in our territorial waters, save for compliance with the Cabotage Act.

– DR. DAKUKU PETERSIDE



Isichei Osamgbi

Put On Your Dancing Shoes!

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e are dedicating substantial portions of this quarter's edition of **THE VOYAGE** to the 70th anniversary of the International Maritime Organisation (IMO), of which Nigeria is a worthy and active member. Incidentally, 2018 also marks the 60th year of the IMO Convention. The treaty guarantees and maintains a framework for safe and efficient shipping worldwide. Here in Nigeria, we at the Nigerian Maritime Administration and Safety Agency (NIMASA) can't but join in the excitement of the day by rolling out the drums and putting on our dancing shoes.

THE VOYAGE was at an event in Lagos that celebrated the anniversary. For a full report to learn of what transpired there, we present the cover story, Celebrating Milestones in Maritime Development by our editor Vincent Obia. After going into history to inform us of the small beginnings of IMO and its landmark convention, our writer returns home to relate the narrative of the 70th anniversary in Lagos. "Expectedly," he says, "the maritime industry's many successes under the NIMASA Director-General,

Dr. Dakuku Peterside, was one of the issues that came out clearly at this year's Word Maritime Day celebration."

We have also brought on board IMO Secretary-General Kitack Lim to celebrate the occasion with us. We are doing so by running his statement aptly titled, "Our Heritage: Better Shipping for a Better Future."

THE VOYAGE is also enriching your store of knowledge about the 2018 World Maritime Day celebration with a well-researched paper by Chairman, Shipowners Forum and Chief Executive Officer of Morbod Group, Margaret Orakwusi. She argues that the maritime sector is a "socioeconomic enabler."

And as you turn the pages of the magazine, you'll find out that we here at NIMASA are also felicitating.

I wish all of us a blissful anniversary as we look forward to more productive years for NIMASA and Nigeria.

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.



CELEBRATING MILESTONES IN MARITIME DEVELOPMENT



As Nigeria joins the rest of the world to mark the World Maritime Day, **Vincent Obia** looks at the process of maritime development in the country

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orld Maritime Day 2018 marked a double celebration for the International Maritime Organisation (IMO). It commemorated IMO's 70th anniversary and 60 years since the coming into force of the IMO Convention. Traditionally celebrated on the last Thursday of September every year at the IMO headquarters in London, but also left to individual countries to mark on



Nigerian Maritime Resource Development Centre (middle) overlooking the Apapa port.



different dates, the 2018 event was held on September 27.

Themed, “IMO 70: Our Heritage – Better Shipping for a Better Future,” it was yet another forum to focus attention on a key aspect of IMO’s work - shipping safety, maritime security, and proper administration of the marine environment.

IMO Secretary-General, Mr. Kitack Lim, set the tone for the 2018 World Maritime Day with his message.

“This provides the opportunity to take stock and look back, but also to look forward, addressing current and future challenges for maritime transport to maintain a continued and strengthened contribution towards sustainable growth for all,” Lim stated.

President of the World Maritime University (WMU), Sweden, Dr. Cleopatra Doumbia-Henry, said in her message to the 2018 World Maritime Day, “Shipping is indispensable to global trade, and IMO has played a critical role in ensuring that international instruments adopted by it are ratified and effectively implemented while providing technical assistance to developing countries to enable them participate in global discussions and to implement these instruments in law and in practice.

“As IMO celebrates its 70th Anniversary, a new road map to a better future has already been drawn with the prospective implementation of the 0.50% sulphur limit on 1 January 2020. With the celebration by WMU this year of its 35th anniversary, we can map the impact the university has had in supporting IMO by educating maritime experts, particularly from developing countries, to support the effective implementation of global standards and promote a level playing field. We applaud IMO for its vision when in 1983 it established WMU. It is truly a remarkable academic institution – a university

for the world, dedicated to advancing maritime and ocean education, research and capacity-building.”

In Nigeria, the World Maritime Day offered a nationally significant occasion to celebrate milestones in the efforts to reclaim the country’s leading position in the continental maritime community, advance Nigeria’s global maritime goals, and fulfill its enormous maritime potential.

The 2018 World Maritime Day in Nigeria was marked on October 16 at Eko Hotels and Suites, Ikoyi, Lagos. Hosted by the Federal Ministry of Transportation, the event brought together key maritime stakeholders to celebrate recent improvements in the sector and chart new paths for the industry that has been identified as having the potential to contribute 10 percent of the country’s Gross Domestic Product (GDP).

There was a consensus among the stakeholders that effective administration of Nigeria’s marine environment as well as security on the coastal waters and the seas were fundamental in the effort to get the best out of the country’s maritime resources.

The issue of better management of the country’s ocean (blue) resources was also in focus. Stakeholders were agreed on the fact that to achieve a shift away from its oil monoculture into a diversified and industrialised economy, Nigeria must develop the blue economy. The Nigerian Maritime Administration and Safety Agency (NIMASA), the linchpin of the country’s waterways security and management strategy, has done a lot lately in these areas.

Expectedly, the maritime industry’s many successes under the NIMASA Director-General, Dr. Dakuku Peterside, was one of the issues that came out clearly at this year’s World Maritime Day celebration.



NIMASA is in charge of the administration of maritime safety and security, seafarers' standards, maritime labour, and shipping regulations. It is also responsible for the promotion of commercial shipping as well as coastal and inland shipping activities, and administration of pollution prevention and control standards in the marine environment. Achievement of those objectives is at the heart of the loads of transformational initiatives, restructuring, and innovation that have been introduced by Dakuku since he became Director-General of the Agency in March 2016.

"Under our watch in NIMASA, the administration has taken up some changes in policy programmes to not only ensure that the maritime industry contributes significantly to the national coffers, but also to serve as catalyst for the country's industrialisation," Dakuku stated in his message at the 2018 World Maritime Day in Nigeria.

The transformation policy is anchored on five strategic pillars. They are Survey, Inspection and Certification Transformation programme; Environment, Security, Search and Rescue Transformation programme; Capacity Building and Promotional Initiatives, which entail growing indigenous tonnage, ship building and human capacity; Digital Transformation Strategy; and Structural and Cultural reforms, which include attitudinal and behavioural changes in the approach of NIMASA's staff to work. The fruits of this transformational initiative have been enormous.

Following the Executive Order on Ease of Doing Business issued by the Presidency in May 2017, NIMASA has achieved a reduction in turnaround time for processing cargo manifests and issuing Debit Notes to Shipping Agents from three days to 24 hours.



COVER

KITACK LIM
IMO SECRETARY-GENERAL

WORLD MARITIME DAY 2018 Our Heritage: Better Shipping for a Better Future

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his year, IMO celebrates two major anniversaries: 70 years since the IMO Convention was adopted and 60 years since it entered into force. Our theme for this year is "IMO 70: Our heritage: better shipping for a better future". It looks both at the past and into the years to come.

It provides an opportunity to reflect and showcase how IMO has developed and adapted while staying true to its overall mission – to promote safe, secure, environmentally sound, efficient and sustainable shipping.

It has done this largely through consensus among its 174 Member States. The more than 50 international instruments adopted by IMO cover all aspects of international shipping – including ship design, construction, equipment, crewing, navigation, operation and disposal.

Complying with these standards can be challenging for the industry. But nothing truly worthwhile is ever easy. IMO's greatest achievement has been to create a level playing field, through global regulations uniformly implemented, so that ship operators cannot simply cut corners. This approach also encourages innovation and efficiency.

Since its beginning, IMO has worked to ensure that people all over the world can continue to benefit from shipping in a manner that meets the needs of the global economy, and also changing expectations about safety, environmental protection, social responsibility and so on.

With shipping transporting more than 80 per cent of global trade to people and communities all over the world, it is clear that IMO's actions have an effect far beyond the ships themselves.

IMO's heritage for 70 years has been to drive improvements in shipping to achieve a better world today. Our challenge for the years to come remains – to work in collaboration with all stakeholders to create better shipping – for a better future.



To achieve this, the work hours for some staff of NIMASA's Shipping Development Department have been extended, while the Agency opens its offices for business on weekends to cater to the needs of shipping agents.

Other achievements of the agency in the last two years include the sponsorship of an antipiracy bill, which is nearing passage at the National Assembly. Dakuku said before the end of this year, Nigeria will have an antipiracy law, and become the first country in the West African sub-region to do so.

"We are determined to continue to support shipping activities under our shipping promotion mandate," he said, disclosing, "The agency, in collaboration with the Federal Ministry of Transportation, is working towards the reestablishment of the national shipping line."

Dakuku said, "We want to make sure that our maritime

sector remains virile and this is the reason we are making moves to safeguard our maritime domain because we cannot talk about shipping without taking the safety and security of our maritime domain seriously."

Safety and security in the maritime environment fundamentally relate to prevention or avoidance of accident or loss of any kind and ensuring security of lives and property on the seas and waterways.

A key initiative in NIMASA's effort to safeguard the country's maritime domain is the Total Spectrum Maritime Security Strategy, which has engendered significant improvement in maritime safety and security in the country. The other measures adopted by the agency to better the state of safety and security in the marine environment include acquisition and utilisation of marine technology infrastructure (maritime domain awareness); improved compliance monitoring and enforcement activities; training/re-training; and conscious efforts to ensure adequate funding for the maritime sector.

Dakuku said the Total Spectrum Maritime Security Strategy being set up by the agency will ensure that the maritime subsector was rid of criminalities that hamper coastal trade and the industry's growth. He added that the Agency's ultimate aim was to make Nigeria one of the safest maritime domains in Africa.

According to him, "What drives the economic benefits of shipping is when the domain is safe and secure. We have taken a number of initiatives and the pillar of all the initiatives is NIMASA Total Maritime Security Strategy."

The strategy is being executed in collaboration with the Nigerian Navy, which is responsible for the naval defence of the country, and other security services.

Nigeria has committed to full implementation of the International Ship and Port Facility Security (ISPS) code. To facilitate the implementation process, NIMASA has organised relevant trainings for its operational



Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside (left), and Executive Secretary, Nigerian Shippers' Council (NSC), Barr. Hassan Bello

...Our heritage

Several treaties were adopted from the mid-19th century following a growing recognition that the best way of improving safety at sea was by developing international regulations that would be followed by all shipping nations. They were mainly prescriptive reactions to major incidents at sea to avoid their reoccurrence. The Titanic disaster of 1912 spawned the first Safety of Life at Sea Convention (SOLAS). It remains the most important international instrument addressing maritime safety, though it has been modified and updated.

There were proposals from several countries on the need to create a permanent international body to more effectively promote maritime safety. But it was not until the establishment of the United Nations itself that these suggestions were crystallised into the emergence of the International Maritime Organisation (IMO) in 1948. The IMO convention was adopted at an international conference in Geneva, with the organisation originally called Inter-Governmental Maritime Consultative Organization (IMCO). The name was changed in 1982 to IMO.

The IMO Convention came into force in 1958 and the new organisation met for the first time the following year.

The purposes of IMO, as summarised in Article 1(a) of the Convention, include "to provide machinery for cooperation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships".

After the Second World War, it was recognised that a common approach to shipping rules was needed to ensure smooth flow of traffic and promote safety in shipping operations worldwide. Before then countries had different standards. IMO was established as the only recognised international body to standardise shipping rules and provide a level-playing field for all countries.

Since its formation, IMO's main task has been to develop and maintain a comprehensive regulatory framework for international shipping. The original mandate that was limited to safety-related issues has been subsequently expanded to include environmental issues, legal matters, technical cooperation, overall efficiency of shipping, piracy and armed robbery against ships, and maritime security.

IMO today is a comprehensive body of more than 50 international conventions, supported by hundreds of guidelines and recommendations.

IMO measures fall into five categories: preventing accidents, casualties and environmental damage from ships – e.g. ship design, construction, equipment, operation and crewing; ensuring the security of ships at sea and the port facilities on which they call, while facilitating an uninterrupted flow of maritime commerce through the ship – port interface; mitigating negative effects of accidents – e.g. distress and safety communications,



staff to acquaint them with the rudiments of safety at the ports and jetties. IMO conducted an ISPS Code Auditors' Training exercise in Lagos in 2017, in conjunction with NIMASA, being the Designated Authority (DA) for the implementation of the code in Nigeria.

Overall, Nigeria has ratified 40 conventions passed by IMO and the International Labour Organisation (ILO), covering Maritime Safety, Labour and Marine Environment. Nineteen of the conventions have been domesticated by way of regulation, adoption or incorporation under the Merchant Shipping Act of 2007.

NIMASA is working closely with the Federal Ministry of Transportation, under the auspices of an Inter-Ministerial Committee, to achieve the ratification of additional six IMO conventions before the end of 2019 as part of efforts to ensure that Nigeria as an IMO member state fulfills its treaty obligations. The conventions are: The Hong Kong International Convention for safe and environmentally sound recycling of ships 2009; Protocol Relating to Intervention on the high seas in cases of oil pollution casualties (Intervention Protocol) 1973; and 1996 Protocol on limitation of liability for maritime claims (LLMC).

Others are 2002 Protocol relating to the carriage of passengers and their luggage by sea (PAL) 1976; International Convention on Standards of Training, Certification and Watch keeping for Fishing Vessel Personnel (STCW-F) 1995; and the Protocol of 2005 to the Convention for the Suppression of Unlawful Act against the Safety of Maritime Navigation.

The agency is working with relevant stakeholders under the auspices of the IMO Member State Audit Scheme (IMSAS) Corrective Action Plan Committee



to ensure that all queries raised in the 2016 IMO Audit report on Nigeria's maritime sector are addressed. This is to boost Nigeria's reelection bid into Category 'C' of the IMO General Council, when the election comes up in November 2019.

The World Maritime Day celebration involved a series of activities, all aimed at marking milestones in the sector, considering challenges, and charting a course for the future.

There was a keynote address by the Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi; an address by the chairman of the occasion, Secretary to the Government of the Federation (SGF), Mr. Boss Mustapha; speeches by the heads of the parastatals under the Federal Ministry of Transportation; paper presentations by key stakeholders; and, finally, a robust discourse on the issues raised in the papers.

"The theme, IMO 70: Our Heritage – Better Shipping for a Better Future – that is IMO leading the worldwide effort," Secretary-General, Memorandum of Understanding on Port State Control for West and Central African Region (Abuja MoU), Mrs. Mfon Usoro, observed.

"Who leads the regional effort? I am very glad to testify that, indeed, Nigeria has woken up. Prior to now, Nigeria seemed to have disappeared in regional initiatives and efforts, but NIMASA is fully on ground now in all the organisations, and I am very, very proud of the leadership of NIMASA. That testifies to the hard work, the intellect, and self-confidence of a leader who is not afraid to surround himself with other experts," Usoro, a former director-general of NIMASA, added.

In his goodwill message at the occasion, Chief of Naval Staff, Vice Admiral Ibok-Ete Ekwe Ibas, who was represented by the Chief of Training and Operations, Nigerian Navy, Rear Admiral MM Kadiri, emphasised the pivotal place of security on the waters and seas in pursuit of efficient utilisation of the country's maritime potential.

"The safety of shipping and transfer of goods at sea remains one of Nigeria's critical maritime interests," Ibas stated. "The Nigerian Navy has incorporated a number of measures to enhance the safety of shipping as our own way of contributing to national development," he added, stressing, "I am happy to observe that these measures have been largely successful."

The naval chief said there had been, "A significant improvement in the security situation within our maritime



space in collaboration with other stakeholders. I wish to reassure you that the situation will continue to improve."

He, however, called for more private sector investment in the maritime industry.

"As we mark this year's World Maritime Day, prospective investors and the organised private sector are encouraged to take advantage of the good situation in the marine environment by increasing investment in the shipping sector and the maritime industry in general," Ibas said. He said such investment will help to reduce poverty and improve national security.

Ending on a note of optimism, the Chief of Naval Staff stated, "While there are still areas of concern in activities on the African maritime space, overcoming them is possible through such awareness programmes as this occasion presents," he stated.

In his paper titled, "Effective Maritime Security and Safety for Sustainable Maritime Development," the Inspector General of Police, Ibrahim Idris, who was one of the three persons that presented papers, highlighted the measures put in place by the Nigeria Police to make the inland navigable waterways free from all kinds of national and transnational crimes that threaten national security, including kidnapping, oil theft, drug trafficking, piracy, and illicit trafficking of arms and ammunition.

According to him, the police conduct 24-hour patrols and other police duties on the waterways under the following structures: a Marine Section of the police under the Department of Operation, headed by a Commissioner of Police; and 21 marine police stations with headquarters in Yauri (Kebbi State), Shiroro (Niger State), Iwopin (Ogun State), Onikan and Elegbata (Lagos State), Okitipupa (Ondo State), Gelegele (Edo State), Warri (Delta State), Yenegoa (Bayelsa State), and Port Harcourt (Rivers State). Others are Oguta (Imo State), Onitsha (Anambra State), Lokoja (Kogi State), Umuisha (Nasarawa State), Oron (Akwa Ibom State), Calabar



(Cross River State), Afikpo (Ebonyi State), Makurdi (Benue State), Ibi (Taraba State), Yola (Adamawa State), and Maiduguri (Borno State).

Idris said there were 64 other marine out-stations under the Department of Operation.

However, he identified factors hampering effective discharge of the police functions on the waterways to include lack of cooperation by local communities, inadequate infrastructure and platforms, and skilled manpower deficiencies.

The police boss appealed for more collaboration among the maritime stakeholders, including the local communities, and special recruitments to fill the gaps in the skilled manpower requirements of the Nigeria Police, especially, with regard to policing of the inland waterways.

The discussion session on the IGP's paper was moderated by Capt. Adamu A. Biu. The discussants were Executive Director, Marine and Operations, Nigerian Ports Authority (NPA), Dr. Sekonte Davies, who represented NPA's Managing Director, Hadiza Bala Usman; Dakuku; Managing Director, Nigerian Inland Waterways Authority (NIWA), Sen. Olorunimbe Mamora; and Chairman/CEO Seatransport, Alh. Aminu Umar.

The session stressed the importance of the Nigeria Police in the security and safety of the marine environment and called for more public and private sector assistance to overcome the challenges militating against effective performance of police functions.

The paper by the chairperson of Shipowners Forum, Mrs Margaret Orakwusi, titled, "Maritime Industry as a Socio-Economic Enabler in Nigeria," focused on the fundamental role of the sector in the country's development effort.

"Maritime industry is one of the strongest catalysts

search and rescue facilities, oil spill clean-up and response mechanisms; establishing mechanisms for victim compensation; and education and training of seafarers, including their needs and wellbeing.

Because member states do not have equal ability to implement the organisation's measures, IMO has established an extensive technical cooperation programme, matching needs among certain member countries with offers of help and assistance from others.

Typically, this might involve: arranging training, workshops, and seminars. IMO has also founded educational establishments in Sweden (World Maritime University) and Malta (IMO International Maritime Law Institute (IMLI)), which offer advanced level education in maritime subjects to students from less developed countries.

IMO is also involved in fostering and enhancing partnerships and resource mobilisation.

...Better shipping for a better future

S

hipping has low public profile, yet it affects almost everybody on the planet. More than 80 per cent of world trade is transported by sea. The modern world relies on ships to transport raw materials, component parts, finished goods, fuel, and foodstuffs.

IMO provides comprehensive and detailed global regulations and standards for shipping.

Shipping is under continuous pressure to improve in environmental, sustainability, safety and security performance. It is equally under strong pressure from within to cut costs, to achieve economic sustainability. By driving technology and encouraging innovation, IMO's global regulatory framework enables the shipping industry to thrive while still serving society's changing demands and expectations.

IMO's work sets directions for investment decisions, research and development, as shipping moves towards a more sustainable future. IMO also helps to promote communication and collaboration among stakeholders.

As humanity strives for a better future through sustainable development, the global focus is currently on the 17 Sustainable Development Goals (SDGs), which were agreed and adopted by the nations of the world in 2015.

The SDGs are the most far-sighted and important goals that mankind has ever conceived. They consist of clear targets to end poverty, protect the planet, and ensure prosperity for all.

Shipping has a crucial role in the achievement of the SDGs. It helps lift millions out of poverty by providing improved access to basic materials, goods and products, facilitating commerce, helping create prosperity among nations and peoples, and creating millions of jobs in the maritime sector.

An effective, worldwide maritime transport system will



for socio-economic development across the globe. Over 90 per cent of raw materials, semi-finished and finished goods are transported around the economies of the world by sea. Efficient maritime transport system therefore plays a major role in the development of a nation," Orakwusi stated.

She said with a coastline of 852 kilometres bordering the Atlantic Ocean in the Gulf of Guinea, Nigeria had abundant marine potential. But this remains largely untapped, Orakwusi said.

She reiterated the fact that shipping is an indispensable part of the country's maritime industry. More than 85 per cent of Nigeria's international trade passes through the seaports, and the country trades about 180 million tons of sea borne cargo each year, with annual freight revenue of about \$6.8 billion (N1.008 trillion).

"Regrettably, more than 90 per cent of this amount is earned by foreign firms as Nigeria continues to sell her crude oil on FOB Terms," Orakwusi stated.

The present management of NIMASA has championed a Change of Terms of Trade for the affreightment of Nigerian crude oil from Free on Board (FOB) to Cost Insurance and Freight (CIF). Under FOB trade terms, Nigeria as a nation practically has no control over the distribution of its crude oil with respect to carriage, insurance and other ancillary services. But under a Cost Insurance and Freight (CIF) arrangement, the tide would change in favour of indigenous operators.

To fully harness Nigeria's rich maritime potential, Orakwusi recommended a unified maritime policy that will capture the maritime sector and the port industry as a single entity; proper documentation of activities in the maritime sector; and moderation of freight costs.

To optimise the benefits of Nigeria's maritime resources, Orakwusi also called for greater funding for the sector. She stated, "Shipping sector requires long term funding. Credit financing is shrinking and no bank is interested in waiting for a long period of Return on investment (ROI).

"The Cabotage Vessel Financing Fund (CVFF) cannot fund all projects that are required in the Industry to achieve a better goal expected in a modern day Maritime Industry. This is where the active role of financial institutions has become utterly necessary and this will require developing confidence in the sector to attract the lenders and investors.

"The financial system must be strengthened to encourage long term financing."



She recommended the establishment of a "Maritime Development Bank" to cater to the needs of the capital intensive shipping sector, and also called for effective enforcement of the cabotage law to protect indigenous shippers.

NIMASA has gone steps ahead in that direction.

The agency has engaged the Central Bank of Nigeria (CBN) in negotiations to create a special single digit interest facility for the maritime industry to enable shipowners acquire needed assets. It is also negotiating with the Nigeria Customs Service and the Federal Ministry of Finance to create a special tariff structure for the importation of maritime assets.

NIMASA says the CBN, Nigeria Customs Service, and the Federal Ministry of Finance have agreed in principle on the need to have a special loan and tariff arrangement for the maritime industry.

The Cabotage Act, 2003, is also being enforced by NIMASA with renewed vigour, and the Agency has declared a zero-waiver policy. For effective enforcement of the Cabotage Act, NIMASA has strengthened its maritime domain awareness capability. The surveillance system enables the agency identify and differentiate Ship-To-Ship (STS) operations that take place at the secured anchorage and offshore locations from cabotage trade to avoid foreign domination of cabotage trade under the guise of STS.

There has been an increase in indigenous participation on cabotage vessels' manning, ownership, building, and registration as a result of zero tolerance on the granting of manning waivers. A total of 125 vessels were registered in 2018, as against 94 vessels in 2017, an increase of 33 per cent. The number of Nigerians manning vessels has also increased. A total of 2,840 Nigerian officers and ratings were recommended to be placed onboard cabotage vessels in 2018, as against 1,789 Nigerian seafarers in the same period in 2017, which represents an increase of 58 per cent.



“Nigeria maritime industry must be driven to its full capacity to generate the much needed foreign exchange, skilled and unskilled employment in the face of the dwindling fortune of the crude oil,” Orakwusi stated.

Orakwusi’s paper was discussed in a session moderated by Capt. Emmanuel Iheanacho, with the following discussants: Executive Secretary, Nigerian Shippers Council (NSC), Barr Hassan Bello, and representatives of the Central Bank of Nigeria (CBN), Nigerian National Petroleum Corporation (NNPC), Nigeria Customs Service, and the United Kingdom Mission to Seamen. The discussants agreed on the need for more proactive steps to protect indigenous operators in the maritime industry.

The third paper on the occasion of the 2018 World Maritime Day in Nigeria was on “Maritime Technical Development and Operations – An Imperative for Economic Development.” It was presented by Engr. Emmanuel Ilori, and discussed in a session anchored by Abdulsalam Mohammed. The discussants were Rector, Maritime Academy of Nigeria (MAN), Oron, Commodore Duja Effedua (rtd), and representatives of the Bureau of Public Enterprises (BPE), Nigerdock, and the Lagos State Commissioner for Transportation.

With a coastline of 852 kilometres, a maritime area of over 46,000 km², a total freight cost of about \$6 billion annually, and maritime component of the oil and gas industry valued at \$8 billion, Nigeria certainly boasts enormous maritime potential. But adequate development and utilisation of this latent maritime capability has remained a challenge for the country. The World Maritime Day celebration provided an ample opportunity for the cross-fertilisation of ideas and provision of insights on how to overcome the challenge.



be essential to delivery of the SDGs. IMO, through its diverse range of activities, is making active contribution to all 17 SDGs – to make the world a better place for all its citizens.

Towards a sustainable future for shipping, there is a growing attention to the development of a new generation of energy-efficient ships, and a burgeoning realisation that promoting trade by sea can both drive and support growing economies. There is also a growing acknowledgement that the maritime sector, which includes shipping and ports, can and should play a significant role in creating conditions for increased employment, prosperity, and stability.

IMO is steering the shipping industry, through regulation, to become ever safer, greener, cleaner, and more sustainable. This is exactly the kind of shipping that IMO strives to create.

IMO’s global regulations create a level playing-field to prevent ship operators from cutting corners by compromising on safety, security and environmental performance. This approach encourages innovation and efficiency.

Technology holds the key to most challenges the world faces today. In shipping, developments can both improve environmental performance and cut operating costs at the same time through renewable and alternative energy sources, enhanced hull design, improved operational procedures, and better use of digital technology to optimise performance.

IMO’s role includes helping to create the conditions and capacities that allow technologies to be developed and nurtured in the maritime domain.

IMO has grown from small beginnings to a strategic global organisation with 174 member states. By representing the collective views and decisions of its member governments, which in turn represent billions of ordinary people who rely on shipping for their everyday lives, IMO’s actions today have an impact far beyond the ships that it regulates.

IMO works to ensure that humanity continues to benefit from shipping in a way that meets the needs of the global economy, but also changing expectations about safety, environmental protection and social responsibility.

For 70 years, IMO has developed and adapted while staying true to its overall mission – to promote safe, secure, environmentally sound, efficient and sustainable shipping

“Our challenge for the future remains the same: to work in partnership with all stakeholders to create better shipping – for a better future,” IMO says.

Korean Consul-General Advocates Synergy in Maritime Security, Capacity Building



L-R: Director, Special Duties, Hajia Lami Tumaka; Director-General, NIMASA, Dr. Dakuku Peterside; Consul-General, Embassy of Korea, Kim In-Taek; and Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Ahmed Gambo

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he Consul-General, Embassy of Korea, His Excellency Kim In-Taek, says there is a need for new collaborations between his country and Nigeria in aid of maritime security and capacity building. In-Taek stated this on October 10 in Lagos, when he paid a courtesy call on the Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside.

The consul-general recounted existing economic and political partnerships between Korea and Nigeria, saying evolving challenges have thrown up demand for new levels of cooperation.

Responding, Dakuku assured In-Taek and the international community that Nigeria was committed to the safety of vessels that come on its coastal waters. He said the country had redoubled efforts to ensure that vessels calling at its ports were safe and increased investment in surveillance.

The Director-General said ridding the Nigerian waters of pirates and maritime criminals was a work in progress, disclosing that a drastic drop in maritime crime incidences is expected with the additional security measures currently being put in place. He said Nigeria was pursuing new synergies with other countries and reinforcing existing ones to guarantee security on its waters and boost activities within the maritime industry.

IMSOT, UK Team Lauds Nigeria on Security

...As ICIC Committee is Inaugurated

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delegation of the International Maritime Security Operations Team (IMSOT) from the United Kingdom December 4 extolled the efforts of the Nigerian Maritime Administration and Safety Agency (NIMASA) to maintain security on the country's territorial waters and high sea. IMSOT team leader Leigh Smith gave the commendation

during a visit to NIMASA headquarters in Lagos. The occasion also featured the inauguration of the International Ship and Port

Facility Security (ISPS) Code Implementation Committee (ICIC) by the Director-General of the agency, Dr. Dakuku Peterside.

Smith advocated continuous collaboration in the areas of technology and information sharing. "We will work together with NIMASA and also share knowledge together; all with the intent of ensuring security in the global maritime space," he stated.

Dakuku charged members of the ICIC committee to give their best to the assignment and focus on making a difference within the shortest time possible.

'Maritime, Logistics, Heartbeat of Globalisation'

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he Director General of the Nigerian Maritime Administration and Safety Agency, Dr. Dakuku Peterside, has identified the maritime sector and logistics as the driving force of globalisation. Dakuku said everything about trade and development was centred on maritime transport and logistics. Dakuku stated this at the inauguration of

Council Members of the Chattered Institute of Logistics and Transport (CILT) and investiture of Fellowship awards held in Lagos. He noted that NIMASA was working hard

to ensure that Nigeria continued to position itself for optimal benefits from international transport and logistics.

The DG, who spoke on behalf of other awardees shortly after the investiture of the Fellowship awards, assured that they will work together to ensure the quick passage of the Act establishing the CILT. On his own part, the Director General of the African Centre for Supply Chains, Dr. Obiora Madu, who was Chairman of the occasion, suggested a stronger partnership with the various agencies in the area of capacity building.



Dakuku Receives Safety Award

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he Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, has received the Nigeria Safety Award for Excellence, also called 9jaSAFE Awards, for his contributions as a turnaround expert and leadership strategist. At the award presentation ceremony on November 9 in Lagos, Safety Record Newspaper, the organisers of 9jaSAFE Awards, said Dakuku was being honored for providing qualitative and purposeful leadership since his appointment as Director-General of NIMASA.

The Executive Director (Operations) of the agency, Engr Rotimi Fashakin, who received the award on behalf of the Director-General, expressed delight that under the leadership of Dakuku NIMASA commenced the implementation of the International Maritime Dangerous

Goods (IMDG) code in conjunction with International Maritime Organisation (IMO). IMDG aims to protect the environment by preventing indiscriminate dumping of dangerous goods in the maritime environment.

The award was presented to Dakuku by Chairman of the Governing Board of 9jaSAFE, Rear Admiral Sunny Abiodun Olukoya (rtd).

Dakuku said, "This award is not just an appreciation; it is also a charge to do more. This award is also symbolic in that it tells that we should be relentless in our efforts in ensuring that we make our society better and more organised."

He called on all stakeholders in the safety sector not to relent in their responsibility of ensuring security.

The 9jaSAFE Awards is Nigeria's most prestigious and respected award for safety professionals/practitioners. It honours individuals and corporate organisations that promote and raise safety consciousness.



Orakwusi

Maritime Industry as Crucial Socio-economic Enabler in Nigeria

Margaret Orakwusi is Chairperson, Shipowners Forum, and Chief Executive Officer, Morbod Group. Orakwusi highlights the rich economic potential of Nigeria's marine environment in this paper presented at the 2018 World Maritime Day celebration in Nigeria

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igeria is richly endowed with numerous natural resources and her economy highly depends on these resources. With over 23 billion barrels of proven reserves, petroleum is Nigeria's most significant natural resource. However, the unstable pricing of crude oil in the international market has driven the Federal Government to rigorously pursue the diversification of Nigeria's economy.

Unemployment is high, the need to create skilled and unskilled jobs cannot be overemphasised. One resource that is largely underdeveloped with untapped opportunities is the Nigeria Maritime Resources Endowment (MRE). Nigeria can capitalise on its MRE to develop and sustain the economy and create massive employment.

The maritime industry is one of the strongest catalysts for socio-economic development across the globe. Over

NIMASA enforcement platform, MV Honour



90% of raw materials, semi-finished and finished goods are transported around the economies of the world by sea. Efficient maritime transport system, therefore, plays a major role in the development of a nation through provision of mobility for cargoes and passengers, trade and commerce, employment opportunities, tourism, industrialisation, maritime safety and security, sea food, and revenue.

Nigeria with a coastline of 852 kilometres bordering the Atlantic Ocean in the Gulf of Guinea has significant, diverse and rich marine resources. However, the potential of the maritime industry are far from being fully harnessed and policy framework is required to explore the abundant potential. The maritime industry plays a crucial role in the exploitation, distribution and export of Nigeria's ocean resources.

Shipping is an indispensable part of the Nigerian maritime industry. It is estimated that more than 85% of the nation's international trade (import and export) passes through the nation's seaports.

Nigeria trades about 180 million tons of sea borne cargo per annum with annual freight revenue of about \$6.8 billion (N1.008 trillion), regrettably, more than 90% of this amount is earned by foreign firms as Nigeria continues to sell her crude oil on FOB terms.

MARITIME INDUSTRY AS SOCIO-ECONOMIC ENABLER

The maritime industry has a multiple effect on the development of other sectors and has an induced influence on sectoral growth directly or indirectly. This is because transport generally is a catalyst that stimulates development in other sectors of the economy; it is central to job and wealth creation across multiple sectors like tourism, trade and commerce, banking and financial institutions, insurance,

crude oil lifting, mining, agriculture, manufacturing, fishing etc. The industry provides opportunities for the development and recruitment into various aspects like, shipping agencies, admiralty services, ship yards, research institutions and government agencies.

The maritime industry plays significant role on political/commercial relationship among countries. Landlocked countries depend on countries with ports and harbour facilities to import/export their goods.

Nigeria has not effectively benefitted from this lucrative opportunity because of transport infrastructural deficiency. The sealink project currently being promoted by NEXIM, NSC, NACCIMA, etc., will enhance regional trade and increase bulk cargoes, passenger transportation by sea and inland waterways operations. The successful implementation of the sealink project will also create employment.

The maritime industry is key to diversification of Nigeria's economy; it continues to provide employment opportunities to Nigerians. The Minister of Transportation, Hon. Rotimi Amaechi, and the Ministerial Committee on Nigerian Fleet Implementation should be commended in their efforts and encouraged to deliver desired result.

The Nigerian National Shipping Line (NNSL), while operational, provided employment and served as a training ground for many of our Master Mariners and other professionals.

Evidence-based researches have shown that Nigerian maritime industry has created numerous opportunities, which include the following:

- i. Huge revenue generation and financial outlay for the government through various forms of licenses, taxes, rates, tariff, demurrage, fines, renewals and rents. These various sources of fund have made the maritime sub-sector to be financially buoyant and therefore attractive to government and other stakeholders.



- ii Promotion of huge trade and commerce opportunities especially international and regional businesses through shipping.
- iii Transportation of goods at cheap and affordable costs when compared with other modes of transport. This benefit becomes more realistic and meaningful when the distance to traverse is significant and volume of goods is high.
- iv. Emergence of various stakeholders and investors with varying infrastructural needs for terminal development and ports provision.
- v Regional economic growth due to port terminal development.
- vi Expansion of local economies as a result of the quantum volume of goods that can be hauled at a time.
- vii It has encouraged institutional establishment by government. For example, the Nigerian Shippers' Council, Nigeria Ports Authority, NIMASA, Nigeria Customs Service, Immigration etc. It is obvious that without the natural endowment or presence of maritime opportunities in Nigeria, these institutions will not thrive and the benefits accruable from the maritime sector would be absent.
- viii Promotion of international business that partly operates within the purview of international laws and conventions as well as domestic laws and Acts.

IMPROVING THE MARITIME INDUSTRY IN NIGERIA

Africa plays only a marginal role in world trade. Its share of global exports is 2.4 percent, with Sub-Saharan Africa accounting for just 1.7 percent. Yet for these countries themselves, world trade in fact plays a major role. In many parts of Sub-Saharan Africa, including Nigeria, foreign trade – measured in terms of imports and exports of goods and services – represents more than 50 percent of GDP. This frequently means a great dependency on imports, not adequately balanced by corresponding exports. Less than one percent of African exports was in the form of manufactured goods (the lowest percentage of any region in the world). Imports of manufactured goods from the European Union (EU), China, and the United States alone were nearly double the volume of African exported manufactured goods. Africa imported 14 percent of the total global agricultural trade (the highest percentage of any region in the world). Raw commodities accounted for nearly 80 percent of all



Orakwusi making her presentation before a cross-section of stakeholders



African exports, with oil representing close to 60 percent of that total.

If Nigeria hopes to break away from this cycle of economic deficiency, it will have to spur real economic growth through more diversified trade and capture a greater share of the global market for manufactured and finished goods. In order to compete in the field of manufactured goods, Nigeria will have to demonstrate to investors and companies that goods produced there can reliably get to the market. The maritime sector, therefore, must feature prominently in any plans for sustained economic growth through the trade of manufactured goods.

Ninety percent of global trade moves over the oceans, and containerized traffic accounts for an increasingly large share of total maritime shipments. This means that African countries hoping to spur growth through global trade, including Nigeria, will have to attract not only land-based companies but shipping firms as well. This poses a significant challenge for African countries, because the region's ports are currently the least efficient in the world; dwell times are nearly quadruple those of Asian ports, and no single African port ranks in the seventy most productive in the world.

To address the above scenario, Nigeria requires a practical and holistic plan to address a number of issues challenging the Maritime Industry and to harness the potentials for the benefit of the nation. The Industry is vast but highly untapped despite years of persistence and several attempts to revitalise it. It is an employment-driven industry and can overrun oil and gas contributions to domestic product of this country.

ISSUES THAT NEED TO BE ADDRESSED

Maritime Policy: There is need to ensure a unified maritime policy for Nigeria that will capture the maritime sector and the port industry as a single entity. An Establishment of a "Maritime Advocacy Group" should be in place with the responsibilities of examining and reviewing the policy from time to time with the changes in technology and provide strategies and frame work for effective implementation of the policy. The group will be the one to be tactically requesting the government to give the political will to strict implementation of the numerous programmes and policies so that Nigeria and Nigerians can begin to derive the huge benefits inherent

in the industry. The group will provide a document as a guide and position in the form of a roadmap to create a pathfinder that is able to deliver and this will drive the maritime economy and the industry.

Maritime Infrastructure and Ship Financing: Shipping sector requires long term funding. Credit financing is shrinking and no bank is interested in waiting for a long period of Return on investment (ROI). The Cabotage Vessel Financing Fund (CVFF) cannot fund all projects that are required in the Industry to achieve a better goal expected in a modern day maritime industry. This is where the active role of financial institutions has become utterly necessary and this will require developing confidence in the sector to attract the lenders and investors. The financial system must be strengthened to encourage long-term financing. Maritime investment is highly capital-intensive and it requires long-term funding hence government intervention is required to boost investors' understanding of the market, the potential, concessions, and incentives, among others. Establishment of a "Maritime Development Bank" may probably be a better option to assist this industry for various investment portfolios that exist there, which in turn will improve the nation's economy and create more jobs.

Port Concessioning: In 2006, the Federal Government decided to privatise and concession the ports to private investors in order to remove inefficiency, abject lack of facilities, revenue leakages and improve turnaround of vessels at our nation's ports for better Port Management. This Port reform exercise received global acclaim for its transparency, accountability and success. Under this arrangement, the government has a subsisting contract it signed with the terminal operators through the Nigerian Ports Authority (NPA) and the Bureau of Public Enterprising (BPE) which serves as the confirming party. The concept of Lekki Deep Sea Project as well as the Deep Sea Port in Badagry should be given all needed attention for them to work within the timeframe for completion since a similar port is being constructed in a neighbouring country in order to avoid cargo diversion which may result in loss of revenue.

Indigenous Shipping: Indigenous shipping business is currently in a state of collapse. Foreign shipping companies have dominated the sector. It would be recalled that government had in 2003 introduced the Cabotage Shipping law which reserves affreightment of cargo within the

nation's coastal waters for local shipping companies, except foreign vessels with waivers. But the failure of NIMASA to enforce the law by preventing foreign vessels from participating in coastal trade has left local shipping companies out of business. There is need for the implementation of existing policies and legislations that are capable of boosting indigenous participation in the shipping sector. The Cabotage law should be effectively implemented and the waiver clause that has undermined the success of that legislation should be expunged. The government should also implement the report of the Presidential Committee on the Development of the Maritime Sector which recommended that the arrangement for crude oil lifting should be changed from Free on Board (FOB) to Cost, Insurance and Freight (CIF) so Nigerian shippers can actively participate in transporting crude to buyers. The introduction of deliberate policy incentives like tax incentives to encourage indigenous participation in the shipping sector is long overdue.

Lack of National Data Capturing of Maritime Industry:

A glaring deficiency pertaining to the development and planning of the country's maritime industry is the lack of documentation and appreciation among policymakers towards maritime industry economic worth and contribution to GDP. This, to a large extent, can be attributed to the paucity of data and statistical information that show the importance of the industry to the nation's economy. Presently, complete, specific and current statistical data for many activities in the maritime industry is not available. This poses a severe constraint on any effort aimed at quantifying the economic performance or contribution of the sector in the national economy. Efforts should be made to address the problem of lack of reliable, complete and relevant data in the maritime industry in order to project it better to policymakers by way of quantifying its economic value and contribution to the nation's economy. This requires identifying what and how the data in the maritime industry should be collected, and how the data can and should be 'packaged' and used. When rightly collected, analysed and interpreted, the data can reveal not only the worth of the various sub-sectors in the maritime industry but also the entire industry's economic worth and contribution to the nation's economy, its production structure and its linkages with other industries and economic activities.

SUCCESSFUL MARITIME EXAMPLES

Some countries have leveraged on their maritime endowment to become internationally recognized players in the global maritime industry. Some of these countries are:

Liberia: Liberia which was once plagued by civil wars has been involved in rebuilding process since the last



war ended in 2003. One of their major areas of focus is the development of their maritime industry. Currently, Liberia has the second largest merchant marine fleet internationally and Africa's largest merchant marine fleet with 3144 vessels. This has boosted job creation immensely as well as made a significant contribution to their GDP.

Panama: Panama is located in-between Costa Rica and Colombia in South America. Its two terminal ports are ranked second and third in terms of container units handled in Latin America. Panama also has the world's largest merchant marine fleet comprising of 8580 vessels.

The Panama Canal, with its unique location at the narrowest point between the Atlantic and Pacific oceans, has had a far-reaching effect on world economic and commercial developments throughout most of this century. By providing a short, relatively inexpensive passageway between these two great bodies of water, the Canal has influenced world trade patterns, spurred growth in developed countries, and has been a primary impetus for economic expansion in many remote areas of the world. For example, a vessel laden with coal sailing from the east coast of the United States to Japan via the Panama Canal saves about 4,800 kilometers (3,000 miles) versus the shortest alternative all-water route, and for a vessel laden with bananas sailing from Ecuador to Europe, the distance saved is about 8,000 kilometres (5,000 miles).

Since the Canal first opened on August 15, 1914, the waterway has provided quality transit service to more than 815,000 vessels. Despite the increase in the number and size of transiting vessels in recent years, the total average time spent by a vessel at the Panama Canal still remains at slightly less than 24 hours. This remarkable level of performance can be attributed to the team of professionals trained to provide rapid transit service and to the timely implementation of improvements designed to interface with traffic demand. Some \$10



million dollars is spent each year on training programs to prepare Panamanians for the operation and maintenance of the Canal. Today, Panamanians comprise more than 95 percent of the Canal's seasoned work force, and occupy positions in high-skill areas vital to the Canal organisation.

Singapore: Singapore without any natural resources aside the sea has taken advantage of its position in East Asia to develop its maritime industry to its full advantage. Singapore has a budding maritime industry and is largely considered the shipping hub of Asia. The maritime industry plays a key role in the Singaporean economy, contributing approximately 7% of Singapore's GDP and providing employment for over 96,000 people. The maritime industry of Singapore comprises more than 5,000 maritime establishments. The port of Singapore is recognized as the world's busiest port in terms of shipping cargo tonnage and container throughput. It also has the 5th largest merchant fleet by flag of registration.

The Offshore and Marine Engineering (OME) sector has also undergone tremendous transformation over the past 40 years in Singapore. Today, with 70 per cent of the global market share of Floating Production Storage Offloading (FPSO) vessel conversion, 70 per cent of world market share for jack-up rig building and 20 per cent of world market share for ship repair, Singapore boasts a comprehensive offering of repair services, conversions and new constructions for an international clientele.

The growth in Singapore's shorebased maritime services, critical in supporting the expansion of the pool of shipping companies, has been evident in various sectors such as shipping finance and marine insurance.

A plethora of shipping finance-related companies has established offices in Singapore. These include banks, boutiques, shipping investment banks, private equity arrangers, shipping finance advisers, shipping finance conference organizers and publishers of maritime finance transactional information.

Nigeria has all it takes to emulate the success stories of the foregoing world shipping giant by taking advantage of the opportunities that abound in the maritime industry to boost the economy and serve the needs of neighbouring landlocked countries within the West African Sub-Region. It is imperative that maritime and port activities in particular become more efficient and corruption-free to promote economic and social development.

CONCLUSION

The Nigerian maritime industry must be driven to its full capacity to generate the much needed foreign exchange, skilled and unskilled employment in the face of the dwindling fortune of the crude oil. The issue of lack of infrastructure to support the harnessing of the existing potential in the industry should be addressed.

The ports must be accessible, functional and linked by coastal water transportation, rail and good road network to major destination of cargos.

Recommendations:

1. Agencies and all concerned should key into the Federal Government's policy of "Ease of Doing Business at the nation's ports".
2. Eastern ports should be made functional to relieve congestion at Lagos ports.
3. The government should put in place a policy/roadmap for the strategic development of the maritime sector.
4. There should be a monetary and fiscal incentive scheme to drive indigenous, private sector operators' participation in maritime industry. (E.g. tax incentives, single digit, friendly investor loans, etc.)
5. CVFF issue should be resolved amicably and the funds made available to the contributors to avoid the collapse of indigenous operators businesses and those who diverted the funds should be made to face the consequences of their action.
6. Maritime institutions should be modernised and training of students directed towards addressing the demands of employers in the sector.
7. The cabotage law should be enforced strictly to allow more indigenous participation in coastal trade.
8. Government should support production of exportable goods to guarantee cargo for ships calling at Nigerian ports.
9. Full automation of port operation for efficiency and corruption-free port activities will result in reduction of costs and delays at our ports.
10. Infrastructure! Infrastructure!! Infrastructure!!!
Increased investment in provision and maintenance of infrastructure will stimulate trade and development.



Nigeria Poised to Build Sustainable Blue Economy, Co-sponsors First Conference

Nigeria's active participation at the first global conference on sustainable blue economy demonstrates its eagerness to build an economy based on the viable exploitation of the country's vast ocean resources. **Vincent Obia** writes



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igeria is gearing up to make maritime the fulcrum of its economic diversification and job creation drive. It is undergoing major restructuring in maritime and developing maritime assets to ensure effective and sustainable use of its water and ocean resources. And Nigeria is leading a continental effort to develop the blue economy as a strategic avenue for advancing African economies and lifting the people out of poverty.

Those were some of the messages Nigeria took to the first global conference on Blue Economy held 26 – 28 November, 2018 in Nairobi, Kenya. Over 18,000 participants from about 184 countries came together to learn how to build a blue economy that would harness the potential of the world's oceans, seas, lakes, and rivers to improve the lives of all, particularly people in developing states – women, youth, and indigenous peoples. The sustainable blue economy leverages the latest innovations, scientific advances and best practices to build prosperity while conserving the waters for future generations.

Organised by Kenya, cohosted by Japan and Canada, and cosponsored by Nigeria, the theme of

the conference was, "The Blue Economy and the 2030 Agenda for Sustainable Development." The Sustainable Blue Economy Conference built on the momentum of the United Nations 2030 Agenda for Sustainable Development, the 2015 Climate Change Conference in Paris, and the UN Ocean Conference 2017 "Call to Action".

The conference captured commitments and practical actions that could be taken to aid global transition to the blue economy. There were a total of 191 commitments categorised into 10 thematic areas.

Nigeria made commitments in the areas of Policy and Regulatory Measures as well as Technical Assistance and Capacity Building. Under Policy and Regulatory Measures, Nigeria committed to approve the National Maritime Transport Policy and develop a national strategy based on the Africa Integrated Maritime Strategy 2050. On Technical Assistance and Capacity Building, the Nigerian Maritime Administration and Safety Agency



(NIMASA) and Maritime Technology Cooperation Centre (MTCC Africa), Kenya, promised to hold a joint capacity building West African Regional Workshop in 2019.

With an 853-kilometre long coastline and the country's location in the Gulf of Guinea, Nigeria certainly appreciates the benefits of the Blue Economy from a vantage point.

Director General of NIMASA, Dr. Dakuku Peterside, who led a Nigerian delegation to the conference, told the conferees that development of the blue economy was a veritable strategy for advancing African economies and lifting the people out of poverty. Dakuku said it was time Africans took advantage of the continent's enormous maritime potential to develop their countries, as climes with less maritime opportunities were already making worthy use of the ocean economy and increasing



STATEMENT OF COMMITMENT BY ASSOCIATION OF AFRICAN MARITIME ADMINISTRATIONS (AAMA), AT THE SUSTAINABLE BLUE ECONOMY CONFERENCE IN NAIROBI KENYA

PROTOCOL

It is my pleasure on behalf of Heads of African Maritime Administrations (AAMA) to join you at this high level conference on Sustainable Blue Economy. It is an honour to address you as Chairman of AAMA, the umbrella organization of 38 Africa Maritime Administrations established pursuant to the African Maritime Transport Charter (AMTC).

Let me first start by congratulating the President of Kenya and all Kenyans for hosting this all important conference. There is no doubt that the African Integrated Maritime Strategy 2050 (AIMS 2050), revised African Maritime Transport Charter (AMTC), the 2016 African Charter on Maritime Security, Safety and Development (Lome Charter), Agenda 2063 and Sustainable Development Goals (SDGs) are commitments entered into by our Heads of States which place enormous responsibilities on our governments to work towards addressing issues of Blue Economy and integrating the enablers of the blue economy into our developmental models.

Unfortunately, indicators show that much is still to be done to achieve the objectives set out by the various regional and continental frameworks on maritime safety, security and development in Africa.

The Association of African Maritime Administrations (AAMA) was particularly set up as the coordinating body for 38 African Maritime Administrations. A few of the objectives of AAMA are detailed below:

- i. Improve the capacity, capability and performance of African maritime administrations with emphasis on human resources development, technology and information sharing.



the prosperity of their people.

"It is common knowledge that among all the continents, Africa can be termed the biggest island, and so if countries of the region can sustainably harness the blue economy it is sure that a large percentage of poverty level in the continent of Africa would have been tackled," he stated.

Dakuku delivered Nigeria's commitment statement at the conference on behalf of the Minister of Transportation, Rt. Hon. Rotimi Amaechi. The statement emphasised the country's commitment to the sustainable use of the sea and ocean resources in the drive towards economic growth and poverty reduction. In the era of falling commodity prices and global economic downturn, the statement said, "The Blue Economy is the most viable option that we have as it remains the most critical economic fulcrum to accomplish our dreams of a prosperous continent."

The Nigerian commitment statement highlighted the steps taken by the government to integrate the Blue Economy initiative into its national economic blueprint, the Economic Recovery and Growth Plan (ERGP). They include formulation of a draft National Transport Policy as a platform for implementing the framework for the protection and sustainable exploitation of Africa's Maritime Domain; composition of a high level committee to design a roadmap for aligning the Blue Economy with the ERGP; pushing an anti-piracy bill at the National Assembly to provide a legal framework for the fight against piracy and other maritime crimes in Nigeria and the Gulf of Guinea; and acquisition of intelligence gathering maritime domain awareness assets and military response assets to fight piracy and make the country's maritime domain safe for economic activities.

The Nigerian government also recently established the "Presidential Committee on impact and readiness

Assessment on the African Continental Free Trade Area (AfCFTA)" to promote intra-African trade and the National Assembly recently passed the National Transport Commission bill to provide a structure for effective regulation of the sector, in addition to dedicated pursuit of the government's Ease of Doing Business policy.

"As a country we are conscious of our responsibilities and international obligations which have given rise to our endorsement and domestication of key International Maritime Organisation (IMO) and other important African Union continental instruments," the Nigerian commitment statement said, adding, "The Federal Republic of Nigeria, as a nation, is fully committed to Africa's drive to harness the vast potential in its Maritime Domain and will continue to cooperate with sister countries and developmental bodies to advance the prosperity of the African Continent."

Forty other countries, including South Africa, United Kingdom, and United States, also made commitments at the maiden sustainable economy conference.

Dakuku, who is also Chairman of the Association of African Maritime Administrations (AAMA), delivered a statement of commitment on behalf of the association during the three-day conference. In it, he detailed the objectives of the coordinating body for 38 African Maritime Administrations to include improvement of the capacities of African maritime administrations, enhancement of member-states' compliance with international maritime treaties, and coordination of programmes aimed at synchronising the ocean economy with other economic sectors.

"All these objectives assigned to us by Africa Maritime Transport Charter put AAMA in a unique position to fully mobilise players in the maritime domain for optimisation of the potential of Africa's Blue Economy," Dakuku stated.



He added, "We have already taken a number of steps to realize these goals as set out in our various works and activities. In our past four conferences, we focused on the preservation and protection of the Marine Environment, and are committed to driving these beyond the Sustainable Blue Economy conference, for the simple reason that there cannot be actual sustainability irrespective of the economic benefits without consideration for the health of the Seas and Oceans.

"The Blue Economy concept is perhaps the greatest sectoral shift that has capacity to unleash the growth potential of our Continent. It is thus imperative that our approach to tapping the potential of this new sector is coordinated and accelerated.

"Finally, as a continental body, the Association of African Maritime Administrations (AAMA) is committed to working with African Union (AU) Commission and other institutions to deepen the attainment of the Blue Economy goals for the economic prosperity of our nations and the continent."

The Food and Agriculture Organisation (FAO), International Maritime Organisation (IMO), United Nations, World Bank, and European Union, and other key international organisations are also committed to actions geared towards advancing the Blue Economy concept.

As Nigeria continues to provide leadership to a willing and cooperating comity of African maritime nations, there is a growing awareness of the huge economic benefits of the country's and continent's marine resources. There is also increasing determination to sustainably harness these resources to build a robust Blue Economy.

- ii. Enhance improvement of Member States' level of compliance with International Maritime treaties especially the aforementioned revised AMTC, AIMS 2050, and Lome Charter amongst others.
- iii. Develop and coordinate programs to properly synchronize ocean economy with other economic sectors and institutions.
- iv. Ensure that well-resourced safety and development programs on Africa's vast inland waterways are implemented and harnessed.
- v. Ensure the interests of the landlocked countries are promoted in all the Maritime transport programs.
- vi. Support the African Union (AU) Commission in establishing interface mechanisms and setting up other relevant structures and programs envisaged primarily in the African Maritime Transport Charter and the 2050 African Integrated Maritime Strategy for the development of the blue economy.

All these objectives put AAMA in a unique position to fully mobilize players in the maritime domain for optimization of the potentials of Africa's Blue Economy.

We have already taken a number of steps to realize these goals as set out in our various works and activities. In our past four conferences, we focused on the preservation and protection of the Marine Environment, and are committed to driving these beyond the Sustainable Blue Economy conference, for the simple reason that there cannot be actual sustainability irrespective of the economic benefits without consideration for the health of the Seas and Oceans.

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Nigeria's Commitment Statement At The Sustainable Blue Economy Conference

In Nairobi, Kenya November, 2018



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n behalf of the Honourable Minister of Transportation, Federal Republic of Nigeria, Rt. Hon. Chibuike Rotimi Amaechi, I bring you special greetings from the government and people of Nigeria.

Nigeria is happy to congratulate the President and people of Kenya on the successful hosting

of the Conference on Sustainable Blue Economy and is delighted to act as a co-sponsor of this high powered event.

It is our expectation that this high level conference will build on previous efforts by our Heads of Government to develop comprehensive and coherent strategies that address the Blue Economy such as African Integrated Maritime Strategy 2050 (AIMS 2050); African Maritime Transport Charter; 2016 African Charter on Maritime Safety, Security and Development (Lome Charter); and "Agenda 2063" which we as a nation have signed on to.

The High level participation in this conference demonstrates the importance we attach to the Blue Economy and our resolve to use the resources of the Seas and Oceans to drive accelerated economic growth and reduce poverty to its barest minimum.

The crash of mineral resources and commodity prices and the general economic growth stagnation has forced nations to look for new modes of economic growth; and ways of fulfilling our commitments towards achieving the Sustainable Development Goals (SDG). The Blue Economy is the most viable option that we have as it remains the most critical economic fulcrum to accomplish our dreams of a prosperous continent.

Steps taken by our Government to mainstream the Blue Economy into our Economic Recovery Growth Plan

- As a strategic step to ensure a coordinated sector to drive the Blue Economy, Nigeria has formulated a draft National Transport Policy awaiting approval of the Federal Executive Council; this will provide the necessary platform to implement at the country level the framework for the protection and sustainable exploitation of Africa's Maritime Domain.
- Nigeria has set up a high powered Committee coordinated by the Federal Ministry of Transportation to formulate and map out a road map to align the Blue Economy regime with our Economic Recovery Growth Plan (ERGP).
- We are tackling issues of maritime security and safety which is the greatest threat to maximizing benefits of the Blue Economy. We have a dedicated anti-piracy bill before the National Assembly that will provide the requisite framework for the fight, prosecution and punishment of piracy and other related crimes in Nigeria and the Gulf of Guinea.
- The Federal Executive Council (FEC) of Nigeria has also approved the acquisition of intelligence gathering maritime domain awareness assets and military response assets to fight

pirates and make our maritime domain safe for economic activities.

- Nigeria is currently reforming almost all institutions that have roles to play in the Blue Economy space such as the Ports Authority, the Maritime Safety Administration, the Shippers' Council, Maritime Academy, among others, to reposition them to work effectively and efficiently in the new order.
- A new National Transport Commission (NTC) Bill has most recently been passed by the National Assembly to provide efficient economic regulatory framework for the transport sector, as well as mechanism for monitoring compliance of government agencies, transport services providers and users in the regulated transport industry.
- In recognition of the benefits of promoting intra-African trade development, job creation, poverty reduction and modernization, Nigeria recently established the "Presidential Committee on impact and readiness Assessment on the African Continental Free Trade Area" (AfCFTA).
- We are investing heavily in development of new infrastructure such as deep sea ports and intermodal transport as drivers of growth in the maritime sector.
- We have focused on ease of doing business in the past two (2) years which led to Nigeria moving more than ten places up in the global ease of doing business ranking.

All of these actions underscore the importance our government has placed on the Blue Economy Concept.

As a country we are conscious of our responsibilities and international obligations which have given rise to our endorsement and domestication of key International Maritime Organization (IMO) and other important African Union continental instruments.

We are mindful and highly committed to our responsibilities to protect our marine environment to ensure that our continent does not become dumping ground for pollutants which can prevent exploration of ocean resources.

The Federal Republic of Nigeria, as a nation, is fully committed to Africa's drive to harness the vast potentials in its Maritime Domain and will continue to cooperate with sister countries and developmental bodies to advance the prosperity of the African Continent.

Your Excellency, We pledge our commitment to the overarching issues of addressing poverty, corruption, trade barriers, and all those issues that have hindered growth. More particularly Nigeria as a country will prioritize the integration of Blue Economy into our circular economic restoration and growth plan; we will leave no stone unturned to create limitless opportunities for our people and lift them out of poverty. This is our resolve as the most viable option we have for Sustainable Development is commitment to the Blue Economy.

Thank you for the opportunity to address this gathering.

L-R: Commander Thomas Foster and Lt. Commander Janna Ott (both of the US Coast Guard), Executive Director, Finance and Administration, NIMASA, Mr. Bashir Jamoh, and Head, Shipping Development, Mr. Anthony Ogadi, during a visit by the Coast Guard to the NIMASA headquarters in Lagos



US Coast Guard Commends NIMASA, Offers Advice on Port Security

The United States Coast Guard has commended the Nigerian Maritime Administration and Safety Agency (NIMASA) for its efforts to improve security and operational efficiency within Nigeria's maritime domain. The commendation was given on December 13 in Lagos by a visiting coast guard team led by Lt Commander Janna Ott. The delegation was in Nigeria to inspect facilities and ports.

Ott, a representative of the US Coast Guard in International Port Security Programme, said NIMASA had taken laudable steps to improve Nigeria's compliance with the International Ship and Port Security (ISPS) code. She said of NIMASA, "You do have a really great team here. They were very helpful.

"I thank them for their frank and open discussion in allowing us to give them our observations. Hopefully, they can take whatever we have given them to heart and start working on them right away."

Ott, however, urged greater vigilance in terms of access to the ISPS zones at the ports.

"It's very important that you know in your port facilities who is gaining access and they are authorised to be there before they go through those gates of the ISPS zone," Ott stated. "You also need to be consistent with the proficiencies of all the security personnel in holding people accountable that are coming through those port facilities. We already had a very good discussion with NIMASA," she added.

Responding, the Director General of NIMASA, Dr. Dakuku Peterside, said the country had made significant progress in addressing the issue of access control around the port

areas. Dakuku, who spoke through NIMASA's Executive Director, Finance and Administration, Bashir Jamoh, said, "The issue of access control is one of the paramount areas. The access road, access control, those are very important areas.

"Similarly, on access control, we just introduced stickers to the ports. We started implementing it early this month."

He said the federal government had taken measures in partnership with the private sector to ensure that all port facilities in Nigeria were easily accessed.

The DG said NIMASA had recorded steady progress in its implementation of the ISPS Code, stressing that Nigeria has moved from implementation to enforcement.

He told the US Coast Guard team, "The issues you mentioned, we are dealing with them. One of the things we have introduced is training. We are aware that some of the facilities have these issues. Right now, most of them are going into biometric access control, which you observed in some of the terminals, like MRS, Five Star Logistics, etc.

"We would do more in training and continuous visit to these facilities and create better awareness for them to implement effective access control strategies. We will be consistent in the things we do because we have our executive management's buy-in and support to do our job.

"In fact, we have gone from just implementation to enforcement, where after several engagements and if facilities do not comply with those required standards, we start to sanction them and even get them shut down."

The United States Coast Guard is Nigeria's peer review partner towards ISPS Code implementation compliance. They regularly visit Nigeria to monitor implementation of the ISPS in Nigeria.



L-R: Deputy Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Solomon Adaelu; Executive Director, Finance and Administration, NIMASA, Mr. Bashir Jamoh; and Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Mohammed Umar Bago, and other members during the committee's oversight visit to NIMASA in Lagos.



House Committee Expresses Confidence in NIMASA Management

The House of Representatives Committee on Maritime Safety, Education and Administration has commended the management of the Nigerian Maritime Administration and Safety Agency (NIMASA) for its efforts to reposition the country's maritime sector for greater efficiency. The committee gave the commendation on November 21 in Lagos, when it paid an oversight visit to the agency's headquarters.

Chairman of the committee, Hon. Mohammed Umar Bago, who led the House delegation, said his committee was impressed with NIMASA's budget performance in 2018. Bago, however, noted that there was room for improvement in the remaining part of the year and 2019.

The House Committee Chairman's remarks followed a presentation by NIMASA on the 2018 budget performance, which was based on the five-point transformation strategy of the Dr. Dakuku Peterside-led management. Bago observed that there had been improvements in the agency's activities, saying it is a welcome development for the country's maritime industry.

He expressed delight in the operation of the Satellite Surveillance System put in place by the agency to check and monitor the activities of vessels on Nigeria's territorial waters. The committee chairman assured that the National Assembly was working on the speedy passage of the Anti-Piracy bill proposed by NIMASA, noting that it will help to nip illegalities on the country's

waterways in the bud.

"We wish to assure you that as a responsible committee, we are poised to continue to give NIMASA the required legislative backing in ensuring that it achieves its mandate in order to realise a robust maritime sector," Bago said.

He applauded NIMASA for the successful berthing of its recently-acquired modular floating dockyard in the country, describing the facility as an asset that should be promptly put into operation for revenue generation. "Let us put that asset to use and generate revenue," the committee chairman stated.

He used the opportunity to commend the management of the agency for its commitment to staff welfare, promotions and trainings, and urged that the tempo should be sustained, as it will help NIMASA realise its vision of being the leading maritime administration in Africa.

Responding, the Director-General of NIMASA, Dr. Dakuku Peterside, expressed gratitude to the committee for their support to the agency. Dakuku, who was represented by the agency's Executive Director, Finance and Administration, Mr. Bashir Jamoh, reiterated NIMASA's commitment to cooperation with the committee to achieve the common goal of growing the maritime industry and developing the country.

Dakuku said the agency remained committed to keeping up with international standards.

"On our part as an agency, we are working on improving

Continued on page 31 →

Dakuku Congratulates Kitack Lim on His Second Term



Kitack Lim

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he Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, has congratulated the Secretary-General of the International Maritime Organisation (IMO), Kitack Lim, on his re-election as head of the specialised United Nations body.

Dakuku, who is also Chairman of the Association of African Maritime Administrations (AAMA), said in a congratulatory message on November 23 that Lim's re-election by a unanimous vote was an affirmation of the member-states' confidence in him.

He stated, "What his second term means is stability in execution of the significant growth path of the maritime industry globally and more space for and attention to developing nations."

Dakuku added, "I congratulate and wish you well in the second phase of your work as Secretary-General of the International Maritime Organisation (IMO) for the next four years. Your emergence by a unanimous vote of the 40 member-states on the IMO ruling council is a significant confirmation of the huge

confidence reposed in your work, strength, and character.

"I trust that this vote is symptomatic of the massive reservoir of support behind you as you steer the ship of the global maritime body towards successful implementation of the six-year strategic plan (2018-2023) produced on your watch. The plan, focusing on smart and eco-friendly shipping, as well as strategy for reduction of greenhouse gas emissions from shipping, will make for safer use of the world's maritime resources."

On the development of the African maritime sector, Dakuku said, "it is our hope that the African maritime industry will continue to grow and glow in your tenure."

"I wish you the happiest of futures as we continue to collaborate in the common task of moving the global maritime industry forward."

Lim, 62, earned his second term on November 22 following a ballot at the 121st IMO Council in London, where he received a unanimous vote from the 40 member states. The current four-year tenure of the South Korean was scheduled to end in 2019, and he will now be in his post until 2023.

HOUSE COMMITTEE EXPRESSES CONFIDENCE IN NIMASA MANAGEMENT – Continued from page 30

the entire maritime sector on a daily basis, from good to better and to best. Through this, we will be able to compete favourably with our counterparts in other maritime climes," he said.

On capacity development, one of the five strategic pillars of the current leadership of NIMASA in its attempt to revamp the sector, the director general stated that training and retraining of staff was a major focus of his administration. He said the capacity building initiative had helped to improve the productivity and

professionalism of the workforce.

Dakuku assured members of the committee that the legislature remained a viable partner and stakeholder in the drive to achieve a strong maritime sector in Nigeria.

The Dakuku-led management of NIMASA has since its inception introduced several transformation initiatives that have been nurtured through collaboration with stakeholders, both locally and internationally.

World Maritime Day



L-R: Executive Director, Finance and Administration, NIMASA, Mr. Bashir Jamoh; Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Gambo Ahmed; and Kadiri



Zakari (left), and Chairman, Board of NIMASA, General Jonathan India Garba (rtd)



Director, Administration and Human Resources, NIMASA, Hajia Jummai Musa (right), in a chat with some stakeholders



L-R: Managing Director, National Inland Waterways Authority (NIWA), Senator Olorunibe Mamora; Director-General, NIMASA, Dr. Dakuku Peterside; representative of the Nigerian Navy, Chief of Training and Operations, Rear Admiral MM Kadiri; Executive Director, Marine and Operations, Nigerian Ports Authority (NPA), Dr. Sokonte Davies; representative of the Secretary to the Government of the Federation (SGF), Minister of State for Power, Works and Housing, Mustapha Baba Shehuri; and Permanent Secretary, Federal Ministry of Transportation (FMOT), Sabiu Zakari



L-R: NIMASA Board member, Hon. Ebele Obi; Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin; and Secretary-General, Abuja Memorandum of Understanding (MoU), Mrs Mfon Usoro



A cross-section of stakeholders



President, Shipowners Association of Nigeria (SOAN), Engr. Greg Ogbeifun (left), and President, Nigeria Implementation Science Alliance (NISA), Alhaji Aminu Umar



Stakeholders at the event



Stakeholders



L-R: NIMASA Board member, Umar Sani Galadanchi; Director, Maritime Safety and Security, FMOT, Danjuma Dauda; and a stakeholder



Fountain of Opportunities in West Africa's Marine Communities

The 2018 Oil Trading and Logistics Expo spotlights opportunities in the West African oil and gas shipping clusters, delving into the key subject of how to harness them.

Adiza Abu reports



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here were lovely young men and ladies at the Lagos Oriental Hotel welcoming guests to the 12th Oil Trading and Logistics Africa (Downstream) Week. And there was quality attendance from around West Africa and beyond at the expo, which held October 28–31. The

venue, attendance, and presentations bespoke a serious regional dialogue on the huge investment prospects in the African downstream petroleum value-chain.

The opportunities abound in refining, trading, shipping, marketing, storage, retail, infrastructure, professional services, and equipment supply. In three days of deliberations segmented into 10 sessions, industry stakeholders reflected on 10 different topics centring on business, policy, and stakeholder relationships in the downstream petroleum markets across the continent.

Opportunities in West Africa's oil and gas sector shipping sector is a subject that is very important to governments and businesses around the world. And it was of great importance to many stakeholders and investors at the OTL conference, a Pan-African business forum.

To discuss the subject was Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, who was represented by the Head, Ship Registry at NIMASA, Mrs. Nneka Obianyor.

"Shipping has always been of strategic importance to the oil and gas industry," Dakuku stated in his paper titled, "Harnessing Opportunities in the West African Oil and Gas Shipping Clusters." He added, "Not only is over 70 per cent of all crude oil production transported by ships, more and more oil production activities are now being carried out offshore. This shows that the oil industry relies heavily on the maritime/shipping industry for its smooth operations. Whatever happens in the oil and gas industry is likely to affect the shipping industry and vice versa."

He defined the West African Oil and Gas Shipping Clusters as "Shipping Business providers' within the West African Oil and Gas Zones working to meet the needs of the sector," saying the maritime world is getting more complicated, throwing up new and exciting opportunities.

Though Africa is a relatively small producer of hydrocarbon for the world market, Dakuku believed there was a positive outlook for the sector, especially in West Africa. His projection was based on the fact that gas production had been significantly boosted by rising demand for power following completion of several gas-fired power plants in Nigeria, Ghana, Cote d'Ivoire, and Cameroon. Offshore activities had also been boosted in Senegal and Guinea, and leading oil majors were taking stakes offshore and investing in exploration activities, he said. Moreover, new fields



had come on-stream and production had been ramped up on existing fields in the oil and gas sector. To him, increased production activities meant a great future for business in the downstream sector.

"However, infrastructural constraints will continue to hamper significant output in West Africa's oil and gas sector, unless we harness the opportunities in West African Oil and Gas Shipping Clusters," Dakuku said.

Investment opportunities in the oil and gas shipping clusters in the region abound in the areas of offshore oil and gas services and supply; shipbuilding and repair yards; shipping finance; ship brokerage, which act as intermediary between the supply and demand sides of ship chartering, ship building and sales, and dismantling markets; and marine insurance service providers.

Others are port activities and services; maritime logistics - haulage and storage services; marine renewable energy, storage and services; computing and electronic services; classification societies, which work to ensure that ships are built and operated according to satisfactory safety standards; maritime safety and security industries; manpower and human capacity development services; and maritime research and development.

There are also enormous opportunities for maritime law and law of the sea experts as well as advisory firms. The director-general's grounds for optimism are many.

OFFSHORE OIL AND GAS SERVICES, SUPPLY INDUSTRIES

"The offshore oil and gas services and supply industries are arguably the largest exporter of offshore extraction support services. This sector alone accounts for more than a quarter of the value of production in the

maritime economy," Dakuku stated concerning investment opportunities in the offshore oil and gas services and supply industries. "In coming years, developments in deep and ultra-deep offshore are likely to be the main source of growth in offshore oil and gas production."

SHIPBUILDING, REPAIR

With about 3,500 vessels operating in Nigerian waters, and the few shipyards operating in the country, Dakuku says there are plenty of opportunities in the areas of construction and repair of merchant ships, service vessels, and fishing boats, as well as in-service support, and marine product and equipment supplies. To him, increased oil and gas sector activities and resurgence of shipbuilding and infrastructure projects come with investment potential waiting to be explored.

SHIP FINANCE

Because shipping is capital intensive, there is always the need for access to fund, which opens investment opportunities for ship financing and dedicated investment analysts. "Ship Finance Companies or Triple A funding institutions are encouraged to form alliance to render sector-specific services," Dakuku stated.

MARINE INSURANCE

Marine insurance is a critical aspect of the maritime value chain. The marine insurance sub-sector presents growing opportunities in hull and machinery, and cargoes and passengers risks, etc. However, to suit the needs of the fast changing global market, the insurance



covers must be internationally focused, reliable and credit worthy, offer innovative and quality conscious products, and provide full loss cover.

PORT SERVICES

The emergence of hub ports in West Africa is a key value proposition that could deepen the attraction of complementary investments and activities to drive future growth, Dakuku said. But to fully realise this, the region's ports must be able to accommodate larger vessels and LNG carriers and boast high quality infrastructure, including berths and terminals; modern efficient equipment; new LNG terminals; storage and distribution logistics operations; and efficient road and bulk transport services, particularly, rail and navigable waterways.

MARITIME LOGISTICS, HAULAGE, AND STORAGE

Transportation of cargoes present a huge business opportunity for investors, as there is a growing need for modern haulage and logistics. Ports currently are not just transit points. They provide added value for which there is a real demand, such as the processing of products, financial breaks in free trade zones, and specialised packing methods.

MARINE RENEWABLE ENERGY

Marine Renewable Energy (wind, current, tidal, wave and ocean thermal energy) is the world's second largest maritime zone. But Africa lags behind in marine renewable energy technology, and West Africa plays no significant role in seabed mining and exploration,

and the sub-region's offshore oil and gas deposits remain largely under-explored and under-exploited. These present a challenge, but also an avenue for investment.

COMPUTING, ELECTRONIC SERVICES

Electronic and information technology form a substantial part of the maritime economy. To deliver the highest value in terms of efficiency, quality and reliability of service, the application of innovative technology is inevitable. Humanity is faced with a future where technologies such as autonomous vessels, data analytics, block-chain and Internet of Things (IoT) will fundamentally transform oil and gas and the shipping sector. Africa must utilise technology to remain competitive in an increasingly digitalised maritime landscape.

"Expertise in the field of electronics will help bind our naval, offshore and Marine Renewable Energy (MRE) industries together. Computer tools, along with virtual platforms are essential for ship design and construction, ship control, weaponry, defence and self-protection systems, the development of MRE and even educating and training seamen or qualified personnel," Dakuku stated.

OVERCOMING THE CHALLENGES

But there are also issues that can hamper effective utilisation of the opportunities in the West African oil and gas shipping sector. They include maritime insecurity, lack of requisite infrastructure, absence of West African ships or ocean going vessels, cross-border regulations and protocols, and low investment in research and development.



To overcome the challenges, Dakuku advocated regional integration; development of West Africa's regional cabotage and strengthening of its local content capabilities; long-term strategic planning; concerted and coordinated policy planning approach; harnessing of technology for productivity; and a vibrant and interconnected maritime ecosystem comprising port, logistics and maritime services.

He highlighted NIMASA's efforts to boost the contribution of the maritime sector to Nigeria's economy to include driving shipowners' quest for single digit special interest rate loan facilities, seeking dedicated intervention fund for vessel acquisition and ancillary transactions, pursuing approval for special forex window, spearheading the review of fiscal policies militating against favourable trade competition and growth of the sector, review of trade terms from FOB to CIF, and sea time training for Nigerian cadets.

NIMASA is also driving investment incentives and the Deep Blue Scale Up Initiative to ensure a safe and secure maritime domain up to the Gulf of Guinea. And it is tackling major concerns militating against full implementation of the cabotage regime, and driving the full automation, upgrade and modernisation of the Nigerian Ship Registry.

The Director General noted that NIMASA's newly acquired Modular Floating Dockyard, which is the fifth largest in Africa, when operational, will help to solve dredging challenges and prepare Nigeria to create a blue economy that can serve the people much better in the future.

Other topics discussed at the OTL conference included: Unlocking Value through Industry Synergy; Optimising Efficiency and Returns in Petroleum Retail- (With focus on automation, branding, pricing and forecourt innovation); Current Outlooks for Crude Oil and Petroleum Products Flows to African Markets; Regional Cooperation for Sustainable Petroleum Infrastructure Projects; Takeovers and Markets: The Changing Roles of independents and Majors in Downstream Petroleum; and Promoting Efficiency and Clean Fuels in African Refining and Petrochemicals Markets. Others are Gas and the Future of Energy: Market Outlook and the Role of LPG, Lubricant and Renewables; Energy 2030 – Technology, Capacity and the Skills of the Future; and Downstream Regulatory Compliance: Legal Issues

and Role of In-House Counsel.

Stakeholders reached critical conclusions on the West African petroleum downstream sector at the end of the three-day deliberations. Among the issues captured in the communique were that to achieve optimum efficiency from market potentials across the downstream value chain, industry stakeholders should embrace synergy within and beyond national boundaries. Stakeholders called for full privatisation of the refineries as a way of returning them to profitability and stopping recurring losses from sub-optimal refining operations.

The communique also urged the Nigerian government to fully deregulate the market from price caps to catalyse development of the downstream petroleum sector. It advised West African countries to enforce policies on desulphurisation of imported fuels and direct that only petroleum products with 50PPM or less can be imported into their countries.

The communique further stated, "Desirous of establishing a virile shipping cluster in the West African region, participants call on governments of member countries to consider the modalities of making the entire Gulf of Guinea (GoG) a Safe Anchorage Area (SAA), with a framework that allows cross border patrol and surveillance in the region.

"Realising the value of regional trade cooperation, industry notes a need to review the ECOWAS Treaty in light of prevailing realities to ensure ease of cross-boundary cooperation in the development of petroleum infrastructure.

"Focused on achieving regional hub status, industry encourages regulators of the Nigerian maritime industry to benchmark their rates, tariffs and levies against those obtainable in other countries in the sub-region in order to improve the country's competitiveness and attraction for maritime services."

The key takeaway from this year's OTL Africa Downstream Week seemed to be that West Africa, indeed, Africa, can look to the future with optimism.

Dakuku put it quite succinctly. "West Africa's economic outlook today is bright. With large reserves of untapped resources and significant export potential, the region will undoubtedly play a significant role in the global trade and commodity value chain," he stated.



Securing Gulf of Guinea to Boost Blue Economy

NIMASA is driving a strategic intervention to secure the Gulf of Guinea, boost prospects for Blue Economy in the region, and ensure food security, writes **Vincent Obia**



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ver the years, the Gulf of Guinea has been notorious for piracy and other forms of banditry. For ship owners belonging to different liner conferences, the fear of the Gulf of Guinea is, indeed, the beginning of wisdom. Even against international law,

some of them have had to engage their own armed men in addition to other security measures to be able to sail safely in the region. Yet, reports of attacks on ships sailing through the route abound.

At one time, there was hardly a week that the International Maritime Bureau (IMB) did not release reports about attacks on vessels in the Gulf of Guinea. It was as if the area was becoming more dangerous than Somalia, which is notorious for piracy and armed banditry. In some cases, the crew are kidnapped and huge ransoms paid before they are freed.

But Nigeria has launched efforts through the Nigerian Maritime Administration and Safety Agency (NIMASA) to deal with piracy in the Gulf of Guinea. NIMASA is the Nigerian government agency responsible for regulating the maritime industry.

The agency, keen on maximising the potential of the Gulf of Guinea to grow the Blue Economy, has launched measures to secure the region. The Director General of NIMASA, Dr. Dakuku Peterside, has been passionate about Nigeria reaping the huge economic benefits in the Gulf of Guinea. But Dakuku also believes this can only be possible if there is peace in the area. The agency is organising security measures, in collaboration with neighbouring countries, with the involvement of

the Nigerian Navy.

Speaking recently on the strategic importance of the Gulf of Guinea, Dakuku said the area was key to food security in the West and Central African sub-region. According to him, the region must be properly secured to avert illegal activities that may hamper food supply in Africa.

The Director General spoke in Lagos while addressing participants at a seminar on the State of Food Security Assured by the Seas of West and Central Africa and The Perspectives on The Blue Economy in Member States of the Gulf of Guinea Commission (GGC), organised by NIMASA, in conjunction with the GGC. He said Nigeria, through NIMASA, was prepared to tackle piracy in the region head-on.

Dakuku, who was represented at the event by the agency's Executive Director, Finance and Administration, Mr. Bashir Jamoh, said the Gulf of Guinea was a major shipping route that must be properly protected if the countries of the region were to harness the Blue Economy potential for economic growth.

He said, "The Gulf of Guinea, aside being a major shipping route, is also home for many aquatic species and so the countries of the region must do everything to safeguard the region from illegal fishing, piracy and other activities that may affect the food chain."

Dakuku said NIMASA understood the importance of the Gulf of Guinea to the African continent, hence its decision to champion collaborations among member states of GGC to develop the continent's Blue Economy through sustainable shipping. He said the seminar was organised to assist participating countries to better



understand the Blue Economy and how to properly harness the inherent potential of the African maritime sector.

Executive Secretary of GGC, Ambassador Florentina Adenike Ukonga, commended the leadership of NIMASA for the agency's role in ensuring safety of lives and property in the region. Ukonga said the commission decided to hold a seminar on the Blue Economy in order to promote sustainable shipping in the region.

The Gulf of Guinea Commission was established by a treaty signed in Libreville, Gabon, on July 3, 2001 by Nigeria, Angola, Gabon as well as Sao Tome and Principe. NIMASA has initiated a series of efforts by the commission to enlighten member states on the benefits of sustainable shipping and maximising the treasures of the Blue Economy.

Nigeria's leading role in the Gulf of Guinea security holds special significance for countries in the sub-region.

The effect of piracy on the West African sub-region has been devastating, as the economies of the countries continue to reel with shocks from the savage attacks. And this is for obvious reasons. For the big-time pirates, the target is often crude oil onboard tankers. Nigeria, where about 65 per cent of cargos headed for West Africa are said to end up, has lost billions of dollars to pirates.

Speaker of the House of Representatives, Yakubu Dogara, stated in 2017, "The increasing level of attacks and violence in the Gulf of Guinea have given Nigeria and other countries in the sub-region very damaging and negative image in addition to an estimated monthly loss of \$1.5 billion to the country."

Dogara added, "The International Maritime Bureau, Oceans Beyond Piracy and the Maritime Piracy Humanitarian Response Program all reported in 2012 that the number of vessels attacked in the West African sub-region for which the Gulf of Guinea belongs had reached a world record high with about 1000 seafarers attacked in that year alone. This is said to be second only to attacks in south-east Asia."

Following such attacks, liner conferences from different continents doing business with countries in the sub-region, particularly Nigeria, have imposed a number of surcharges on the imports. The shipowners and importers naturally pass on the extra charges to consumers, leading to high prices of goods.

Some of the surcharges have been captured as Extra Risk Insurance (ERI) and Operations Cost Recovery (OCR). The shipowners impose these surcharges to recover what they spend in providing armed security against pirates. What is worrisome is that the shipowners, through their liner conferences, which are associations of owners of ships, agree on these surcharges and make them uniform. On many occasions in the past, Nigeria and other countries in the sub-region had protested against this, to no avail.

There are suspicions that sometimes the activities of the pirates and armed bandits are exaggerated simply to justify the surcharges being imposed on shippers. It would be recalled that on many occasions, the African Shippers Council (ASC) had protested to the Global Shippers Forum (GSF), but not much success was achieved. The liner conferences would simply release records of reports from IMB on the attacks on ships in defence of the charges they impose.

As ships are being attacked, the benefits of Blue Economy in the Gulf of Guinea are adversely affected. As often argued, the sea holds the biggest opportunities to economic boom. This is the situation in major maritime nations, particularly, Singapore.

Worried by the effect of piracy in the West African sub-region, the governments of ECOWAS have entered into agreements on security. This is as the international community also showed concern with the Security Council's Resolution 2018 (2011), which aims at countering the menace of piracy in the Gulf of Guinea region through coordination and logistical support to regional security initiatives.

The Gulf of Guinea is a major hub for shipping activities with huge oil reserves. It is estimated that five percent of global oil reserves is from the region. Beyond oil, the area also has huge fishing and mining potential. A huge chunk of this is exported to America and Europe.

West African countries have resolved to launch a coordinated war on piracy in the Gulf of Guinea, with Nigeria leading the fight. The other countries involved are Benin, Cameroon, Equatorial Guinea, Gabon, Sao Tome and Principe, and Togo.



ECONOMY: Senate, Transport Ministry Advocate Maritime Alternative

• *As Dakuku calls for synergy among sister agencies*

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he Senate Committee on Marine Transport and the Federal Ministry of Transportation (FMOT) have called on stakeholders to support the government's recent move to prioritise the development of the maritime sector, as it has enormous resources to boost the economy. This was

the high point of a one-day maritime stakeholders' assembly organised on December 6 in Lagos by the committee in conjunction with FMOT.

Chairman of the committee, Senator Ahmed Sani Rufai, stated, "One of the reasons we are here is to bring the parliament to the stakeholders and discuss the progress, challenges and the way forward for the realisation of a robust maritime sector in Nigeria. We will, therefore, depend on feedbacks from the stakeholders, which will help in our legislative processes."

Ahmed said the Senate was willing to partner with stakeholders in the sector through proper legislation to find ways of harnessing the opportunities that abound in the maritime sector for the overall good of the country.

The committee chairman listed some maritime industry-related bills under consideration in the National Assembly. They include the Nigerian Ports Authority Act (repeal and re-enactment) Bill, 2016; Nigerian Maritime Administration and Safety Agency Act (Amendment) Bill, 2018; Coastal and Inland Shipping (Cabotage Act) Bill, 2018; and Suppression of Piracy and Other Maritime Offences Bill, 2018. He said the committee would do all within its powers to ensure that every bill relevant to the growth of the maritime sector got the required attention and legislative backing in the shortest time possible.

On his part, the Minister of Transportation, Rt. Hon. Rotimi Amaechi, noted that the Federal Government was committed to the growth of the maritime sector, but said this could only be achieved through proper legislation. Amaechi, who was represented by the Director, Maritime Services at FMOT, Mr. Sani Galadanchi, pledged the commitment of the ministry to partnerships with the Senate and industry stakeholders to enable the Nigerian maritime sector fully maximise its enormous opportunities.

The Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside,



L-R: Former President, Nigerian Bar Association (NBA), Dr. Olisa Agbakoba (SAN) Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, and pioneer Chairman, Indigenous Shipowners Association of Nigeria (ISAN), now Nigerian Indigenous Shipowners Association (NISA), Chief Isaac Jolapamo, at a maritime stakeholders assembly tagged, "Lunch with the Senate" in Lagos



L-R: Chairperson, Shipowners Forum, Mrs Margaret Orakwusi; Dakuku; and Chairman, Senate Committee on Works, Senator Kabir Gaya, at the occasion

delivered a goodwill message at the occasion. Dakuku commended the Senate Committee on Marine Transport for its doggedness and patriotism in ensuring that the sector took its rightful place in the comity of maritime nations through the legislative backing, among other efforts. He reiterated NIMASA's commitment to the realisation of a robust maritime sector in the country through collaboration with the legislature and other stakeholders.

Dakuku called for synergy among sister agencies in the maritime sector, saying it is the only way to fully harness the opportunities in the sector.

"Collaboration is the only way our country will grow and the maritime sector must not be left out. Let me therefore state categorically that through synergy with relevant stakeholders, there will be massive boom in the maritime sector and, by extension, the entire economy," he stated.

The Director-General appealed to the Senate to ensure speedy passage of the anti-piracy bill to provide a legal backing for the prosecution of issues relating to piracy and other criminal activities on the country's territorial waters.

Also speaking, former Director-General of NIMASA, Mr. Temisan Omatseye, said one of the ways to optimise the benefits of the maritime sector was to decentralise the ports and make them more attractive and competitive. Omatseye said this would help to boost investors' confidence

Continued on page 41

'China Maritime Silk Road, Game Changer for Global Transport'



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he Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, has said that the Chinese Belt and Road Initiative (BRI), also known as the Silk Road Economic Belt and the 21st-century Maritime Silk Road, will

be a game changer for global transport and substantially affect the pattern of global commerce. Dakuku stated this in Dubai during the Dubai Maritime Summit 2018, which was part of the events at the five-day UAE Maritime Week 2018 that ended on November 1.

Speaking on the benefits and risks of the BRI, a Chinese government development strategy aimed at enhancing regional connectivity through infrastructure development and investments in Europe, Asia and Africa, the DG urged African and Middle East countries to plan mitigation measures against potential risk elements of the initiative. He identified the likely risk elements to include trade imbalance in favour of China and Chinese control of trade infrastructure, which will give it a lot of leverage in the global market place.

Dakuku said the "Chinese policy will affect port calls and hub decisions, which may adversely affect ports of Africa and Middle East; Chinese political influence and dominance leading to reintroduction of Sino centric order is imminent; the tanker market will shrink substantially, as pipelines across continents will be the preferred mode of transportation of oil and gas."

However, he said the benefits of the Chinese economic initiative outweighed the risks.

At the event, the panellists unanimously agreed that the

China Belt and Road initiative would open new markets in global commerce, improve connectivity between modes of transport, enhance speed and efficiency at the ports, open new international trade routes, and boost technology transfer.

On the panel to discuss the initiative were Managing Director of Precious Shipping, Khalid Hashim; Chief Executive Officer of King Abdallah Port, Rayan Qutub; Chief Executive Officer of Drewry, Tim Power; and CCO of Abu Dhabi Ports, Ross Thompson.

The Dubai Maritime Summit brings together the maritime sector's leaders, decision makers, policymakers, high-level government officials, and regional and international maritime industry leaders to deliberate on issues affecting the global maritime industry. Previous editions included some of the most distinguished local and international guests, such as Secretary-General of the International Maritime Organisation (IMO), Kitack Lim, and UAE Minister of Infrastructure Development and Chairman of the Federal Transport Authority, Land and Maritime, H.E. Dr. Abdullah Belhaif Al Nuaimi.

The Belt and Road initiative is the signature policy of Chinese President Xi Jinping. The basic idea behind it is to boost trade and economic integration among the countries in the initiative through investments in roads, pipelines, ports, communication networks and other such infrastructure that promotes connectivity.

The Dakuku-led administration of NIMASA has continued to collaborate with other maritime nations to transform and bring Nigeria's maritime sector to international limelight, so that it can compete favourably with those of other countries.

ECONOMY: SENATE, TRANSPORT MINISTRY ADVOCATE MARITIME ALTERNATIVE – Continued from page 40

and decongest the traffic situation at the Lagos ports.

Chairman of the Ports Consultative Council, Otunba Kunle Folarin, welcomed the Federal Government's attempt to provide viable port access roads in Nigeria. Folarin said, "An efficient multimodal transport system is the only way to realise a viable maritime sector that can compete favourably with others in the world."

Industry stakeholders at the event bemoaned the state of access roads to the ports and called on the Senate

Committee to assist in finding a lasting solution to the congestion on the roads.

Stakeholders, who attended the event, included Chief Isaac Jolapamo, Chairman, Shipowners Forum, Mrs. Margaret Orakwusi, Princess Vicky Hastrup, foremost maritime lawyer and former President of the Nigerian Bar Association, Dr. Olisa Agbakoba, SAN, and Mr. Bolaji Sunmola. They emphasised the need for the government to pay more attention to the maritime sector for the country's economic development.



SIGNING OF COLLECTIVE BARGAINING AGREEMENT (CBA)

Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Gambo Ahmed; a staff of NIMASA, Fatimah Lawal; and Director, Maritime Labour Services, Mr. Ibrahim Jibril



Ahmed



President, Seaport Terminal Operators Association of Nigeria (STOAN), Princess (Dr.) Vicky Haastrup



President-General, Maritime Workers Union of Nigeria (MWUN), Comrade Adewale Adeyanju



Managing Director, Grimaldi Agency, Ascanio Russo



Jibril



Deputy President General, MWUN, Douglas Eromodor



A stakeholder



Comrade Eroche of MWUN



Members of the National Joint Industrial Council (NJIC) at the signing ceremony of the Collective Bargaining Agreement (CBA) at NIMASA headquarters in Lagos



L-R: President, National Association of Stevedoring Companies (NASC), Bolaji Sunmola; Ahmed; Adeyanju, and Jibril

A cross-section of staff of Maritime Labour Services Department, NIMASA



Hastrup (middle) and Russo (right)



Adeyanju (right) and Eroche



Maritime Education: NIMASA to Equip Man Oron to Global Standards

R

ector of the Maritime Academy of Nigeria (MAN), Oron, Commodore Duja Effedua, says the Academy is partnering with the Nigerian Maritime Administration and Safety Agency (NIMASA) to ensure that the training facilities at the college are in line with internationally acceptable specifications. Effedua said the focus was on attaining compliance with the International Convention on Standards of Training and Watch-keeping for Seafarers (STCW 1978, as amended in 2010). Effedua announced this during the November 2, 2018 passing out parade and graduation ceremony of the institution.

He said fully equipped multimedia classrooms with fire training grounds, custom-built swimming pool, and simulation environment were some of the new innovations his team and NIMASA were working on.

Effedua stated, "We have structured, we have implemented, we have set out milestones and have gotten 60% right. Presently, we are sourcing for qualified lecturers, home and abroad. We are also remodeling the class rooms, hostels as well as the libraries and I am glad to announce that the management of NIMASA has promised to be with us all the way."

The rector added, "Dr. Dakuku is such a person who matches action with his words. NIMASA has commenced the process of acquiring a simulator,

among other equipment, for training of our cadets to ensure that Certificates of Competencies (CoCs) issued here attain global recognition. I believe before the end of the 2019 academic session, we shall be one of the best maritime academies in Africa."

In a goodwill message delivered at the ceremony, the Director General of NIMASA, Dr. Dakuku Peterside, assured students and stakeholders of the Agency's commitment to capacity development in the sector. Dakuku, who was represented by NIMASA's Executive Director, Operations, Engr. Rotimi Fashakin, commended the rector and his team for judicious utilisation of funds disbursed to MAN by NIMASA. He assured that NIMASA will work with relevant national and international bodies to ensure the Academy took its rightful place among maritime training institutions in the world.

"Since simulators are not acquired off the shelf, NIMASA and MAN, Oron, management have commenced the process of building one to specification for the simulation centre here. Our goal is to ensure MAN, Oron, attracts not only Nigerians, but also international students so we can completely domesticate maritime trainings here in Nigeria," the Director General said.

A total of 613 graduates, comprising 325 Marine Engineers, 142 Nautical Scientists, and 146 Maritime Transport Engineers, were awarded Diploma Certificates at the ceremony.

MAN is Nigeria's premier maritime institution



Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin, receiving compliments from one of the graduating students of Maritime Academy of Nigeria, Oron, during the 2018 passing out parade and graduating ceremony of the institution.



R-L: Representative of the Honourable Minister of Transportation, the Director, Maritime Services, Umar Galadanchi; Fashakin; Rector, Maritime Academy of Nigeria, Commodore Duja Effedua, and a maritime stakeholder

charged with the responsibility of training all levels of manpower to man merchant navy ships, ports, maritime engineering workshops, pilotage, shipyards and other marine-related industries.

The Academy is listed in the International Maritime Organisation's White list of Institutions that have fully complied with the STCW 1978 Convention, as amended in 2010. NIMASA is by law responsible for funding the

institution with 5% of its revenue. However, following the need to upgrade the institution and in line with the NIMASA management's policy of ensuring that the maritime sector does not suffer dearth of trained and certified seafarers, the Agency has expressed a willingness to go beyond its statutory funding of the institution, in order to ensure certificates issued by the MAN Oron are of international repute.

Wages: Nigeria Dockworkers Get New Lease of Life



A substantially improved welfare package awaits dockworkers in the country with the signing of a new Collective Bargaining Agreement by stakeholders, reports **Vincent Obia** and **Kumuyi Oluwafemi**

In a bid to ensure a better living standard for dockworkers in the Nigeria maritime industry, the Nigerian Maritime Administration and Safety Agency (NIMASA) recently signed a Collective Bargaining Agreement (CBA) with associations in the sector under the aegis of the National Joint Industrial Council (NJIC). Apart from NIMASA, the Seaports Terminal Operators Association of Nigeria (STOAN) and the Maritime Workers Union of Nigeria (MWUN) are signatories to the CBA.

The signing of the CBA did not come easy. It was the culmination of long drawn battles and negotiations among contending parties at various levels over the years.

The management of NIMASA under the leadership of Dr. Dakuku Peterside provided momentum towards the successful conclusion of the agreement. Among other things, the CBA was intended to improve the welfare of dockworkers in line with global best practices. Similar agreements in other maritime nations have ensured harmony and a smooth working relationship among the key players in the port system, which is a chain involving several players from the port of origin to the port of destination, and vice versa.

As a country with a quest to become a maritime

hub in the West Africa Sub-Region, and the African continent, generally, Nigeria cannot afford to lag behind in the comity of maritime nations. Besides, the maritime industry is not a local business. It is a global trade involving many actors across several layers and continents with the specialised United Nations (UN) agency, the International Maritime Organisation (IMO), with headquarters in London, as its watchdog.

The CBA involved increases in the dockworkers' wages, allowances, and certain emoluments and benefits. These include the payment of redundancy and retirement benefits by terminal operators to aged dockworkers; payment of specified allowances to a deceased dockworker's next of kin; and pension contribution scheme for dockworkers.

Speaking during the signing ceremony of the CBA held in Lagos, Chairman of NJIC, Mr. Gambo Ahmed, who is also NIMASA's Executive Director, Maritime Labour and Cabotage Services, noted that dock labour was an integral part of the maritime industry. Ahmed said there was need to place priority on the welfare of dockworkers.

The executive director who also represented NIMASA's Director General, Dr. Dakuku Peterside, at the occasion urged operators to bear in mind that the welfare of the dockworkers will impact a lot on port operations and the entire economy.



Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Gambo Ahmed (middle) and other stakeholders at the signing of the Collective Bargaining Agreement (CBA)

"When the welfare of the dockworkers is put into proper perspective, we will have a healthy maritime sector, thereby leading to the actualisation of a robust economy," Ahmed stated.

At the event, Chairman of STOAN, Mrs. Victoria Hastrup, stated that without the dockworkers there would be no ports, because the workers play a major role in the economy of the ports. Hastrup commended NIMASA for coordinating the NJIC, saying the initiative has brought understanding among stakeholders in the ports and also given room for the peace and orderliness in the maritime sector.

"We must all work together to ensure that the interest of the common dockworker is protected," she added.

On his part, President General of MWUN, Comrade Adewale Adeyanju, applauded the CBA initiative and pleaded that all parties involved should endeavour to fulfil their obligations as contained in the agreement. Adeyanju observed that the maritime industry was witnessing an unprecedented season of peace and a new dawn under NIMASA's supervision. He promised that the leadership of MWUN will continue to ensure the sustenance of the peace and harmony in the maritime sector in the interest of the industry and the Nigerian economy as a whole.

Chairman, Ports Consultative Council, Otunba Kunle Folarin, and President of the National Association of Stevedoring Companies, Mr. Bolaji Sunmola, also commended the efforts to maintain peace at the ports. They called for continuous engagement, stressing that it remains the key to the achievement of a robust maritime sector.

NIMASA's Director, Maritime Labour Services, Mr. Ibrahim Jibril, in his vote of thanks noted that NIMASA believed

that all parties would ensure full implementation of the agreement. Jibril said such commitment will help the Ease of Doing Business initiative of the Federal Government as well as improve turnaround time in all activities at the ports.

NJIC is the body responsible for negotiating and reviewing minimum standards for dock labour. It was constituted in 2008 following the recognition of the need to establish minimum standards for dock labour. This was on the completion of the Federal Government port reforms programme, which divested the management of the Nigerian Ports Authority (NPA) from the day-to-day running of the country's seaports in 2006. The reform, which was midwived by the Bureau of Public Enterprises (BPE), statutorily put cargo handling in the country's seaports situated in Lagos, Port Harcourt, Warri, Onne, Koko, and Calabar in the hands of concessionaires.

NIMASA, Nigeria's maritime regulatory authority, is empowered under section 27(1) (b) of the NIMASA Act 2007 to facilitate NJIC meetings and circulate signed agreements to all concerned parties. Moreover, the agency, which is also the Designated Authority (DA) for the implementation of the provisions of the International Ship and Port Security (ISPS) Code in Nigeria has the responsibility to ensure strict compliance with the provisions of the CBA.

Stakeholders are agreed that strict compliance with the provisions of the CBA would help the course of peace and increased productivity in the maritime industry. On the other hand, non-adherence will make a mockery of its essence, as the key actors continue to act in ways that hinder progress in the sector.

Generally, however, expectations are high that the CBA would give Nigerian dockworkers a new lease of life.

House Committee on Maritime Visits NIMASA



Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Umar Bago (6th right), Executive Director, Finance and Administration, NIMASA, Mr. Bashir Jamoh (middle), and members of the committee and NIMASA Management.



Bago and Jamoh



Director, Maritime Labour Services, NIMASA, Mr. Ibrahim Jibril, and Director, Reforms Coordination and Strategic Management, Mr. Sani Mohammed



Hon. Ossa Ossa (left) and Hon. Solomon Adaelu



L-R: Head, Shipping Development, NIMASA, Mr. Anthony Ogadi; Head, Planning, Research and Data Management Services, Mrs. Ronke Thomas; and Head, Cabotage, Mr. Victor Egejuru



Maritime Guard Commander, NIMASA, Navy Captain Badamasi Idris Yahuza (left), and Deputy Director, Administration and Human Resources, Kabir Munir



Director, Special Duties, NIMASA, Hajia Lami Tumaka (left), and Director, Administration and Human Resources, Hajia Jummai Musa



Assistant Director, Finance, NIMASA, Dr. (Mrs.) Ani Odunayo (right), and a staff of the Agency



Head, Financial Services, NIMASA, Mrs. Olamide Odusanya (left), and Head, Protocol, Kehinde Bolaji



Head, Marine Environment Management, Dr. (Mrs.) Felicia Mogo (left), and Head, Legal Services, Hajia Aisha Jidda



Some committee members



NIMASA staff

African Women in Maritime



Minister of Transportation, Rt. Hon. Rotimi Amaechi (middle), flanked by women in the maritime sector



Stakeholders at the event

Fire Drill Conference



Head, Health, Safety and Environment (HSE), NIMASA, Engr. Fred Ugo, addressing participants at the event



Participants



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 (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



Cabotage: No More Waivers, Dakuku Tells Oil Companies

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he Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, said the Agency will no longer encourage the application of any form of waivers under the Cabotage Act. Speaking during a meeting with the Oil Producers Trade

Sector (OPTS) in Lagos, Dakuku said NIMASA was on the verge of ending such waivers. He urged industry players to draw up a five-year strategic plan for the cessation of application for Cabotage waiver and also pursue the utilisation of Nigerian-owned vessels for marine contracts.

According to him, "Our laws forbid foreign vessels operating in our territorial waters save for compliance with the Cabotage Act. We also want to increase the number of Nigerians who participate in the marine aspect of your business and we are working closely with the Nigerian Content Development and Monitoring Board (NCDMB) to have a joint categorisation of vessels operating under the Cabotage Act in order to ensure the full implementation of the Act."

Dakuku urged the international oil companies (IOCs) to support NIMASA's bid to ensure full implementation of the Act, adding that it would be of more benefit to the investors in the sector as it will be cost effective for them to engage Nigerians.

Commenting on the previous resolutions with the OPTS, Dakuku stated that there was need for the trade section of the oil producers to fulfill their own part of the agreement. He said NIMASA will not compromise the growth of the maritime sector, especially when it comes to the issue of

enforcing statutory regulations enshrined in the Agency's empowering instruments.

Dakuku further stated that in NIMASA's bid to grow the industry, it would not hesitate to wield its powers where necessary, adding that the agency's mandate is strictly regulatory. But he also noted that NIMASA preferred the method of engaging key players in the industry for symbiotic benefits.

"We don't want to change our rules of engagement to a confrontational one because the mandate we have is that of the Nigerian people, to grow shipping for our economic benefits. In this wise, we urge you to cooperate and collaborate with us where necessary so that we can have an all-inclusive maritime sector," the Director-General stated.

Dakuku said the Agency was taking necessary steps to ensure that there were no gaps in the sector, especially as it concerns needed human capacity. He said the Nigerian Seafarers Development Programme (NSDP), which is an interventionist programme of the Agency, was making serious headway in creating sea time for the over 2, 000 graduates of the programme.

In his own remarks, the Executive Director of OPTS, which comprises major oil companies, Bunmi Toyobo, said the trade section was ready to comply with all directives of NIMASA. He said the information required by the Agency to build and harmonise its data for better regulation of the sector will be provided by OPTS.

The meeting, which was well attended by OPTS, had in attendance managing directors and representatives of major oil firms, including Total, Exxon Mobil, Shell, and Agip.



Director-General of NIMASA, Dr. Dakuku Peterside, flanked by maritime stakeholders at the maritime week in Dubai, United Arab Emirates.

Environmental Pollution: NIMASA to Enforce 0.5% Sulphur Limit on Bunker Fuel

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, stated that the Agency will enforce strict compliance with the regulation of the International Maritime Organisation (IMO), which sets a global sulphur cap of 0.5% m/m (mass/mass) for fuel oil used in ships by 2020. Dakuku disclosed this during an interactive session with journalists at the Dubai Maritime Summit 2018, which was part of the events at the five-day UAE Maritime Week 2018 that ended on November 1. He said part of the resolutions adopted at the 73rd meeting of the Marine Environment Protection Committee (MEPC) of IMO was to reduce the sulphur content permitted in ships' fuel oil globally to 0.5% with effect from January 1, 2020.

According to him, "The 2020 fuel challenge is geared towards energy efficiency, environmental pollution control, health, as well as core regulatory enforcement issues. As a maritime nation, we cannot afford not to comply with the IMO standard, which will also do a lot in mitigating global warming and other related environmental issues."

Dakuku said the IMO ban, which relates to fuel intended for combustion, propulsion and operation purposes on board ships, will enter into force on March 1, 2020, adding that all member states are expected to comply with the stated standards by that date. He said it was in the best

interest of Africa to ensure compliance considering the fact that majority of the countries on the continent do not have the technology to mitigate harmful effects of high sulphur fuel on the environment, ocean life, and human life.

The director general stated some of the steps the agency planned to take to manage the transition and ensure compliance. He noted that NIMASA will embark on massive enlightenment, stakeholders' engagement and liaison as well as collaboration with fuel refiners and suppliers. He also said the agency would have a schedule for pre-enforcement information before the commencement of the proper enforcement.

Dakuku said ship owners, classification societies, non-governmental organisations (NGOs), operators of fuel storage facilities, and other stakeholders all have a part to play in determining the modalities for compliance.

IMO has been working to reduce the harmful effects of shipping on the environment since 1960. The Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL) was adopted in 1997 to address air pollution from shipping. The regulation 14.1.3 of Annex VI of the Convention seeks to control airborne emissions of compounds such as sulphur oxides, nitrogen oxides, and other ozone depleting substances arising from shipping activities in order to mitigate their effects on health and the environment.

Akubo: INTERPOL Cooperating with NIMASA in Maritime Surveillance Operations

Akubo Jerry is an International Police Organisation (INTERPOL) drone expert and contact point for Nigeria. He discusses collaborations between Nigeria and the global law enforcement body in the fight against sea crimes and efforts to enhance sea quality, in this interview with **Chinweizu Chidi Amuta**. Excerpts:



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he Nigerian leg of Operation 30 Days at Sea ended recently. What are the overall objectives of the mission and to what extent have they been achieved?

The overall aim of Operation 30 Days at Sea is to enhance the global law enforcement response to marine pollution violations in breach of the International Convention for the Prevention of Pollution from Ships (MARPOL) and national legislations, with the ultimate objective of enhancing sea quality.

Its specific objectives are to:

- (a) Support investigations to identify, arrest and prosecute criminals and/or criminal organisations responsible for illegal discharges from vessels, including through intelligence gathering and sharing and international cooperation, where appropriate;

- (b) Increase the enforcement of relevant international instruments, in particular, the MARPOL Convention, as well as relevant national legislations.
- (c) Collect and analyse data to profile risk indicators, modus operandi, and hotspots, with a view to increasing early detection of marine pollution violations;
- (d) Strengthen law enforcement capacity, interagency coordination, and international cooperation to combat marine pollution violations, in particular, among coastal countries; and
- (e) Generate a global picture of this phenomenon based on countries' reporting in order to develop long-term law enforcement strategies to tackle it, including capacity development for law enforcers.

Are there plans for future collaborations or operations between INTERPOL and other federal maritime agencies?

Future collaborations/operations aim at ensuring appropriate follow-up with the law enforcement operation



through data analysis and investigations. INTERPOL will deliver an analytical report on operational results by the end of 2018 with a view to fostering a better understanding of marine pollution violation trends and modus operandi. INTERPOL will also support information exchange among relevant countries for the purpose of national and transnational investigation when needed.

In this regard, INTERPOL will organise a post-Operation Analytical and Investigative Case Meeting involving countries participating in the operation. Countries are expected to undertake investigations on the cases detected during the operation and to seek INTERPOL's assistance where international cooperation is needed.

From your experience, how effective are new technologies, such as Unmanned Aerial Vehicles (UAVs), in the monitoring and prevention of crimes?

The effectiveness of these new technologies cannot be over-emphasised, especially in the maritime domain. For example, maritime surveillance Unmanned Aerial Systems (UAS) enable time-critical surveillance missions to be launched in minutes. Whether you are protecting your coastlines, crew or cargo, UAS provides enhanced intelligence for maritime surveillance. It can provide 20 Miles Search Swath, is ten times cheaper than manned surveillance, and eighty times faster to deploy than manned aircraft. It is also effective in supporting coastguard operations.

INTERPOL is geared towards revolutionising maritime surveillance by supporting NIMASA's day-to-day operations using remotely piloted aircraft systems (RPAS), or Unmanned Aerial Systems, to enable remote surveillance without having to sacrifice safety or security. Whether you are looking to detect illegal fishing, illegal vessels, or improve border control procedures, surveillance drones

are an affordable and effective alternative to missions conducted by vessel or manned aircraft.

Real-time response maritime surveillance procedures exist to improve safety and security. The ability to rapidly





deploy resources is a key element when attempting to protect lives, businesses, and the environment.

Marine surveillance drones can be deployed in seconds and can cover a target area in less time than it would take for a pilot of a manned aircraft or patrol vessel to complete pre-movement checks.

UAS systems use remote sensors, which capture and transmit real-time data, including thermal and high definition imaging, to allow you to make decisions faster when time is of the essence.

How did you come to be a drone expert working with INTERPOL?

My journey into the drone world started even long before I was nominated as the INTERPOL drone expert/contact point for Nigeria. However, it was fully ignited when INTERPOL organised the 1st Drone Forensic Working Group, where I represented Nigeria. It was held between 2nd and 3rd October 2017 in Lyon, France.

INTERPOL developed a drone paradigm to analyse the use of drone as a threat, a tool, and a source of evidence for law enforcement. Furthermore, the ice breaker of it all was at the recently conducted Member Country INTERPOL Drone Expert Forum held at the INTERPOL Global Centre for Innovation (IGCI), Singapore, where I was nominated by the National Central Bureau under full sponsorship of the US Federal Bureau of Investigation (FBI) to represent Nigeria. The selection exercise was conducted at the INTERPOL Innovation Centre, Singapore, and Counter Terrorism Unit.

The operational exercise spanned three days of active testing and demonstration, which brought together nearly 190 experts from law enforcement, academia, and private industry to demonstrate their individual prowess and ethics of handling drone. Here, I was selected as the INTERPOL drone expert/contact point for Nigeria.

Tell us about your career and experience so far.

My life has been hinged on the four walls of intelligence and law enforcement since the inception of my career till date. I started working with the Nigerian Police Force in 2003 as a network technician attached to the office of the Inspector-General of Police, Nigerian Police Headquarters, Abuja. In 2007, I applied for the position of National Technical Officer for INTERPOL and in 2009 I was fully appointed by INTERPOL General Secretariat, Lyon, as the INTERPOL National Technical Officer in charge National Central Bureau for Nigeria.

During the following five years, I enrolled at the Centre for the Study of Drones, Bard College, Espionage Research Institute International (ERII), Virginia Beach, United States, and the IP Crime Investigators College, where I built a strong practical expertise on Technical Surveillance Countermeasure, Counterespionage and Counterintelligence, UAV Integration and Intellectual Property Crime Investigation through continuous education, innovation and professional relationship.

I am also a representative of the following futurist oriented organisations: INTERPOL Drone Expert Contact Point, Technology Against Crime, Espionage Research Institute International, High Technology Crime Investigation Association, among others. I also participated in the Virtual Forum on Drone counter measures and Satellite Integration for maritime sector at the Korean Institute of Criminology, Korea.

I intend to spend the next 10 years of my professional career researching the modus operandi of conducting remote sensing, that is the science of obtaining information about objects or areas from a distance using integrated precision deployment, i.e. UAVs, Satellite, and GIS.

ISPS CODE IMPLEMENTATION



A delegation of the International Maritime Security Operations Team (IMSOT) from the United Kingdom led by Leigh Smith (middle) paid a visit to the Director-General of NIMASA, Dr. Dakuku Peterside, at the Agency's headquarters in Lagos on December 4.



US COAST GUARD TEAM LED BY LT COMMANDER JANNA OTT VISIT NIMASA



A team from the United States Coast Guard, led by Lt. Commander Janna Ott, visited the headquarters of NIMASA on December 13. The delegation was in Nigeria for an inspection tour of ports and facilities.



PHOTO SPLASH WORLD MARITIME DAY 2018







PHOTO: Compassion International

Make hand washing a habit!!!

October 15: Global Hand Washing Day

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ctober 15 is Global Hand Washing Day (GHD), a day set aside by the United Nations in 2008 in Stockholm to initiate Public Private Partnership for Hand Washing (PPPHW). The theme for 2018 is "Clean hands – a recipe for health."

Hand washing with soap and water is the most effective and inexpensive way to prevent infectious diseases, such as diarrhea and acute respiratory infections, which often take the lives of children in developing countries and other regions of the world. Even in healthcare, hand washing is the most effective prevention for acquired infections, which are very prevalent within the healthcare space.

Hand hygiene, as it is also called, was discovered

in the 19th Century by an obstetrician called Ignaz Semmelweis while working at the University of Vienna. He discovered that there was a high difference regarding Puerperal fever in women in two different wards. A Puerperal infection, otherwise known as puerperal sepsis, is a condition that occurs when a new mom experiences an infection related to giving birth.

The ward with the highest prevalence of Puerperal fever was the one where medical students and physicians delivered the women of their babies, while in the other wards, the women were delivered by midwives.

Semmelweis also saw that medical students and physicians went directly from performing autopsies to delivering women. He decided to add washing hands with chlorinated lime solution for the medical students and physicians before going into delivery wards. He saw that the incidence of Puerperal fever

IMPORTANCE



- Washing hands prevents illnesses and spread of infections to others
- Handwashing with soap removes germs from hands. This helps prevent infections because:
- People frequently touch their eyes, nose, and mouth without even realizing it. Germs can get into the body through the eyes, nose and mouth and make us sick.
- Germs from unwashed hands can get into foods and drinks while people prepare or consume them. Germs can multiply in some types of foods or drinks, under certain conditions, and make people sick.
- Germs from unwashed hands can be transferred to other objects, like handrails, table tops, or toys, and then transferred to another person's hands.
- Removing germs through handwashing therefore helps prevent diarrhea and respiratory infections and may even help prevent skin and eye infections.
- Reduces the number of people who get sick with diarrhea by 23-40% 2, 3, 6

decreased significantly from 16% to 3% in the most affected ward. In the wards where the midwives delivered the women, it stayed the same 7%. And this became the turning point in the healthcare sector where hand washing became credited as a very key component of infection control.

Now you know why we take it so seriously.

As we mark the Global Hand Washing Day today, please, remember to tell someone that hand washing save lives. Educate someone to wash hands after using the toilets, wash hands before and after food, wash hands before and after touching a sick person, wash hands before and after touching a broken skin. We cannot afford to add to the statistics, let's just wash hands because it really costs us nothing.

• *Iden, an occupational health and safety expert, can be reached at ehi@ohsm.com.ng Accessed at: www.ohsmcomng.blogspot.com*



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 (NEW CABOTAGE COMPLIANCE STRATEGY- NCCS)

TO ALL: Ship Owners, Ship Operators, Masters of Ships, Ship Agents.

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

Further to the Agency's Marine Notice issued in July 2017 on the temporary suspension of the grant of waiver on manning.

NOTICE is hereby given as follows:

- That the grant of waiver on manning requirements for vessels engaged in coastal trade with regard to 2nd Officer/2nd Engineer/2nd Mate/down to the position of Able Seamen/ Ratings/Stewards remain **SUSPENDED**.
- That **all applications** for grant of waiver to a duly registered vessel on manning requirements pursuant to the provision of the Cabotage Act 2003 in the absence of qualified Nigerian officer(s) or crew **remain suspended** except for the position of Ship Captain/Chief Engineer/Chief Officer/First Mate, which shall only be considered on merit;
- That all applications for grant of waivers on manning for the position of Ship Captains/Chief Engineers/Chief Officer/ First Mates shall be made to the Honourable Minister Of Transportation or the Director General, NIMASA and **must be accompanied by a training programme/transition plan for replacement of the position with a qualified Nigerian within 6 – 12 months of the engagement of the foreigner.**

TAKE NOTE: that the Agency has mandated **ALL Cabotage Enforcement 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: +2347055792959

Director,

Maritime Labour Services
Department Nigerian Maritime Administration and Safety Agency (NIMASA) 4, Burma Road, Apapa, Lagos.

Email: ibrahim.jibril@nimasa.gov.ng
Phone: +2347055792913

SIGNED: MANAGEMENT

NIMASA Employee of the Month



KABIRU M. SHAGARI
OCTOBER 2018



ROSEMARY BOB-MANUEL
OCTOBER 2018



OWOYELE S. AYO
NOVEMBER 2018



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MARINE NOTICE

**To ALL: Fishing Vessels and Fishing Canoe
Operators, Ship Owners, Ship Masters/Captains/
Agents, Maritime Stakeholders and the Public**

RESTRICTION ZONE OF 50 METRES BETWEEN SHIPS AT BERTH, SHIP TRAVERSING THE PERIMETER OF THE PORT AND FISHING CANOES/ POWER DRIVEN SMALL CRAFTS

Pursuant to the Agency's statutory mandate to provide Directions & Ensure Compliance with Vessel Security Measures and Maritime Security.

NOTICE is hereby given as follows:

1. That from **January 1st, 2019**, there shall be a restriction zone of 50 meters between All Vessels at berth or traversing the perimeters of the port or quays and power driven small crafts such as Dugout Canoes and similar boats engaged in fishing activities.
2. That the restriction is aimed at preventing attacks on ships and stowaways activities and enhance the safety and security of ships within the Nigerian territorial waters.
3. That failure to adhere strictly to this directive may lead to fines, detention of the vessel, revocation of certificates, permit or license or/and will attract appropriate sanctions prescribed under the NIMASA Act and its Regulations.
4. Please be guided accordingly.

For further information, please contact

**The Director,
Maritime Safety and Seafarers Standards
Department,
2nd Floor, Administrative Block,
Nigerian Maritime Resource Development Centre
(NMRDC) Kirikiri, Lagos.**

Email: msssd@nimasa.gov.ng, msssdnma@yahoo.com

Telephone: +234 – 7034172913, +234 – 9096417095,
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SIGNED: MANAGEMENT



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REGULATING THE MARITIME INDUSTRY FOR A BETTER NIGERIA.

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

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

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NIMASA CELEBRATES

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