

THE

VOYAGE



VOL.7 NO.3. 2019

CONSTRUCTING A MULTIDIMENSIONAL SOLUTION TO MARITIME INSECURITY



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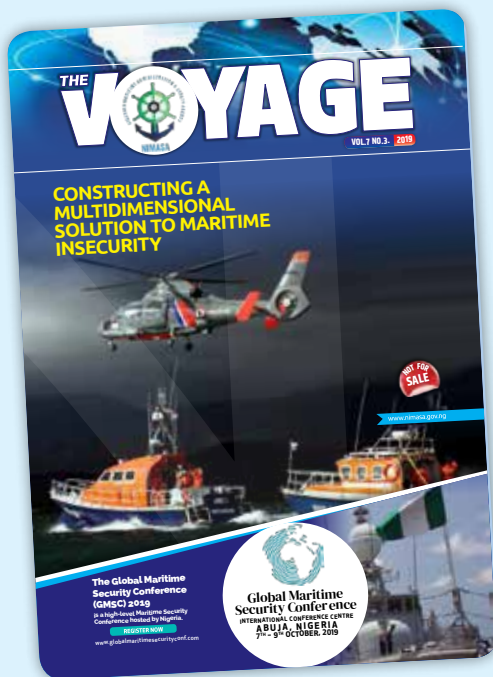
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Dr. Dakuku Peterside,
DG/CEO NIMASA

We Shall Get There!

S

ea piracy has been with man since ancient times, as shown from the first recorded incident in 14 BC in the Aegean and Mediterranean waters. The great Roman emperor, Julius Caesar, had an encounter with Cilician pirates in 75BC as he voyaged across the Aegean. He was captured and later released after paying a princely ransom. On being freed, the Roman general raised a fleet that attacked and executed the criminals.

Modern times have not been spared the perils of pirates. We have witnessed the deadly activities of these antisocial elements in hot spots like the Gulf of Aden, Gulf of Guinea, the Strait of Malacca, and the Indian Ocean. The toll has been in incalculable human losses and destruction of private and state property running into trillions of dollars. There is also the attendant economic recession that sets in when goods and services of

ocean-driven enterprise are not delivered because of incidents of piracy and armed robbery at sea.

No one nation can singlehandedly deal with these challenges, as they occur in international waters shared by all.

At the Nigerian Maritime Administration and Safety Agency (NIMASA), our goal is to collaborate with other related bodies to ensure that our oceans and seas are safe for economic undertakings, scientific research ventures, and social or tourist enterprises. Our objective is tied to the overall quest for the countries of Africa to take advantage of maritime resources to grow their individual economies.

These were the specific issues discussed at the commemoration of the African Day of Seas and Oceans this year in Lagos.

As the current Chairman of the Association of African Maritime Administrations (AAMA), I spoke enthusiastically of the work of the body. In answer to a journalist's poser, I declared: "Our passion for Africa's partnership inspires our leadership role in the Association of African Maritime Administrations (AAMA) to continue to innovate with ideas to pull African Maritime Administrations (MARAD) together for sustainable realisation of the objectives of the African Integrated Maritime Strategy (AIMS) 2050 towards a peaceful, prosperous and integrated Africa where there will be equal opportunity to participate towards economic growth."

We shall get there by the Grace of God.

Dakuku Peterside

WORDS ON MARBLE

Maritime security is the essential foundation for ocean activity and the financing of the Blue Economy. Nigeria and the Gulf of Guinea Countries are committed to tackling insecurity in the Gulf of Guinea.

— DR. DAKUKU PETERSIDE



Isichei Osamgbi

The Age of Blue Economy

D

ifferent dispensations of the past ages in the history of man have witnessed equally different stages of development. The Industrial Age began in Britain in 1760 and spread to other parts of the world. It was later called the Industrial Revolution. Later, we had the Agrarian (Agricultural) Revolution in the 18th and early 19th centuries in Europe. It was a period of technological improvement and increased crop yield for the growing food demands of modern man.

Now, with the full understanding of the role the seas and oceans play in sustaining humanity and its environment, we are steadily entering the Age of the Blue Economy. This is even more so in Africa, where 90% of the continent's imports and exports are conducted on the seas and oceans.

So it was no coincidence that the theme of the 2019 African Day of Seas and Oceans in Lagos was "Harnessing Nigeria's Maritime Biodiversity

for Accelerated Economic Growth."

This edition not only presents a faithful reportage of the event, but also tells you of the security concerns accompanying the Blue Economy, dating back to ancient times. In other words, there are challenges on the high seas as there are in the air and on land!

We are also bringing you features that highlight what NIMASA is doing to join other African organisations in the war against sea piracy, the criminal activity responsible for loss of jobs and economic retardation in Africa.

Equally on offer in this edition is a priceless article on how to maintain a stable health regime that keeps you from the doctor's jabs as well as in-house news about NIMASA that has earned the agency accolades.

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.



Constructing a Multidimensional Solution to Maritime Insecurity

Nigeria is creating a comprehensive maritime security system to guarantee safety in its territorial waters and the Gulf of Guinea, **Oluwafemi Kumuyi** writes



Executive Director, Maritime Labour and Cabotage Services; Mr. Gambo Ahmed (third left) presenting a certificate to a graduand at the graduation ceremony for surveillance officers in basic training course for the implementation of the Integrated Security and Waterways Protection Infrastructure at Elele, Rivers State.

T

he Gulf of Guinea (GoG) is a treasure trove of unique maritime resources. It occupies a strategic place in international seaborne trade, which makes it an area of global attention. But this attention has not reflected in security investments in the GoG. Being an area with considerable influence on the security of Nigeria's coastal waters, the country is leading efforts to ensure secure trade, shipping, and navigation both in waters within its boundaries and the GoG.

Nigeria believes the world must take more interest in happenings within the GoG maritime domain.

The area is home to two Regional Economic Blocks: Economic Community of Central African States (ECCAS) and Economic Community of West African

States (ECOWAS) comprising of 26 countries. The GoG holds a significant percentage of the world's total oil and gas reserves as well as rich deposits of natural resources, such as diamonds, bitumen, copper, uranium, granite, quartz, lead, fluorite, and marble.

It is seen as a resource provider and critical contributor to national growth and prosperity of the nation's lining its coasts and even those inward and with no shared boundaries due to the access it grants to them.

More importantly, the region's waterways serve as key navigational routes for international commerce, connecting the Far East to countries in the North and South of the Atlantic. It is the hub of extensive trans-Atlantic trade linking Africa with Europe and



L-R: Head, Planning Research and Data Management Services, NIMASA, Mrs Ronke Thomas; Head, Shipping Development, Mr Anthony Ogadi; Executive Director, Maritime Labour and Cabotage Services; Mr Gambo Ahmed; Managing Director, Homdand Security International, Mr. Haim Ben Noor; Director, Internal Audit, NIMASA, Mr. Victor Onuzuruike; and Head, Marine Environment Management, NIMASA, Dr. (Mrs.) Felicia Mogo, at the opening ceremony of the C4i Integrated Surveillance Systems Operations Centre in Lagos by NIMASA

the Americas.

The GoG includes several West African countries that border the Atlantic Ocean and these are Benin, Ghana, Togo, Cameroon, Gabon, Equatorial Guinea, and Nigeria.

The area has suffered many attacks over the years, ranging from piracy to sea robbery, thereby casting it in bad light before the international community.

Although the region is faced with security challenges, the reports by the International Maritime Bureau (IMB) are sometimes exaggerated, as piracy is hardly differentiated from sea robbery. Piracy refers to attacks in international waters, while sea robbery happens in territorial waters and, thus, under the littoral state's jurisdiction.

African leaders have met at various times to brainstorm and find a lasting solution to the security challenges in the GoG, with Nigeria taking the lead, to ensure a robust African maritime sector that will attract more participation from the international community.

On October 15, 2016, at the 22nd Ordinary Session of Heads of State and Government, the 2050 African Integrated Maritime Strategy (AIMS) and its Plan of Action, including a roadmap for the incremental implementation of the strategy in line with international maritime law, were adopted. This was in addition to the Yaoundé Code of Conduct,

the Djibouti Code of Conduct, and the Lome Charter, among other strategies. The strategies are geared towards actualising a safe and secure maritime domain by tackling all forms of maritime crimes in the West and Central Africa Sub-region, including the Gulf of Guinea.

The strategies include a framework for action on, among others, fisheries and aquaculture; environmental and biodiversity monitoring; marine tourism; Disaster Risk Management (DRM); handling and shipment of hazardous materials and dangerous goods; maritime governance; flag state and port state control; and illegal activities, including money laundering, piracy, maritime terrorism and human trafficking and smuggling by sea.

The attempts to address the maritime security issues and deliver a secure marine environment fits perfectly into the burgeoning Blue Economy concept across the globe. The concept focuses on creating the opportunities for a more sustainable ocean economy where there is better alignment between economic growth and the health of the ocean with the involvement of the government. The blue economy idea is about ensuring increasing long-term benefits of the sustainable use of marine resources for small Islands, developing states, and coastal least developed countries.

“The attempts to address the maritime security issues and deliver a secure marine environment fits perfectly into the burgeoning Blue Economy concept across the globe.”

It is promoted as a model to improve the environmental performance of existing traditional offshore activities, such as oil and gas development, ports, shipping, fisheries, marine tourism, and other marine industries, as well as a tool through which emerging industries of aquaculture, carbon sequestration (or blue carbon), and renewable energy production, such as wind, wave and tidal energy, can be encouraged.

In the last few years, Nigeria through the Nigerian Maritime Administration and Safety Agency (NIMASA), has fully keyed into the blue economy concept being adopted in various continents in the world to boost national economies.

In Africa, the need for sustainable use of the ocean resources generally entered the continental consciousness at the 2018 Sustainable Blue Economy Conference in Nairobi. The conference had over 15,000 participants from around the world. They gathered to discuss how to build a blue economy that harnesses the potentials of oceans, seas, lakes and rivers to improve the lives of people, particularly those in developing countries.

The Chairman of Association of African Maritime Administrations (AAMA), Dr. Dakuku Peterside, disclosed at the conference that there was need for collaborative efforts in Africa to make the continent remain relevant in the global maritime space, because Africa is a green area for maritime activities and development.

Dakuku, who is also the Director-General of NIMASA, said the association was particularly set up as the coordinating body for 38 African maritime administrations.

The objectives of AAMA include improving the capacity, capability and performance of African

maritime administrations with emphasis on human resources development, technology and information sharing, safety and security, and enhancement of member states' compliance with international maritime treaties.

Dakuku stated at the conference, “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 potentials of this new sector is coordinated and accelerated.”

He also stated that commitments, such as the African Integrated Maritime Strategy (AIMS 2050), the revised African Maritime Transport Charter (AMTC), the 2016 African Charter on Maritime Security, Safety and Development (Lome Charter), Agenda 2063, and the Sustainable Development Goals (SDGs), were obligations entered into by African leaders, which placed enormous responsibilities on the governments to work towards addressing the issues of the blue economy and integrating the enablers of the concept into their developmental models.

The Chairman of the African Union (AU), President Paul Kagame of Rwanda, said the union was committed to the growth of the blue economy in the continent. He said member-states had shown commitment to sustainable use of the ocean and AU would continue to formulate policies that would engender the development of Africa's ocean economy.

To achieve a robust maritime sector and actualise the blue economy, the issue of security is very crucial and must be tackled head-on with workable approaches. This will allow for the growth and development of the maritime sector and boost investors' confidence, while giving room for foreign



direct investment.

The Federal Government of Nigeria is determined to stamp out piracy and all forms of illegalities in the nation's territorial waterways. To achieve this, it conceived the Deep Blue Project involving a Total Spectrum Maritime Security, which includes Law Enforcement, Regional Cooperation, Response Capabilities Building, and Enhanced Maritime Domain Awareness for all organs of government responsible for maritime security.

The objectives of the Deep Blue Project are to ensure prevention of illegal activities in the Exclusive Economic Zone (EEZ), enforcement of maritime regulations, enhancement of the safety of lives at sea, and prevention of illegal activities in the Nigeria's inland waterways.

It comprises a Command, Control, Communication, Computers and Intelligence (C4I) Operation Centre manned by over 350 personnel trained in the use of modern physical techniques and technology to combat maritime crimes. It also consists of a maritime intelligence system that will ensure data authenticity and create a reliable global maritime picture, understand "Patterns of life" and reveal risk indicators, give early warning on emerging threats, buying valuable time to prepare and dispatch undercover and military vessels to take action.

To execute the Deep Blue Project, the services of the Homeland Security International (HLSI) from Israel was engaged to help Nigeria in the training of personnel and procurement of hardware for

the safety and security of the country's waterways and the Gulf of Guinea.

Furthermore, as part of its efforts to tackle the security issues, the Nigerian government will from October 7 to 9 host the Global Maritime Security Conference in the country's capital, Abuja. The conference, with the theme, "Maritime Security and Global Trade Facilitation", will bring together stakeholders from across the globe to discuss topical issues including Maritime Security, Legal Framework and Regulatory issues in the Gulf of Guinea; Maritime Governance and the Blue Economy; and Technology Deployment in Maritime Security, among other issues relating to security in the Gulf of Guinea.

Ahead of the meeting, the NIMASA Director-General said the conference would provide a platform for stakeholders of all shades to brainstorm and collectively find solutions to the challenge of maritime insecurity in the Gulf of Guinea. "We shall have a no-holds-barred discussion on security in the Gulf of Guinea at the conference, which promises to be a watershed event in the history of maritime security in Africa and, indeed, the world," Dakuku stated.

The conference will facilitate clearer understanding of the issues, seek tailored short and long term solutions as well as coordinate efforts to strengthen regional and international collaborations to end maritime insecurity in the Gulf of Guinea. It also aims to define the precise nature and scope of



coordinated regional responses to maritime insecurity vis-à-vis intervention supports from external actors/partners; evaluate the relevance and impacts of the various interventions initiated already to tackle maritime insecurity in the Gulf of Guinea with a view to revising and adapting them to address the current challenges; decisively move towards policy harmonisation and effective implementation through regional integration and cooperation as principal method for delivering effective and efficient security in the region; and tackle threats to maritime security; strategise alternative approach to prevent cyber security attack and other forms of emerging maritime security threats.

Evidently, maritime insecurity is a global menace inhibiting economic growth, which must be holistically dealt with, which makes the Global Maritime Security Conference, the first of its kind on the Gulf of Guinea, a strategic step.

CURRENT SITUATION

The economic activities and the associated vessel traffic across the Gulf of Guinea accounts for the prevalence of piracy and sea robbery in the region. The security incidents in the region fluctuate with occasional spikes in the frequency of attacks.

Unemployment, poverty, inadequate legislation, weak law enforcement capacity, and poor policy implementation are some of the factors that escalate incidents of insecurity.

PIRACY INCIDENTS FROM JUNE 2015-MAY 2019 IN NIGERIA

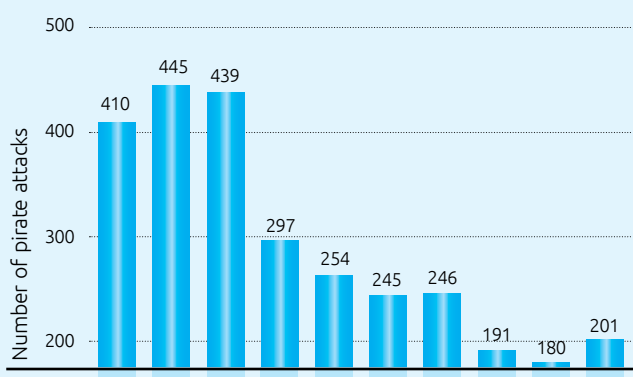
	YEAR	REPORTED	SUCCESSFUL	UNSUCCESSFUL
(a)	(b)	(c)	(d)	(e)
01	2015 (June-Dec)	5	5	-
02	2016	77	40	37
03	2017	40	14	26
04	2018	35	14	21
05	2019 (Jan-May)	16	6	10

SEA ROBBERY INCIDENTS FROM JUNE 2015 – MAY 2019 IN NIGERIA

	YEAR	REPORTED	SUCCESSFUL	UNSUCCESSFUL
(a)	(b)	(c)	(d)	(e)
01	2015 (June-Dec)	-	-	-
02	2016	8	3	5
03	2017	5	-	5
04	2018	20	6	14
05	2019 (Jan-May)	11	3	8



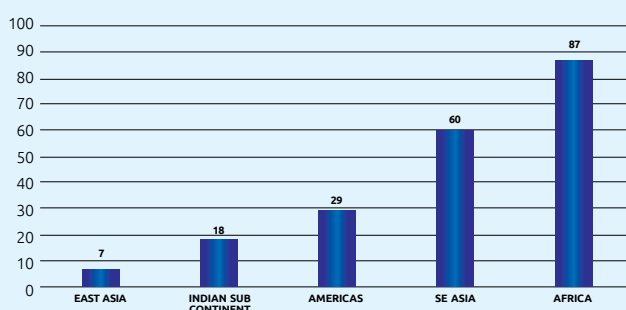
OVERVIEW OF GLOBAL TREND



CURRENT SITUATION

OVERVIEW OF THE GLOBAL TREND

The figure below shows Africa (GoG) ranking highest in incidents of piracy globally in 2018.



From the chart, Africa ranks highest with 87 incidents representing 43.28% of the world total.

Maritime insecurity in the Gulf of Guinea in particular presents a big security concern to both the region's economy and the rest of the world.

Nigeria as a major stakeholder in the region is working in consonance with other affected regional states to address the challenge.

ECONOMIC, SOCIAL AND ENVIRONMENTAL IMPLICATIONS OF INSECURITY IN THE GULF OF GUINEA

Economic Implications

- Loss of revenue to illegal activities
- Threat to commerce
- GoG as a transit hub remains under threat
- Affects the GDP of the region

Social Implications

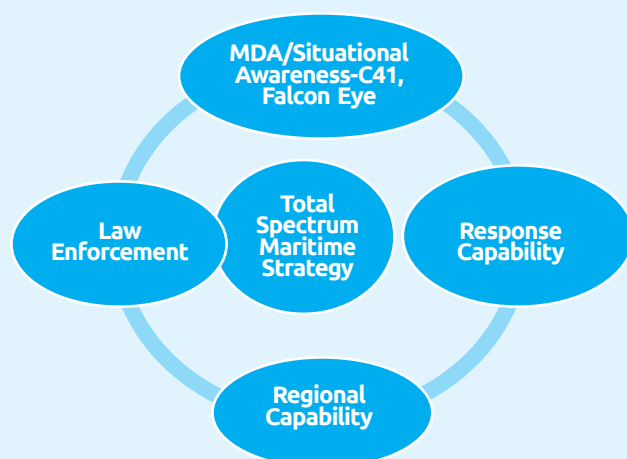
- Arms and drugs smuggling
- Human trafficking
- Unemployment and youth restiveness are closely related to maritime insecurity
- Agitation against sub-regional marginalisation (e.g., Niger Delta) constitutes a security risk

Environmental Implications

- Destruction and pollution of the marine ecosystem leading to loss of livelihood.



NIMASA'S MARITIME SECURITY STRATEGY



Nigeria's Regional Interventions in Addressing Maritime Insecurity in Gulf of Guinea

Insecurity in the Gulf of Guinea is also regional in character. The Gulf of Guinea states are addressing the issue at the national levels. The regional collaboration has led to the following interventions:

STRATEGY LEVEL

- Establishment and implementation of the ECOWAS Integrated Maritime Strategy (EIMS)
- Establishment of Inter-Regional Coordination Centre in Yaoundé, Cameroun, an initiative of ECOWAS/ECCAS/GoG Commission
- Leadership role in the establishment and

implementation of Africa Integrated Maritime Strategy (AIMS)

- Headship of the Association of African Maritime Administrations (AAMA), which is at the forefront of coordination of continental initiatives of African heads of government to tackle maritime insecurity.

THE OPERATIONAL LEVEL

- NIMASA, working with Nigerian Navy in 2012-2013, established OPERATION PROSPERITY.
- NIMASA and Nigerian Navy participated in Exercise Obangama Express and Exercise Junction Rain anchored in conjunction with the US Coastguard and the Nigerian Navy.
- Nigerian Navy participated in the annual French-led Exercise Nemo and Exercise Corymbre anchored in conjunction with the French Navy (Marine Nationale).
- Nigeria is active in Maritime Organisation of West and Central Africa (MOWCA).
- Nigeria is coordinating Heads of Navies in the region.

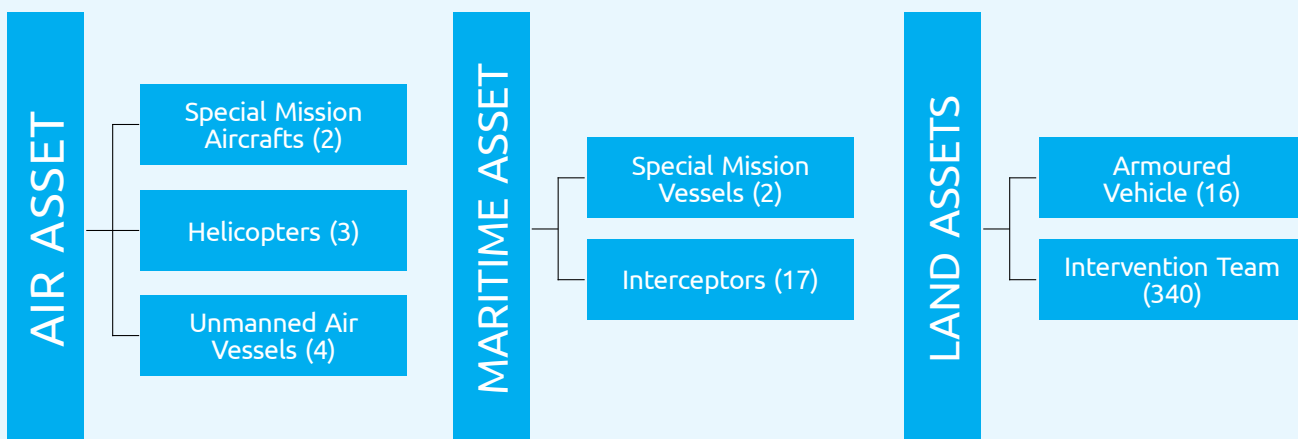
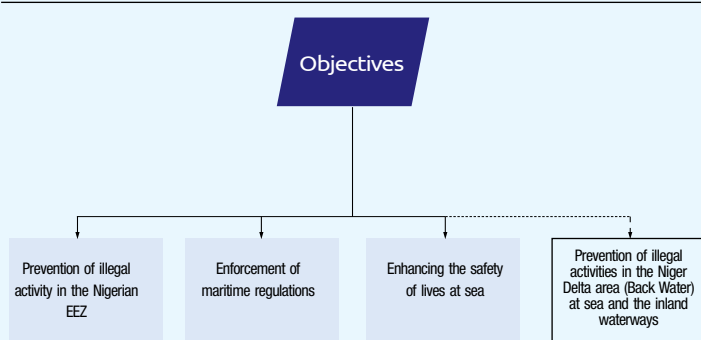
ESTABLISHMENT OF INTEGRATED NATIONAL MARITIME SURVEILLANCE AND SECURITY INFRASTRUCTURE

- The Nigerian government recently established an Integrated National Maritime Surveillance and Security Infrastructure (The Deep Blue Project).
- The project was conceived to meet the following objectives:



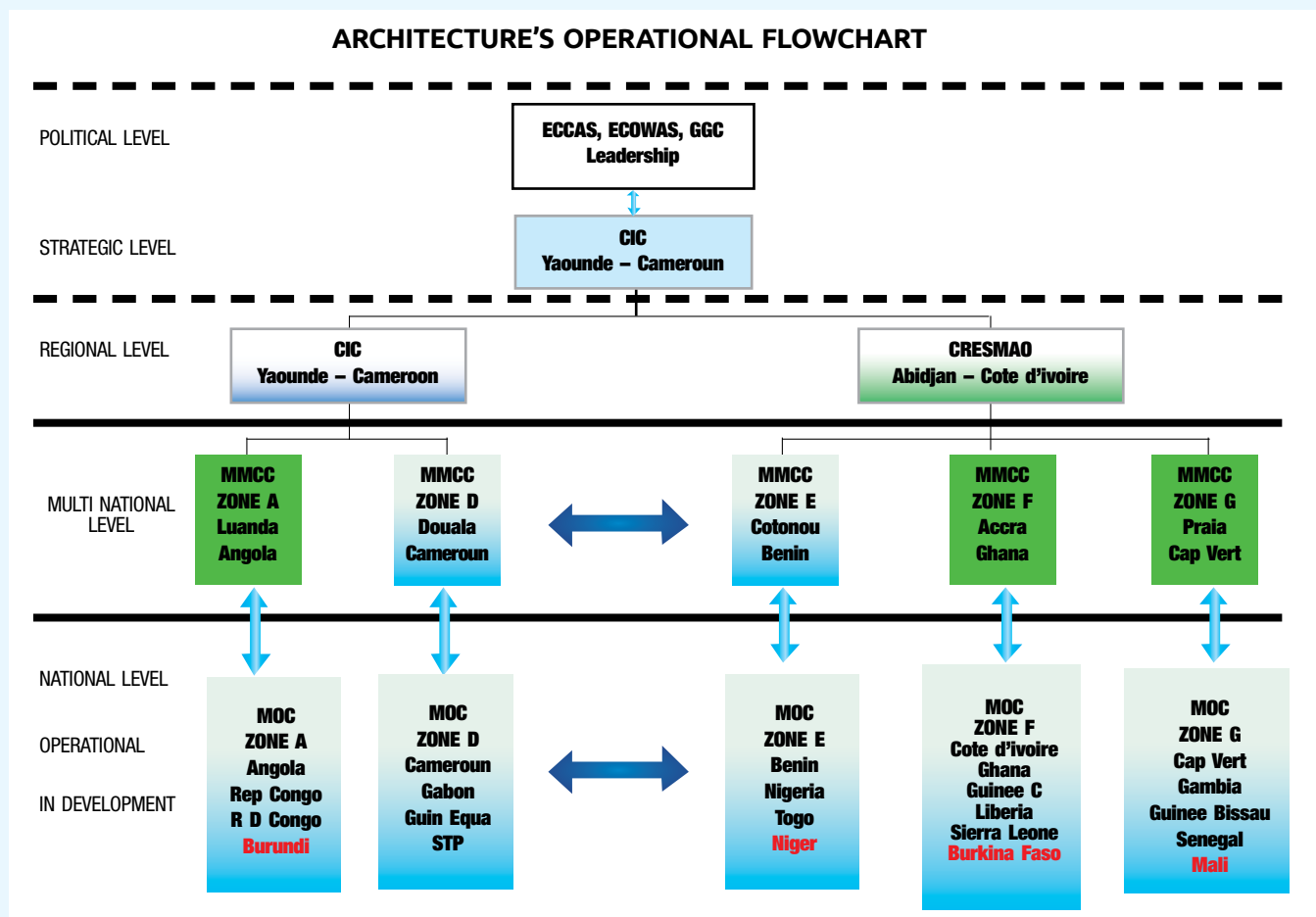
COMPOSITION OF THE DEEP BLUE PROJECT

Deep Blue Project Objectives



“The Blue Economy concept is, perhaps, the greatest sectoral shift that has capacity to unleash the growth potential of our continent.”

COMPOSITION OF THE DEEP BLUE PROJECT





Amaechi: We Are Addressing Maritime Insecurity Head-on with Deep Blue Project

The Minister of Transportation, Rt. Hon. Chibuike Amaechi, speaks on how Nigeria is leading national, regional, and international efforts to secure the country's maritime domain as well as the Gulf of Guinea, in this interview with **The Voyage Editorial Team**. Excerpts:

“When we conclude this investment, the issue of insecurity in our maritime domain and the Gulf of Guinea will be a thing of the past.”

N

igeria will be hosting the world at the Global Maritime Security Conference, October 7-9. What is the significance of this conference?

It is basically to emphasise the fact that we are taking the issue of insecurity in the Gulf of Guinea very seriously. We must address these issues to ensure that it is safe to sail in our waters and the blue economy is free of interference from these criminal elements. We have invited some of the most critical stakeholders from the global maritime community to join us in addressing this issue, and we will come up with solutions that would be implemented at various levels – national, regional, continental, and international.

What is your message to the international community, especially foreign investors, as they converge on Abuja for this conference?

Many people have fears about Nigeria. Some of the issues they raise are true, some are not. We want to get them to show understanding in areas where we have not been very good, and appreciate the ones we need to collectively find solutions to. Nigeria is a virgin land that needs to be tapped. In the maritime sector, there are a lot of investment opportunities that would mutually benefit the investors and the Nigerian economy. It is good to

invest in an economy like ours where the return on investment is high.

What is the future of maritime security in Nigeria?

By the time we conclude what we are doing, I think it would be safe to go by boat from Lagos to the South-south. People are already showing interest in investment in water transportation, to move people and goods from Lagos to other parts of the country and even the continent.

How do you intend to ensure the maritime sector gets the required attention from the Federal Government so that it can take its rightful position in the economic calculus in terms of job creation and contribution to growth?

We will work together with all the agencies in the sector to ensure that we deliver on our mandate. The Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Managing Director of Nigerian Ports Authority (NPA), Managing Director of National Inland Waterways Authority (NIWA), and Executive Secretary of Nigerian Shippers Council (NSC) are working in sync to deliver the mandate of taking the transportation sector to the next level. The sector is receiving a lot of attention from the federal government and we will ensure that this is

sustained and, in fact, continually enhanced because the sector is key to the economic turnaround the government is pursuing.

The oil industry, for instance, is connected with maritime, in terms of ensuring that the wet cargoes are able to move from one point to another at the cheapest cost possible.

What is your message to the stakeholders in the maritime sector? What should they be expecting from the government in terms of policy initiatives?

We need them to join us in driving the sector and moving it forward. We need them to work with us, develop the policies with us, invest alongside the government, and help to create the enabling environment both the investors and the government crave. We need to work hard to ensure that the cost of investment in the sector is reduced, because the higher the cost, the less attractive the sector will be for foreign investors.

The Deep Blue Project, which seeks to comprehensively tackle insecurity in Nigerian waters, up to the Gulf of Guinea, is key in the efforts to reduce the cost of investment in the maritime sector. How far has the government gone with the project?

The contract has been awarded to an Israeli firm, essentially to deliver the infrastructure we need to provide security in the waters, train our security personnel – Army, Navy, Police, DSS, etc. –, to ensure we are able to move freely in our waters without harassment and we can get vessels move into the country freely without harassment by criminal elements. When we do this, the cost of investment will go down and the return on investment will increase.

The Deep Blue Project, also known as the Integrated Security and Waterways Protection Infrastructure, is a multipronged, multifaceted approach towards tackling insecurity in our territorial waters and the Gulf of Guinea. It is anchored on the construction of a formidable integrated surveillance and security architecture. The project provides both land and air based surveillance capabilities with centres located



across the country for data gathering and information sharing.

We have fulfilled the training aspect of the project with the successful training and graduation of personnel drawn from the Nigerian Army, Nigerian Air Force, Nigerian Navy, Nigeria Police, Directorate of State Services (DSS), and NIMASA. We have graduated the C4i Intelligence System Operator Course participants. This aspect of the training focuses on intelligence, data gathering, and information sharing, all aimed at achieving a targeted enforcement approach. The training prepares officers to man the command, control, communication, computer and intelligence (C4i) systems centre.

About 300 officers of the Nigerian Army have also been given the Basic Infantry training to man the foot soldering aspect of the project. We have graduated shift supervisor officers selected from the different security services and NIMASA, who will manage operations from the command centre when the Deep Blue Project becomes fully operational.

This critical manpower component of the Deep Blue Project will be complemented by the acquisition of assets, such as fast intervention vessels, surveillance aircraft, and other facilities.

Talking about the full operation of the Deep Blue Project, are there completion timelines?

In terms of timeline, we have told them that by December this year they should be in the waters.



When we conclude this investment, where we are buying helicopters, gunboats, etc., the issue of insecurity in our maritime domain and the Gulf of Guinea will be a thing of the past.

We need to put better policies in place that will not only enhance that security, but also ensure that it is stable and sustainable. What will make it sustainable is how much fund recovery you make. With this security architecture, the revenues of the agencies in the maritime sector will increase and the revenue to the country will also increase.

The International Maritime Organisation (IMO) has chosen women empowerment in the maritime world as its campaign focus for 2019 with a view to encouraging greater participation of women in the sector. Do you think maritime is a fitting field for the female gender?

Any person, irrespective of gender, has the right to participate in the maritime sector. What we should be talking about is the level of participation, whether we should provide more capital support for the females to participate in the maritime sector because the sector is capital intensive. To this, I say, yes. We need to encourage them by providing the necessary capital and guiding them through the business.

Is there any plan along that line – providing special capital for women in maritime – for now?

No. Not yet. But we are thinking seriously about it.

What are you doing to strengthen inter-agency collaboration among parastatals in your ministry?

We have been holding meetings in the last one year where we try to settle disputes between agencies in the ministry. I have tried to impress on every head of agency in the ministry the fact that we need to work together and not lose funds trying to win avoidable disputes.

Are you satisfied with the contribution of the maritime sector to the national purse?

Currently, the maritime sector is returning less than N100 billion annually; they should be doing more than that. They should be returning above N300 billion. That is why the federal government is keen on ensuring a safe and profitable maritime domain.

But in terms of the economy, maritime is contributing quite a lot. A lot of the goods coming into the country come through the maritime sector. Though, the contribution cannot be compared to that of the oil sector yet. But we are working towards even surpassing oil because the potential is there.

Are you working on integrating rail into the maritime development plan, as part of efforts to enhance the economic contributions of the maritime sector?

All seaports in Nigeria must be connected by rail; that is a policy of government. We have put in place a 25-year modernisation programme for the rail sector. With the master plan, we have taken rail from where the past government stopped to the seaports. For instance, the current Lagos-Kano rail line began from Ebute Emetta, but when we came, we started another line from Ebute Metta to Apapa seaport. With this, when you bring in your goods, you load them on the rail that takes them to the hinterland. The one from Lagos to Calabar links Port Harcourt, Onne, and Warri seaports. We want to take it from Tin Can and Apapa to connect the new Lekki port.



Maritime Security in Spotlight as Nigeria Hosts World

Ganiyu Alayaki, Oluwafemi Kumuyi, and Chidi Amuta look at the expectations from the first ever Global Maritime Security Conference on the Gulf of Guinea

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he Global Maritime Security Conference (GMSC), scheduled to hold at the Abuja International Conference Centre between October 7 and 9, promises to offer a unique opportunity for critical global maritime industry stakeholders to meet and deliberate on the issue of maritime insecurity, especially in the Gulf of Guinea.

The conference has as its target to facilitate clearer understanding of the security issues, seek tailored short and long term



solutions, as well as coordinate efforts to strengthen regional and international collaborations to end maritime insecurity in the region. It is being coordinated by the Federal Ministry of Transportation, Nigerian Navy, and the Nigerian Maritime Administration and Safety Agency (NIMASA).

The theme of the conference is “Managing and Securing Our Waters”.

The meeting comes at a time when piracy and other issues of maritime insecurity are on the front burner of international media coverage.

The hosting of the conference by Nigeria is an opportunity for the country to present itself as a forward-thinking and capable member of the global maritime community. It also presents a chance to highlight the efforts being made under the President Muhammadu Buhari administration to tackle maritime insecurity and also showcase potential areas for international investment.

The conference will help to focus global attention on the fact that security in the Gulf of Guinea requires all hands on deck.

Director-General of NIMASA, the country’s maritime regulator, Dr. Dakuku Peterside, issued an invitation to the conference at the recently concluded Nor-Shipping Week in Oslo, Norway. Dakuku spoke at a forum for international investors on the abundant investment opportunities in Nigeria’s Blue Economy.

The NIMASA DG, who is also Chairman of the Association of African Maritime Administrations (AAMA), said the summit will afford the international community an opportunity to tap into the vast investment potentials in the Nigerian maritime industry.

These potentials span shipbuilding and repairs, fleet development, ship financing, port infrastructure development, maritime tourism, renewable energy ferry services, seafarer training, research and development, offshore logistics for the country’s oil industry, and aquaculture.

Dakuku stated, “The conference will bring together officials from international agencies, governments, donor partners, shipping firms, oil and gas industry, navies and coastguards, and maritime regulators across the globe to discuss the options for tackling security challenges

in the Gulf of Guinea, an area which accounts for more than 70 per cent of Africa’s oil and gas production and five per cent of global proven energy reserves.”

On who should attend, he said, “The conference would be open to relevant government ministries and agencies, navy and coast guards, regulatory bodies, maritime lawyers and professionals, insurance firms, banks, oil companies, ship owners and charterers, Classification Societies, marine support services, foreign missions and diplomats, amongst others.”

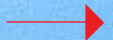
Speaking on the relevance of the conference to the development of the Nigerian economy, the NIMASA DG said, “Maritime security is the essential foundation for ocean activity and the financing of the Blue Economy. Nigeria and the Gulf of Guinea Countries are committed to tackling insecurity in the Gulf of Guinea through robust investment in intelligence and maritime security assets. Through our collaboration with World Ocean Council, we invite the international ocean business and investment community to actively participate in the Global Maritime Security Conference 2019.”

It is worth recalling that in a move aimed at curtailing banditry and other forms of maritime crime in Nigerian territorial waters, Buhari recently gave his assent to the Suppression of Piracy and other Maritime Offences Bill, 2019. The presidential assent dated June 24, 2019 followed the passage of the bill by the Senate and House of Representatives on April 9, 2019 and April 30, 2019, respectively.

The bill passed by the Eighth National Assembly gives effect to the provisions of the United Nations Convention on the Law of the Seas (UNCLOS, 1982) and the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA, 1988) and its protocols.

NIMASA had facilitated the drafting of the Suppression of Piracy and other Maritime Offences Bill, in collaboration with the International Maritime Organisation (IMO).

The GMSC’s stated objectives are to define the precise nature and scope of coordinated regional responses to maritime insecurity in relation to intervention support from external partners, to evaluate the impact of initiated interventions aimed at tackling maritime insecurity in





the Gulf of Guinea maritime domain with a view to adapting them to address the ever-changing challenges, and to harmonise policies through regional integration and cooperation.

In addition to addressing threats to maritime security, the conference will strategise on alternate approaches to preventing cyber security attacks, which are increasingly a major source of concern in the global maritime industry, as well as other emerging threats to the maritime sector.

Participants from about 80 countries have confirmed their participation at the GMSC, with maritime stakeholders expected from the United States, United Kingdom, United Arab Emirates, Norway, and the Netherlands.

Other participating nations at the conference include Ghana, Liberia, Egypt, Kenya, Democratic Republic of Congo, Poland, Ivory Coast, and France.

Further giving credence to the relevance of the conference – and its theme – the Organisation of Petroleum Exporting Countries (OPEC) registered its interest and commitment in a statement. OPEC commended the Federal Government of Nigeria for accepting to host the conference, saying the talks will go a long way in addressing security concerns in the maritime domain of the entire Gulf of Guinea.

In a statement by the Secretary-General of OPEC, Mohammed Sanusi Barkindo, to the organising committee of the GMSC, the organisation said the Gulf of Guinea was strategic to the stability of oil production globally. It said the area was a major shipping route and any infraction there would be felt beyond the region.

According to Barkindo, “The strategic importance

of these are undisputed and any disruptions in the area have a direct negative impact on our industry and, indeed, are of global concern. This conference is timely in bringing together the relevant and critical stakeholders to allow them to discuss in a constructive manner what concerted action could be undertaken to ensure the sustainable use and long term security of this important and strategic body of ocean.”

He stated that the conference would create renewed confidence in investment in the oil and gas sector in the Gulf of Guinea, with the multiplier effect of addressing the challenges associated with the sector globally.

As the global maritime family converges on Nigeria’s capital, all eyes will be firmly on the Federal Government and NIMASA to assess the true state of global maritime security and chart a course for safer and more secure waters.

GULF OF GUINEA: A DESERVING SECURITY ATTENTION

The three days conference will discuss how countries can effectively collaborate to combat the menace of insecurity in the global maritime space, with special focus on the Gulf of Guinea.

A vital shipping route, the Gulf of Guinea is the northeastern-most part of the tropical Atlantic Ocean between Cape Lopez in Gabon, north and west to Cape Palmas in Liberia. The basin countries are Nigeria, Liberia, Ivory Coast, Ghana, Togo, Benin, Cameroon, Equatorial Guinea, Gabon, São Tomé and Príncipe, Republic of Congo, Democratic Republic of Congo, Angola. The region is not only important to Africa, but also to the



“The Deep Blue Project and the hosting of the Global Maritime Security Conference are part of efforts to complement ongoing actions of the Nigerian Navy, which is the largest in that region.”

world because it is a major route for transporting goods and services in and out of the continent.

There is hardly any incident in the Gulf of Guinea that goes unnoticed. In fact, incidents in the region are often over-reported and, of course, there is no minor incident when it comes to loss of lives and property. Yet, there is need to differentiate sea robbery from piracy, as both are sometimes mixed up in the coverage of incidents in the Gulf of Guinea. That is just to mention some of the international political issues the region is currently facing.

Part of the reasons IMO constantly calls for global actions to address the security issue in this all-important gulf is the difficulty in convincing merchant vessels to sail across the route.

IMO Secretary General Kitack Lim has acknowledged the leadership role Nigeria is playing in the region. Lim said regarding the forthcoming security conference in Abuja, during a recent meeting at the organisation's headquarters in London, “We at the IMO are very much interested. It's gladdening to note that something is being done about the issue of security in the Gulf of Guinea. Something is happening much more than ever before and we need to commend the Nigerian government for all its initiatives in this region.

“We want to cruise together. I think we can make a big difference with collaboration from all stakeholders.”

Nigeria, through NIMASA, is leading the charge in efforts to rid the area of illegalities, which underscores the significance of the conference to find solutions to the security issues in the region. Nigeria is one of the major countries bearing the brunt of the insecurity in

the Gulf of Guinea. GoG borders Nigeria's shoreline and entire maritime domain. And the country relies on the route for the transportation of its main export product, crude oil. Nigeria's huge interest in happenings in the Gulf of Guinea is unsurprising.

The country is leading efforts to change the narrative regarding the region.

The conference is a major breakthrough for the world maritime community because it is expected that at the end of the three-day event a path would have been charted by not only Africans but also the globe on how to collectively make the route safer.

This is good for Africa. Experience has shown that international conventions and treaties command a lot of respect. The Global Maritime Security Conference focuses on moving beyond policy statements to taking collective actions.

According to Dakuku, it is impossible to ignore the fact that there are security threats that are hampering maritime in the region. But the good thing, he says, is that efforts are being made by Nigeria to tackle the scourge. Dakuku spoke on such efforts in a recent media chat: “The Nigerian government acknowledged the challenge of security in the region and decided to take more actions to curb criminal activities in our waters. The Deep Blue Project and the hosting of the Global Maritime Security Conference are part of efforts to complement ongoing actions of the Nigerian Navy, which is the largest in that region.”

Nigeria is still battling to get its maritime infrastructure





up to date due to long years of neglect. But there is no way the country can neglect insecurity; it is more expensive to be exposed to insecurity.

The country is consciously looking at the cost of trade, which is gravely affected by insecurity in the region. The cost of transporting goods to countries within the GoG region is alarming when compared to other regions, as vessels often need to be persuaded to visit the area. And they usually include many charges to do so, such as war risk premium and all sorts of insurance policies, which increase the cost of goods and services. Those who suffer it are the consumers and end-users.

Everybody suffers directly or indirectly from insecurity in the region, as the cost of many imported consumables is a function of what happens in the Gulf of Guinea. This is the reason Nigeria wants all hands on deck to find solution to the threat of insecurity in the area.

With the confirmation of attendance by over 70 countries, and the participation of top-ranking representatives of the navies of over 40 countries, the conference gives hope for a robust discussion on Maritime Security, Legal Framework and Regulatory issues in the Gulf; Maritime Governance and Blue Economy, Technology Deployment in Maritime Security: Emerging Issues, Maritime Security: Evolving Roles, Models, Missions and Capabilities; and Future Maritime Security Trends, Emerging Threat, Vectors and Capability Requirements.

It is expected that top maritime stakeholders, captains of industry, and key investors would also take advantage of the programme to build contacts and links that would grow their businesses and add to the growth of maritime globally.

Security cannot be left to the government alone. Everyone has a role to play. NIMASA, under the supervision of the Federal Ministry of Transportation, is playing its

own part by bringing the world to Nigeria to discuss and proffer solutions to the issues. The world must take advantage of the October meeting in Abuja to address the issues in one of the richest maritime domains.

TOWARDS A CHANGE IN THE NIGERIAN NARRATIVE

The Nigerian maritime sector is getting set for transformation of its security architecture, as the country hosts the world at the GMSC this month in Abuja. The conference will focus on solutions to the menace of insecurity, especially as it affects the maritime domains of West and Central Africa region and the Gulf of Guinea.

Over the years, there have been several reports by the International Maritime Bureau (IMB) pointing to the fact that the security situation in the Gulf of Guinea deserves prompt action. The countries affected have seen the need to tackle the problem head-on, with Nigeria taking the lead.

Although, some of the reports by the IMB are exaggerated or misplaced, as sea robbery incidents are often reported as piracy, concerns remain about the threat of insecurity. While piracy refers to attacks in international waters, sea robbery happens in territorial waters and is, thus, under the littoral state's jurisdiction.

The Heads of Government in the region are doing a lot to tackle the menace, which also poses a threat to economic growth. Several strategies have been adopted, including the Africa Integrated Maritime Strategy (AIMS) 2050, the Yaoundé Code of Conduct, the Djibouti Code of Conduct, and the Lome Charter, among other strategies.

On October 15, 2016, at the 22nd Ordinary Session of Heads of State and Government, the 2050 African Integrated Maritime Strategy (AIMS) and its Plan of Action, including a roadmap for the incremental implementation



of the strategy in line with international maritime law, were adopted.

The strategy includes a framework for action on, among others, fisheries and aquaculture; environmental and biodiversity monitoring; marine tourism; disaster risk management (DRM); handling and shipment of hazardous materials and dangerous goods; maritime governance; Flag State and Port State Control; and illegal activities, including money laundering, piracy, maritime terrorism and human trafficking and smuggling by sea. The strategy is geared towards actualising a safe and secure maritime domain and tackling all forms of maritime crimes in the West and Central Africa Sub-region, including the Gulf of Guinea.

Back home, prompted by the need to give a legal backing to the fight against piracy, NIMASA sponsored an anti-piracy bill in 2016, which was enacted into law in June 2019 following a Presidential Assent.

It is aimed at addressing insecurity in Nigerian waters and, more importantly, achieving the international requirement for standalone legislation on piracy, as against the approach of using the Maritime Operations Coordinating Board Amendment Bill to criminalise piracy.

Nigeria is the first country to have such a law in the West and Central African sub-region.

Dakuku describes the antipiracy law as a bold step in the fight against maritime insecurity.

He said, "It is not just victory for NIMASA, but also for the entire stakeholders and the maritime community in Nigeria. We are determined to deliver on our promise to investors and the international community by ensuring we have a safer and more secure environment where their businesses can thrive."

The new law provides that any person who commits

or attempts to commit, facilitates, aids, abets, conspires or participates in an act of piracy or any maritime offence or unlawful act under the Act shall be liable, on conviction to any penalty or punishment as provided under the Act. The punishment includes life imprisonment and fines of not more than N250, 000,000 upon conviction.

In furtherance of its determination to put an end to the security threats, the Nigerian government will from October 7 to 9 host the Global Maritime Security Conference in the country's capital. The conference will bring together stakeholders from across the globe to discuss the following themes: Maritime Security, Legal Framework and Regulatory issues in the Gulf of Guinea; Maritime Governance and the Blue Economy; Technology Deployment in Maritime Security; Evolving Roles, Models, Missions and Capabilities; Future of Maritime Security: Trends, Emerging Threat, Vectors and Capability Requirements.

Other subjects that will be deliberated by experts and stakeholders include: Ensuring Maritime Security in the Gulf of Guinea: Effective Regional Cooperation and Role of International Partners; Enhancing Maritime Domain Awareness and Harmonised Standard Operating Procedures (HSOP): a Model for Cooperation.

The conference will attract world renowned speakers and experts. They include Phillip Heyl, who is the Chief Executive Officer of The Heyl Group, an independent management consulting firm focused on Africa. Heyl is a senior advisor to IMO, where he guides the standup of the Interregional Coordination Centre (ICC) in Yaoundé, Cameroon, a first-of-its-kind effort to coordinate a collective African response to maritime threats in the Gulf of Guinea.





GMSC2019

Some of the Speakers



Dr. Ian M. Ralby, CEO, I. R. Consilium, Maritime Crime Expert, United Nations Office on Drugs and Crime



Coordinator, Project GOGIN, Bertrand Demez



Advisor Peace, Security and Governance to Chairperson African Union Commission, Ambassador Hadiza Mustapha



ITF accredited representative to the IMO, Berlan Branko



Research Consultant Stable Seas, Dr. Ifesinachi Okafor-Yarwood



Security Expert within the Corporate Security Division, Total Group, Gilles Chalancon



Chief of the Naval Staff, Cote d'Ivoire Navy, Rear-Admiral N'Guessan Kouame Celestin



Director-General, Maritime Authority of Jamaica, Rear Admiral Peter Brady

The Deputy Chief of the Gabon Navy, Captain (N) Loïc N. Moudouma, is also expected at the conference. He is a member of the National Sea Council of Gabon. Moudouma is a strategy, force planning and decision making, and maritime safety and security expert.

There is also Tim Edmunds, a Professor of International Security and Director of the Global Insecurities Centre at the University of Bristol. Edmunds is founding Editor-in-Chief of the European Journal of International Security for Cambridge University Press and the British International Studies Association (BISA).

Professor of International Relations at the University of Copenhagen, Denmark, Christian Bueger, will be speaking at the occasion as well.

Others are Dr. Phillip Belcher, a master mariner with Certificate of Competency, who has worked with the Bahamas Maritime Authority as an Assistant Director;

and Mr. Oliver Stolpe, Country Representative for the United Nations Office on Drugs and Crime (UNODC). Stolpe, who holds a PhD in law and criminology from Julius-Maximilians-Universität Würzburg, also has graduate and postgraduate degrees in law from Ludwig-Maximilians-Universität München, Germany.

As the world pays more attention to the Gulf of Guinea, it is expected that criminal elements bent on disrupting legitimate activities in that maritime domain would no longer have a hiding place. Nigeria aims to achieve with the GMSC a holistic solution to the menace of insecurity in the Gulf of Guinea.

In hosting the conference, Nigeria believes a safe and secure Gulf of Guinea would spur economic growth and increased prosperity in the region, as investors explore the rich maritime domain with greater confidence.

Director-General, NIMASA, Dr. Dakuku Peterside (right), receiving the report of the committee for the review of the activities and operations of the Nigerian Ship Registration Office from the Chairman, Engineer Emmanuel Ilori, in Lagos

Nigeria Targets World-class Ship Registry



A committee set up by NIMASA to review the Nigerian Ship Registry submitted its report to the agency, with a declaration that the country deserves a globally acceptable registry. Engr. Emmanuel Ilori, who chaired the committee, said the ship registration process was a critical determinant of the status of a registry.

He stated, "All the committee's efforts were geared towards making the Nigerian flag globally acceptable. The committee carried out an extensive review of the Nigerian Ship Registry, took cognizance of stakeholders' opinions and expectations, and carried out comparative analysis of the ship registration processes of some Global Registries in arriving at the report. "NIMASA Management should consider and implement submissions contained in the report."

The Director-General of NIMASA, Dr. Dakuku Peterside, reiterated Nigeria's move to have a world-class ship registry.

"NIMASA is working at giving Nigerians a Ship Registry that is respected across the globe and that will be attractive to ship-owners, so they can fly the Nigerian Flag. In no distant future, our ship

registry will be more effective, more efficient and responsive to change, thus, meeting international standards for certification," he said.

Dakuku said the agency had already commenced the process of automating the Nigerian Ship Registry. He said from the preliminary report earlier submitted to the agency, the diligent implementation of the findings of the committee would have a beneficial effect on the Nigerian maritime sector.

According to him, "We are putting in place the necessary building blocks for Nigeria to be the first African country to achieve a five star International Standards Certification by 2020. International standard certification for ship registration is our goal at NIMASA."

The terms of reference of the nine-man committee, which was set up in February 2018, included to examine the status of the ship registry in line with international best practices and advise and recommend requisite improvements of necessity in the registry.

The committee was inaugurated on February 27, 2018 to establish a strategy to revamp the Nigerian ship registration process in order to raise the profile of the Nigerian flag in the global maritime space.



L-R: Executive Director, Operations, Engr. Rotimi Fashakin Nigerian Maritime Administration and Safety Agency (NIMASA); Executive Director, Finance, NIMASA, Bashir Jamoh; DG NIMASA, Dr. Dakuku Peterside; and President, Chevron, Mark Ross; shortly after the IMO-sponsored Maritime Security and Facilitation (MSF) meeting at the IMO Headquarters in London.

GULF OF GUINEA: IMO, International Oil Players, Pledge Support for NIMASA

The initiatives of the Nigerian Maritime Administration and Safety Agency (NIMASA) aimed at ensuring security in the Gulf of Guinea have received a major boost from the international business community. Key players in the global oil and gas as well as shipping businesses praised the initiatives at a maritime security meeting in London chaired by the International Maritime Organisation (IMO), and pledged their support.

Members of the Oil Companies International Marine Forum (OCIMF), International Association of Independent Tanker Owners (INTERTANKO), International Chamber of Shipping (ICS), and International Association of Dry Cargo Shipowners (INTERCARGO) committed to collaboration with IMO in support of NIMASA's efforts to enhance security in the Gulf of Guinea.

The agreement was reached at an IMO-sponsored Maritime Security and Facilitation (MSF) meeting, which had in attendance officials of the United Nations specialised maritime regulatory agency, led by the Secretary-General, Kitack Lim; the management of NIMASA led by the Director-General, Dr. Dakuku Peterside; representatives

of OCIMF, INTERTANKO, ICS, INTERCARGO, Baltic and International Maritime Council (BIMCO), and President of Chevron Worldwide, Mr. Mark Ross.

Lim, who chaired the meeting, called for stakeholders' collaboration to overcome the challenges in the Gulf of Guinea. While acknowledging the efforts of NIMASA to tackle insecurity in the region, the IMO Secretary-General pledged the organisation's support for Nigeria.

He stated, "We at the IMO are very much interested. It's gladdening to note that something is being done about the issue of security in the Gulf of Guinea. Something is happening much more than ever before. We want to cruise together. I think we can make a big difference with collaboration from all stakeholders."

"The global maritime security conference in Abuja is also very important. It is a ground-breaking conference to chart a way forward for securing the Gulf of Guinea. IMO will actively participate."

Dakuku informed the meeting that the C4i Centre in Nigeria, which is already in operation, made use of the Automatic Identification System (AIS) and Synthetic Aperture Radar (SAR) to identify Non-AIS complying vessels. It also uses COASTAL RADAR and External System Integration,

including the Nigerian Navy's Falcon Eye Intelligence and Lloyds List Intelligence, among others.

He said, "The Nigerian government acknowledged the challenge of security in the region and decided to take more actions to curb criminal activities on our waters. The Deep Blue Project and the hosting of the global security conference are part of efforts to complement ongoing actions of the Nigerian Navy, which is the largest in that region.

"Seventeen interceptors for the Deep Blue Project will arrive Nigeria later this month. Some of the special mission aircraft will also arrive Nigeria in November, while the four unmanned aerial vessels will arrive Nigeria March 2020. Total deployment of all C4i projects will be by November 2020."

Dakuku stated that Nigerian laws do not allow private armed guards on-board vessels in the country's territorial waters. He called for constant engagement on the Deep Blue Project, and more support for the ICC Yaounde to enhance information sharing capacity in the Gulf of Guinea.

Stakeholders at the meeting acknowledged the attempts by the Nigerian government to combat maritime crimes and promised to back those efforts with more assets to fight piracy in the Gulf of Guinea. They also promised to support the hosting of the Global Maritime Security Conference (GMSC) in Abuja.

The NIMASA Director-General said, "Over 80 countries have confirmed participation, 28 navies across the globe have also confirmed participation, with 15 Chiefs of Naval Staff personally leading their delegations to the

conference.

"The side event to be hosted by the ICC will have different working groups and agreements at these sub cells will be presented at plenary during the event."

Mr. Sam Megwa of OCIMF, who had led a team to visit Nigeria this year, also acknowledged the steps by NIMASA and the Nigerian government to curb piracy and maritime crimes. He urged the agency to put appropriate measures in place to ensure sustainability of the security projects.

Megwa stated, "Our visit to Nigeria was quit inspiring. The most important thing is that Nigeria has acknowledged that there is a challenge and actions are being taken now. NIMASA was open to us as we saw all equipment for the C4i, among others.

"The agency is doing so much but emphasis must be placed on sustainability of the project through proper governance. All we want is improved security situation in the Gulf of Guinea."



Xianyong Joe Zhou of Intertanko (right) in a handshake with DG NIMASA, Dr. Dakuku Peterside, shortly after an IMO-sponsored Maritime Security and Facilitation (MSF) meeting at IMO Headquarters in London.

World Maritime Day 2019

R-L: DG NIMASA, Dr. Dakuku Peterside; Rector Maritime Academy of Nigeria (MAN) Oron, Commodore Duja Effedua (Rtd.); NIMASA Board Chairman, Major Gen. Jonathan India Garba (Rtd.); and a stakeholder



L-R: House Committee Chairperson on Maritime Safety, Education and Administration, Hon. Linda Ikpeazu; Minister of State for Transportation, Senator Gbemisola Saraki; Inioluwa Joshua; Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi; Permanent Secretary, Federal Ministry of Transportation, Mr. Sabiu Zakari; DG NIMASA, Dr. Dakuku Peterside; and Managing Director, Nigerian Ports Authority, Ms. Hadiza Usman Bala, during the World Maritime Day celebration in Lagos.



L-R: Member, Governing Board NIMASA, Senator Salisu Matori, Dakuku, India Garba, and a stakeholder

Night with Amaechi



L-R: Yobe State Deputy Governor, Idi Barde Gubana; Plateau State Governor, Simon Lalong; former Minister of Transportation, Hon. Rotimi Amaechi; and Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside at a reception organised by Team Maritime in honour of the minister in Lagos.

L-R: Dakuku, Edo State Governor Godwin Obaseki, Mrs. Elima Dakuku-Peterside, and Director-General, Nigerian Export Promotion Council (NEPC), Mr. Segun Awolowo, during the reception in Lagos.



L-R: Dakuku, Amaechi, and Awolowo

African Day of Seas and Oceans

Executive Director, Finance and Administration, NIMASA, Dr. Bashir Jamoh and Chairman, Ship Owners Forum, Mrs. Margaret Orakwusi



Former DG NIMASA, Dr. Ade Dosunmu and Dr. Dakuku



Barr. Osuala Nwagbara (left) and Head, Maritime Safety and Seafarers Standards, NIMASA Captain Sunday Umoren



L-R: Permanent Secretary, Common Services Office of the Head of Civil Service of the Federation, Dr. Bakari Wadinga; Representative of Speaker, House of Representatives, Hon. Linda Ikpeazu; and Dr. Dakuku Peterside



L-R: NIMASA Board Member, Umar Sani Galadanchi; Executive Director, Maritime Labour and Cabotage Services, Mr. Gambo Ahmed; President, Ship Owners Association of Nigeria (SOAN), Dr. Mkgorge Onyung; Member Governing Council NIMASA, Senator Salisu Matori; Executive Director, Operations, Engr. Rotimi Fashakin; former DG NIMASA, Mr. Temisan Omatseye; member Planning Council NIMASA, Engr. Kenneth Asekhomhe; Executive Director, Finance and Administrations, NIMASA, Dr. Bashir Jamoh; and Captain C. Azuikwe of the Nigerian Navy



Dakuku



Fashakin



Head, Marine Environment Management, NIMASA, Dr. (Mrs.) Felicia Mogo and Omatseye



Dakuku (left) and President-General, Maritime Workers Union of Nigeria, Comrade Adewale Adeyanju



Matori (left) and Jamoh



Exploring and Exploiting the Oceans for Sustainable Growth

Vincent Obia looks at the new agenda for unearthing nature's unlimited marine riches

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hen in 2014 African heads of state and governments gathered at the African Union headquarters in Addis Ababa for their summit, it was the unpredictable that emerged at their deliberations. For a body heavily given to resolving political conflicts and wars on the continent, it could hardly be expected that something else would displace this age-old menu. But in that year, at their 22nd meeting in the Ethiopian capital, the African statesmen proved that the continent had come of age, that there was more to discussions of political crises and violence.

The AU leaders took up serious economic issues and came up with quite challenging resolutions to improve the lot of the continent's citizens through biodiversity and wealth and job creation from more use of the untapped resources of the seas and oceans. AU proclaimed the period 2015-2025 as the Decade of African Seas and Oceans, setting aside July 25 for the celebration of African Day of Seas and Oceans. The goal is to seek a sustainable and scientific exploration of the waters for the economic benefit of the African continent.

Here in Nigeria, the body charged with marine regulation, the Nigerian Maritime Administration and



NIMASA Board Chairman, Major Gen. Jonathan India Garba (Rtd) (4th left); Permanent Secetary, Common Services, Office of the Head of the Civil Service of the Federation, Dr. Bakari Wadinga (5th left); Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside (6th left); representative of the Speaker, House of Representatives, Hon. Linda Ikeazu (middle); and Director, Maritime Safety and Security, Federal Ministry of Transportation, Danjuma Dauda (6th right); and others at the 2019 African Day of Seas and Oceans ceremony in Lagos

Security Agency (NIMASA), has keyed into the AU vision. NIMASA organised a well-received event to mark the African Day of Seas and Oceans.

Held in Lagos on July 25, this year's African Day of Seas and Oceans had the theme, "Harnessing Nigeria's Marine Biodiversity for Accelerated Economic Growth."

The colourful event attracted top government officials, NIMASA top brass, as well as leading functionaries in the maritime industry. They delivered addresses that not only projected a bright future for the continent's economic fortunes, but also offered proposals to expand the frontiers of Nigeria's maritime space to compete with the best in the world. Their position was that the seas and oceans remained critical to international trade and to human existence and survival, and, therefore, must be factored into day-to-day businesses.

As he welcomed guests to the occasion, NIMASA Director-General, Dr. Dakuku Peterside, spoke of the inexhaustible potential of the concept of biodiversity and how Africa should exploit it to be on top of its game. According to Dakuku, "Marine biodiversity consists of the different species, their riches and abundance in the world's oceans and seas. The sustainability of these diverse species, which abound in African seas

and oceans, is not only important to us as Africans, but also of a direct economic benefit to us as a nation.

"The global economic community is looking more and more towards the seas and oceans for economic prosperity. According to an Economist Intelligence Unit Report, China's ocean economy contributed to US\$962 billion, or 10% of GDP, in 2014, employing nine million people. The United States similarly valued its ocean economy at US\$258 billion in 2010, 1.8% of GDP. These statistics underscore the inherent and diverse opportunities which Nigeria can as a nation use for rapid economic transformation and development."

The NIMASA DG then spoke of how Nigeria's burgeoning population would need to be catered for by a new economic drive with the support of the Blue Economy. He put it this way: "In recent times, Nigeria has witnessed increased growth in population and urbanisation. As a result, we must sustain the increasing population through wealth creation from the various blessings of the diverse organisms and ecosystems that abound in our oceans and seas..."

"NIMASA is committed to focusing its attention on formulating policies that are in tandem with the



L-R: Director-General, NIMASA, Dr. Dakuku Peterside, Chairman, Nigerian Shipowners Forum, Mrs. Margaret Orakwusi, and Rector, Maritime Academy of Nigeria (MAN), Oron, Commodore Duja Effedua (Rtd.), at the 2019 African Day of Seas and Oceans ceremony in Lagos

development of our marine biodiversity towards enhancing Nigeria's economic growth in line with government agenda for the diversification of the economy. In this regard, we are committed to the prioritisation of the blue economy as a veritable tool for economic development, improved livelihoods and job creation; while preserving the health of our ocean ecosystem."

He listed the marine environment management instruments forwarded to the government for ratification to include: the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships, 2009; International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel; the Protocol Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties Intervention), 1973; and Protocol on Limitation of Liability for Maritime Claims (LLMC), 1996.

Declaring open the event celebrating the African Day of Seas and Oceans, the Chief Host, Permanent Secretary in the Federal Ministry of Transportation, Sabiu Zakari, said the occasion offered an opportunity for nations to "explore avenues for the exploitation of the abundant resources inherent in our seas and oceans for economic growth."

Zakari said, "The Federal Ministry of Transportation is committed to working with NIMASA and the transport sector agencies and other critical stakeholders in developing measures and policies for the exploration, exploitation and conservation of Nigeria's marine biodiversity for economic prosperity. In this regard,

steps are being taken to mainstream the blue economy concept into the Federal Government's Economic Recovery and Growth Plan with the setting up of a high-powered Blue Economy Steering Committee...to develop a Blue Economy Policy geared towards protecting the marine environment for Nigeria's economic and sustainable development."

The guests were also treated to a keynote address by the former Head of Service of the Federation, Mrs. Winifred Ekanem Oyo-Ita. Oyo-Ita intimated the gathering that the government was mindful of the role of marine resources in shaping the fortunes of the economy. As a result, she said the federal authorities were leveraging on the dynamics of the powerhouse called the blue economy.

The Head of Service said, "You are aware that economy and security are top in the priority policy direction of the present administration towards Economic Recovery and Growth Plan (ERGP) 2017-2020. This is key to the areas of maritime strategy implementation and security as 90% of Africa's imports and exports are conducted by seas and oceans. It is on this note that the theme of this year's celebration, 'Harnessing Nigeria's Maritime Biodiversity for Accelerated Economic Growth,' is apt for stakeholders to deliberate on regulatory challenges and way forward in accelerating development of the African economy through promotion of peace, security and maritime governance."

She spoke of Nigeria having enormous potential for economic growth and prosperity by enhancing its



“They delivered addresses that not only projected a bright future for the continent’s economic fortunes, but also offered proposals to expand the frontiers of Nigeria’s maritime space to compete with the best in the world.”

economy through “significant increase of economic activities around fisheries, aqua culture, marine tourism, development of ports and terminals, intra-city waterborne transportation, which would help create jobs and diversify our economic base.”

Yet as brilliant and as welcome as the blue economy portends for instilling energy, prosperity and sustainability into the economies of the African nations, there is a need to shore up the security perspectives of the seas and oceans of the continent. Progressive ideas and their implementation for the benefit of man can only take place where there is security and guarantee for the protection of life and huge business investments.

NIMASA is addressing these concerns, according to Dakuku. He said in his address at the event marking the African Day of Seas and Oceans, “We have also made serious efforts towards ensuring the protection

of our waterways. We have facilitated the draft of a Suppression of Piracy and Other Maritime Offences Bill, which was signed into law by Mr. President on the 24th of June 2019.

“The law provides for the criminalisation and repression of piracy and other maritime crimes and gives credence to the relevant international treaties of the United Nations and International Maritime Organisation ratified by Nigeria on maritime safety and security. It would provide the much needed legal and institutional framework for Nigeria through its maritime security enforcement agencies to ensure safety of navigation in Nigerian waters.”

Other threats to the blue economy identified at the African Day of Seas and Oceans event, apart from piracy, include pollution, degradation, human trafficking, terrorism, unregulated fishing, overexploitation of marine resources, illegal mining.

Analysts insist that since so much hope is being invested in marine economy as the future of the economies of the African continent, with an attendant local and foreign investment, which would run into trillions of dollars, the concerns of insecurity and sharp or criminal activities must be addressed. Government must continue to liaise with relevant agencies and stakeholders, like NIMASA, to partner for the delivery of salutary legislations in the industry. There is the need for more funding for such agencies and their private partners to enable them undertake research and specialised training required to meet the demands of the blue economy.

Collaboration, Efficient Regulation Keying Nigeria into ISPS Code's Laudable Vision

Oluwafemi Kumuyi writes on the country's increasing determination to comply with international rules on ship and port security

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he seas and oceans are a vital gateway to the economic prosperity of nations, as more than 90 per cent of global trade depends on them. This creates the need for adequate attention to the safety and security of the waters. Prior to the September 9, 2011

bombing of the World Trade Centre in the United States, commonly referred to as 9/11, and the bombing of the French oil tanker Limburger in October 2002, there was hardly any reason to be scared of large-scale attacks at sea. And there were equally little security plans in place to check any such eventuality.

Yet, because of the large expanse of the seas, which have no borders or limits, they are susceptible to attacks by pirates and terrorists, which poses enormous danger to vessels and their crews and hinders global trade, as no ship operator will operate

in a hostile environment.

Aware of the damage an attack could cause to the global maritime economy if it occurs on the sea, after the 9/11 incident, which claimed over 3,000 lives, the International Maritime Organisation (IMO) under its Safety Of Lives at Sea (SOLAS) Convention Chapter XI-2, developed the International Ship and Port Facility Security Code (ISPS Code). This is a comprehensive set of measures to enhance the security of ships and port facilities.

The Code, which was adopted on December 12, 2002 and came into force on July 1, 2004, is applicable to all vessels over 500 GRT operating on international trade, as well as the ports that service them.

The ISPS Code intends to enable the detection and deterrence of security threats within an international framework; establish roles and responsibilities; enable collection and exchange of security information;



provide a methodology for assessing security and ensure that adequate security measures are put in place. These are all geared towards ensuring security of the maritime domain.

The Code does not outline specific measures that each port and ship must take to ensure the safety of the facility against terrorism, considering the different types and sizes of these facilities. Rather, it outlines a standardised and consistent framework for evaluating risk, and a guide for enabling governments to counterbalance changes in threat with changes in vulnerability for ships and port facilities.

As a responsible IMO member-state, in May 2013, the Federal Government of Nigeria appointed the Nigerian Maritime Administration and Safety Agency (NIMASA) as the Designated Authority (DA). This followed a report by the United States Coast Guard (USCG) about Nigerian ports not being compliant, which also

issued a 90-day ultimatum for compliance, or risk of a trade isolation by the United States and its allies.

Prior to NIMASA's appointment as the DA in 2006, the Federal Government had appointed the Presidential Implementation Committee on Maritime Safety and Security (PICOMSS), which held sway for about seven years. But the PICOMSS did not make much impact, with less than 10 per cent compliance enforcement.

NIMASA swung into action and began with various stakeholders' engagements and seminars with ship-owners and the entire Nigerian shipping community in order to sensitise them on the essence of the code and also the sanctions that will be placed on erring port facilities. The agency created a unit, the ISPS Code Unit, with the responsibility of seeing to the daily activities and interfacing with ports and terminal operators. This was to ensure that they complied with





all safety standards as stipulated by the ISPS Code.

The unit, since its establishment, has discovered more port facilities, carried out physical inspections, and, afterwards, issued statutory certificates to compliant facilities. The unit, under the Directorate of Operations, uses Data Gathering, Port Facility Security Assessment (PFSA), Port Facility Security Plan (PFSP), Verification Inspection Exercise (VIE), and Enforcement Inspection, among other methods, to carry out its responsibilities.

It has recorded achievements, which include: passage of the ISPS Code Implementation Regulations in December 2014, appointment of Lead Recognised Security Organisation (RSO) and other RSOs to fill the capacity gaps in physical assessment of port facilities, discovery of new ISPS Code applicable port facilities, creating awareness and fostering collaboration among stakeholders in ISPS implementation, and training of personnel.

Other achievements include the fact that over 20 Nigerian port facilities were exempted from imposition of United States Coast Guard (USCG) special Conditions of Entry (CoE) on vessels that had called at the facilities; successful completion of PFSA and PFSP for a substantial number of facilities; more than 90 per cent compliance within the country's

facilities; and issuance of Documents of Compliance to compliant facilities.

Several port terminals have complied and gotten the Documents of Compliance from NIMASA. These terminals operate at Security Level 1 and can easily switch to either Level 2 or 3 in case of emergency.

Similarly, through the supervision of the agency, several security measures have been put in place. They include perimeter fencing of port facilities, private security guards, Closed Circuit Television (CCTV), Muster Points, hand-held scanner, anti-bomb scanner, firefighting equipment, modern electronic gates and other security gadgets. Also, the security staff of the various terminals undergo regular trainings and drills in preparation for possible emergencies.

Speaking at a recent forum, the Director-General of NIMASA, Dr. Dakuku Peterside, stated that the agency will not rest until there was total compliance by all port facilities in the country. Dakuku assured that NIMASA will continue to work with the security agencies and relevant stakeholders to ensure there were no security breaches in the ports.

"While we appeal for maximum cooperation from terminal operators in the various ports, NIMASA will not spare any facility that errs, as we all have the responsibility to protect our waters from intruders



“While we appeal for maximum cooperation from terminal operators in the various ports, NIMASA will not spare any facility that errs, as we all have the responsibility to protect our waters from intruders and terrorists.”

and terrorists,” the NIMASA DG said.

NIMASA has also entered into partnership with the security agencies, such as the Nigerian Navy, Nigerian Air Force, Nigerian Army, and Marine Police, to assist in regular surveillance and patrols in Nigerian waters. And the initiative has recorded high success rates.

Domiciled at the agency is a Maritime Guard Command manned by the Nigerian Navy to ensure safety and security of lives and property at sea.

Furthermore, NIMASA has inaugurated a committee, the ISPS Code Implementation Committee (ICIC), chaired by the Executive Director, Operations, Engr.

Rotimi Fashakin. The ICIC has the mandate to oversee and ensure compliance across board. The committee comprises officers from NIMASA, Nigerian Navy, Nigerian Ports Authority, Nigeria Police, Department of State Services, Nigeria Customs Service, Nigeria Immigration Service, and Nigerian National Petroleum Corporation, among others.

The responsibility of the committee includes taking stock of the country’s coastal maritime assets in order to establish the number, location and nature of operations of all port facilities and jetties in the country. The aim is to afford the agency proper data catalog of all port facilities as well as verify their ISPS Code compliance status.

NIMASA is not relenting in its effort to ensure that the country’s ports and terminals are complaint with best global practices as regards ISPS Code implementation. Under the Dr. Dakuku Peterside-led management, the agency has embraced collaboration as the hallmark of its operational approach. It has constantly engaged the stakeholders in the Nigerian maritime sector.

Nigerian ports are now safer and more investor friendly, with the operators becoming more compliant with the ISPS Code and other international instruments.

*Bello*

Hassan Bello: Growing Efficiency of Nigerian Ports Attracting More Cargoes

Hassan Bello, Executive Secretary and Chief Executive Officer, Nigerian Shippers' Council (NSC), discusses the competitiveness of the country's ports, in this interview. Excerpts:

“Nigerian ports are slowly but surely gaining on some of the most advanced ports and we have more cargoes. Except for 2014, this year, we’ve had more cargoes than we’ve had previously, which is an indication of growing efficiency.”

How would you describe the economic journey towards efficiency of Nigerian ports?

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he journey is interesting, it is also challenging. It is a journey with a destination and that makes it even more exciting. The destination means we’ve got to reach our target that we have set. Everything we do must be towards making the maritime industry contribute to the economy of this country and we have always talked about potentiality, now we are talking about reality. With this destination it is exciting but there are challenges and challenges are there to surmount to make the GDP grow, the economy grow, employment inclusive. The growth of the economy is in our sight.

What is the mandate of the Nigerian Shippers Council?

The council has, undoubtedly, made giant strides. What is the mandate of the council? The council has a clear mandate. It is a port economic regulator concerned with the efficiency of our ports, concerned with the competitiveness of our ports. We are also trade facilitators trying to see how Nigeria can compete with other nations, especially in the issue of trade, in the issue of global competitiveness and transportation is very important. Transportation is a measure to see how serious or otherwise our economy is, and Nigerian Shippers’ Council has been a canvasser of more investments in infrastructure, more business, and ease of doing business.

How would you rate your success in the achievement of your mandate?

I think we have made appreciable progress. For example, before, there was a kind of anarchy and everybody was doing what they wanted to do at the ports. But together with other agencies, we have been able to develop and install standard operating procedures for almost everybody at the ports and that is what we are supervising now. We will like to see our ports compete favourably and exceed what is happening in other ports. We should never forget that we are in competition with other ports in the Central African region in terms of efficiency, in terms of cost, in terms of procedures and processes. What we are trying to do is shorten the procedures and have less cargo clearing time, have transparency in otherwise opaque situations.

What are the policies you have in place to facilitate the achievement of your mandate?

Let me just give you one, that is being involved in cargo clearance and you know the amount of time it takes to clear a cargo, you know it is very important to a shipper. The shipper nominates where he wants his cargo to be consigned, he may go to Cotonou, he may go to Lome or Lagos. But that is an economic choice, it will be determined by some factors, especially time. He will consider delay, he will consider the cost, and he will consider how fast he will get his cargo. We are accelerating the cargo clearance issue. As a



matter of fact, Nigerian ports are slowly but surely gaining on some of the most advanced ports and we have more cargoes. This year, we have more cargoes. Except for 2014, this year we've had more cargoes than we've had previously, which is an indication of growing efficiency, and I think shippers' council is part of that success story.

What is your take on the issue of inter-agency collaboration in the transportation sector?

They have no choice but to synergise. Transport is interconnectivity, transport means from one point to the other, from one stage to the other. It doesn't mean standstill. As long as you are clear on the agencies and their mandates, it is quite simple. And I've seen collaboration. We are trying to lure Niger Republic, for example, to come, and bring their cargoes through Nigeria. We are collaborating with the Nigerian Ports Authority (NPA).

We went with a trade delegation to Niger, we also had the Niger transporters coming here. NPA and NSC took them to even the southern or eastern ports so they could bring their cargoes. This is an excellent collaboration. NPA also gave us some platforms to train our staff and soon we will be collaborating on the Kaduna dry port with the NPA.

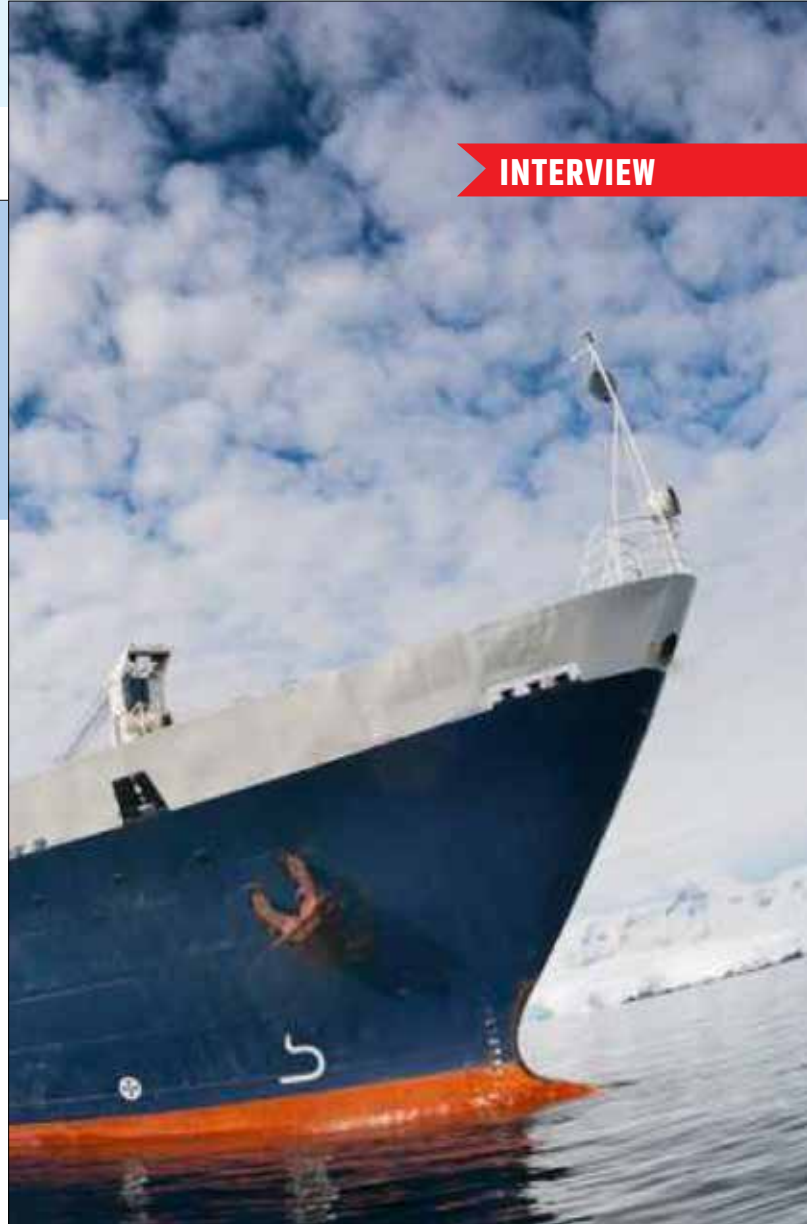
We also have similar and very interesting collaboration with NIMASA on the Blue Economy. We have, of course, participated in the benchmarking of the NIMASA rates in terms of the 3% levy that they have. We have also collaborated on the Day of the Seafarer event and so many others. I find NIMASA a worthy partner because NIMASA is now rejigging and it needs collaboration. NIMASA is not only on the sea because it cannot be restricted.

We are also very happy with the collaboration between NIMASA and the Nigerian Navy. If you see the latest IMB figures, there have been reductions in piracy. This has to do with what we do also so that there will not be surcharges or increase in insurance. I think collaboration is not only necessary but also inevitable and if one does not collaborate then one will be left alone and that is not a very good thing.

How would you describe the leadership of the Honourable Minister of Transportation, Rt. Hon. Chibuike Amaechi?

It is an inspiring leadership, unprecedented. His achievements are there for anybody to see. He is decisive, he's a team player, he leads by example, and he allows agencies to operate without interference.

“We are also very happy with the collaboration between NIMASA and the Nigerian Navy. If you see the latest IMB figures, there have been reductions in piracy.”



He doesn't micromanage institutions and he's almost always engaging. You sit down with him and engage in serious discussions and this is because he is clear-minded, he is lucid. He knows what he wants, from his party programmes to what the country needs as far as transportation is concerned. He looks at the big picture, that is what transportation will contribute to the economy. He says, we sit down and petroleum brings something on the table, communication brings something, Nollywood brings, then what is transportation bringing? There is nothing abstract about him, he knows his target and that is the first thing you notice about him. He is clear, he's not flimsy, he has depth and is full of ideas and very easy to work with, but also critical. It is wonderful to work with him.

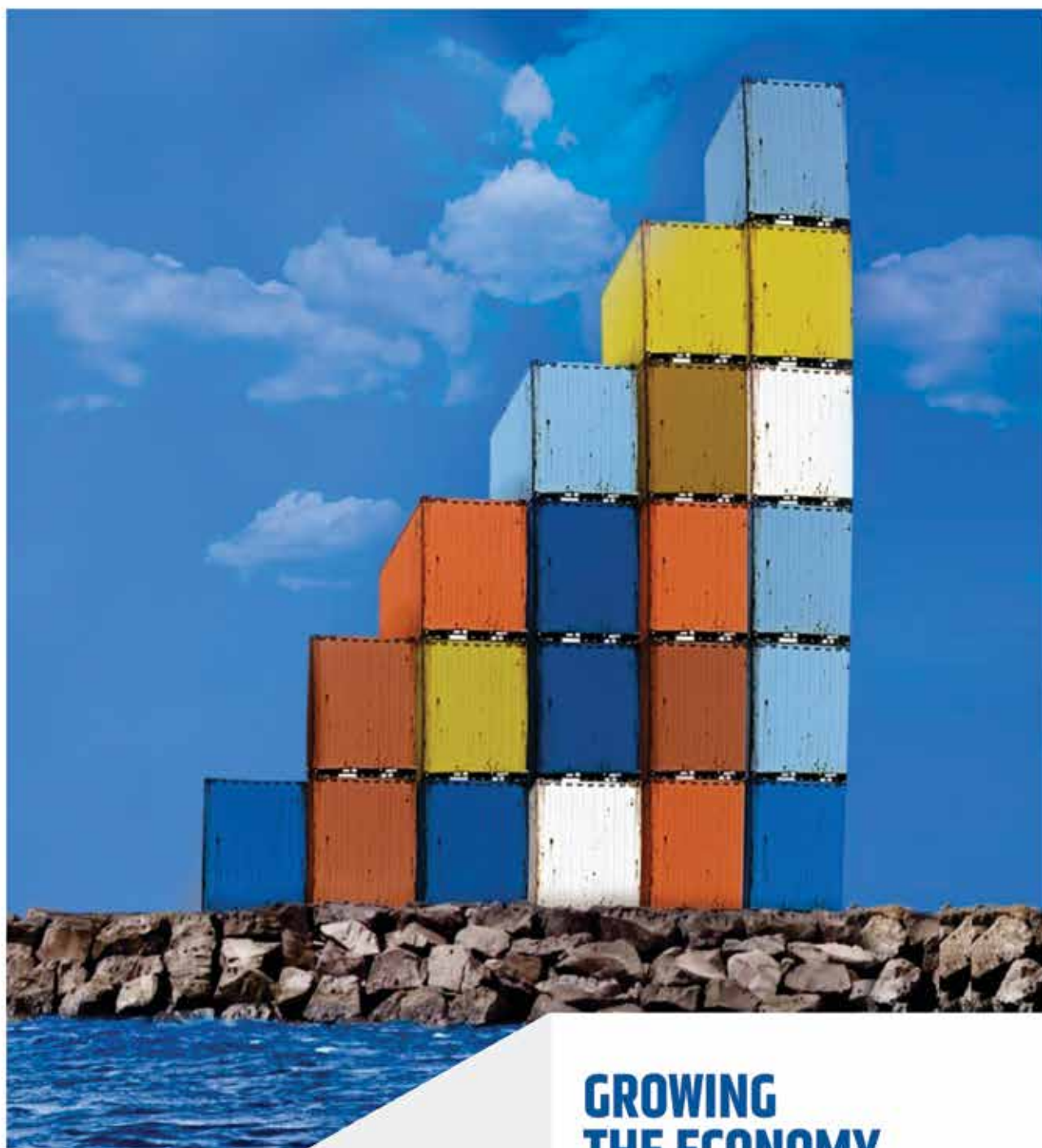
Please, tell us more about the minister as a person.

He is also kindhearted. He's concerned, he goes to your personal needs. Your child is sick, he asks almost every time, how is the child doing? His act of benevolence and kindness is extraordinary. He goes the extra mile. He is an epitome of consideration, he symbolises a leader who cares, and that is what galvanises those of us working with him. He is really a concerned leader and he asks personal questions

about your personal wellbeing and so on. He is very quick to praise but is slow to criticise. But woe betide you if you are lazy because that is what he can never tolerate, or if you are clumsy, he wouldn't like that at all. He is a leader. We have to treasure such people in Nigeria, especially with the leadership gaps we have been having. Having people like Amaechi is like having somebody in your team that Nigeria needs to be very proud of in terms of what he has been able to achieve and what he's going to be in future.

What is your message to Nigerians on the African Day of Seas and Oceans?

The message is utilisation. We have these seas and oceans for so many years, the question is, what do you do with them? What do you do with the oceans? What do you do with the resources of the oceans? Nigeria has to and the federal government is advised to come up with a plan for the seas and oceans, for what we have in Nigeria: the biggest shoreline in Africa, 200 million population, 179,000 square kilometres inland waters. We have to see that something is put there and know what to do with it? That is why the agencies must always come together to see what can be done to maximise the utility of what we have.



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NIMASA Surveyors Workshop 2019



Engr. Joseph Fashakin



Capt. Sunday Umoren



Engr. Olu Alademusi



Engr. Rotimi Fashakin (left), and Head of Maritime Safety, Seafarers Standards Department, Capt. Sunday Umoren (right), and others during the NIMASA Surveyors Workshop 2019, in Lagos.

L-R: Assistant Director, Engineering Survey/Head of Survey Unit, NIMASA, Engr. Etang Asukwo; Guest Speaker/Maritime Casualty Investigator, Chief Engr. Kiwekuzi Onyibe; Head of Maritime Safety, Seafarers Standards Department, Capt. Sunday Umoren; Zonal Coordinator, Central Zone, NIMASA, Warri, Mr. Femowei Abel; Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin; Assistant Director, Surveys and Certification, Engr. Olu Alademusi; and the Assistant Director Quality Assurance Unit, NIMASA, Engr. Oderinde Hakeem during the NIMASA Surveyors Workshop 2019, in Lagos.



NIMASA Inaugurates Assessment Panel for Industry Awards

DG NIMASA, Dr. Dakuku Peterside (right), in a handshake with former Managing Director, Nigerian Ports Authority (NPA), Chief Adebayo Sarumi, who is also Chairman of the Independent Panel of Judges for the Maritime Industry Stakeholders Awards for 2019, during the inauguration of the panel at the headquarters of NIMASA in Lagos.

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he agency further moved to motivate compliance with international regulatory instruments by inaugurating an independent panel of judges for the NIMASA 2019 Maritime Industry Stakeholders Awards. The industry stakeholders awards, which NIMASA

introduced last year, is aimed at encouraging maritime operators in the country to comply with international regulatory instruments.

The panel was headed by a former Managing Director of the Nigerian Ports Authority (NPA), Chief Adebayo Sarumi.

"The award is to honour industry players who comply with extant rules and regulations and encourage others in the area of regulatory compliance," Dakuku stated. "The awards will also inspire, encourage and instill global best practice in the Nigerian maritime space," he added.

Dakuku said the agency's management decided to engage an independent panel of judges to instill confidence in the selection process for the awards. He described the members of the independent panel of judges as persons of proven integrity and distinguished careers in their various disciplines.

Sarumi commended the agency for institutionalising the industry recognitions. He said service recognition by

a regulatory agency, such as NIMASA, was a noble idea.

The chairman of the independent panel of judges told Dakuku, "I continue to marvel at the amount of innovativeness your management puts into the maritime industry. You have pushed our industry to higher gear, not just to the next level, but much higher levels than you met it."

He added, "The fact that NIMASA as a regulatory agency is recognising the efforts of stakeholders is quite commendable. The approach will encourage a better relationship between the regulator and the industry."

The terms of reference of the committee included: to identify the various categories of awards for the industry; invite applications from industry stakeholders and the general public for various categories of the award; set criteria and benchmark for the selection process; and finalise the list of awardees in the different categories for submission to the agency.

Sarumi led the nine-member committee comprising former Managing Director of NPA, Engr. Omar Suleiman; Rtd Admiral Niyi Oshinowo; Chairman, Nigerian Shipowners Forum, Barr. (Mrs.) Margaret Orakwusi; a journalist, Mr. Francis Ugwoke; Director, Maritime Labour Services, NIMASA, Mallam Ibrahim Jibril; Head, Shipping Development, NIMASA, Mr. Anthony Ogadi; and Head, Cabotage, NIMASA, Mr. Victor Egejuru.



'Court Judgement Classifying Oil Rigs as Vessels Will Aid Job Creation'

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he judgement of the Federal High Court in the case involving Seadrill Mobile Unit Nigeria Limited and the Federal Ministry of Transportation (FMOT), which confirmed NIMASA's right to collect fees from drilling operations, is an omen of growth for the maritime sector. The Director-General of NIMASA, Dr. Dakuku Peterside, stated this, emphasising that the judgement is "yet another landmark attempt by the judiciary to set the record straight and boost implementation of our Cabotage law, while generating opportunities for jobs."

NIMASA was joined as a necessary party in the suit originally instituted by Seadrill Mobile Unit Nigeria Limited against the FMOT.

The suit instituted by Seadrill Mobile Unit Nigeria Limited was to determine whether drilling operations fell within the definitions of "Coastal Trade" and "Cabotage" under the Coastal and Inland Shipping (Cabotage) Act, and whether on a proper interpretation of the Cabotage Act, drilling operations fell within the definition of "vessels" under the Act.

On the first issue, the court, presided by Justice Babs Keuwumi, ruled that drilling operations fell within the ambit of exploration, exploitation, or transportation of the mineral or non-living natural resources of Nigeria, whether in or under Nigerian waters, as provided under the definition of coastal trade in the Cabotage Act.

Similarly, the court held that the combined reading of the Admiralty Jurisdiction Act, Interpretation Act, and Cabotage Act meant that drilling rigs fell under the definition of vessel under the Cabotage Act.

Having determined the two questions in the affirmative, the court granted NIMASA leave to collect all outstanding payment of the 2% Cabotage surcharge

from owners of drilling rigs and associated platforms.

The implication of the judgement is that oil rigs operating on Nigerian waters are subject to the provisions of the Cabotage Act.

Reacting to the judgement, Dakuku said it marked the opening of an important opportunity for job, incomes, and economic growth. He appealed to persons engaged in inland trade to pay their Cabotage fees and reaffirmed the agency's commitment to the enthronement of global best practices in the Nigerian maritime sector.

Dakuku said, "The Cabotage Act is very clear and it has again been interpreted and confirmed by the court. We expect that with this judgement all parties will obey the court order and do the needful. It is all for the growth of the Nigerian maritime sector and the country's economy at large.

"On our part, as a responsible agency, we will continue to sensitise stakeholders, because every craft that is engaged in Coastal and Inland Trade must pay the Cabotage fees."

The Director-General reiterated the determination of the agency to end the Cabotage waiver regime in the next five years. He said measures had been put in place by NIMASA, in collaboration with stakeholders in the sector, to achieve a seamless waiver cessation.

Section 2(d) of the Cabotage Act provides that Coastal Trade or Cabotage means the engaging by vessel in any marine transportation activity of a commercial nature in Nigerian waters and the carriage of any goods or substances whether or not commercial nature within the waters of Nigeria.

NIMASA is the government agency responsible for regulating and promoting shipping activities as enshrined in the NIMASA Act, 2007.



Nigeria First in West/Central Africa to Satisfy International Requirement on Piracy Law

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resident Muhammadu Buhari gave his assent to the Suppression of Piracy and other Maritime Offences Bill, 2019, in an unprecedented move that made Nigeria the first in West and Central Africa to have a standalone antipiracy law in line with international requirements.

The new law is billed to bring dramatic improvement in security in the country's territorial waters and exclusive economic zone. The presidential assent dated June 24, 2019 followed the passage of the bill by the Senate on April 9, 2019 and House of Representatives on April 30, 2019.

The bill passed by the Eighth National Assembly gives effect to the provisions of the United Nations Convention on the Law of the Sea (UNCLOS), 1982, and the International Convention on the Suppression of Unlawful Acts against the Safety of Navigation (SUA), 1988, and its Protocols.

NIMASA had facilitated the drafting of the Suppression of Piracy and other Maritime Offences Bill in 2012, in collaboration with the International Maritime Organisation (IMO). It was in a bid to give credence to the relevant international treaties of the United Nations (UN) and IMO ratified by Nigeria on maritime safety and security. The law provides a much-needed legal and institutional framework for the country – through its maritime security enforcement agencies – the Nigerian Navy and NIMASA – to ensure safe and secure shipping in

Nigerian waters and prosecute infractions.

Besides addressing maritime insecurity, the new law, very importantly, fulfills the international requirement for separate legislation on piracy, as against the approach of using the Maritime Operations Coordinating Board Amendment Bill to criminalise piracy.

Speaking after the presidential assent, the Director-General of NIMASA, Dr. Dakuku Peterside, said the move “marks the dawn of a great moment for world maritime.”

Dakuku said, “This is not just a victory for NIMASA, but also for all the stakeholders in the Nigerian maritime community. We are determined to continue to deliver on our promise to investors and the international community to ensure an increasingly safer and more secure environment for profitable maritime business.

“The new law at this very critical stage of our Blue Economy drive is certainly an elixir that will boost our capacity to harness the rich potential of our seas and oceans.”

The NIMASA DG thanked the President for “his commitment and passion for measures that will guarantee safety and security in Nigerian waters.” He also appreciated the United Nations Development Programme (UNDP) and United Nations Office on Drugs and Crime (UNODC) for their support. Dakuku assured that the agency will continue to work with relevant partners and organisations to achieve its aim of ridding the country's waterways and exclusive economic zone of criminal activities.



Annual Essay Competition Seeks to Encourage Youth participation in Maritime



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he Nigerian Maritime Administration and Safety Agency (NIMASA) says the main purpose of its annual essay competition in commemoration of the World Maritime Day is to encourage youth participation in the maritime industry. Director-General of the agency,

Dr. Dakuku Peterside, said this in a statement. He described the youth as the future of the sector, saying NIMASA would continue to do all in its powers to encourage them to pursue careers and investment opportunities in the maritime industry after graduation.

He stated, "This is the third edition of the annual competition specifically designed for students in Nigerian tertiary institutions in order to stimulate research and scholarship to build their knowledge and appreciation of the maritime industry."

The Director-General, who is also Chairman of the African Association of Maritime Administrations

(AAMA), observed that massive investment in the maritime industry would help to create employment, diversify the nation's economy and provide additional sources of income beyond crude oil and its derivatives.

This year's topic for the essay competition, "Empowering Women in the Maritime Community," is in line with the theme of the 2019 World Maritime Day. Dakuku said the winner will get N500,000 educational grant and a laptop while the winning essay would be published in the NIMASA magazine, The Voyage.

He further disclosed that the first and second runners up would get educational grants worth N350,000 and N250,000, respectively, as well as laptops, while consolation prizes of N100,000 each would be given as educational grants to seven other runners up.

NIMASA has organised the essay competition since the last three years as part of the activities marking the World Maritime Day.

NIGERIA FIRST IN WEST/CENTRAL AFRICA TO SATISFY INTERNATIONAL REQUIREMENT ON PIRACY LAW

Continued from page 34

"No man is an island; hence NIMASA cannot achieve much without the support of other stakeholders. This is the time we all need to work more closely together, so that we don't give room to criminals to have their way in our maritime domain," he added.

Some of the significant provisions of the Act include a distinct definition of piracy and other maritime offences/unlawful acts; punishment upon conviction for maritime crimes; restitution to owners of violated maritime assets or forfeiture of proceeds of maritime crime to the Federal Government; and establishment of a Piracy

and Maritime Offences Fund with prescribed sources of funding that will be utilised in the implementation of the Act.

The new law also vests exclusive jurisdiction for the determination of matters under the Act on the Federal High Court. It empowers relevant authorities mentioned under the Act to seize vessels or aircraft used for maritime crimes anywhere in Nigeria and in international waters or in the jurisdiction of any country where the ship is reasonably believed to be a pirate-controlled ship or aircraft.



Barkindo



OPEC Declares Support for Global Maritime Security Conference

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he Organisation of Petroleum Exporting Countries (OPEC) has commended the Federal Government of Nigeria for accepting to host the Global Maritime Security conference, saying it will go a long way to address security concerns in the maritime domain of the entire Gulf of

Guinea.

That was as Chairman of the Association of African Maritime Administrations (AAMA), Dr. Dakuku Peterside, confirmed the participation of over 70 countries in the Global Maritime Security Conference scheduled to hold October 7 – 9 in Abuja, Nigeria.

Secretary-General of OPEC Mohammed Sanusi Barkindo, in a statement to the organising committee of the conference, noted that the Gulf of Guinea was strategic to the stability of oil production globally, adding that the Gulf of Guinea is a major shipping route and any infraction in the area is largely felt beyond the region.

In his words, “The strategic importance of the Gulf of Guinea is undisputed and any disruptions in the area have a direct negative impact on our industry and is, indeed, of global concern. This conference is timely in bringing together the relevant and critical stakeholders to allow them to discuss in a constructive manner what concerted

action could be undertaken to ensure the sustainable use and long term security of this important and strategic body of ocean.”

Barkindo said the conference will create renewed confidence in investment in the oil and gas sector in the Gulf of Guinea, which will have the multiplier effect of addressing the challenges associated with the sector globally.

Meanwhile, Dakuku said the conference provided a platform for stakeholders of all shades to brainstorm and collectively find solutions to the challenges of maritime insecurity in the Gulf of Guinea. The Director General of NIMASA assured participants of a successful event in Nigeria.

The Global Maritime Security Conference 2019 is a high-level conference to facilitate a clearer understanding of the challenges of maritime security in the Gulf of Guinea region and develop tailored solutions as well as coordinate efforts to strengthen regional and international collaborations to extinguish maritime threats in the region.

Expected participants include government ministries and agencies, navies and coast guards, regulatory bodies, maritime lawyers and professionals, foreign missions and diplomats, policy makers and researchers, and institutions and nongovernmental organisations.

WISTA Takes Campaign for Women in Maritime to Anambra

• *Donates Speedboat, Fishing Accessories to Aguleri Women*



Boat donated by WISTA

W

omen's International Shipping and Trading Association (WISTA) has donated a speedboat and fishing accessories to the women of Omabala Na Esu Fishers Association of Aguleri, in Anambra State. President of WISTA Nigeria, Mrs. Mary Madu Hamman, said the donations were

part of the organisation's drive to inspire more women participation in the maritime industry.

Hamman said she was in Aguleri with her team of WISTA officials to lend a hand in growing the trade of the fisher folks and encourage them to tap into the vast opportunities in the maritime industry.

According to her, "Nigeria is concerned about the women in Aguleri community who are known for fishing and marketing. WISTA is proud to associate with them and also help them grow their business activities.



Hamman at Aguleri, Anambra State.

"The maritime sector has a lot of opportunities yet to be tapped into by women."

She stressed the need for women in Aguleri community to send their daughters to school and also encouraged them to study courses relevant to the maritime industry so that they could tap into the resources in the maritime industry.

The WISTA Nigeria president, who is also Assistant Director, Shipping Promotion, at the Nigerian Maritime Administration and Safety Agency (NIMASA), commended the Agency's efforts, under the Dr. Dakuku Peterside-led management, to support women in the maritime industry.

"NIMASA has been a huge support and dependable ally for WISTA and women in the maritime industry generally," she said.

Hamman stated further, "This is not the first time that WISTA Nigeria is empowering women. Similar gestures have been carried out in Epe, Lagos State, and in Oron, Akwa Ibom State. These are all geared towards ensuring that the lives of women are touched. We also aim to enlighten them on the golden opportunities yet to be tapped in the maritime industry."

She announced that WISTA Nigeria would soon be in Enugu State for a similar exercise.

The First Lady of Anambra State, Mrs. Ebelechukwu Obiano, who received the items on behalf of the women, expressed gratitude to WISTA for the philanthropic gesture.

Mrs. Obiano, who was represented by Dr. Ifeoma Madukasi, said, "I want to show my sincere appreciation to WISTA Nigeria for taking out time to impact on the lives of the women in Aguleri and also thank them for encouraging and enlightening the women in Aguleri to tap into the opportunities in the maritime industry. Today is a day that history and the women of Aguleri will not forget so easily because, as you can see, today is a new dawn for women in Aguleri."

Pollution Workshop 2019



L-R: Group Photo of key stakeholders: Major Abduljaleel Mustapha, 81 Division Nigerian Army; Head, Maritime Environment Management Department, NIMASA, Dr Mrs Felicia Mogo; Technical Adviser, International Tanker Owners Pollution Federation , ITOPF, Mr David Campion; Commodore Livingstone Izu, Command Operation Officer Western Naval Command Apapa Lagos; Director, Assets, Safety, & Mitigation Department, NOSDRA, Mr Dipo Obanewa; Director General, NOSDRA, Mr Edris Musa; Project Manager, GIWACAF, Mr Julien Favier; Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Ahmed Gambo; Director, Legal Services, NOSDRA, Mr Ateboh Charles; and the Head, Legal Services, NIMASA, Hajia Aishatu Jidda at the GIWACAF Workshop on Oil Pollution Damage, Assessment, Liability and Compensation organized by NIMASA and NOSDRA in collaboration with IMO was held in Lagos, September 10, 2019.



L-R: Favier, Gambo, Musa and Director Special Duties, NIMASA, Hajia Lami Tumaka

Ahmed Gambo delivering the speech of Dr. Dakuku Peterside during GIWACAF Workshop on Oil Pollution Damage, Assessment, Liability and Compensation. The national workshop which was organized by NIMASA and NOSDRA in collaboration with IMO, in Lagos





L-R: Claims Manager, International Oil Pollution Compensation Funds (IOPC Funds), Mr. Mark Homan; Gambo; Tumaka; and Head, Maritime Environment Management Department, NIMASA, Dr Mrs Felicia Mogo



L-R: Director General, NOSDRA, Mr Edris Musa; Favier; Gambo; and the Director, Legal Services, NOSDRA, Mr Ateboh Charles



L-R: Gambo; Assistant Director, Maritime Environment Management, NIMASA, Mrs. Nwuba Catherine; and Musa



R-L: Head, Maritime Environment Management Department, NIMASA, Dr. (Mrs.) Felicia Mogo; Director, Western Zone, NIMASA, Mr. Abba Olayemi; and the Chief Cabotage Officer, Oyindamola Oyelese



R-L: Ibe Magnus of Bourbon InterOil Nigeria Ltd; Executive Director, Maritime Labour and Cabotage Services, Mr. Gambo Ahmed; Representative of Federal Ministry of Transportation, Hajia Wasilat Adamu; Rear Admiral O.P. Ozajofofor (Rtd) of Giant Shipping Services; and Chairman Technical Committee of National Joint Industrial Council (NJIC), Mr. Chiroma I.D, at the signing ceremony of National Joint Industrial Council (NJIC) Collective Bargaining Agreement (CBA) on Minimum Conditions of Service of Nigerian Seafarers for Coastal and Offshore Sector at the NIMASA Head Quarters in Lagos.

COLLECTIVE BARGAINING AGREEMENT: NIMASA Demonstrates Commitment to Seafarers' Welfare

In furtherance of its effort to ensure improved working conditions for seafarers in the country, the Nigerian Maritime Administration and Safety Agency (NIMASA) has midwived the signing of the Nigerian Seafarers Conditions of Service Collective Bargaining Agreement (CBA). The agreement signed at the agency's headquarters in Lagos was with the endorsement of the National Joint Industrial Council

(NJIC) Collective Bargaining Agreement on minimum standards on conditions of service for Nigerian seafarers in both coastal and offshore sectors.

Speaking at the signing ceremony, the Director-General of NIMASA, Dr. Dakuku Peterside, expressed his belief that proper implementation of the agreement would bring about significant improvement in seafarers' working conditions.

Dakuku said, "As an agency, we are happy to midwife this process that will enhance the welfare of our seafarers. I wish to commend the seafarers' employers in the offshore and coastal sectors for their cooperation and understanding in seeing through the whole process.

"In the same vein, I wish to implore them to also ensure that the CBA, which is meant to guide ship-owners in their bipartite negotiations and the development of all employment agreements, is implemented as endorsed."

The Director-General, who was represented by the Executive Director, Maritime Labour and Cabotage Services, Mr. Gambo Ahmed, added that the conditions of service of the CBA was a minimum standard in line with the extant national and international regulations and must be met by all employers of seafarers.

Gambo, who is also Chairman of the NJIC, urged employers to understand that the enhancement of seafarers' welfare will enhance productivity and effective job performance.

Some of the stakeholders at the occasion were Mrs. Wasilat Mohammed Adamu, who co-signed the agreement



Rear Admiral O.P. Ozajofofor (Rtd.) of Giant Shipping Services (left), and Ibe Magnus of Bourbon InterOil Nigeria Limited, signing the National Joint Industrial Council (NJIC) Collective Bargaining Agreement (CBA) on Minimum Conditions of Service of Nigerian Seafarers for Coastal and Offshore Sector at the NIMASA Head Quarters, Lagos.

NIMASA Named Most Reliable Government Organisation

• Says Buhari's Economic Agenda Dependable

The Nigerian Maritime Administration and Safety Agency (NIMASA) was recognised as the "Most Reliable Government Organisation of the Year" at the seventh edition of the Pan African International Recognition Awards/Annual Discourse held in Accra, Ghana. Organisers of the annual awards, Pan African International magazine, said NIMASA was recognised for "its giant achievements in the maritime sector, locally and globally."

Reacting to the award, Director-General of NIMASA, Dr. Dakuku Peterside, said the agency's successes were an indication that the economic agenda of the President Muhammadu Buhari administration was not only succeeding, but it was also reliable.

The theme of this year's event was, "Driving Growth and Sustainable Economic Development through Good Governance – Improving Structures and Policies in Africa." It was a forum to showcase and honour leaders, organisations, and individuals who had shown commitment to the development of the continent.

Dakuku, who was represented at the award ceremony by the Executive Director, Finance and Administration, Dr. Bashir Jamoh, said, "This honour is a testament to the success and dependability of President Muhammadu Buhari's economic agenda. We keyed in a long time ago, and we have been running with the vision of the President to restore Nigeria to greatness."

"At NIMASA, we are also pursuing a transformational agenda, and this award is testimony to the effectiveness of our strategy."



Executive Director, Finance and Administration, Dr. Bashir Jamoh (left) receiving the award on behalf of NIMASA

"We are doing our bit as a strategic economic pillar in the collective task of delivering progress to majority of Nigerians."

Jamoh received the award on behalf of the agency.

The event had Director of the Kenya School of Law, Professor Patrick Loch Otieno Lumumba, as Keynote Speaker.

The award ceremony brought together renowned intellectuals and financial experts from across the globe to proffer solutions to the varied challenges facing African countries. It was an opportunity for African political and business leaders, government agencies, research institutions and investors to offer solutions to the challenges of unemployment, terrorism, insecurity and corruption, which have prevented many African countries from reaching their developmental potential.

CBA: NIMASA DEMONSTRATES COMMITMENT TO SEAFARERS' WELFARE

Continued from page 52

in her capacity as representative of the Federal Ministry of Transportation; Mr. Magnus Ibe of Bourbon International Limited; Mr. Alalade Matthew, representing the Nigeria Merchant Navy Officers and Water Transport Senior Staff Association (NMNO/WTSSA); Director, Maritime Labour Services, NIMASA, Mr. Ibrahim Jibril; and Director, Special Duties, NIMASA, Hajia Lami Tumaka.

In attendance to witness the event were key maritime stakeholders from the offshore and coastal maritime sectors, Maritime Workers Union (MWUN), Association of Manning

Agents of Nigeria (AMAN), National Seafarers Welfare Board (NSWB), as well as representatives of the Federal Ministry of Transportation, Federal Ministry of Labour and Employment, and management staff of NIMASA.

It would be recalled that the CBA for the fishing sector had earlier been signed, and with the signing of the agreement for the coastal and offshore sectors, Nigerian seafarers now have a complete CBA.

NIMASA has consistently spearheaded measures aimed at ensuring employers of seafarers fall in line with extant international regulations.

El-Rufai



El-Rufai Hails Turnaround of Maritime as spur to Economic Transformation

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aduna State Governor Nasir El-Rufai has commended the efforts of the current management of the Nigerian Maritime Administration and Safety Agency (NIMASA) to develop the maritime sector and increase its contribution to the economy. El-Rufai said Dr. Dakuku

Peterside's appointment as Director-General of NIMASA was one of the most skillful and opportune decisions by the President Muhammadu Buhari administration in its drive to revolutionise the maritime industry.

The governor spoke in a chat with journalists at the Kaduna State Government House.

He said Dakuku had brought his wealth of experience and pragmatism to bear on the maritime sector, occasioning many reforms that have produced significant growth in the industry within a short period.

According to El-Rufai, "Dr. Dakuku is a vibrant young man who has brought a lot of reforms to the maritime industry. This is what you get when you appoint young and knowledgeable people and this appointment has brought a lot of gains to this administration."

The governor said with the length of the Nigerian coastline, the country deserved more benefit from maritime. He added, "I know NIMASA, in collaboration with the Nigerian Ports Authority, headed by my former Chief Of

Staff, Hadiza Bala Usman, is doing a lot to decongest the Apapa ports and we are proud of what they are doing so far. But we must also look at ways of building new ports to decongest Apapa."

El-Rufai also commended the Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi, whom he said had revolutionised the entire transport sector under difficult circumstances. He said Kaduna State was one of the beneficiaries of Amaechi's vision, as the Abuja-Kaduna rail line, whose completion the former Rivers State Governor ensured, was now one of the busiest rail lines in the country.

He stated, "I do not recall any Minister of Transportation that has achieved as much in so little time, under very difficult circumstances as Hon. Amaechi has done. Kaduna State is one of the beneficiaries of his effort, because the Abuja-Kaduna rail that started more than 10 years ago was completed under his tenure."

"It was a single-minded focus on completing projects of benefit to the country that enabled that, and today, that train connection is one of the busiest and most patronised in Nigeria. For the first time, Nigerians are seeing the advantage of having a functional rail system and he was also very influential to the appointments of Hadiza Bala Usman and Dakuku Peterside and the maritime sector is better for those strategic appointments."

President, Nigeria Olympic Committee (NOC), Mr. Habu Ahmed Gumel (left), presenting a Lapel of the Committee to the Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside when the NOC Officials paid a courtesy visit to the Agency in Lagos.



Nigeria Can Sustain Greatness through Sports – Dakuku, NOC President

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ports has a big role to play in the country's quest for development, as the spirit of fairness and unity that sporting events evoke is a vital ingredient of nation-building, according to Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku

Peterside. Dakuku stated this in Lagos while receiving members of the Nigeria Olympic Committee (NOC) who were on a courtesy visit.

He said excellence in sports could further project a nation, stressing that countries like Brazil, Argentina, Germany, England, the United States, and Kenya were using their greatness in sports to boost their economic and political standing in the comity of nations.

NOC President Habu Ahmed Gumel, who led other members to the visit, echoed similar sentiments. Gumel commended the NIMASA management for its strategic steps in support of the Next Level agenda of the President Muhammadu Buhari government through various transformational initiatives in the maritime sector. He sought the agency's support in bringing about the same cooperative spirit towards the country's participation at the 2020 Summer Olympics in Tokyo, saying the NOC aims for more gold medals.

Dakuku said the support of all and sundry, especially corporate Nigeria, was needed to tap the huge benefits that abound in sports for the country's greatness.

He told the NOC team, "We thank you for visiting the agency and for your kind words in recognition of our modest accomplishments as we endeavour to contribute our

own quota to the success of our President, Muhammadu Buhari's Next Level agenda.

"In NIMASA, we work as a team, and that is why we have been able to accomplish the things we have done so far. With different persons playing different roles and making sure we keep our eyes on the ball, and in the spirit of sportsmanship, a huge atmosphere of success is created. This atmosphere is a crucial ingredient of nation-building.

"Sports play a great social and economic role in our country. It enhances the reputation of the nation, and it can create millions of jobs for our youth, if properly harnessed. Sports can be one of the biggest employers of labour in our country, like it is in America and the United Kingdom. Sports is good for national image and national pride, and it is also good for our own health as individuals. That is why every month in NIMASA we have sporting activities for staff."

Gumel said the committee needed funds to carry out its functions and realise the objectives, calling on NIMASA, other agencies of government, and the private sector to support this national objective for the collective good of the country.

The NOC leader commended the Dakuku-led management team for its landmark achievements, including the provision of sea time for many Nigerian cadets under the Nigerian Seafarers Development Programme (NSDP). He listed the functions of the committee to include ensuring the representation of Nigeria by the best available athletes at the Olympic Games, Commonwealth Games, and other international and continental tournaments.

PHOTO SPLASH **AFRICAN DAY OF SEAS AND OCEANS**



L-R: Head, Legal Services, NIMASA, Hajia Aisha Jidda; Secretary General, Abuja MoU, Mrs. Mfon Usoro; DG NIMASA, Dr. Dakuku Peterside; NIMASA Board Chairman, Major Gen. Jonathan India Garba; President, Women's International Shipping and Trading Association (WISTA), Ghana, Jemilat Mahamah; and member, Governing Council NIMASA, Senator Salisu Matori



Representative of Speaker House of Representative, Hon. Linda Ikpeazu (left) and Dakuku



Matori, India Garba, Dakuku, and Usoro



L-R: Media stakeholder Okey Ibeke, Deputy Director, Public Relations, NIMASA, Mr. Isichei Osamgbiri and Editor, The VOYAGE Magazine, Mr. Vincent Obia



Assistant Director, Protocol, NIMASA, Moji Hamzat (left), and representative of the Federal Ministry of Transportation, Hajia Wosilat Adamu



Usoro (left) and Mahamah



L-R: Mrs. Mary Hamman, Otunba Kunle Folarin, Dakuku, Obiageli Obi, Mrs. Azike and Mrs. Akpan



R-L: Mrs. Ronke Thomas, Mr. Victor Egejuru and a staff



L-R: Joyce Daniels, Captain C. Azuike, Assistant Director, Legal Services Department, NIMASA, Mrs. Obioma Obigbor, and Chief Public Relations Officer, Edward Osagie



NIMASA staff



L-R: Barr. Margaret Orakwusi; Mrs. Juliana Gunwa; and Assistant Director, Marine Environment Management, NIMASA, Mrs. Okorigba





Water Therapy and Its Benefits

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s water makes up about three-quarters of our body composition, it's clear that it plays a vital role in all our bodily functions. Thus, it is paramount that you constantly replenish your body's water reserves. Moreover, practicing water therapy, a complete toxin cleansing therapy, can help you keep diseases at bay and lose weight along with a host of other benefits.

Water therapy involves drinking one and a half liters of pure drinking water as soon as you wake up in the morning. Simply consume four to five glasses of water before brushing your teeth. Then brush and clean your teeth and eat your breakfast or drink your morning beverage after forty-five minutes. Lastly, ensure that you do not consume anything for two hours after every meal during the day.

Following this simple practice can cure migraines, get rid of allergies, improve your metabolism and provide myriad other health benefits. Here are a few health benefits that you can gain by practicing water therapy daily.

1) A complete toxin cleanse

Water has an amazing detoxifying effect on you as it easily flushes out toxins and maintains the pH balance of your body. Regularly practicing water therapy can do

wonders for your skin by minimising acne and blemishes. It also improves your kidney functions by diluting toxins, making them easier for the kidneys to process.

2) Cures constipation

When you practice water therapy, you ready your stomach to fully absorb all the nutrients from the food you eat through the day. This leads to the proper breakdown and digestion of food making bowel movements easier and thereby preventing bloating and constipation. Water therapy results in a thorough wash out of your gastrointestinal tract, cleaning your digestive system of all toxic matter and getting it ready for the rest of the day.

3) Promotes weight loss

Adequate water intake not only improves digestion but also regulates your appetite. Often, you misinterpret your body's signals of thirst for hunger and end up overeating. Water therapy helps you meet your body's water requirement more effectively, thereby preventing you from eating more food than you need. Additionally, drinking water aids in new cell generation leading to muscle growth and weight loss.

4) Prevents dehydration

Many diseases are complex symptoms of dehydration.

“When you practice water therapy, you ready your stomach to fully absorb all the nutrients from the food you eat through the day.”

Often doctors misinterpret those secondary symptoms as unrelated diseases. Some of the diseases include rheumatoid arthritis, migraine, hypertension, sinusitis, kidney stones, asthma and irregular menstruation. Water therapy helps in preventing and curing these diseases and improves your overall health and well-being. Also, water therapy helps you stay energized throughout the day by maintaining your water reserves and preventing dehydration.

When you perform water therapy, you must remember to consume enough water during the day. Simply drinking a liter and half of water in the morning is not enough. Drink another six to eight glasses of water throughout the rest of the day to satisfy your thirst. In the beginning, drinking so much water at the start of the day might make you feel uncomfortable. You will also feel the urge to urinate more often than usual. But over a few days, your body will get accustomed to this change.

Soon you will begin to witness the amazing benefits of water therapy. In only a week or two, your skin will look and feel healthy and glowing from within. Your digestive functions will improve and you will find yourself feeling rejuvenated and energized throughout the day. So what are you waiting for? Keep your water bottle ready by your bedside tonight and start your day on a healthy note tomorrow.

• **Culled from:** <https://www.livpure.com/blog/what-is-water-therapy-its-benefits-everything-you-need-to-know>

NIMASA Employee of the Month



FASHAKIN OLUSESAN
FINANCIAL SERVICES DEPARTMENT
JULY 2019



PASCALIA EJOWVO O.
MARITIME LABOUR DEPARTMENT
AUGUST 2019



EVI COSTANCE OMAGBEMI
LEGAL DEPARTMENT
SEPTEMBER 2019

Global Maritime Security Conference 2019

7TH - 9TH OCT, 2019

INTERNATIONAL CONFERENCE CENTRE,
ABUJA, NIGERIA

THEMATIC SESSIONS OF THE CONFERENCE ARE:

- Maritime Security, Legal Framework and Regulatory Issues in the Gulf of Guinea
- Maritime Governance and the Blue Economy
- Technology Deployment in Maritime Security: Emerging Issues
- Maritime Security: Moving Beyond Policy Statements to Taking Collective Actions
- Balancing Geopolitical, Economic and Geostrategic Interests in Maritime Security Initiatives
- Maritime Security: Evolving Roles, Models, Missions and Capabilities
- Future of Maritime Security: Trends, Emerging Threat Vectors and Capability Requirements
- Ensuring Maritime Security in the Gulf of Guinea: Effective Regional Cooperation and Roles of International Partners
- Enhancing Maritime Domain Awareness (MDA)
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