

THE

VOYAGE



VOL.7 NO.4. 2019

GULF OF GUINEA SECURITY: THE ABUJA DECLARATION

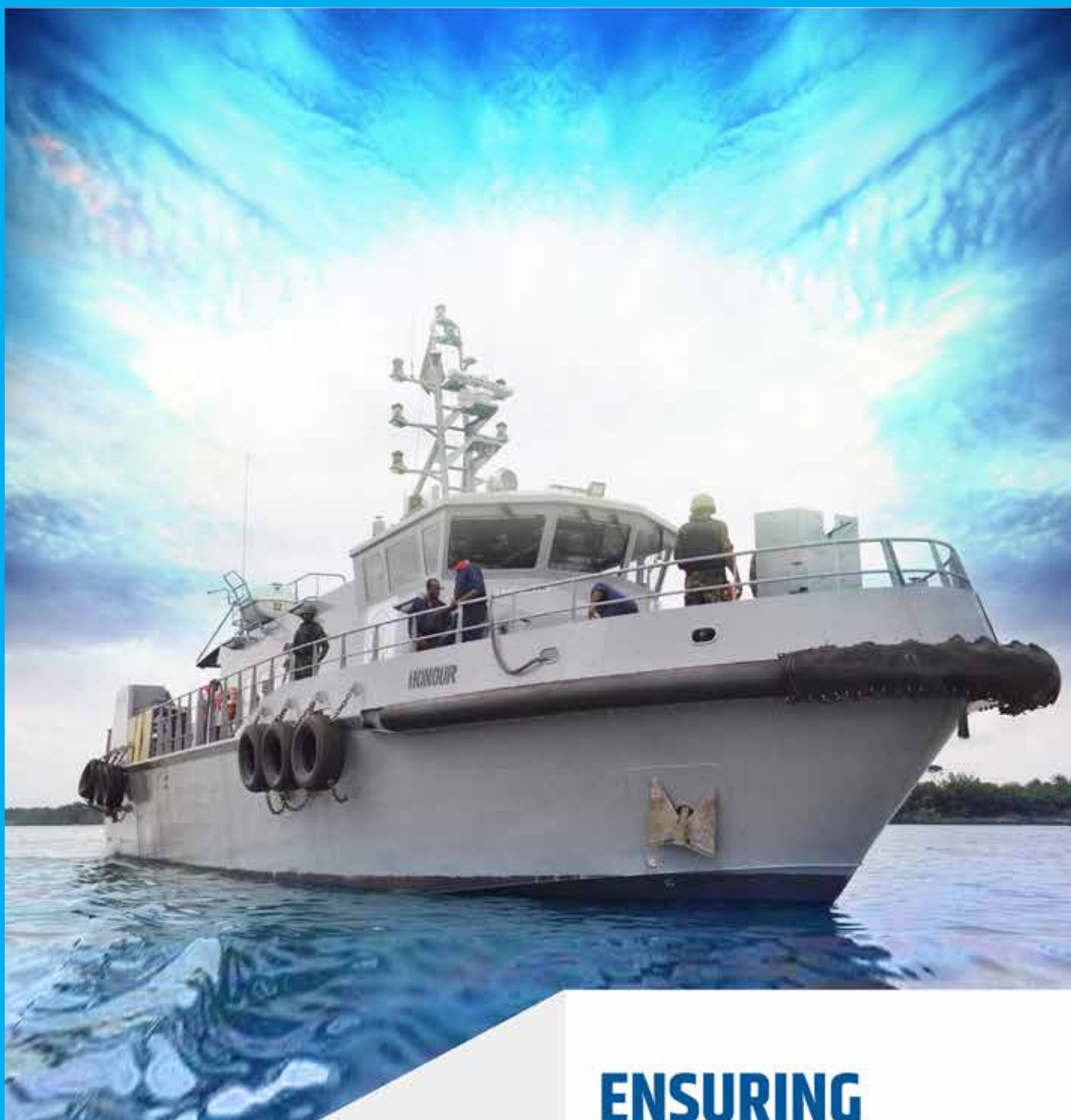


GLOBAL
MARITIME
SECURITY
CONFERENCE



- ***Over 80 countries in attendance.***
- ***Navies/maritime law enforcement agencies of GoG States to engage in regular joint operations with international partners.***
- ***GoG States to prioritise ratification, implementation of regional, continental and international conventions.***
- ***GoG States to engage more with local communities, seafarers, private stakeholders.***
- ***International community to treat illegally harvested resources in the GoG, including oil and fishery, like 'blood diamonds'.***





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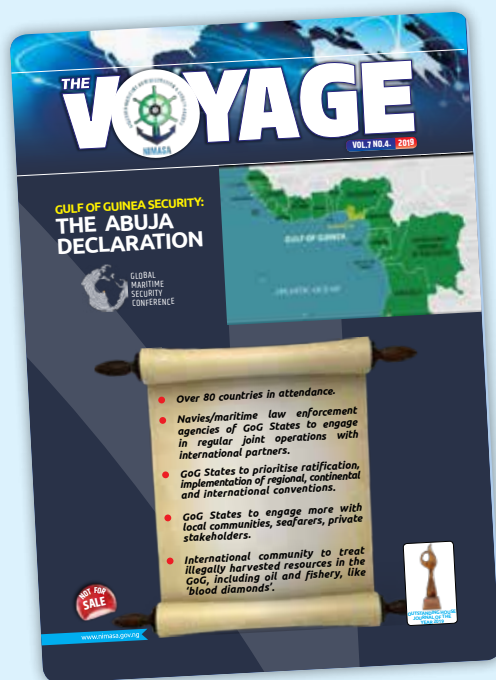
ENSURING THE SAFETY OF OUR WATERS.

With our trained hands anchored for defense, we defend our waters against piracy and other economic saboteurs.

#WeAreNIMASA

REGULATORY | OPERATIONAL | PROMOTIONAL | CAPACITY BUILDING

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Dr. Dakuku Peterside,
DG/CEO NIMASA

NIMASA: More Than A National Agency

A

lthough we are termed Nigerian Maritime Administration and Safety Agency (NIMASA), a name that suggests we operate strictly as a local body, still, our functions are supranational. We run our statutory internal operations of the maritime industry, alright. But we also look beyond to address international concerns that affect Nigeria and our relationships with the outside world.

That professional and patriotic obligation led NIMASA to organise and host the Global Maritime Security Conference (GMSC) on behalf of Nigeria and the Gulf of Guinea between October 7 and 9, 2019 in Abuja, the Nigerian capital. We held it in conjunction with the Federal Ministry of Transportation and the Nigerian Navy. Some 80 countries and navies from all over the globe were represented at the hugely successful event.

It came in the wake of reported incidents of fatal security breaches in the Gulf of Guinea. Such occurrences

threatened to roll back great strides the region had been making to establish the Blue Economy as the main lever for transforming the socioeconomic and industrial fortunes of the people of the area.

We had specialised experts who dropped ideas to help deal with the security challenges on a long-term basis. For instance, the gathering resolved that states along the Gulf of Guinea and their global partners should prioritise training and capacity for relevant stakeholders in maritime authorities, law enforcement agencies, and navies.

Another surprise that came forth from the international conference was the resolution that the Gulf of Guinea states and the international community should set up measures to ban illegal mining of resources from the region by labelling their proceeds like the infamous blood diamonds. It equally resolved that countries in the region should explore the possibility of designated maritime courts to handle cases of sea robbery, piracy and other maritime offences to ensure quick dispensation of cases.

The conference also called for the sensitisation of the judiciary on critical legislations to support the maritime reforms brought up during the three-day talks.

The GMSC effectively marked the transition of NIMASA from a local to a global Agency. The well-received international conference, with its record large turn-out of professionals, naval chiefs, and top government personnel, not only reflects NIMASA's capability for organisation, but also indicates that the agency is capable of excelling both at the domestic scene and on the global front in its commitment to advancing Nigeria's global maritime goals.

Dakuku Peterside

WORDS ON MARBLE

Nigeria has taken the initiative by convening this global conference to examine the maritime security challenges in the region. Nigeria is keen to drive this initiative because it is a significant destination in the international and domestic shipping map.

– DR. DAKUKU PETERSIDE



Isichei Osamgbi

We are like the Colossus of Rhodes

T

he Colossus of Rhodes was one of the Seven Wonders of the Ancient World. At 110 feet high, it overlooked the harbour of Rhodes in Greece around 300 BC. It had a massive stature that was thought to straddle the harbour in a symbolic posture to suggest that it had supreme control over land and sea.

At the Nigerian Maritime Administration and Safety Agency (NIMASA), we are also demonstrating that we are not confined to the waters in Nigeria only. We are bonded to global activities on land and sea also. In other words, we are, like the Colossus of Rhodes, covering both the waters and terra firma to deliver first-class services to our fatherland.

That is what this edition of The Voyage magazine is proving this quarter.

We offer a comprehensive coverage of NIMASA's excellent outing as hosts of the international conference on marine security in the Gulf of Guinea. Some 80 nations and navies came for

the meeting, with resolutions that promise to fundamentally change the Gulf's maritime life. It's our cover story. We call it the Abuja Declaration on Security in the Gulf of Guinea Maritime Domain.

In this flagship, you will come across answers from the experts to the long-standing maritime security challenges in our coastal region.

Also for your enjoyment are features on Nigeria's leading efforts to ensure the implementation of IMO's Ballast Water Management Convention, the search for an effective maritime transport policy, and NIMASA's Corporate Social Responsibility (CSR) initiative involving distribution of educational materials to schools across Nigeria's six geopolitical zones. So, who says NIMASA is too marine-minded to notice that education needs its intervention?

We also serve you our traditional features: news, health tips, photo splash, etc.

Enjoy The 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.



GULF OF GUINEA SECURITY: THE ABUJA DECLARATION

Trying to make a huge swathe of Africa's waters safe, Nigeria gathers the world to deliberate on measures to eliminate lurking threats. **Vincent Obia, Ganiyu Alayaki and Femi Kumuyi** write



If there had been a better time to bring together stakeholders in the global maritime community to take a position on festering insecurity in the Gulf of Guinea (GoG), few people certainly could have thought of it. With the scathing reports from the International Maritime Bureau (IMB) – and sometimes, ill-informed and wrong postulations – about the security situation in the GoG maritime domain, the pressure to act was palpable.

The GoG has been notorious for piracy incidents over the last decade, topping the IMB piracy charts in 2018 with 31 attacks, though sea robbery incidents

have sometimes been wrongly classified as piracy. But the number of attacks dropped in the first quarter of 2019, from 22 a year before to 14 in the first quarter, in what the London-based maritime security tracker said was the result of “the Nigerian Navy’s increased efforts to actively respond to reported incidents by dispatching patrol boats.”

Broadening such effort and giving direction to the drive for a lasting solution to the problem of insecurity in the GoG, Nigeria hosted the Global Maritime Security Conference (GMSC) from October 7 to 9, 2019 in the country’s capital, Abuja. It was a high-level meeting





L-R: Permanent Secretary, Federal Ministry of Transportation, Sabiu Zakari; representative of Minister of Defense, Hajia Nuratu Batagarwa; Minister of State for Transportation, Gbemisola Saraki; and Minister of State for Foreign Affairs, Ambassador Zubairu Dada; and others at the Global Maritime Security Conference in Abuja

organised to facilitate a clearer understanding of the challenge of maritime security in the GoG region, develop tailored solutions, and coordinate efforts to strengthen regional and international collaborations to eliminate threats in the strategic global maritime locale.

The Federal Ministry of Transportation, in partnership with the Nigerian Navy, hosted the GMSC, the first on the GoG, with the country's maritime regulatory agency, the Nigerian Maritime Administration and Safety Agency (NIMASA) as major sponsor.

The conference brought a ripple of excitement from a concerned world, which responded with huge participation. More than 3, 000 delegates from over 80 countries deliberated on the main theme, "Maritime Security and Global Trade Facilitation," and a wide range of sub-themes, including 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; Future of Maritime Security: Trends, Emerging Threat Vectors and Capability Requirements; Ensuring Maritime Security in the Gulf of Guinea: Effective Regional Cooperation and Role of International Partners; Enhancing Maritime Domain Awareness (MDA); and Harmonised Standard Operating Procedures (HSOP): a Model for Cooperation.

Other themes treated at the conference were Maritime Security: Evolving Roles, Models, Missions

and Capabilities; Maritime Security: Moving Beyond Policy Statements to Taking Collective Actions; Balancing Geopolitical, Economic and Geostrategic Interest in Maritime Security Initiatives; and Maritime Security Partnerships: The Roles of Civil Societies.

The GMSC attracted world-renowned speakers and experts. They included Chief Executive Officer of The Heyl Group, an independent management consulting firm focused on Africa, Phillip Heyl. Heyl is senior advisor to the International Maritime Organisation (IMO) leading the stand-up of the Interregional Coordination Centre (ICC) in Yaoundé, Cameroon, a first-ever effort to coordinate a collective African response to maritime threats in GoG. There was also Deputy Chief of the Gabon Navy, Captain (N) Loïc N. Moudouma, a member of the National Sea Council of Gabon and a strategy, force planning and decision-making, maritime safety and security expert.

Other experts who came to share their knowledge and experience at the GMSC were Professor of International Security and Director of the Global Insecurities Centre at the University of Bristol, and founding Editor-in-Chief of the European Journal of International Security for Cambridge University Press and the British International Studies Association (BISA), Tim Edmunds; Professor of International Relations at the University of Copenhagen, Denmark, Christian Bueger; a master mariner with

“The 17-point communiqué included declarations that the GoG states should step up law enforcement mechanisms, prioritise capacity building for those involved in maritime security.”

Certificate of Competency, and former Assistant Director at the Bahamas Maritime Authority, Dr. Phillip Belcher; and Country Representative for the United Nations Office on Drugs and Crime (UNODC), Dr. Oliver Stolpe.

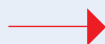
An official communiqué at the end of the conference listed actions needed at the national, regional, and international levels to maintain security in the GoG maritime domain. The 17-point communiqué included declarations that the GoG states should step up law enforcement mechanisms, prioritise capacity building for those involved in maritime security, including the judiciary, engage in joint operations with international partners, and support regional and international efforts to contain insecurity in the region.

The conference called for greater interagency cooperation, community involvement, and better funding for maritime security.

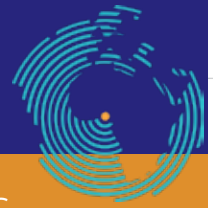
Perhaps, most significant was the declaration equating resources illegally mined or harvested from the GoG with the “blood diamonds,” and calling on the global community to intentionally prohibit and designate the resources as such.

The resolutions are in tandem with Nigeria’s recent efforts to strengthen maritime security by tackling frontally piracy and armed robbery at sea.

On June 24, 2019, President Muhammadu Buhari signed into law the “Suppression of Piracy and other Maritime Offences Bill,” which aims to ensure safe and secure shipping at sea, prosecute breaches, and criminalise piracy. The law, meant to improve security on Nigerian waters, made Nigeria the first country in West and Central Africa – including the entire Gulf of Guinea – to enact a standalone antipiracy law. It fulfils a major international requirement for a separate law to fight piracy set by the IMO, to ensure safe and



PLENARY SESSION 1



MARITIME SECURITY: EVOLVING ROLES, MODELS, MISSIONS AND CAPABILITIES

HIGHLIGHTS OF PANEL 1

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he Panel discussed threats to maritime security and ongoing efforts of the states in the GoG to address these challenges through regional cooperation and the 2050 African Integrated Maritime Strategy (AIMS). The session further highlighted some models adopted to tackle maritime security threats such as the Safe Anchorage Area in Cameroon and reactivation of the European Union Fishing Agreement in the Gambia.

RECOMMENDATIONS OF PANEL 1

1. Improve surveillance capability
2. Acquisition of medium to high endurance platforms.
3. Establishment of a Common Maritime Security Architecture.
4. Improve Maritime Domain Awareness (MDA).
5. Sharing of information/intelligence among stakeholders.
6. Training and capacity building for relevant stakeholders involved in maritime security.
7. Conduct joint operations and exercises.
8. Include financial institutions in the stakeholders forum for discussions on maritime security.
9. Review legal frameworks and signing of bilateral MOUs to facilitate cross-border operations.
10. Harmonization of operations in the sub-region.
11. International organisations such as IMO, UN, EU etc should address the landing of illegal fishing in Western Countries.
12. Leverage on technology as a force multiplier.
13. Take advantage of lessons learnt from past incidence.
14. Develop and reinforce the capacities of national maritime authorities, law enforcement agencies particularly, navies as first responders.
15. Countries should explore alternative sources of funding their armed forces outside budgetary allocation of member states to enhance the effectiveness of their response to maritime incidences.
16. Strong internal coordination between all the Agencies with responsibilities for maritime law enforcement.
17. Shipping companies should emplace best management practices and vet members of staff to avoid complicity.
18. Adopt a comprehensive approach in dealing with maritime security issues by involving the youths and coastal communities.
19. Maximise evidence collection to enhance prosecution of offenders to act as deterrence.
20. Close gaps between zones and states in areas of jurisdiction.



L-R: Major General JGK Myam; Chief of Naval Staff, Vice Admiral Ibok Ette Ibas; DG, NIMASA, Dr. Dakuku Peterside; Commander in Chief of the Fleet, Brazilian Navy, Vice Admiral Jose Augusto Menexes, and Senator Gbemisola Saraki, at the Global Maritime Security Conference in Abuja

secure global shipping.

The law provides a legal framework for the prosecution of piracy and other maritime crimes through the country's maritime security enforcement agencies: the Nigerian Navy and NIMASA. It makes operative 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.

The new law distinctly defines piracy and other maritime crimes and provides appropriate penalties upon conviction. It contains provisions for restitution of violated maritime assets to owners, fines, and forfeiture of proceeds from maritime crime to the federal government.

NIMASA facilitated the drafting of the Suppression of Piracy and other Maritime Offences Bill in 2012, in collaboration with IMO.

Nigeria received raves from across the world during the GMSC for its determination to tackle maritime insecurity.

The United Nations lauded the country's effort to stop the smuggling of hard drugs in the GoG through the promulgation of a law to broadly confront piracy and crimes on the country's territorial waters and exclusive economic zone.

The representative of the UNODC Country Director for Nigeria, Mr. Oliver Stolpe, said at the GMSC, "We need to recognise the things that have been done right, that is the Suppression of Piracy Act that was passed by the Nigerian government, which for the first time gives a comprehensive framework to tackle the issue of piracy and, more broadly, maritime crimes. We are on a good path.

"The big issue now is the follow up to that, which is the prosecutions."

Stolpe, who addressed a press conference alongside the Programme Officer at the UNODC Office in Nigeria, Mr. Giuseppe Sernia, described the GMSC as a crucial step forward in the attempt to deal with insecurity in the GoG.

He identified the "extremely fragmented" nature of the legal framework regulating the maritime domain as a major hindrance to effective security coordination and enforcement in the GoG. According to him, though, there are regional and international frameworks in place, gaps exist with regard to countries signing on to the conventions and actually putting them into domestic legislations and policies. Stolpe advised countries to apply the United Nations Convention Against Illicit Traffic in Narcotic Drugs and Psychotropic Substances.

But Nigeria is closing some of the gaps by leading efforts to strengthen international maritime law through the ratification of several conventions. The country has ratified 40 conventions passed by IMO and the International Labour Organisation (ILO) covering Maritime Safety, Labour, and Marine Environment. Nineteen of the conventions have been domesticated by way of regulation, adoption or incorporation under the Merchant Shipping Act of 2007.

In addition, NIMASA has forwarded to the executive arm of government for ratification six IMO instruments. They include the Hong Kong International Convention for safe and environmentally sound recycling of ships 2009; International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969, and the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other

“Some years ago, the proposal of a Global Maritime Security Conference here in Abuja would have been regarded as wishful thinking. The Nigerian government, its administrations, and its navy have risen to the challenge, they have made the wish come true, and for this, we are grateful.”

than Oil (Intervention Protocol 1973); International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F); and 1996 Protocol on Limitation of Liability for Maritime Claims (LLMC).

Others are the 2002 Protocol relating to the Carriage of Passengers and their Luggage by Sea (PAL) and Protocol of 2005 to the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation.

NIMASA is working with the Federal Ministry of Transportation, under the auspices of an Inter-Ministerial Committee, to realise the ratification of these instruments.

Nigeria got loads of commendation from international maritime stakeholders, as the world showed keenness on security in the GoG maritime domain, a strategic global maritime trade route.

Head, Regional Cooperation Section, European Union Commission, Lotte Taylor, presenting the commission's paper at the GMSC, stated, “Some years ago, the proposal of a Global Maritime Security Conference here in Abuja would have been regarded as wishful thinking. The Nigerian government, its administrations, and its navy have risen to the challenge, they have made the wish come true, and for this, we are grateful.”

Emphasising the economic, social, and political importance of maritime security, the EU Commission said the international community needed to do more to contain security threats in the GoG region. It identified the Yaoundé Code of Conduct and its architecture agreed by 24 GoG states in June 2013 as the single most comprehensive regional strategy for the area.

According to the EU, “In supporting the Yaoundé Code of Conduct, the European Union has an approach



PLENARY SESSION 2



BALANCING GEOPOLITICAL, ECONOMIC AND GEOSTRATEGIC INTEREST IN MARITIME SECURITY INITIATIVES

HIGHLIGHTS OF PANEL 2

The session focused on balancing geopolitical, economic and geostrategic interests in maritime security initiatives. It highlighted the challenges experienced by African states in prioritising maritime security as well as domesticating international, continental and regional frameworks due to lack of capacities, political will and non-implementation of existing interventions.

RECOMMENDATIONS OF PANEL 2

1. Commission a study on the New World Order with emphasis on Africa's position, role, potentials and partnership possibilities as well as threat analysis.
2. Emplace an administrative structure that would liaise and communicate with various coastal communities with a view to investing in local expertise
3. Ensure good governance as a tool for social development and reduction of maritime crimes.
4. Contextualisation of international interventions to fit the African agenda and restrict to facilitating and providing necessary support.
5. Members states of the GoG should establish a lead agency to coordinate all strategies aimed at tackling maritime security challenges
6. The AU should urgently implement the Action Plan developed by the AIMS 2050 Special Task Force constituted in 2014.
7. Decision making processes should be inclusive and consultative.
8. States should equip law enforcement agencies with infrastructure and logistics equipment.
9. States should create enabling business environments for indigenous maritime communities.
10. Honest partnerships that would engender consensus interests should be established between Africa and the international community.
11. Governments of member states of the GoG should prioritise maritime security.
12. Technology should be fully integrated in the maritime security architecture of the GoG.
13. Regional and domestic bodies should formulate effective communication strategies with local maritime communities.
14. Members states of the GoG should harmonize existing maritime security laws.

“The convening of this timely conference here in Nigeria is an indication that we will not relent in efforts to rid our waters of the piracy scourge. To succeed in our objective, a collective effort from all stakeholders represented here today is essential.”

rooted in the leadership of the countries of the Gulf of Guinea. It is your leadership and commitment that is the way to success...

“That principle is reflected in our EU Gulf of Guinea Strategy and Action Plan.

“So when we take actions under this strategy, they can best be summed up as the ‘integrated approach’ – integrated across what we do with our political engagement, our development support, our economic ties, and our security cooperation.”

The EU proposed to the conference: an approach based on the leadership and commitment of the GoG states; political commitment by all actors at both the regional and international levels; pooling of development resources to support implementation of the Yaoundé Code of Conduct; economic actions involving the private sector; and “security cooperation where satellite surveillance can be enhanced and an EU Coordinated Maritime Presence needs to be explored.”

The commission pledged “political and diplomatic” support for measures needed to secure the GoG.

Presenting his country’s position, Coordinator for Seas and Ocean Affairs, Ministry of Foreign Affairs in International Cooperation, Italy, Daniele Bosio, expressed support for measures intended to ensure security in the GoG region, and extolled Nigeria’s assistance to the G7 Plus Group of the Friends of the Gulf of Guinea (G7++FOGG).

Bosio stated, “A comprehensive approach is the key factor for an affective fight against criminal and illegal activities at sea, including piracy and armed robbery, trafficking of human beings transnational organised crime, terrorism and unreported unregulated fishing...”

“In this framework, we welcome national and regional ownership through capacity building in the maritime

domain, in order to enhance territorial waters control and contrast to illegal activities in high seas.”

He called for the development of critical cross-domain capabilities between maritime security, capability development, and international engagement, and synergy between maritime forces and civilian agencies.

Denmark also emphasised the need for collective actions against insecurity in the GoG. The Danish Ambassador, Mr. Jesper Kamp, represented by the country’s Maritime Military Advisor in West Africa, Capt Nielsen, told the conference, “Piracy and other types of maritime crime often arise from and contribute to regional instability, thereby aggravating the situation for those living in the affected areas and the blue economies of states in the region.

“Nigeria is along with other countries in the region an important trading partner for Denmark and the EU, and is key to the economic development and stability in West Africa, whose import and export out of Africa is deeply dependent on seaborne trade.

“For those reasons, Denmark will continue to contribute to the international efforts in combating piracy and other types of maritime crime.”

He said Denmark supported a comprehensive maritime security “approach that not only engages with problems at sea, but also addresses root causes on land.”

Denmark said it would continue to prioritise its Peace and Stabilisation Programme for the Gulf of Guinea, support the Yaoundé Code of Conduct, and align with the objectives of the African Union Integrated Maritime Strategy.

Many other countries and organisations participated in the GMSC, including the United Kingdom and Japan.

In his keynote address at the conference, President

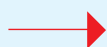


Muhammadu Buhari reiterated Nigeria's determination to rid the country's waters and the GoG of criminality. Buhari stated, "The convening of this timely conference here in Nigeria is an indication that we will not relent in efforts to rid our waters of the piracy scourge. To succeed in our objective, a collective effort from all stakeholders represented here today is essential."

The President said as Africa progressed into the second phase of negotiations for the establishment of the African Continental Free Trade Area (AfCFTA), safety and security of sea transportation were critical to seamless trade and effective economic integration. "Our approach, therefore, towards the realisation of maritime security in the region and other vital sea lanes is contingent on our collective effort and ability to put in place international, continental, regional and national frameworks and resources in cooperation with critical stakeholders," Buhari said.

The President noted recent efforts by Nigeria to secure its waters, including the establishment of an Integrated National Security and Waterways Protection Infrastructure, also called the Deep Blue Project. The project aims to comprehensively combat maritime crime and criminalities in Nigeria's waterways up to the Gulf of Guinea, using sophisticated land, water, and air assets.

The Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi, said collaboration was the most effective solution to insecurity in the GoG. Represented by the Minister of State for Transportation, Senator Gbemisola Saraki, Amaechi stated, "The most valuable element at the heart of the solution we seek is 'collaboration and partnership'. I have no doubt in my mind that this conference will push the realisation of the security



PLENARY SESSION 3



ENSURING MARITIME SECURITY IN THE GULF OF GUINEA: EFFECTIVE REGIONAL COOPERATION AND ROLES OF INTERNATIONAL PARTNERS

HIGHLIGHTS OF PANEL 3

D

iscussions were centred on the causes of maritime insecurity, regional cooperation, roles of international partners, and funding. Possible solutions were proffered towards emplacing mutually beneficial partnership.

RECOMMENDATIONS OF PANEL 3

1. Establishment of a working group at the CIC level to reflect on the formation of an International Joint Naval Group in the waters of the Gulf of Guinea.
2. Working group to study the establishment of a Maritime Fund at state levels to develop the Maritime Economy.
3. Launching of the Maritime Unit within the African Union for informed and collective mutual policy.
4. Reactivation of the Yaoundé Process on the Code of Conduct.
5. The CIC must evolve very quickly into a politico-strategic body with a very simple agenda and a reduced budget.
6. States should build trust among each other and accept a loss of Strategic Sovereignty over maritime space (Kinshasa Protocol).
7. Institution of an integrated Information Center for maritime operations and strategic Study for the construction of an African Maritime Image using AIS, SEAVISION, VMS, SURETRACK, SKYLIGHT, FALCON Eye and NAVSAT.
8. Creation of an Inter-ministerial Body of GOG states for comprehensive high level PPP, improved Civil-Military Relations and strategic Communication.
9. Regular meeting of heads of states in the GoG on issues of maritime security for mutual benefit.
10. Creation of an Inter-ministerial body of GoG states for comprehensive high level PPP, improved civil-military relations and strategic communication.
11. Institution of Africa Blue Economy Partnership Station.
12. Effective coordination among sub-regions.
13. Inclusive approach for effective implementation of maritime strategies and / or policies that allow for alignment with the United Nations 2030 Agenda for Sustainable Development
14. Improve the effectiveness of the various interstate mechanisms on maritime safety through identical maritime image and pacts of mutual assistance.
15. Strong bilateral cooperation among border countries to close the dead zones that traffickers use to commit crimes.
16. Enhance cooperation between ECCAS and ECOWAS.

solution we seek for the Gulf of Guinea and the global shipping community.”

Director-General of NIMASA, Dr. Dakuku Peterside, in his welcome address, advocated a more profound global response to piracy and maritime criminality, saying this is the essence of the conference.

Dakuku said, “Nigeria has taken the initiative by convening this global conference to examine the maritime security challenges in the region. Nigeria is keen to drive this initiative because it is a significant destination in the international and domestic shipping map, accounting for over 65 per cent of cargo generated from the Gulf of Guinea region and with rich endowments in oil and gas reserves.”

He identified the objectives of the conference to include defining the scope of coordinated regional responses to maritime insecurity vis-à-vis intervention support from external actors and partners, evaluating the relevance and impacts of interventions, and moving towards policy harmonisation and practical implementation through regional integration and cooperation.

The Chief of the Naval Staff, Vice Admiral Ibok Ete-Ibas, said drawing from the total spectrum maritime strategy, the Nigerian Navy had sustained the operational concept of Maritime Trinity of Action comprising surveillance capabilities, response initiatives and law enforcement to combat maritime crimes.

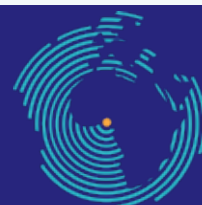
Secretary-General of IMO, Mr. Kitack Lim, in his goodwill message delivered by Assistant Secretary General Lawrence Barchua, expressed IMO’s support for member-states’ efforts to enhance maritime security.

“Working together is something that IMO is fully on-board with; together we can team up to deploy resources from all stakeholders in order to comprehensively address maritime insecurity within the region,” he said.

Other speakers at the event included Minister of Defence, Major General Bashir Salihi (rtd); Executive Secretary, Gulf of Guinea Commission, Florentina Adenike Ukonga; Chairperson, African Union Commission, Moussa Faki Mahamat; as well as the ECOWAS and ECCAS Presidents.

Nigeria has taken the lead in a global effort to secure the GoG. The world has responded with generous commitments. What will make the difference is when the major stakeholders decide to collectively practicalise the spirit and letter of their commitments.

PLENARY SESSION 4



MARITIME GOVERNANCE AND THE BLUE ECONOMY

HIGHLIGHTS OF PANEL 4

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he session emphasised that the African Union 2050 Integrated Maritime Strategy provided an adequate blueprint for Africa’s Sustainable Blue Economy and that there was need for an all inclusive approach in the collaboration between relevant public and private entities for the actualization of the Blue economy. The session further discussed the need for decisive leadership in the blue and ocean economy.

RECOMMENDATIONS OF PANEL 4

1. Government should re-invest in the Niger-Delta communities, educate, create skills development and enshrine adequate compensation scheme for the youths in the communities
2. Governments should review and revise extant fishing laws and regulations and as well as ensure enforcement of the laws with particular attention on monitoring, control and surveillance.
3. Emplace all inclusive approach in the collaboration between relevant public and private entities for the actualization of the Blue Economy.
4. States should provide for decisive leadership in the blue and ocean economy.
5. Establish specialised maritime courts to handle cases of sea robbery, piracy and other maritime offences may be desirable to ensure quick dispensation of cases.
6. The Nigerian Government should build peace in the Niger Delta by providing social amenities, investing in sustainable livelihood for the communities in the zone.
7. African Countries should leverage on the existing opportunities in deep sea mining activities and the resources abound in areas beyond national jurisdiction by taking advantage their membership status with the international seabed authority and applying for mining licenses.

DR. LAWRENCE BARCHUE
(Assistant Secretary General, IMO)
Representing IMO Secretary General.

"The theme of this conference, which is ensuring that trade and travel by sea are as secure as possible, is a key element of IMO's work and mandate. Indeed, for trade to flow efficiently, the connections between ships, ports, and people must be secure. And a proper maritime security regime serves as enabling factor for stability and prosperity in the ever-expanding domain of ocean governance.

"Overall, IMO's approach is to assist member-states in enhancing their ability to address maritime security challenges, focusing on what the maritime industry, both the shipping and boat sectors, can do to protect themselves and for governments to provide the overarching security framework for global maritime trade.

"The threat posed by piracy and armed robbery against ships has been on IMO's agenda since the early 1980s. In the late 1990s and early 2000s, the focus was on the South China Sea and the Straits of Malacca and Singapore. But recently, the focus of piracy activity has turned to the African coast, after the significant rise in such activities off Somalia and now, the Gulf of Guinea.

"IMO has developed guidelines on piracy for use by governments and ship owners and operators. As well, the industry, organisations in the shipping industry, in particular, have been very active in developing guidelines on piracy and armed robbery at sea."



AMBASSADOR FLORENCE ADENIKE UKONGA
(Executive Secretary, Gulf of Guinea Commission)



"The large participation, 79 countries, shows the importance that is being accorded to issues of maritime security globally and, in particular, the maritime security in Africa, and more importantly, in the Gulf of Guinea region, where Nigeria is located. This conference is of special interest to us, as the theme and the substance deal directly with all aspects of our mandate. The threat and consequences of maritime insecurity for the region require us to research innovative, achievable, and sustainable solutions. These solutions can only be found in a framework of permanent consultation and coordination of the activities of all the stakeholders of the region. Given the quality and expertise of the eminent personalities present at this conference, I'm convinced that this conference will be the cornerstone in the construction of global solutions to the recurring problems we have at sea."

AMBASSADOR HADIZA MUSTAPHA

*(Advisor to the Chairperson, AU Commission on Peace, Security, and Governance)
Representing AU Chairperson.*

"I have no doubt that this conference would galvanise the necessary political buy in of all member-states and deepen collaboration among governments and stakeholders in the Gulf of Guinea region and beyond, so that together we can unlock the potential of the blue economy.

"We need to change the narrative that says Africa's geostrategic location is more of a curse than a blessing. One way to do this is by using our location as the gateway to international trade to diversify our economies and expand intra-Africa trade as envisioned in the Africa Continental Free Trade Agreement. The continent must speak with one voice in the international arena, demand for fair laws and regulations as well as partnerships that are equitable, smart, and regulated in the mutual interest of all concerned.

"The commission stands ready to support and work together with all regional economic communities to forge ahead.



VICE ADMIRAL JOSE AUGUSTO MENEXES *(Commander in Chief of the Fleet, Brazilian Navy)*



"We are in the same Atlantic Ocean, and so we are part of the same problem. The problem that happens here in Nigeria would happen in Brazil. Living in the same ocean, our populations live and consume fish and oil from the same ocean. Collaboration is important among the people that live in the Atlantic Ocean. We are in the same river, on the right and left branches. Some of the oil that we use in Brazil comes from Nigerian oil platforms. It is important to collaborate the solve our common problems."



Communique For The Global Maritime Security Conference 2019

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In view of the reported incidents of insecurity in the GoG, the interconnectedness of the maritime environment and the shared responsibility for effective ocean governance and maritime security, the Federal Ministry of Transportation in conjunction with Nigerian Maritime Administration and Safety Agency and the Nigerian Navy organised a Global

Maritime Security Conference, on behalf of Nigeria and the Gulf of Guinea, between 7 – 9 October 2019 at the International Conference Centre, Abuja.

2. The Conference was attended by international, continental and regional maritime institutions and stakeholders as well as representatives from over 80 nations. The 3-day Conference featured deliberations on 11 thematic panels where experts led discussions and proffered solutions options on a wide spectrum of maritime security and development issues in the region. During the Conference a number of observations were made on 4 major clusters of issues to an amenable regional maritime environment. These were:

- a. The legal/policy/regulatory framework for maritime security.
- b. The institutional framework and capacities.
- c. The material, human, financial, technological and other resources needed to enhance security in the GoG.
- d. The ways and means of implementing the necessary strategies for enhanced maritime security in the region.
4. In view of these observations, the Conference resolved as follows:
 - a. States of GoG and her international partners should give priority attention to training and capacity building for relevant stakeholders involved in maritime security including national maritime authorities, law enforcement agencies and navies as first responders.
 - b. Navies/Coast Guards and maritime law enforcement agencies in the GoG states should engage in regular joint maritime operations, including with international partners, to harmonise operational procedures, training standards and foster interoperability.
 - c. GoG States should explore the possibility of designated maritime courts to handle cases of sea robbery, piracy and other maritime offences to ensure quick dispensation of cases in addition to capacity building and sensitization of judiciary on crucial relevant legislation.
 - d. GoG States should put more efforts to implement various agreed strategies at the continental, regional and national levels.
 - e. GoG States with the support of regional organisations like the ECOWAS, ECCAS, ICC and relevant international organisations should continue to ratify and fully domesticate the provisions of the relevant international

conventions including UNCLOS 1982, SUA and Port States Measures Agreement.

- f. GoG countries should explore alternative and innovative sources of funding for their maritime security and law enforcement agencies to enhance the effectiveness of their response to maritime incidents.
- g. GoG States should establish repeatable, documentable frameworks for interagency cooperation.
- h. GoG states are encouraged to strengthen mechanisms and structures for engagement with the local communities, fishing communities and seafarers including private stakeholders for economic benefits.
- i. GoG States should strengthen, including funding, national, zonal and regional maritime domain awareness centres to enhance information sharing and coordination.
- j. GoG States are encouraged to sustain regular meeting of heads of states, heads of navies/coast guards and other maritime enforcement agencies on issues of maritime security for mutual benefit.
- k. Relevant regional maritime agencies should engage industry experts/representatives for informed policy decision on maritime security and related issues.
- l. GoG States should promote strategic communications initiative to enhance awareness on maritime security concerns and potential benefits.
- m. GoG States should engage in maritime spatial planning of coastal and urban areas to ensure that maritime security vulnerabilities are not created particularly in proximity to critical maritime infrastructure.
- n. GoG States should explore opportunities for maritime law enforcement through targeted engagement with coastal and fishing communities to support maritime security efforts.
- o. GoG States and the international community should put mechanisms in place to ensure that resources that are illegally harvested/explored in the GoG, including stolen oil and Illegal Unreported and Unregulated Fishery, are intentionally banned as was the case with the "blood diamonds".
- p. Conveners of this Conference in liaison with ECOWAS, ECCAS, ICC should constitute a GMSC expert working group to drive the implementation and decisions arising from the Conference.
- q. The Honourable Minister of Transportation of Nigeria should communicate the decisions and recommendations of this Conference to the Presidency of Nigeria and onward to ECOWAS, ECCAS, GGC, AU, IMO and other international partners.

DR. DAKUKU PETERSIDE

Director General/CEO, NIMASA

October 2019

Seaworthiness and Load Line Implementation

Benson Aja-Ukpabi, a Marine Surveyor, is a member of the International Institute of Marine Surveying (IIMS), Council for the Regulation of Engineering in Nigeria (COREN), and Nigerian Society of Engineers (NSE). He undertakes an emotional journey through the experiences of sailors and evolution of safety procedures

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henever I can get a crowd of men to hear me, I will tell the story of the sailors better wrongs and how wholesale murder is done and how it is sending woes and anguish into the humble home of the poor.” So said a Victorian philanthropist, Samuel Plimsoll, in a speech in Bristol

in 1873 during his campaign for the protection of merchant sailors.

“By late 19th Century, mortality at sea of British mariners was rising, despite the introduction of safety measures, such as buoys and lighthouses.”

This campaign was an epic battle against two evils: the overloading of ships by greedy merchants and ship-owners in order to make as much money as possible, and the sending of unseaworthy coffin-ships to sea.

Many of the ships were purportedly over-insured so that there were profits to be pocketed if the ship went down. Some bought ships that were being sold for scraps and repainted, renamed and insured them so that they could limp out to the sea far enough to make claims when they sank. Lives were being risked to fill the purses of the unscrupulous. By late 19th Century, mortality at sea of British mariners was rising, despite the introduction of safety measures, such as buoys and lighthouses.

Matters were complicated by the fact that legislation punished sailors who signed up for a ship, with three-month imprisonment for breach of contract, if they changed their mind when they saw the vessel.

Lord Shaftesbury, the famous social reformer and an ally of Samuel Plimsoll, called the use of coffin-ships “one of the most terrible and the most diabolical systems that ever desolated mankind.” Many sailors were faced with either starvation or the workhouse.

Plimsoll’s proposed remedy for these horrors was a package of safety measures, including an inspection of all ships for seaworthiness and a fixed load line to be indented at the side of the ships to mark

the appropriate line of maximum submergence. This was the measure that eventually took his name, but astonishingly, these sensible ideas were opposed for decades. It took 27 years from the first proposal for a load line for it to be implemented.

Plimsoll even became an MP in order to fight the cause of sailors and found himself in a House of Commons that was full of ship-owners who thwarted his legislation. As one MP said, “Ship-owners do not want a fussy, meddlesome, crotchety interference with their business.”

Finding himself sabotaged in the parliament, Plimsoll turned to the nation. He wrote a book, “Our Seamen”. It was an appeal that mustered all his indignation and evidences against unscrupulous behaviour in the shipping industry, with 600, 000 copies distributed. By enlisting the support of the media, Plimsoll from then became a national hero and household name.

Subsequent events forced Disraeli, the Prime Minister, to rush through a stopgap merchant shipping bill to save his career. It was followed by the Merchant Shipping Act of 1876, which immortalised Plimsoll, as the loadline it introduced was given his name by the public. It took another 14 years before the Plimsoll line was fixed by an independent body in 1890. It was even longer before it became international

Today, load line is an International Maritime Organisation (IMO) convention, and the most basic

meaning of the latest amendment of 1966 is that the locating mark of the vessel shall not be submerged at any time when it departs on a voyage, during a voyage or on arrival.

Load line is a formal term given to a mark located amidships on both sides of a ship to show the limiting draft to which a vessel may be loaded. This limiting draft is obtained by measuring from the uppermost continuous watertight deck also known as the freeboard deck, down to the load line mark amidships. The initials of the associated Classification Society are marked along the horizontal line.

Load line mark is a requirement by the International Convention on Load Lines 1966 (ICLL 1966), and in Nigeria, by a national law, Merchant Shipping Act (MSA) 2007 as amended. Load line is marked on the side of the ship in accordance with the regulation issued by the government of the country whose flag the ship flies. In Nigeria, this is issued, as delegated from the Federal Ministry of Transportation, by the Nigerian Maritime Administration and Safety Agency (NIMASA) and routine assignment is delegated to Classification Society approved by the agency.

Nigeria, having domesticated the load line convention, provides all facets of load line examination and control. Load line assignment involves continuous knowledge of the ship throughout its life. This is a major obligation of Flag States, primarily to all ships

flying her flag. NIMASA has a set of inspection marine surveyors, complemented by delegated classification surveyors to cover the activities.

Load line regulation applies to all ships and embodies a complete review of the general seaworthiness of the ship. It implies that right from the design stage, consideration is given, not just to the desired freeboard, but also to all safety measures governed by the load line regulation early in the preliminary design.

This article tries to cover the basis for calculation, legal assignment and marking of the minimum allowable freeboard in conjunction with an overall seaworthiness analysis to ascertain that the vessel:

- Is structurally adequate for its intended trade
- Has adequate stability for its envisaged service routes
- Has a hull that is essentially watertight from keel to freeboard deck and watertight above the deck
- Has a working platform, working deck for the crew that is high enough from the water surface to allow safe movement on the exposed deck even in bad weather.
- Has enough volume of ship reserve buoyancy above the waterline so that the vessel will not be in danger of plunging or foundering when in a very heavy weather.

The above rules, for the past century, have been the guiding principles for many national administrations



and classification societies with respect to appropriate freeboard for ships of all kinds. These rules may not be scientifically exact. Freeboard rules for vessels under international voyages evolved within the last century. They were completely empirical and based upon experience on vessels up to 91m (300ft) in length projected to 131m (450ft) in length.

The initial freeboard were set down as national requirement in Europe in 1890 and expanded from time to time up to 229m (750ft) in 1915 even when vessels' length were generally well below that length.

There have been only two international load line conferences. The first was hosted in the United Kingdom in 1930 and the second under the auspices of the United Nations specialised agency responsible for regulating shipping, then known as the Inter-Governmental Maritime Consultative Organisation (IMCO), in 1966. The body became IMO in 1982. This conference outstepped the earlier mentioned load line philosophy as the regulation published in the International Load Line Convention 1966 (ICLL 1996) is still in force.

All new ships 24m (79ft) in length or more, which might make international voyage, were required to be assigned load line. Warships, fishing vessels, existing ships of less than 150 gross tons, and pleasure yachts were exempted.

APPLICATION

The principle of load line convention should be considered in the early design stages, since they affect choice of the major dimension of the ship. Based on the geometric properties, a calculation is made and the freeboard determined. Upon completion of the vessels construction, a load line certificate is issued. Delivery of the certificate to the ship means that the administration whose flag the vessel flies is fully satisfied with all the requirements of the convention, that is hatches, superstructures, and topside doors are weather tight and in good condition. Also the stability information is fully adequate for all operating conditions and available onboard. The basic structural scantling used to construct the hull is adequate for full seaworthy condition.

CERTIFICATION

The Nigerian Administration issues two types of certificates currently: the basic certificates confirming that the vessel meets the requirement of the applicable regulations, and the exemption certificates, which exempts from certain portion of the convention.

NIMASA issues the basic load line certification in two ways: measurement of Nigeria load line certificate and international load line certificate.

The international load line exemption certificate



“Nigeria, having domesticated the load line convention, provides all facets of load line examination and control. Load line assignment involves continuous knowledge of the ship throughout its life.”



may be specifically authorised for only two conditions, namely, a single voyage from port to port upon completion of which it automatically become void, and voyage between adjacent countries, which have completed protected agreement treaty surveys.

Periodical surveys are conducted every five years for international load lines certificate and a new certificate issued upon satisfactory completion of a detailed survey of the vessel, including dry-docking, to ensure inspection of all the hull.

Complete periodical load line survey involves:

- Physical survey of hull in drydock for structural maintenance and material adequacy.
- Ensuring survey of topside for water tightness.
- Ensuring information is provided to enable proper loading, ballasting and assessing stability under varying conditions of loading and service.

Between periodical surveys, validation inspection, including endorsements on the back of the load line certificate, is required annually. If this inspection is omitted, the load line certificate itself becomes invalid three months after the yearly anniversary date. These inspections involve a review of the hull, fittings on the topside opening, reassurance that no new opening has been cut into the hull or that other changes have been made, which would require re-evaluation of the freeboard and, finally, that the load line mark itself is still properly positioned in accordance with the certificate.

STANDARD SHIP

In order to assign a load line properly, it is necessary to compare the design to a geometric ship of standard

form. Freeboard for a given length and dept vary slightly according to “coefficient of fitness”, which was defined as the ratio of all under deck volume to the product of $L \times B \times D$ (length, breadth, depth). Ships, which comply with the highest standard of a Classification Society recognised by the administration are regarded as having sufficient strength for the minimum freeboard allowed under the regulation. Ships that do not comply with the highest standards of a Classification Society are to be assigned such increased freeboards as are determined by the assigning authority and the corresponding drafts in such cases are referred to as “a scanting draft”.

The present convention, ICLL 1966, includes specific requirements, like that stability information must be provided for the Master of every new ship in an approved form to give him guidance on the stability of the vessel under varying conditions of service. These requirements have been interpreted quite firmly to include an inclining experiment for every commercial vessel for stability evaluation and an official stability letter issued as a condition necessary to issuance of official load line certificate.

SHIP TYPES

For the purpose of freeboard calculation, ships are divided into two types:

- a. Type ‘A’ Ships. A type-A ship is one designed to carry only liquid cargoes in bulk and in which cargo tanks have only small access openings closed by watertight gasketed covers of steel or equivalent material. They have the following features:
 - High integrity of exposed deck.
 - High degree of safety against flooding resulting



“A vessel shall have permanent loading marks placed on each side forward, amidships and aft to indicate the maximum allowable draft and trim corresponding to the minimum freeboard.”

from the low permeability of loaded cargo spaces and the degree of subdivision usually provided.

- If over 150m in length and designed to have empty compartments when loaded to its summer load water line, shall be able to withstand the flooding of any one of empty compartments at an assumed permeability of 0.95.
- If over 225m in length, the machinery space shall be treated as a floodable compartment with an assumed permeability of 0.85.
- b. Type 'B' Ships. All ships that do not comply with the provisions regarding type 'A' ships are considered as type B ships.

A list of basic minimum tabular freeboards, which increases with lengths, are provided in the convention booklet.

BASIC MINIMUM FREEBOARD

After the dimension for freeboards have been determined, the first step in the calculation is to obtain from the applicable table of the ship, type A or B, the basic minimum tabular freeboard for the length of the vessel and it is given for up to 365m. If the length falls between increments in the table, the basic freeboard is obtained by interpolation. Vessels greater than 365m in length are treated as special cases by Administrations.

To these “basic freeboard”, various corrections are applied to arrive at the “minimum freeboard” to be assigned. They are:

- Correction for block coefficient.
- Correction for length to dept ratio.
- Correction for superstructure height.

- Correction for superstructures.
- Correction for shear.

FREEBOARD MARKS

After the application of all the corrections to the basic minimum summer freeboard are made, the result is minimum summer freeboard in salt water, which will be assigned to the vessel. This freeboard may in no case be less than 50mm (2 inches). For ships having hatchways with covers other than steel or equivalent material on the freeboard deck or on superstructure decks situated forward of a point located a quarter of the ships length from the forward perpendicular, the freeboard is not less than 150mm (6inches).

A vessel shall have permanent loading marks placed on each side forward, amidships and aft to indicate the maximum allowable draft and trim corresponding to the minimum freeboard. Such a loading mark shall be a horizontal line of at least 200mm in length forward aft and 300mm amidships and 25mm in height with its upper edge passing through the point of maximum draft. The loading mark shall be painted in contrasting colour to the side shell paint.

The Plimsoll mark on the side of a ship was hard won by a single individual with the tireless help of his wife, Eliza, who would not rest until he had made the sea safe for the men who had no other voice to speak for them. Till date, the degree of implementation of the convention makes the difference between a performing and non- performing Maritime Administration.

IMO Council: Nigeria Fought a Good Fight

Vincent Obia examines Nigeria's participation at the last Category C election of the of International Maritime Organisation's Governing Council



It was a strong showing for West and Central Africa's leader in Port and Flag State Control. Nigeria made a marked improvement on its 2017 record, coming extremely close to election into Category C of the Governing Council of International Maritime Organisation (IMO), and missing the mark by just one vote.

Nigeria's performance on November 29, 2019 in the IMO London headquarters, during the 31st Assembly of the organisation, was a remarkable improvement from 2017, when it lost by 12 votes.

The country's delegation to the Assembly had embarked on a vigorous campaign for election into the Governing Council, whose membership Nigeria lost in 2011. The country polled 110 votes to come 21st, one vote short of the 111 polled by Kenya, which came 20th, and made the cut off point for Category C membership of the Council.

West Africa also lost its only seat on the IMO Council, as Liberia was replaced by Kuwait. This reduced Africa's all Category C IMO Governing Council membership from five to four, with Egypt, Morocco, South Africa, and Kenya retaining their seats in the 20-member Category.

Nigeria will not be on the IMO Council during the 2020 – 2021 biennial. But the important lessons from the last council election can scarcely be lost on the country and the continent. Neither can anyone fail to appreciate the significant improvements Nigeria has recorded in the past few years in the attempt to reposition its maritime

sector and make it a major contributor to the national economy and, indeed, the pivot of efforts to wean the country off oil dependence. The progress will remain a boost to national confidence and a major consolation as the country appraises the past and prepares to fight again at the 32nd regular session of the IMO Assembly in 2021.

Nigeria has made remarkable strides in the efficient administration of its vast maritime domain. But considering the global nature of maritime, no country can really optimise the benefits of the sector without the cooperation of others in the comity of nations.

So, the biggest lesson for Africa from the 2019 IMO Council election is, perhaps, the need to work together. About 40 African countries were eligible to vote in the election – 10 from West Africa; seven from North Africa; four from Southern Africa; six from Central Africa; and 13 from East Africa. An effective and honest utilisation of the continent's votes by the regional member states would have afforded Nigeria and other continental players a better outcome.

Nigeria has done its bit to enhance Africa's stature within the global maritime community.

The country currently tops the chart on Port and Flag State Control in the West and Central Africa Sub-Region. Surveys by the Abuja Memorandum of Understanding (MoU) on Port State Control for West and Central Africa Region, otherwise known as Abuja MoU, confirm this, as NIMASA outranks the other maritime regulators in the region in inspection of vessels calling at Nigerian ports.

The Abuja MoU, the apex regional treaty on port



control, led by the Secretary-General, Mrs. Mfon Usoro, stated in the report that Nigeria dominated in detailed inspection of vessels, with 13 exercises out of a total 14 carried out in the continent in 2018.

The increased inspection and survey have curtailed cases of substandard vessels calling at Nigerian ports. It has improved safety on Nigerian waters by helping to reduce vessels with deficiency from 18.99 per cent in 2015 to about 14 per cent in 2018.

In furtherance of the goal of security on the country's territorial waters and exclusive economic zone, Nigeria recently became the first country to have a distinct antipiracy law in West/Central Africa.

The Suppression of Piracy and other Maritime Offences Act 2019, enacted on June 24, 2019 after an assent by the President, provides a legal framework for the prosecution of piracy and other maritime crimes through the country's maritime security enforcement agencies: the Nigerian Navy and NIMASA. It fulfils a critical international requirement for standalone legislation on piracy, as against the approach of using the Maritime Operations Coordinating Board Amendment Bill to criminalise piracy and prosecute suspects.

The drafting of the Suppression of Piracy and other Maritime Offences Bill in 2012 had been facilitated by NIMASA, in collaboration with the International Maritime Organisation (IMO).

The law 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.

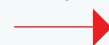
Nigeria is also helping to strengthen international maritime law with the ratification of many conventions. The country has ratified 40 conventions passed by IMO and the International Labour Organisation (ILO), covering Maritime Safety, Labour, and Marine Environment. Nineteen of the conventions have been domesticated by way of regulation, adoption or incorporation under the Merchant Shipping Act of 2007.

In addition, NIMASA has forwarded to the executive arm of government for ratification six IMO instruments. They include the Hong Kong International Convention for safe and environmentally sound recycling of ships 2009; International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969, and the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil (Intervention Protocol 1973); International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F); and 1996 Protocol on Limitation of Liability for Maritime Claims (LLMC).

Others are the 2002 Protocol relating to the Carriage of Passengers and their Luggage by Sea (PAL) and Protocol of 2005 to the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation.

NIMASA is working with the Federal Ministry of Transportation under the auspices of an Inter-Ministerial Committee to realise the ratification of these instruments.

Beyond the legal and institutional mechanisms, a comprehensive security strategy, the Deep Blue Project,



is being deployed to boost confidence in the Nigerian maritime environment. The Integrated Security and Waterways Protection Infrastructure is a multipronged project involving the training of personnel from the military, security services, and NIMASA to man the Command, Control, Communication, Computer and Intelligence systems (C4i centre), and acquisition of assets, such as fast intervention vessels and surveillance aircraft.

Nigeria has taken delivery of two special mission vessels under the Deep Blue Project. Chairman of the Project Monitoring Team for the Deep Blue Project, Mrs. Olu Mustapha, reiterated the significance of the vessels at a graduation ceremony for C4i system operators organised by the Nigerian Maritime Administration and Safety Agency (NIMASA).

Commissioned in August 2019, the C4i centre located at the NIMASA-owned Nigerian Maritime Resource Development Centre (NMRDC), Kirikiri, Lagos, serves as the operational nerve centre for the management of all platforms under the Deep Blue Project. The graduation of the C4i operators was another milestone towards the full commencement of the project.

Being the Designated Authority (DA) for the implementation of IMO statutes in the country, NIMASA has adopted the Total Spectrum Maritime Security Strategy in trying to combat insecurity in the country's territorial waters and the Gulf of Guinea. The strategy comprises four components, namely, situational awareness, response capability, law enforcement and local partnerships, and regional cooperation.

Under the strategy, there is a Nigerian Maritime Rescue Coordination Centre (MRCC) at Kirikiri, which disseminates information in the Nigerian maritime domain. The facility ensures that incident reports from Masters of Ships/Skippers on piracy attacks or suspicious crafts are promptly communicated to the Nigerian Navy for response. Distress messages are also directly intercepted by the centre, thus, eliminating delays in response time.

NIMASA is working on a plan to ensure that all ship-

owners install Ship Security Alert System (SSAS) on their vessels. The SSAS, when triggered on board, automatically alerts the MRCC and the naval authorities in the event of a piracy attack.

At the bilateral and multilateral levels, Nigeria has carried out joint maritime security patrols with regional countries, including the one Benin Republic, codenamed "Operation Prosperity", which has helped to reduce pirate attacks off both countries' coast. Part of the fruits of that effort is the cross-border patrols now conducted by Gulf of Guinea member states, law-enforcement intelligence sharing, and maintenance of joint coordination centres.

The United States Navy component of AFRICOM has also conducted exercises with Nigeria's participation, like Obangame and Saharan Express, with NIMASA's fully participation.

The Agency has conducted a joint maritime security exercise with INTERPOL, tagged "Operation 30 Days At Sea". The operation involved the Nigeria Police and Nigerian Navy, among other security services.

The maritime security measures are already bearing fruit.

The 2019 first quarter report of the International Maritime Bureau (IMB) showed that the Nigerian maritime domain recorded no vessel hijack in the period. It was the first time since the first quarter of 1994 that Nigeria would have such a record. The report also said between January and March 2019, Nigeria witnessed a decrease in piracy incidents, compared to the same period in 2018.

IMB Director Pottengal Mukundan said Nigeria was benefitting from coordinated responses to incidents through NIMASA and the Nigerian Navy. Mukundan called for sustenance of the collaborative effort.

"These latest statistics from the IMB Piracy Reporting Centre are encouraging," he stated, adding, "It confirms the importance of information sharing and coordinated action between the industry and response agencies. Going forward, it is critical to continue to build a more effective reporting structure to enable a strong, unified response when dealing with piracy incidents."

Nigeria has maintained a positive attitude to international initiatives intended to promote sustainable shipping. It recently installed a sulphur emission monitoring device on a vessel, becoming one of the first countries to take such a step ahead of the 2020 implementation date for IMO's 0.5 per cent sulphur cap on all fuel used by ships.

The MTCC Pilot Projects Device Thorium X tablet,





WISTA Donates Speedboat to Fisherwomen

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he Women's International Shipping and Trading Association (WISTA) donated a 16-seater speedboat to a women's fishing group in Enugu State. President of WISTA Nigeria, Mrs. Mary Hamman, said the donation was part of the association's initiative to empower rural women, promote gender equality, and encourage female participation in the maritime sector.

Hamman thanked the Enugu State Government for its support, saying the wife of the governor, Lady Ugochi Ugwuanyi, has been exceptionally helpful in the attempt to empower women in maritime.

While presenting the boat to the fishing community of Ogurugu, in Uzo Uwanyi Local Government Area of the state, Hamman appealed to the men to be supportive of women in the fishing business.

"These women engaged in fishing at this level make huge contributions to the industry. We, therefore, request of the men that they support the women, so that they can excel in the good work they are doing," the WISTA president stated.

WISTA used the opportunity to sensitise high school students, particularly, the female gender, on the gains of studying and building a career in the maritime industry. The delegation visited National Grammar School, Nike, Queens College, and Anglican Girls Grammar Schools, all in Enugu State. The students were encouraged to pursue careers in the maritime industry to take advantage of the abundant opportunities in the sector.

Highpoints of the event included the decoration of the First Lady of Enugu State with a sash, making her a WISTA Ambassador.

In the WISTA delegation were Lady Eunice Ezeoke, Lady Anna Akpan, Dr. Odunayo Ani, Hon. Olaitan Williams, and Tosan Edodo-Emore Esq. The Enugu State team included the Commissioner for Gender Affairs and Social development, Princess Peace Nnaji.

WISTA was formed in 1974 in London to advance the cause of women in the maritime industry. The group has since inception been actively involved in championing and promoting women participation in the maritime sector.

IMO COUNCIL: NIGERIA FOUGHT A GOOD FIGHT

Continued from page 26 →

Serial No SY9560DS00782, for fuel consumption data collection was installed on the Nigerian-flagged vessel, MT KINGIS, operated by Sea Navigation International Limited.

IMO initiated the sulphur ban to mitigate the harmful effects of high sulphur fuel on the environment.

The maritime world has since begun to acknowledge Nigeria's fervent effort to promote shipping in a safe and secure environment. The country's Marine Litter Marshal Initiative, purposed to clear the seas and oceans of debris, has been applauded at IMO, while the Draft report on the UNEP-GPA –NIMASA partnership on sustainable management of marine litter in Nigerian beaches and waterways has continued to receive attention at the global maritime regulatory body.

Nigeria also chairs the Association of African Maritime Administrations (AAMA). The NIMASA Director-General, Dr. Dakuku Peterside, was unanimously elected AAMA chairman in April 2017, and re-elected in 2018 also unanimously.

Just in October, Nigeria hosted the world maritime community in Abuja to seek regional and international solutions to the security issues in the Gulf of Guinea. The Global Maritime Security Conference (GMSC) held October 7 – 9 had about 80 countries in attendance.

The GMSC offered a platform for the world to appreciate and assist Nigeria's effort to stem insecurity in its maritime domain and the Gulf of Guinea. The global maritime community made ample use of the platform. Perhaps, Africa just needs to do more to effectively harness the international goodwill being attracted by Nigeria.



L-R: Commander, Maritime Guard Command, NIMASA, Commodore Aniedi Ibok; Dr. Dakuku Peterside; and Chief of Naval Staff, Vice Admiral Ibok Ette Ibas; Major General JGK Myam, and others



L-R: NIMASA board members, Dan Ebele Obi and Austine Asekhhome; Executive Director, Maritime Labour and Cabotage Services, Ahmed Gambo; Executive Director, Finance and Administration, Dr. Bashir Jamoh; Executive Director Operations, Engr. Rotimi Fashakin; and Chairman, Nigerian Ship Owners Forum, Mrs. Margaret Orakwusi



A cross section of participants



Representatives of Navies/maritime law enforcement agencies



Participants at a panel session



Exchanging pleasantries



Panelists



Participants



DG NIMASA, Dr. Dakuku Peterside (left) and others



Executive Director, Finance and Administrations, NIMASA, Dr. Bashir Jamoh (left), Chief of Naval Staff, Vice Admiral Ibok Ette Ibas (right), and a participant



L-R: Executive Director, Maritime Labour and Cabotage Services, Mr. Ahmed Gambo, Engr. Greg Ogbeifun, Executive Director, Finance and Administrations, NIMASA, Dr. Bashir Jamoh, Director, Special Duties, Hajia Lami Tumaka, and Director, Admin. & Human Resources, Hajia Aisha Jummai Musa



Mike Igbokwe, SAN (left) and Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin



Head, Public Relations, NIMASA, Mr. Isichei Osamgbi (left) and Oliver Stolpe, spokesman of the Country Representative, United Nations Office for Drugs and Crime, during a GMSC press briefing.



Some of the panelists



Representatives of Navies



Vice Admiral Ibok Ette Ibas, Major Gen. JGK Myam, and others



Director, Planning, Research & Data Management Services, Mrs. Ronke Thomas and Director, Audit, Mr. Victor Onuzuruike



Commander in Chief of the Fleet, Brazilian Navy, Vice Admiral Jose Augusto Menexes (left) and others



Participants



IMO COUNCIL ELECTION: 'Nigeria Gained Deeper Insight into Global Politics'

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igeria's recent experience at the International Maritime Organisation (IMO) Category C Council election, which it lost by just one vote, has given the country a broader understanding of the influence of politics in the global maritime regulatory body.

Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, stated this while addressing newsmen in Abuja on the sidelines of the last National Transport Summit organised by the Chartered Institute of Transport Administration of Nigeria (CloTA). Dakuku said the loss of the IMO council election was not a reflection of the state of maritime administration in the country, but the outcome of international politics. He said the Nigerian maritime administration was doing excellently well compared to other African nations who won the IMO elections.

According to him, "The election of any country is a function of international politics. It is not a function of IMO or as a result of what the administration of the country does or didn't do. Liberia has been at the IMO Council for a long time but Liberia doesn't have a strong maritime administration. Kenya doesn't have a better maritime administration than Nigeria.

"I'm proud to say that in Africa, Nigeria is the maritime administration that you can reckon with. You may argue that Liberia has the largest tonnage in Africa, but Liberia has an open registry. This means that Liberians do not own most of the vessels in their registry.

"Nigeria owns the highest tonnage in the continent

of Africa and this is verifiable. Nigeria is ahead of South Africa, Egypt and all other African nations. In every area of maritime administration, we are ahead of most countries, if not all African countries."

To further underscore the role of politics in the IMO Council election, Dakuku noted the case of Qatar, which had to withdraw its candidacy when it discovered it never had regional backing. He stated, "Qatar put itself forward to run for this election, however, they discovered that other nations within their region had come together to vote against them. They also discovered that Europe had agreed to vote against them, so they pulled out of the election."

The NIMASA Director-General advised CloTA to utilise its position as a chartered institute to improve the standard of transport administration in the country.

Dakuku, who was also conferred with fellowship of the Institute said, "CloTA owes Nigerians the responsibility of protecting the interest of those who use transport services. CloTA should also be at the forefront of technological changes that would see transportation make minimal negative impact on the environment."

Responding, President of CloTA, Dr. Bashir Jamoh, assured that the communiqué from the conference would address many of the issues plaguing the country's transport sector. Jamoh extolled Dakuku's personae and style of administration, saying those are behind his special recognition by the institute.

"It is an honour to have a distinguished personality like Dr. Dakuku Peterside addressed as a Fellow of CloTA," Jamoh said.



NIMASA to Fast-track Maritime Security Architecture

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o forestall attacks on ships, like the recent one on a tanker vessel, named Nave Constellation, the Nigerian Maritime Administration and Safety Agency (NIMASA) would fast track the development of the relevant maritime security architecture. This emerged in Abuja at the National Transportation Summit organised by the Chartered Institute of Transport Administration of Nigeria (CIoTA).

The tanker was attacked off the coast of Bonny with 19 persons alleged to have been picked up, leaving nine crewmembers on-board the vessel. The operators of the vessel made contact with NIMASA and the Nigerian Navy, and they promptly went into action.

NIMASA said the incident would fast track measures

being put in place by the federal government to safeguard the country's waterways.

The owners of Nave Constellation were said to have operated for 10 days within the country's territorial waters without establishing contact with the Harbour Masters and the Nigerian authorities. But putting that entirely aside, the agency activated standard rescue procedure to ensure the safety of the crew.

NIMASA sympathised with the victims of the attack and their families, but urged all concerned citizens and stakeholders to come together and work with NIMASA and relevant security agencies to secure the waterways.

Nigeria recently hosted a well-attended Global Maritime Security Conference (GMSC) as part of efforts to find a lasting solution to the security issues in the Gulf of Guinea and the entire West and Central Africa.



L-R: Director, Technical Cooperation Division, International Maritime Organisation (IMO), Mr. Juvenal Shiundu; Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside; Head, Latin America and the Caribbean Section, Technical Cooperation Division, International Maritime Organisation (IMO), Mr. Carlos Salgado; and IMO Regional Coordinator, West and Central Africa (Francophone), Mr. Honorat Hoba, at the opening of a two-day Regional Workshop on UN Sustainable Development Cooperation Framework: A Process to Mainstream the Maritime Sector, organised by NIMASA in conjunction IMO and the United Nations Economic Commission for Africa (UNECA) in Lagos

Nigeria To Mainstream Maritime Sector For Economic Development – Amaechi

- **Better Understanding of Maritime Transportation Will Facilitate Economic Growth – Dakuku**
- **IMO Reiterates Commitment to Assisting Member States on UN 2030 SDG Agenda**

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he Minister of Transportation, Rt. Hon. Chibuike Amaechi has disclosed that the Federal Government of Nigeria will ensure the maritime sector gets into the mainstream of economic strategy as it will engender economic growth and prosperity.

The Minister who affirmed this in his keynote address at the opening of a two-day Regional Workshop on UN Sustainable Development Cooperation Framework: A process to mainstream the maritime sector organised by the Nigerian Maritime Administration and Safety Agency (NIMASA) in conjunction with the International Maritime Organisation (IMO) and the United Nations Economic Commission for Africa (UNECA) in Lagos said that the Maritime Transport Plan and Strategy when fully completed will also provide a robust enabling framework for achieving Nigerian maritime objective and foster Public, Private sector collaboration and inter-regional cooperation.

“This workshop is an essential step in a continuing shift in strategic thinking about the sustainable development of our nations and will no doubt provide an opportunity for stakeholders here present to develop the much needed cooperation framework in addressing the Sustainable Development Goal (SDG)”, Amaechi said,

Speaking further, the Minister who was represented by the Director General of NIMASA, Dr. Dakuku Peterside stated that as the African Continent forges ahead with phase II negotiations for the creation of the African Continental Free Trade Area (AfCFTA), the maritime sector remains critical to seamless trade and effective economic integration between African nations.

Accordingly, he said “our approach, therefore, towards the realisation of the SDG is contingent on our joint effort and ability to put in place the much needed cooperation framework in collaboration with critical stakeholders using the maritime sector as a veritable tool to promote agricultural development, food security, industrialisation



More delegates at the workshop

and economic transformation of our nations, the region and the entire continent”.

He used the opportunity to commend the IMO, UNECA and NIMASA for putting together the workshop, and expressed optimism that with the level of participation at the workshop, the objectives of developing blueprint and agreeing on a common approach in mainstreaming the maritime sector into the SDG and national plan of states will be achieved.

On his part, the NIMASA DG, in his welcome address stated there is the need for the leaders of the various countries in the continent to understand the workings of the maritime sector, as maritime transportation plays an important role in a nation's economic development.

He emphasised the need to help the leaders understand why it is important to mainstream maritime sector in economic plan and economic strategies of the various countries.

“As a country, we align with the initiative of the IMO to mainstream maritime transportation and the maritime sector to the economic planning of our various nations and also in the strategic planning. Not only are we going to mainstream maritime transport to the economic strategies of our various countries, there is being a shift from looking unto other countries for assistance to working with other countries, international partners in a cooperative and collaborative manner”, Dakuku stated.

Also, the NIMASA DG stated that Nigeria is currently pursuing an economic diversification programme, with a long term plan. “We are working from the known to a future we deserve, and we have taken a number of steps; we have clearly identified where we want to be as a country, we have identified pillars upon which we want to build that glorious future we are working towards”, Dakuku averred.

The Director, Technical Cooperation Division of the IMO, Mr. Juvenal Shiundu in his remarks gave the assurance that the IMO is committed to assisting member states on the United Nations 2030 Sustainable Development Goal (SDG) agenda.

He said, IMO's commitment to the 2030 Agenda for Sustainable Development is manifestly reflected in its General Assembly Resolution (A.1126) adopted at its 30th session in 2017, which includes among others, invitation to Member States, partner organizations to coordinate and work with the five United Nations Regional Economic Commissions to ensure that the maritime sector is reflected in regional programmes.

The two-day workshop is to create a forum for all the key players and stakeholders involved in the Cooperation Framework process to meet, establish the necessary contacts, which will be needed for future collaboration and for the inclusion of maritime in the mainstream of their economic strategies towards economic growth.



Executive Director, Finance and Administration, NIMASA, Dr. Bashir Jamoh (middle); Principal, Government Girls Secondary School, Kofar Gayan, Sa'adatu Bello (second left); representative of Dikko College, Pilot, Katsina, Director, Science Technology and Vocational Education, Ministry of Education, Katsina State, Isa Sani (right); Principal, GGDSS Bakura, Zamfara State, Talatu Usman (second right); Head, European Languages and Chairman College Admission Committee of Dr. Yusuf Bala Usman College, Daura, Katsina State, Aliyu Mohammed Mangwabsa; after the presentation of school materials by the Agency to some schools in the North-east geo-political zone

Partnering with the Youth for Enduring Results

Trying to inspire educational excellence, NIMASA donates learning materials to schools across the country. **Vincent Obia** writes

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n ancient proverb says: "If you drop gold and books, pick up the books first, then the gold." Simply, the sages meant that the education of a people was far more needful for society than the pursuit of riches. Educating men and women and kitting them with skills that have imperishable rewards should be the preoccupation of the leaders and governments, according to the ancient wise men.

Modern men agree. It is the reason an arm of the United Nations, the United Nations Educational, Scientific and Cultural Organisation (UNESCO), has offered a blueprint: at least 26 per cent of a country's national budget must be exclusively for the education sector if they are to fully set their society on the path to rapid development and prevent the devastating effects of poverty and ignorance.

However, most governments do not adhere to this counsel. In Nigeria, for instance, both governments



Representatives of Modebe Secondary School, Onitsha, Anambra State, led by Engr. Ebere Anosike (second right), receiving laptops and other educational materials from Head, Planning, Research, and Data Management Services, Nigerian Maritime Administration and Safety Agency (NIMASA), Mrs. Ronke Thomas (right), who represented the Director-General of NIMASA, Dr. Dakuku Peterside, during the distribution of learning materials to schools in the South-south and South-east geopolitical zones, in Port Harcourt.

at the centre and in the states devote only between eight to 12 per cent of their budgets to education. This falls far short of what will speed up the development and progress of the people. The statistics also reveal that authorities need intervention from government agencies, private sector, and public spirited individuals to help in meeting the education needs of society.

Fully aware of this, the Nigerian Maritime Administration and Safety Agency (NIMASA) has undertaken a tour of the six geopolitical zones, providing much needed school books and other learning materials as part of its Corporate Social Responsibility (CSR) commitment.

According to NIMASA Director-General, Dr. Dakuku Peterside, "Education is the only way through which poverty can be eradicated in the country. Dakuku spoke in Kaduna, where NIMASA donated educational materials to several institutions in the northern zone. He said the gesture was to support "the Federal Government's quest to improve on the quality of education in the country" and thereby reduce poverty and ignorance. He also said it was in continuation of the CSR programmes initiated by the Agency following the previous intervention for the Internally Displaced Persons (IDPS) in 20 states of the federation.

The Director-General stated, "In June (2019), we were here in Kaduna to donate relief materials for Internally Displaced Persons. But this time, we are here to donate educational materials to schools in the

"Though our core mandates are principally to regulate and promote shipping activities in Nigeria, we are acutely aware, and also conscious of the plights of Nigerians and those who are in need and do not have the resources to cater for themselves. In view of this, the agency decided to donate these items."

North West Zone, which include Kaduna, Katsina and Zamfara states...in pursuance of a better education and upgrading the educational standard in the various states... NIMASA is a socially responsible citizen.

"Though our core mandates are principally to regulate and promote shipping activities in Nigeria, we are acutely aware, and also conscious of the plights of Nigerians and those who are in need and do not have the resources to cater for themselves. In view of this, the agency decided to donate these items.

The agency is carrying out this activity to complement the efforts of the government."

The presentation was done on behalf of the



L-R: Principal, Ahmadu Bahago Secondary School, Minna, Niger State, Mr. Abdul Madaka Aliyu; Principal, Government Community Day Secondary School, Akko, Gombe State, Mr. Hadisu Musa; Executive Director, Maritime Labour and Cabotage Services, Mr. Gambo Ahmed; Principal, Government Secondary School, Bashir, Wuse Plateau State, Mr. Hassan Garba Maro; and Mr. Okey Ajaero, during the distribution of educational materials to some schools in the North-central geo-political zone by NIMASA in Abuja

“We also intend to encourage students to build a career in maritime and help to drive the ongoing efforts to unlock the vast potential of Nigeria’s blue economy.”

NIMASA boss by the agency’s Executive Director, Finance and Administration, Dr. Bashir Jamoh. The Director, Science, Technical and Vocational Education, Ministry of Education, Katsina State, Isa Sani, who represented Dikko College Pilot, a beneficiary, thanked NIMASA for the items and urged other bodies to follow in their footsteps of supporting government’s bid to improve the lot of the people.

Desktop computers, laptops, textbooks, whiteboards, scientific calculators, notebooks and writing materials were among several others presented.

The NIMASA train was also in Abuja, the nation’s capital, where, again, Dakuku made the point that the agency’s intervention in education was born out of its strong belief that “education is the major panacea

for the growth and development of a country, like Nigeria.” He said it was in that spirit the agency was making its own contribution for the good of the sector.

The Director-General then proceeded to hand over to the recipients Information Communication Technology (ICT) tools at the agency’s zonal office in Abuja. He was represented by NIMASA’s Executive Directive, Maritime Labour and Cabotage Services, Malam Gambo Ahmed.

Some of the schools that received the materials were Ahmadu Bahago Secondary School, Minna, Niger State; Government Secondary School, Wase Local Government Area, Plateau State; and Government Secondary School, Kashare, Akko Local Government Area, Gombe State.

Other schools in the region have since received their own share of NIMASA’s generosity. The agency distributed UPS systems in addition to books and computers.

Observers agree with NIMASA that governments of these states are so overwhelmed by challenges in other sectors of governance that they would not possibly be able to give the required attention to lift up the fortunes of their citizens academically, unless there is meaningful intervention of the nature now being given by the maritime industry regulator.

NIMASA’s CSR initiative in education has also touched lives in the South-South and South-East



Jamoh and Sani in Katsina at the presentation of school materials in Katsina State



Students of Royal Court School, Rumuekini, Rivers State, led by their principal, Njoku Barnabas, receiving laptops and other educational materials from Head, Planning, Research, and Data Management Services, Nigerian Maritime Administration and Safety Agency (NIMASA), Mrs. Ronke Thomas, who represented the Director-General of NIMASA, Dr. Dakuku Peterside, during the distribution of learning materials to schools in the South-south and South-east geopolitical zones, in Port Harcourt

“NIMASA’s choice of these public schools is symbolic and strategic. If you commit yourself to quality study, you can get to the top, irrespective of your background.”

geopolitical zones. Here, in line with his principles, the Director-General threw more light on why the agency had chosen to accommodate schools in its vision of supporting the government. It is fourfold, he says. First, according to him, NIMASA wants to inspire excellence in schools. Secondly, the agency wants to motivate quality learning. And, thirdly, it wants to stimulate development of the young people of Nigeria and prepare them for the future.

Finally, in his own words, “We also intend to encourage students to build a career in maritime and help to drive the ongoing efforts to unlock the vast potential of Nigeria’s blue economy.”

The benefiting institutions were Okrika Grammar School, Okrika; Community Secondary School, Opobo; Royal Court School, Rumuekini; Community Secondary School, Ubima; Umuariam Secondary Technical School, Umuariam; Abayi Girls Secondary School; and Modebe Secondary School, Onitsha.

Dakuku was represented by NIMASA’s Head, Planning, Research and Data Management Services, Mrs. Ronke Thomas, at the ceremony in Port Harcourt, where

computer systems, writing materials, and textbooks for English, Mathematics, Biology, Chemistry, Physics, and Economics were presented to the schools from Imo, Rivers, Anambra, and Abia states.

A traditional ruler in Imo State, His Royal Highness, Eze Adison Nwaigwe, the Eze Onachoro 111 of Umuariam, was full of gratitude to NIMASA as the schools received the educational items. Engineer Ebere Anosike stood in for the traditional ruler. He said, “NIMASA’s choice of these public schools is symbolic and strategic. Education can make a lot of difference between the poor and the rich. If you commit yourself to quality study, you can get to the top, irrespective of your background.”

With such royal approval of NIMASA’s expansion of its duty beyond the statutory functions of securing the country’s sea life, the agency has received a mandate not to rest on its oars, but to explore uncharted grounds for more interventions to help the government fight off the challenges that hold the citizens back from fulfilling their dreams for a better and bright future.

NIMASA Reaffirms Commitment to IDPs' Welfare

• *Donates Relief Materials to Disaster Victims in Ebonyi, Edo, Adamawa, Others*

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he Nigerian Maritime Administration and Safety Agency (NIMASA) has restated its commitment to the wellbeing of victims of disaster in the country. Director-General of NIMASA, Dr. Dakuku Peterside, stated this in separate statements during the presentation of food and other items

by the Agency to Internally Displaced Persons (IDPs) in some states. Dakuku said identifying with fellow citizens in times of need was central to NIMASA's Corporate Social Responsibility (CSR) policy.

At the presentation ceremony for Ebonyi State IDPs in Abakiliki, the state capital, where he was represented by the Assistant Director, Procurement, NIMASA, Mr. Ogbuanu Kelvin, Dakuku stated, "What you are witnessing today is part of a nation-wide exercise involving the donation of different relief materials to people displaced as a result of the 2019 flood disasters, which submerged some parts of the state and parts of the country. It is in line with our Corporate Social Responsibility (CSR) initiative."

The DG told the representatives of Ebonyi State Emergency Management Agency (EBSEMA), who received the materials, that NIMASA was always determined to pursue the improvement of the welfare of Nigerians.

He added, "We are here as a corporate organisation to comply with the Federal Government's directive to all government organisations to use their powers and resources to alleviate the suffering of Nigerians affected by flood and other disasters. We call on other corporate bodies to partner with us in this drive and always support the Federal Government's effort to promote gestures

that would impact lives positively and meaningfully in the country."

The Executive Secretary of EBSEMA, Dr. Ken Nwabueze Oziomaeze, received the relief materials on behalf of flood victims and IDPs in the South and Central areas of the state. Oziomaeze appreciated NIMASA for the kind gesture and noted that it was one of the biggest EBSEMA had received in recent times. He appealed to other corporate organisations and individuals to emulate NIMASA.

NIMASA also donated relief items in Edo, Adamawa, Taraba, Zamfara and Borno states, where they were received on behalf of the IDPs by the states' emergency management agencies.

In Edo State, the items were received by the Senior Special Assistant to the Governor and CEO on EDOSEMA, Mr Salami Lukman, while Executive Secretary of Adamawa State Emergency Management Agency, Dr. M.A. Suleiman, received the materials for the state.

Materials donated to the victims included rice, garri, mattresses, bottled water, toiletries, sanitary pads, semolina, tubers of yam, pasta, sugar, salt, Dettol, beans, noodles, soap/detergents, sanitary pad, diapers, mats, blankets, mosquito nets, palm/vegetable oil, and sewing machines.

It is worthy of note that the Federal Government has consistently encouraged philanthropists and non-governmental organisations to partner with government in order to cater for the needs of Nigerians affected by disaster. It is in line with this that NIMASA is carrying out the CSR activities across the six geopolitical zones in the country.



Director, Special Duties, NIMASA, Hajia Lami Tumaka (middle), presenting relief materials to the South-south Zonal Coordinator of NEMA, Mr. Wilson Brandon (right), at the South-South zonal store of NEMA in Port Harcourt. They are flanked by Zonal Coordinator, Eastern Zone, NIMASA, Heaky Dimowo (second left), Head, Procurement, Mr. Obom Otonye (second right), and Yusuf Nadabo of NIMASA's Port Harcourt office (left).

NIMASA Donates Relief Materials to Flood Victims in Rivers

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he Nigerian Maritime Administration and Safety Agency (NIMASA) has restated its commitment to the wellbeing of victims of disaster in the country. Director-General of NIMASA, Dr Dakuku Peterside, stated this in Port Harcourt while presenting food items and other materials to

Internally Displaced Persons (IDPs) in Rivers State.

The South-South Zonal Coordinator of National Emergency Management Agency (NEMA), Mr. Walson I. Brandon, received the relief materials on behalf of flood disaster victims and IDPs in Tai, Andoni, and Opobo-Nkoro local government areas of the state. Brandon appreciated NIMASA for the kind gesture and appealed to other corporate organisations and individuals to emulate the Agency.

While presenting the items, Dakuku, who was represented by the Director, Special Duties (External Relations and Technical Cooperation), NIMASA, Hajia Lami Tumaka, stated, "This is part of the nation-wide donation of diverse forms of relief materials to people displaced as a result of the 2019 flood disaster that submerged some parts of the state and some other states across the country. It is a continuation of our Corporate Social Responsibility (CSR) initiatives, which have taken place in some states and are still on-going."

The DG told the representatives of NEMA that NIMASA would vigorously pursue the improvement of the welfare of Nigerians, and urged the coordinator to ensure judicious use of the items.

"We are here as a corporate organisation to comply with the Federal Government's directive to all government

organisations to use their powers and resources to alleviate the suffering of Nigerians affected by flood and other disasters. We, therefore, call on other corporate bodies to partner with us in this drive in order to always support the Federal Government's drive in advancing gestures that impact lives positively and meaningfully in the country," Dakuku added.

While receiving the materials at the South-South zonal store of NEMA in Port Harcourt, Brandon commended the efforts of NIMASA. He emphasised that the gesture was a significant and timely intervention in support of the Federal Government's efforts to guarantee the welfare of the citizens.

Brandon stated, "The Agency is ever grateful for this kind gesture and it would not be forgotten in a hurry. We call on well-meaning Nigerians also and corporate institutions to emulate NIMASA. We assure that the items donated would be judiciously distributed to the affected persons with the aim of alleviating their suffering."

Materials donated to the victims included rice, corn, mattresses, sugar, salt, Dettol, beans, noodles, soap/detergents, sanitary pad, dippers, mats, blankets, mosquito nets, dairy foods, palm/vegetable oil, grinding machines, and pumping and sewing machines.

It is worthy of note that the Federal Government has consistently encouraged interested philanthropists and non-governmental organisations to partner with government in order to cater for the needs of Nigerians affected by disaster. It is in line with this that NIMASA is carrying out the CSR activities across the six geopolitical zones in the country.

Voyage Magazine Bags Best Journal of the Year Award



L-R: Mr. Femi Kumuyi; Mr. Vincent Obia; Mrs. Nneka Igbokwe of NIMASA; Chairman, Nigerian Institute of Public Relations (NIPR) Lagos Chapter, Mr. Olusegun McMedal; and the award presenter; with Head, PR NIMASA, Isichei Osamgbir; and Osagie Edward, at the presentation of the Outstanding House Journal of the Year Award to the Voyage Magazine, by NIPR, Lagos, Chapter



Taking campaign to Nigerian children, mothers

PHOTO CREDIT: RECKITT BENCKISER

HEALTH

GLOBAL HANDWASHING DAY 2019: Clean Hands for All

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elebrated annually on October 15, Global Handwashing Day (GH Day) is an annual global advocacy day dedicated to increasing awareness and understanding about the importance of handwashing with soap as an easy, effective, and affordable way to prevent diseases and save lives.

The theme for GH Day 2019 is "Clean Hands for All," reminding that we must be inclusive when addressing handwashing disparities. This year's theme follows the push to leave no one behind in the Sustainable Development agenda. Inequalities in handwashing facilities and effective handwashing promotion programmes can

put individuals at higher risk for diseases that impact their health, education, and economic outcomes.

The Global Handwashing Partnership held the first GH Day in 2008. It is an opportunity to design, test, and replicate creative ways to encourage people to wash their hands with soap at critical times. Global Handwashing Day is designed to foster and support a global and local culture of handwashing with soap; shine a spotlight on the state of handwashing around the world; and raise awareness about the benefits of handwashing with soap.

Accessed at: <https://www.globalwaters.org/events/global-handwashing-day-2019>



Mrs. Mary Hamman

'Active Women Involvement Key to Growth of Maritime Industry'

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he Nigerian Maritime Administration and Safety Agency (NIMASA) reiterated its commitment to the role of women in the maritime industry, saying active women participation is fundamental to the growth of the sector. The agency said this at a Business Luncheon and

25th Anniversary of the Women's International Shipping and Trading Association (WISTA), where NIMASA's Director of Human Resources, Hajia Jumai Musa, represented the Director-General.

The event held in Lagos had the theme, "Balancing the Gender Gap in Maritime Participation."

In a speech on behalf of the director-general, Musa emphasised the need for more awareness to enlighten the younger women to take up careers in the maritime industry. She acknowledged the significant role women had played in the sector, but stressed the need for more participation.

"We should contribute our quota to the effort to bridge the gender gap in the maritime industry," Musa stated, adding, "This will be good for the sector and

the economy, generally, as it is common knowledge that women usually do all it takes to excel when given the opportunity."

In her opening remarks, President of WISTA Nigeria, Mrs. Mary Hamman, expressed the association's readiness to empower women at the grassroots to be self-reliant. Hamman, who is also Assistant Director, Shipping Promotion, at the Agency, said WISTA had strategised on how to carry out outreaches to create awareness and encourage the youth, particularly women, to take advantage of opportunities in the maritime industry.

Speaking at the occasion also, Managing Director/Chief Executive Officer of Starzs Marine and Engineering Limited, Engr. Greg Ogbeifun, pointed out that WISTA had created a foundation to encourage people to invest in the fishing sub-sector. Ogbeifun said regarding the efforts of WISTA to empower women, "I am always encouraged reading everything you are doing to empower women in fishing as well as educating young girls. It may look as if it is a small thing, but the women are playing the role of caring for their families."



R-L: Deputy Director, Operations, Naval Headquarters, Rear Admiral D.A Dauda; Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin; Chairman, Project Monitoring Team and Director, Project Services of Ministry of Defence, Mrs. Olu Mustapha; Chief Operating Officer, HLSI, Mr. Ben Haim; and Maritime Guard Commander, NIMASA, Commodore Aniedi Ibok, during the graduation ceremony of C4i System Operator course at the Nigerian Maritime Resource Development Centre, Kirikiri, Lagos

Maritime Security: Nigeria Takes Delivery of Special Mission Vessel

• NIMASA Graduates New Intelligence Officers under Deep Blue Project

In a major step towards the full realisation of an integrated surveillance and security architecture to broadly tackle insecurity on Nigeria's waterways, up to the Gulf of Guinea, the country has taken delivery of the first special mission vessel under the Deep Blue Project. Chairman of the Project Monitoring Team for the Deep Blue Project, also known as Integrated National Security and Waterways Protection Infrastructure, Mrs. Olu Mustapha, disclosed this in Lagos at a graduation ceremony organised by the Nigerian Maritime Administration and Safety Agency (NIMASA) for a new set of C4i system operators.

The Command, Control, Computer Communication and intelligence (C4i) centre located at the NIMASA-owned Nigerian Maritime Resource Development Centre (NMRDC), Kirikiri, in Lagos, acts as the nerve centre for operations and workflow management for all platforms under the Deep Blue Project. The graduation of the C4i operators marks another milestone towards the full commencement of the project.

Mustapha, who is also the Director, Project Services, at the Ministry of Defence, said the essence of the training for the intelligence officers was to ensure

adequate capacity to man the assets under the Deep Blue Project, especially with commencement of the receipt of the special assets.

According to her, "The assets of the Deep Blue Project must be manned by competent personnel and that is





Fashakin (left) presenting a certificate to Mr. Ibrahim Gana during the graduation ceremony for the C4i operator course participants, while Mustapha (right) looks on

what we are committed to through various training programmes for different components of the project. This graduation of C4i system operators will produce additional personnel for the optimisation of the system."

In his remarks, the Director-General of NIMASA, Dr. Dakuku Peterside, lamented the negative effects of insecurity in the Nigeria maritime domain and the Gulf of Guinea. Dakuku said the President Muhammadu Buhari administration was committed to diversifying the economy and saw maritime as an economic game changer in this direction. He said security of the maritime environment was a top priority of the administration.

Dakuku stated, "The Nigerian maritime domain and the Gulf of Guinea are known globally as major maritime security flashpoints. In addressing the challenges, a bi-ministerial collaboration of the Federal Ministries of Defence and Transportation, as well the Office of the National Security Adviser (NSA) developed a

maritime security architecture comprising all military and security services as well as NIMASA to ensure a conducive environment for maritime to thrive."

Dakuku, who was represented by the Agency's Executive Director, Operations, Engr. Rotimi Fashakin, added that the federal government, through NIMASA, had invested ample resources in infrastructure, including the critical manpower component required to run the Deep Blue Project effectively and efficiently. He asked the graduands to bring the skills and experience they acquired during their training to bear on the national security assignment.

The highlight of the event was the presentation of certificates by Mustapha to the 24 graduands, including Mr. Ibrahim Gana, who emerged the best graduating student.

The C4i centre was commissioned in August 2019. It is equipped with alert setting capabilities, Coastal Automatic Identification System (AIS), and SAT AIS signals all over the world, in liaison with some international security networks, for access to database for vessel movement, with capacity for six-year retrospective monitoring of vessel movement.



A cross section of graduating students and officials at the graduating ceremony of the C4i operator course.

Nigerian Wins Global Maritime Essay Competition

• **NIMASA DG, Others Meet to Advance World Maritime**



Iorliam Simon Tersoo

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Nigerian, Iorliam Simon Tersoo, won the Future Maritime Leaders essay competition organised by the Global Maritime Forum. Tersoo's article titled, "Emerging Technologies: Autonomous Shipping and Seafarers' Continuous Professional (Ir) Relevance," was among top three essays selected from 140 shortlisted entries from 46 countries that participated in the annual competition.

The Maritime Safety Officer at the Nigerian Maritime Administration and Safety Agency (NIMASA) and the other two winners made compelling presentations on their essays at the Global Maritime Forum in Singapore, where the Director-General of NIMASA, Dr. Dakuku Peterside, was a major participant. Dakuku was one of three leaders in Africa invited to the exclusive industry forum, which focused on addressing the burning issues in the maritime industry and proffering viable strategies to meet the challenges of the future.

Tersoo wrote on how to prepare the next generation of seafarers for digitalised ships, which is believed to be the future of shipping. He anchored his write-up to the burgeoning technological innovation, Maritime Autonomous Surface Ship (MASS), which the International Maritime Organisation (IMO) defines as a ship, which "can operate independently of human interaction." His essay painted the picture of a future where ships will be fully digitalised, automated, autonomously piloted, and controlled from both onshore and offshore. He described this as the next phase of disruptive innovation in shipping.

Tersoo acknowledged the immense benefits of the autonomous shipping regime but identified a major challenge of the innovation as the threat posed to the jobs of the over 1.5 seafarers working on-board ships worldwide. To address this challenge, he said the committee on Human Element Training and Watch-keeping (HTW) of IMO's Maritime Safety Committee

(MSC) "will have to re-organise the curriculum of Maritime Training Institutions (MTIs) globally to embrace this new trend, tilting seafarers training more towards maritime information communications technology (ICT) and regulations that can enable them to participate effectively in the technological revolution." He also recommended the retraining of existing seafarers to fit into the new digital era.

Tersoo, a product of the Nigerian Seafarers Development Programme (NSDP), had worked on board a vessel and is now fully involved in regulatory duties at NIMASA. So he had the opportunity of seeing both sides of the life of a seafarer. He attributed his success in the essay competition to the push for a knowledge driven organisation by the current leadership of NIMASA, saying he is challenged daily by leadership and innovation at the agency.

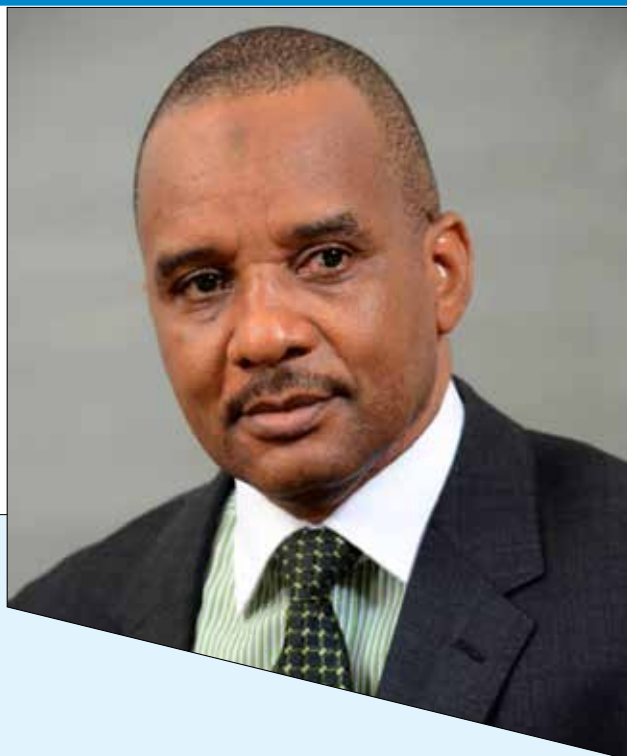
Two other essays written by Yiqi Zhang, a 30-year-old PhD Student at the Hong Kong University of Science and Technology, China, and Line Fryd Hofmansen, a 26-year-old Management Consultant at PA Consulting Group, Denmark, were among the winning entries.

According to the Global Maritime Forum, "The competition aims to give students and young professionals aged 18-30 a voice in the debate about how the maritime industry can sustainably address maritime challenges and opportunities – and the industry a chance to listen."

The winners of the competition won a chance to attend the Global Maritime Forum Annual Summit 2019 in Singapore, all expenses covered, together with 200 leaders from inside and outside the maritime industry, where they will represent the voice of the younger generation.

"The Future Maritime Leaders essay competition represents an invaluable opportunity for young people aspiring to become the leaders of the future to meet and engage with senior maritime stakeholders," the Global Maritime Forum stated.

Dr. Yusuf Jamoh



NIMASA HSE WEEK: 'Safety is Shared Responsibility'

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he 2019 Health, Safety and Environment (HSE) Week of the Nigerian Maritime Administration and Safety Agency was held in December at the Multipurpose Hall of the Nigerian Maritime Resource Development Centre, Kirikiri, Lagos, with the theme, "Sustaining Health and Safety Culture in the Workplace." The event aimed at sensitising staff on the need to take safety seriously and avoid anything inimical to it in the workplace.

The guest speaker at the occasion, Mr. Saheed Akinloye, an expert in health, safety and environment issues, applauded NIMASA's commitment to the safety of its employees and provision of a safe working environment.

In his lecture, Akinloye said in order to sustain a good health and safety culture in the workplace, the leadership and management style must move beyond compliance with external rules to a culture of self-regulation.

Director-General of NIMASA, Dr. Dakuku Peterside, described safety as a shared responsibility between the employee and the employer, saying the management of the agency places much premium on the safety of staff. Dakuku, who was represented by the Executive Director, Finance and Administration at the agency, Dr. Bashir Jamoh, stated, "Safety is all about life and everyone's life is important, regardless of status. The management of the agency takes the issue of safety seriously and it is a shared responsibility between the employee and the employer."

He assured staff that as a safety organisation, NIMASA would continue to do everything in its power to ensure a safe and conducive environment for staff and those who do business with the agency.

The NIMASA HSE Week is an initiative of the agency geared towards sensitising the staff on the benefits of safety consciousness, not only in the work environment, but also at home and elsewhere.



L-R: Executive Director, Maritime Labour and Cabotage Service, NIMASA, Mr. Gambo Ahmed; Managing Director, Bank of Industry (BoI), Mr. Olukayode Pitan; Director-General, NIMASA, Dr. Dakuku Peterside; General Manager, Enterprises (BoI), Mr. Leonard Kange; DGM, Oil and Gas of BoI, Mrs. Ebehi Ehi-Omoike; and Head, Cabotage Services, NIMASA, Mr. Victor Egejuru, when the leadership of BoI paid a courtesy visit to NIMASA

MARITIME ASSET FINANCING: Single-digit Facility Imminent as Bank of Industry Promises Support

● *As Bank of Industry Promises More Support To Sector*

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fter a long and hard struggle by the Nigerian Maritime Administration and Safety Agency for a single-digit interest facility to aid operators in the country's maritime industry, the Director-General, Dr. Dakuku Peterside, says he can see light at the end of the tunnel.

The indication emerged when the Managing Director of the Bank of Industry (BoI), Olukayode Pitan, paid a courtesy visit to NIMASA at the agency's corporate headquarters in Lagos.

The credit facility is meant to help in the procurement of maritime assets to put operators in a position to compete favourably with their foreign counterparts.

Dakuku, who received the BOI delegation, said the meeting with NIMASA was a follow up to the agency's efforts to ensure that Nigerian players were competitive in the global maritime arena.

He said, "We have continuously sought partnerships that would grow our industry. We know that maritime asset financing is one of the major challenges of this industry and we are tackling it head-on. In no distant future our people would be able to reap the benefits of our strategy."

Pitan commended the NIMASA management for its various transformative initiatives in the maritime

sector. He said the initiatives had brought renewed confidence in the maritime industry and BOI was ready to partner with NIMASA because the viability of the sector would rub off on the entire economy.

The BOI managing director disclosed that it had an existing financing model in partnership with the Nigerian Content Development and Monitoring Board (NCDMB), which could also benefit the maritime sector if applied.

He stated, "We are proposing a partnership with NIMASA on vessel financing. We already have a similar partnership with NCDMB that is currently running at a single digit of eight per cent, with little or zero risk for NCDMB since the fund invested by NCDMB is guaranteed by BOI. This model, we think, can also benefit NIMASA and the entire maritime sector."

At the end of the meeting, NIMASA and BOI agreed, among other things, to work out modalities on financing the acquisition of vessels at a single digit interest rate; provision of guarantee for the funds that NIMASA will entrust to BOI; and management of the portfolio to guarantee effectiveness.

The management of NIMASA under Dakuku had consistently advocated a single-digit interest rate on borrowings to assist operators in the acquisition of maritime assets.



Secretary-General, Abuja MoU, Mrs. Mfon Usoro (right) and representative of the NIMASA DG, Mrs. Ronke Thomas, at the review of the National Maritime Transport Policy

‘National Maritime Transport Policy Key To Development’

A national policy on maritime transport is a basic requirement for development considering the pivotal role of maritime in economic growth. This was the consensus among stakeholders, who gathered at the instance of the Nigerian Maritime Administration and Safety Agency to review the Draft National Maritime Transport Policy (NMTP). The review was to make the policy elaborate enough to drive the growth of the maritime sector and stand the test of time.

The gathering sued for cooperation among stakeholders in the industry, saying it will go a long way in placing the sector on the pedestal of growth.

Speaking at the event, Barrister Mike Igboke, SAN, advocated deliberate protection of the local shipping industry. Igboke said documents like the NMTP would ensure that the local shipping industry was protected from being stifled by unfavourable competition from international shipping companies.

In her view, the Secretary-General of the Abuja MoU, Mrs Ufom Usoro, noted that the document should be reviewed with particular focus on the National Transport Policy (NTP), which is at the final stage of approval by the Federal Executive Council. The former NIMASA director-general pointed out that having been a member of the committee that drafted the NTP, there was need to make reference to the document while reviewing

the NMTP. She advised that the NMTP should focus more on objectives of the maritime sector and not the agencies that regulate the sector.

Another ex-director-general of NIMASA, Barrister Temisan Omatseye, disclosed that there was a strategy already in place for the implementation of the NTP. Omatseye advised that the NMTP should be embedded in the NTP to make it more comprehensive and elaborate.

Speaking at the opening of the session, the incumbent director-general of NIMASA, Dr. Dakuku Peterside, who was represented by the agency's Head, Planning Research and Data Management Services, Mrs. Ronke Thomas, said the meeting was the latest in a series of collaborative efforts championed by NIMASA to make the maritime industry more viable.

He stated regarding the NMTP, "in our usual way of ensuring that the sector is stakeholder-driven, we feel this document would benefit all the players in the industry and that is why we have gathered you here to make input on this document so that we will be on the same page when it is time for the implementation of the contents."

The session had in attendance key stakeholders, including Andrew Isichei and Mrs. Obiageli Obi of the Nigerian Chamber of Shipping. Others were Barrister Chidi Ilogu, Ms. Funmi Folorunso, Otunba Kunle Folarin, and representatives of the Maritime Workers Union and Nigerian Merchant Navy.



Assistant Director, Surveillance, NIMASA, Captain David Oboma (left), who represented the Director General, NIMASA, and Group General Manager, Shipping, Nigerian National Petroleum Corporation (NNPC), Mrs. Aisha Ahmadu Katagum, during the 13th Oil Trade and Logistics (OTL) Conference in Lagos

OTL 2019: Dakuku Advocates Dedicated Cargo Ports

● **NIMASA Wins Award for Contribution to Downstream Sector**

BY ADIZA ABU

A

s Africa continues to strategise on how to improve the efficiency of shipping in the continent, the Director-General of the Nigerian Maritime Administration and Safety Agency, Dr. Dakuku Peterside, has suggested the introduction of designated ports to handle particular cargoes. Dakuku made the call at the four-day Oil Trading and Logistics Expo (OTL 2019) held in Lagos.

The forum, which also provided a platform for the recognition of key stakeholders who have played significant roles in the advancement of the maritime sector, saw NIMASA picking an award for its contributions to the growth of shipping and the downstream sector.

The annual OTL Africa Downstream Week is widely acknowledged as Africa's biggest platform for downstream oil and gas business. It brings together experts and stakeholders in the oil and gas as well as maritime sectors from across the continent and beyond to discuss

the way forward for the shipping industry.

The theme for this year, the 13th edition of the conference, was "Achieving Downstream Competitiveness through Growth, Innovation, and Technology."

In his address at the conference, Dakuku identified measures that could help to improve efficiency and service delivery in the maritime sector. Represented by NIMASA's Assistant Director, Surveillance, Captain David Oboma, the Director-General stated, "In line with global best practices, there are several measures that we should give serious consideration if we are to improve upon the efficiency of our industry. Firstly, we must reduce vessel turnaround time at our ports and terminals to minimise logjams, which have a knock-on negative effect on the entire system chain.

"The introduction of dedicated ports to handle specific cargoes, as obtains in the world's leading ports, would also greatly improve on our service delivery and efficiency."

Dakuku, who spoke during a session with the theme,

L-R: Assistant Director, Surveillance, NIMASA, Captain David Obama, and former President, Nigerian Ship Owners Association (NISA), Chief Isaac Jolapamo, during the 13th Oil Trade and Logistics (OTL) Conference in Lagos



“Ship to Shore and Efficiency of Shipping Petroleum and Crude Oil Cargo,” also said, “Improving upon the draft capacity by dredging our existing ports to widen the scope of vessels, which can berth, would help to eradicate the need for Ship-to-Ship transfers at sea.

“However, in striving for efficiency, we must not forget safety as a key consideration in shore to ship operations.”

Those in attendance at the session chaired by renowned maritime law expert, Mr. Emeka Akabogu, included the Chief of Naval Staff, Vice Admiral Ibok Ekwe Ibas, who was represented by Director of Operations, Naval Headquarters, Rear Admiral Ibikunle Olaiya; President, Ship Owners’ Association of Nigeria (SOAN), Dr. McGeorge Onyung; President of Nigeria Ship-Owners Association (NISA) and CEO, Sea Transport Services Nigeria Limited, Mr Aminu Umar; and Group General Manager, Shipping, Nigerian National Petroleum Corporation (NNPC), Mrs. Aisha Ahmadu Katagum.

Speaking at the session, Umar bemoaned the amount of bureaucracy that continued to hamper the ease of doing business in Nigeria’s territorial waters. He identified insecurity as a persistent menace to the maritime sector as it meant high cost of doing business in Nigeria.

Onyung lamented the dearth of Nigerian-owned

“Improving upon the draft capacity by dredging our existing ports to widen the scope of vessels which can berth would help to eradicate the need for Ship-to-Ship transfers at sea.”

vessels conducting business on Nigerian waters. He said there was an urgent need to empower Nigerians to own vessels.

Industry experts used the opportunity to push for fully-owned Nigerian vessels to be given the chance to lift crude oil, saying it would be a big boost to indigenous shipping and job creation.

Earlier at the event’s Awards Dinner, NIMASA was given an award in recognition of its contribution towards the growth of the downstream sector.



Nigeria Restates Commitment to Effective Ballast Water Management

BY FAITHWIN NWAOGU

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he Nigerian Maritime Administration and Safety Agency said Nigeria remained committed to the Ballast Water Management (BWM) Convention, 2004, of the International Maritime Organisation (IMO), aimed at tackling the issue of alien invasive species.

The agency said this was in line with the country's determination to ensure cleaner oceans and a safe, secure, and sound marine environment.

The assertion was contained in a keynote address delivered by the NIMASA Director-General, Dr. Dakuku Peterside, at the opening of a three-day workshop on Ballast Water Management for Anglophone West and Central African Countries, hosted by Nigeria in Lagos. He noted that growing concerns over the problem of invasive alien species on the marine environment as a result of ballast carried by ships were what gave rise to the convention.

Dakuku stated, "Since the advent of the convention, efforts have been made to ensure effective implementation of its provision among which is this regional workshop.

"The regional workshop, in essence, is to support the timely and harmonised implementation of the convention in the West and Central African Sub Region with priority and emphasis on the ratification and implementation of the convention by member states; this is in addition to building capacity in the area of Compliance Monitoring and Enforcement (CME), Port Biological Baseline Surveys (PBBC) and risk assessment."

He disclosed that Nigeria, being among the first five countries in the region to ratify the convention, had taken some steps to ensure its effectiveness in terms of implementation. The steps include the development and gazetting of regulations on Ballast Water Management, pursuant to the Nigerian Merchant Shipping Act, 2007; development of an enforcement



Director-General, NIMASA, Dr. Dakuku Peterside (middle) with delegates from West and Central Africa countries at the opening of a three-day workshop on Ballast Water Management, hosted by Nigeria in Lagos

“The regional workshop, in essence, is to support the timely and harmonised implementation of the convention in the West and Central African Sub Region with priority and emphasis on the ratification and implementation of the convention by member states...”

and implementation manual on ships’ ballast water; development of guidelines with reference to relevant IMO documents for ballast water reception facility and exchange areas.

Others are development of guidelines for enforcement of violations of the regulation on ballast water management; establishment of a globally recognised and integrated ballast water testing laboratory; development of a home-grown concept of ballast water management and Ports with Acceptable Risk (PWAR), which was presented by Nigeria at the Marine Environment Protection Committee (MEPC) 74, in May 2019, among other initiatives.

While urging the participants to make meaningful contributions that would help in the realisation of the objectives of the summit, he called for more collaborative efforts in the region to ensure adequate protection of the environment.

On his part, Secretary-General of IMO, Mr. Kitack

Lim, who was represented by the Technical Officer, Sub-Division for Prospective Measures, Marine Environment Division, Dr. Megan Jensen, noted that it was universally acknowledged that the marine environment and marine resources were vital to the global economy and sustainable economic growth. He said there was as an urgent need for uniform implementation of a harmonised Ballast Water Management Regime around the world, with special focus on compliance monitoring and enforcement as a crucial part of the ballast water management plan.

The Ballast Water Management Convention was adopted in 2004 to minimise the risk of species invasions via ballast water. The convention entered into force on September 8, 2017 and currently, 81 countries have ratified it, Nigeria being among the first five countries in the world to do so.

Delegates from Guinea Bissau, Sierra Leone, Sao Tome and Principe, Ghana, Equatorial Guinea, Gambia, and Liberia attended the workshop.



Executive Director, Finance and Administration, NIMASA, representing DG NIMASA, Dr. Bashir Jamoh (middle), Captain Sunday Umoren (left), Hajia Lami Tumaka (third right), and other participants at the opening of a five-day Regional Workshop on the Safety of Domestic Ferries and Non-Convention Ships in Lagos

Ship Safety: NIMASA Advocates Uniform Implementation of IMO Instruments in West/Central Africa

• IMO Lauds Nigeria's Leading Role

The Nigerian Maritime Administration and Safety Agency called for uniform application of international maritime instruments in the West and Central Africa sub-region to enhance the safety of vessels on the countries' waters. The call was made in Lagos at a five-day regional workshop on the safety of domestic ferries and non-convention ships.

The Director-General, who was represented by NIMASA's Executive Director, Finance and Administration, Dr. Bashir Jamoh, said in order to maximise the huge opportunities in the continent's maritime sector, there was need for more technical expertise in maritime technology. He commended the consistent efforts of the International Maritime Organisation (IMO) to enhance the capacities of member-states through technical collaborations and capacity-building initiatives.

"We believe that it is only through effective understanding and uniform implementation of IMO instruments, guidelines and recommendations with the derivatives that shipping could be safe, secure and environmentally friendly, hinged on the human element," the Director-General stated. "I am delighted that taking cognizance of the spate of accidents involving domestic ferries and non-convention vessels with attendant fatalities, this workshop is of vital importance to all the participating countries present here," he added.

In his welcome remarks, Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin, charged the participants to bring to bear the knowledge acquired in the course of the workshop on their various maritime administrations. Fashakin, who was represented by Head, Maritime Safety and Seafarers Standards Department, Captain Sunday Umoren, called for more collaboration in furtherance of efforts to make the maritime domain safer for navigation.

The representative of IMO, who is also Head, Special Projects, Maritime Safety Division, at the organisation, Mr. Ifran Rahim, commended Nigeria for playing a leading role in African maritime administration. Rahim pledged the continuous support of the international body to the West and Central African sub-region.

Countries represented at the workshop included Cape Verde, Equatorial Guinea, Gambia, Ghana, Liberia, Sao Tome and Principe, Sierra Leone, Guinea Bissau, and the host country, Nigeria. The regional workshop was organised under the auspices of IMO Technical Cooperation Programme. It was aimed at building institutional capacity to enhance the safety of non-convention vessels in the West and Central African region.

Non-convention vessels refer to vessels, which are not covered by IMO conventions, including the International Convention for Safety of Life at Sea (SOLAS) 1974 as amended.



Director of IMB, Pottengal Mukundan

IMB Reports 30% Piracy Drop as Nigeria's Deep Blue Project Kicks in

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he International Maritime Bureau (IMB) reported a drop in piracy attacks in Nigeria in the third quarter of 2019. IMB said in its latest report, "Nigeria has reduced Q3 piracy attacks from 41 in 2018 to 29 in 2019," which represents nearly 30 per cent year-on-year reduction.

This was as the Deep Blue Project, a comprehensive maritime security architecture initiated by the Nigerian Maritime Administration and Safety Agency, in collaboration with the military and other security agencies, came into operation.

The piracy reporting body also said there was a decrease in global piracy incidents during the first nine months of 2019, compared with the corresponding period in 2018, in a fall to a five-year low.

Director of IMB, a specialised division of the International Chamber of Commerce (ICC), Pottengal Mukundan, said, "119 incidents have been reported to the IMB Piracy Reporting Centre in 2019, compared to 156 incidents for the same period in 2018. Overall, the 2019 incidents include 95 vessels boarded, 10 vessels fired upon, 10 attempted attacks, and four vessels hijacked. The number of crew taken hostage through the first nine months has declined from 112 in 2018 to 49 in 2019."

However, according to IMB, piracy and armed robbery attacks remain a challenge in the Gulf of Guinea.

The decline in piracy and armed robbery attacks on vessels came as the Deep Blue Project, Nigeria's Integrated Security and Waterways Protection Infrastructure, began to yield results. An Israeli firm, Homeland Security International (HLSI), handles the project as technical partners.

The Deep Blue Project involves the training of field and technical operatives drawn from the various strata of the security services and NIMASA as well as acquisition of assets to combat maritime crime, such as fast intervention vessels, surveillance aircraft, and other facilities, and establishment of a command and control centre for data collection and information sharing to aid targeted enforcement. It aims at building a formidable integrated surveillance and security architecture that will broadly combat maritime crime and criminalities on Nigeria's waterways up to the Gulf of Guinea.

The IMB report coincided with the conclusion of the Global Maritime Security Conference (GMSC 2019) hosted by Nigeria, and coordinated by the Federal Ministry of Transportation and NIMASA, under the theme, "Managing and Securing our Waters." With the stated objective of, among others, defining the nature and scope of coordinated responses to maritime insecurity in relation to interventions, the conference enabled global maritime leaders to review the progress made in the fight against maritime crime while charting strategies for the future.

PHOTO SPLASH GMSC 2019



R-L: DG NIMASA, Dr. Dakuku Peterside; Chief of Naval Staff, Vice Admiral Ibok Ette Ibas; Minister of State for Foreign Affairs, Ambassador Zubairu Dada; Minister of State for Transportation, Gbemisola Saraki; representative of Minister of Defense, Hajia Nuratu Batagarwa; and others



L-R: Temisan Omatseye, Ahmed Gambo, and NIMASA Board Chairman, Gen. Jonathan India Garba (Rtd)



DG NIMASA, Dr. Dakuku Peterside



Participants



Participant



Participants



Mrs. Margaret Orakwusi (left) and others



Participants



Prof. Pat Utomi (right) and Chairman, Integrated Oil and Gas Limited, Captain Emmanuel Iheanacho, at the National Transportation Summit organised by CloTA in Abuja.



NIMASA Board Member, Mr. Kenneth Asekome; Managing Director Nigerian Railway Cooperation (NRC) Mr. Fidel Okhiri; Dr. Bashir Jamoh; National President 2, CloTA, Professor Calistus Ibe and Deputy Director Administration, NIMASA, Alhaji Kabir Murnai



A cross section of participants



Hajia AJ Musa, a participant, Hajia Lami Tumaka and President, WISTA Nigeria, Mary Hamman



Felix Nabena, Dr. Bashir Jamoh, Asu Beks and a participant



CloTA National Secretary, Nnamdi Eronini



Press Conference



CloTA President, Dr. Bashir Jamoh (left) and Conference Publicity Committee Chairman, Isichei Osangbi

CIoT to Professionalise Transport Administration in Nigeria

• Infrastructure to Boost Transportation Sector – Bello

The President of the Chartered Institute of Transport Administration (CIoTA) Dr. Bashir Yusuf Jamoh has said that the Institute is set to professionalise all aspects of transportation industry in Nigeria for sustainable development. Dr. Jamoh said this at the opening of a 3-Day National Transportation Summit organised by CIoTA at the Yar' Adua Centre in Abuja with the theme "Unlocking the Potentials of Transportation for Sustainable Development."

According to the CIoTA President, "with the recent assent of Mr. President recognizing the Institute as the sole professional body in the transport industry, CIoTA will engage all stakeholders to ensure that all those involved in transport administration in Nigeria are certified to enhance professionalism."

He also disclosed that the institute's plan to engage some graduate youths already mobilised for the National Youth Service Corp (NYSC) as transport administration volunteers.

According to him, the volunteer group will also work with other relevant government agencies like Federal Road Safety Corp (FRSC) in carrying out its activities.

He added that CIoTA would conduct research aimed at solving most of the transport challenges in the country.

Standardisation of Transport training geared towards enhanced professionalism, according to Jamoh, will be done by the institute through upgrading curriculum of transport training schools and partnership.

He commended President Muhammadu Buhari for the recent groundbreaking launch of the University of Transportation in Daura and Katsina State and signing the CIoTA Bill into law.

Also speaking at the event, the Executive Secretary of Nigeria Shippers Council, Mr. Hassan Bello, decried the absence of seamless links in the country's transport infrastructure while commending government efforts at getting them fixed.

Bello said there must be a link between economy and transportation in Nigeria if the economy must move faster with its peers.

According to him, CIoTA holds the answer to several of Nigeria's lingering transport issues since it is organised, devoid of unhealthy rivalry and not having any distraction like leadership tussles.

Nigeria, Bello said, is in the era of diversification of national revenue sources and the transport sector is supportive of other businesses including creation of much needed employments.

He said Apapa and Tin Can Ports that had 24m metric tonnes capacity for cargo handling, presently handles over 89m metric tonnes which gets them overstretched.

He added that linking the ports with rail and pipelines would bridge existing gaps in cargo delays and address the perennial traffic in Apapa area of Lagos.

The Executive Secretary suggested that the whole of Apapa should be handed over to Nigeria Ports Authority as a way of getting it organised.

NPA, according to him, should determine who does what and in which area of the port environment.

He noted that an issue as sensitive as transport should not be left to non-professionals as Transport connects people and businesses and should be a thing of pride to citizens.

He decried that Nigeria is the only country whose crude is carried at Free On Board (FOB) carriage mode causing huge loss of freight components amounting to billions on Naira.



L-R: Chairman of the occasion, Senator Matori Salisu Musa; Executive Secretary, Shippers' Council, Hassan Bello; National President, and Chairman of Council, CIoTA, Dr. Bashir Jamoh and MD/CEO, National Inland Waterways Authority (NIWA) George Moghalu



CIoTA President, Dr. Bashir Jamoh flanked by Founder, Centre for Values in Leadership Professor Pat Utomi (left) and Chairman, Oil and Gas Free Trade Zone, Dr. Chris Asoluka (right)



L-R: CIoTA Deputy President I, Mr. Darlington Ofor; CIoTA Deputy President II, Prof. Callistus Ibe; President CIoTA, Dr. Bashir Jamoh; with DG NIMASA, Dr. Dakuku Peterside; Prof. Bamidele Badejo; a participant, and Alhaji Kabir Murnai



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

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

Maritime House: 4 Burma Road, Apapa, P.M.B. 12861, Lagos.

E-mail: info@nimasa.gov.ng Website: www.nimasa.gov.ng

MARINE NOTICE

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

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

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

NOTICE is hereby given as follows:

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

For further information, please contact

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

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SIGNED: MANAGEMENT

NIMASA Employee of the Month



ANEDO SANDRA CHINYERE
FINANCIAL SERVICES DEPARTMENT
OCTOBER 2019



ARIT NKPUBRE
LEGAL SERVICES UNIT
NOVEMBER 2019

OUTSTANDING HOUSE JOURNAL OF THE YEAR



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AN HONOUR WELL DESERVED



NIGERIAN INSTITUTE OF PUBLIC RELATIONS (NIPR) INDUSTRY AWARDS 2019