

THE VOYAGE



VOL.8 NO.1. 2020



INDUSTRY MAGAZINE
OF THE YEAR 2019

NOT FOR
SALE

CHANGE OF BATON



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REGULATING THE MARITIME INDUSTRY FOR A BETTER NIGERIA.

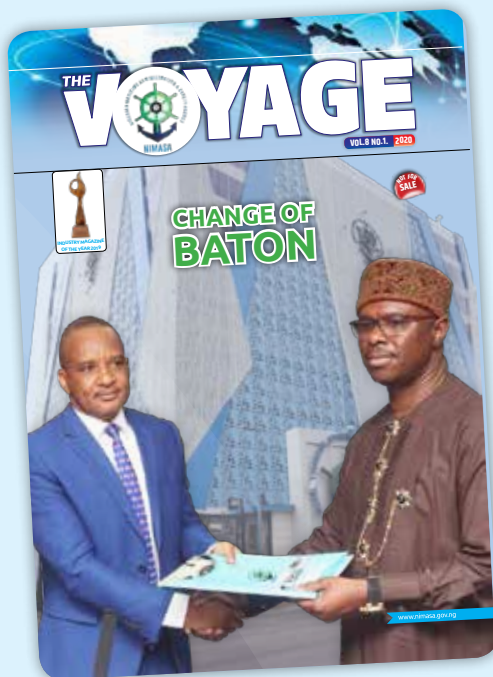
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CONTENTS



IN THIS EDITION

- | | |
|--|---|
| 04 CEO'S DESK
Sailing to the Next Level | 30 NEWS
Transportation Minister Sets Up Committee to Disburse Vessel Financing Fund |
| 05 EDITOR-IN-CHIEF
Change for the Better | 32 NEWS
Maritime Security: National Assembly Backs Deep Blue Project |
| 06 COVER
Passing the Baton | 34 FEATURE
NIMASA Corporate Awards: An Industry Fete in Appreciation of Merit |
| 12 FEATURE
Jamoh Comes with a Visionary Tripod | 36 FEATURE
Corporate Awards |
| 14 NEWS
Maritime Security: FG Set To Deploy Integrated Architecture – <i>Amaechi</i> | 38 REPORT
Stakeholders Toast to Jamoh |
| 16 NEWS
Nigeria Receives Special Mission Vessels for Deep Blue Project | 40 FEATURE
Confronting the Threat of Marine Debris |
| 18 ISSUE
Nigeria's Maritime Imperative | 44 NEWS
Federal Government Plans Bill to Ban Plastics |
| 21 NEWS
NIMASA Reforms Ship Registry | 46 PHOTO SPLASH
Hand Over |
| 22 FEATURE
Antipiracy Law: Charting Direction for Courts of Admiralty | 48 PROFILE
New NIMASA Executive Management |
| 26 INTERVIEW
Margaret Orakwusi: COVID-19 Has Opened New Business Opportunities | 58 SPORTS
2020 Sports Calendar: COVID-19 Throws a Spanner in the Works |
| 28 PHOTO SPLASH
Annual Merit Awards/Gala | |

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THE VOYAGE is a publication of the Nigerian Maritime Administration and Safety Agency (NIMASA)
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January – March edition.

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ISSN: 2006-5124

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Dr. Bashir Jamoh,
DG/CEO NIMASA

Security is Priority

In recent times there have been many descriptions and even depictions of the Gulf of Guinea in not too encouraging terms or colours as it relates to maritime security. It is against this backdrop that I assume office as the 13th Director General of NIMASA and not oblivious of this painful narrative. So, in getting down to brass-tacks, I intend to ensure that 'Security is Priority' as Chief Executive. I do not wish to rehash the statistics as that is already common knowledge, depending on your source of course.

There can be no gainsaying the fact that the destiny of all of our maritime hopes and dreams, especially the development of our Blue Economy lies in the stableness of our seas - from our immediate national coastal waters to the expanse of the Bight of Benin in the Atlantic. I am reminded, having served in the maritime industry for almost three decades, that if there's only one thing I hope I can bequeath at the end of my time, let it be that we helped in delivering calmer seas – seas conducive to the business of global shipping and marine ecosystem sustainability. Every other maritime ambition, from environmental and operational safety to productive shipping development, rises and falls on maritime security.

Never in the history of our collective maritime contract under the IMO has there been a time when security over shipping activities has assumed such prominent position as today. With the IMB dutifully keeping records of piracy and

updating all maritime stakeholders on security hotspots in near real-time, the Gulf of Guinea cannot afford to remain atop this notorious ranking with all its costly economic implications trickled down to its citizens as insurers continue to levy war-time premiums on cargos destined for our shores.

This is precisely why securing our immediate waters from the activities of pirates is essentially in our nation's enlightened self-interest after all. Additionally, espousing more collaborative synergies with our West African neighbour-states in the region cannot be overemphasized and will not be overlooked. We are all in this together. It is also my intention to extend our collaboration to corral the involvement of other stakeholders such as the UNODC, the oil & gas multinationals, and the international shipping community at large towards the effective implementation of all international maritime and labour instruments in addressing the challenges enumerated.

While piracy continues to headline the pack we must not forget the plethora of other threats lurking against our maritime security – whether it is IUU fishing, illegal human and arms trafficking, terrorism at sea, prohibited offshore oil exploration, wanton dumping of various vicious wastes that endanger marine life amongst others. These are all threats that can stymie our nautical fortunes; threats to our security and survival. Only when we make security a priority in perpetuity can we hope to guarantee, as statutory regulator, that all-too-important conducive maritime domain and the level playing field desired by all stakeholders.

Here is congratulating Dr. Dakuku Peterside for a successful tenure as we at NIMASA wish him well in his future endeavours. I am thankful for the privilege to have also served in the previous executive management in delivering the Suppression of Piracy and other Maritime Offences Act 2019 signed into law by President Muhammadu Buhari, which is timely in all its ramifications in this fight against sea crimes. To boot is the anticipated manifest deployment of our 'Deep Blue' project in all its comprehensiveness in the coming months as a significant proportion of the platforms are now in place. Buoyed by the determination of our willing, able and ready Nigerian Navy, Marine Police and other security agencies, Nigeria is adopting a 'whatever-it-takes' posture in the fight against every watery menace as we shall no longer fold our arms and watch trespassers perpetrate illegalities. Not on my watch!

Bashir Jamoh

WORDS ON MARBLE

The success of our maritime sector demands teamwork. Each and every one of us must align and work as a team, as we start the journey together, progress in the journey, and succeed together.

– DR. BASHIR JAMOH



Philip Kyanet

Change for the Better

*"The old order changeth"
The old order changeth, yielding place to new,
And God fulfils Himself in many ways,
Lest one good custom should corrupt the world"*
– Alfred Tennyson

Alfred Tennyson was a British poet who lived from 1809 to 1892. He wrote the popular poem, Morte d'Arthur, from which I've drawn the opening quote to reflect the disposition here at the Nigerian Maritime Administration and Safety Agency (NIMASA).

We have a new management squad that is steering the affairs of the Agency. It's a relay race with Dr. Bashir Yusuf Jamoh as head of the team. Although he is an insider who is a familiar face in *The Voyage*, you will get to know him better as you sail through this edition and in subsequent productions.

He will pump his "vast institutional knowledge of the industry" into the system, according to Dr. Dakuku Peterside, his predecessor, during the ceremony that saw the former Director-General hand over to the new helmsman. It was a salute to the integrity of

these two great Nigerians. It also speaks of President Muhammadu Buhari who made it happen with a choice that has been hailed by observers both in the industry and outside it.

While we serve you this exciting transition news, we have other equally thrilling presentations.

We have a story on the Suppression of Piracy and other Maritime Offences (SPOMO) Act 2019, which aims at securing the country's shores, among other objectives. And as the Cabotage Vessel Financing Fund is about to be disbursed, the Minister of Transportation, Right Honourable Chibuike Rotimi Amaechi, has set up a committee to ensure the money goes only to contributing shipbuilders.

In another article, there are plans by the Nigerian government to ban plastics while NIMASA is waging its own war against marine litter.

Of course, we have our regulars, including photo gallery, health tips, and social splash, among other features for your enjoyment.

Enjoy *The Voyage*!

Kyanet PC

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.

PASSING THE BATON

A new management team takes over the reins at the country's maritime industry regulator at a spectacular ceremony that celebrates the dawn of a new era.

Vincent Obia writes

T

he amity, professionalism, and distinction on display were nothing short of spectacular. Truly extraordinary and unforgettable. It was a special ceremony to officially transfer leadership to a new management at Nigeria's maritime industry regulatory Agency on March 10 in Lagos. But it turned out to be one of maritime industry's finest moments. A festival of mutual appreciation, a celebration of team spirit and camaraderie by the outgoing and incoming management teams.





L-R: Executive Director, Finance and Administration, Chudi Offodile; Executive Director, Operations, Shehu Ahmed; Director-General, Dr. Bashir Jamoh; and Executive Director, Maritime Labour and Cabotage Services, Victor Ochei



“Government is a continuum. I want to assure you that we shall hit the ground running.”

The inspiring ceremony, held at the headquarters of the Nigerian Maritime Administration and Safety Agency (NIMASA), was a handover like none other. It celebrated four years of peerless success and the unveiling of the new face of NIMASA in 2016. That was when Dr. Dakuku Peterside became Director-General of the Agency and led an energetic executive management team, comprising Dr. Bashir Jamoh, Mallam Gambo Ahmed, and Engr. Rotimi Fashakin, to launch and drive a transformational agenda. The agenda brought about remarkable change in the Agency and industry.

The team came with a breath of fresh air and glamour that upset the balance in a seemingly stuffy era. They changed old ways, introduced innovations,

and burnished images, for the good of the Agency and the maritime industry.

Having completed his tenure, Dakuku passed the baton on to Jamoh at the impressive event that gave many of those present goosebumps.

“As our tenure runs to an end, I could not have asked for a better deal than that one of the members of our team be appointed by the federal government to continue the work we started four years ago,” Dakuku stated.

“It is my pleasure and honour to welcome our brand new incoming Director-General/Chief Executive Officer of NIMASA, Dr. Bashir Jamoh,” the departing helmsman added.

Dakuku called Jamoh a “brother, friend, colleague, and co-labourer. Somebody who worked with me in the past four years, who shared my dream, who shared my passion, who gave his all to turnaround the reputational damage that was done to this Agency.”

He then declared, “It is my honour and privilege, to the glory of the Almighty God, and for the benefit of all Nigerians, to handover as DG/CEO of NIMASA to Dr. Jamoh.”

There was a loud, thunderous applause as he gave the handover note to the new director-general.

Jamoh’s response was in the same vein. “Government is a continuum. I want to assure you that we shall

“But the good thing about this setting is that you have good hands, experienced hands, well informed hands, particularly in the incoming Director-General who has been here for a very long time.”

hit the ground running. We shall also listen and engage more deeply and more frequently with all our stakeholders – both internal and external – regarding whatever policies or initiatives we would come up with to drive the maritime industry forward.”

He addressed Dakuku as “brother, boss, mentor, and sometimes, my lecturer, a leader, strategist, and a very patient and articulate gentleman.”

The moment was emotional and unprecedented. It was the first time in the history of the Agency that a top management transition would be conducted in an atmosphere of camaraderie.

It was also the first time that a staff of NIMASA would rise to the apogee of the Agency’s director-general. Which was why the handover, ordinarily an exclusive affair of the management, was a big occasion for both staff and management, and even external stakeholders, including members of the fourth estate of the realm.

Jamoh, with over 32 years of professional and technical experience in the maritime industry, does not need to reinvent the wheel. He knows what to do and how to make the maritime sector work for the overall economic interest of the country.

He joined the National Maritime Authority (NMA)

in 1994. NMA was merged with Joint Maritime Labour Industrial Council to form NIMASA on August 1, 2006. Jamoh became the sixth director-general of the Agency since the merger.

Some management staff had words of advice for the incoming and outgoing management.

Director, Planning, Research, and Data Management Services (then Director, Shipping Development), Mr. Anthony Ogadi, said, “Indeed, it has been eventful, inspiring, and fulfilling working with the outgoing executive management. This management has been very supportive of all worthy initiatives from the shipping development perspective, like in other departments.

“I am confident that the incoming executive management would work to exceed the achievements of their predecessors in piloting the affairs of the Nigerian maritime sector under NIMASA’s mandate.”

Director, Special Duties, External Relations, and Technical Cooperation (then, Director, Internal Audit), Mr. Victor Onuzurike, stated, “I am a firm believer that one should quit the stage anywhere you are when the ovation is loudest. I am one of the few who believe that today is the loudest moment for Dr. Dakuku Peterside and the outgoing executive directors. The past administration has done very well.



PHOTO CREDIT: WWW.OBERLO.COM

I have benefited and learnt a lot from them.”

Director, SERVICOM (then Director, Admin and Human Resources), Aishatu Jumai Musa, urged the new management team to do more for the staff. “To take the Agency to a new level, we look up to the new management team to sustain the positive trajectory and consider introducing palliative measures designed to assist staff in the face of escalating economic challenges and the logistic problem of commuting to the office,” Musa stated.

Director, Maritime Labour Services, Ibrahim Jibril, praised the outgoing director-general for his innovative leadership. “Before this gentleman and his team came on board, we were completely analogue in everything that we did,” Jibril said, referring to Dakuku and his executive management team. “With their coming, we started digitisation and automation, and we have gotten to a level of automation, and I think we are going to excel based on the foundation they have put in place.

To the incoming executive management, Jibril

said, “Please, don’t get carried away by all we have been saying. It has not been a bed of roses, and it will not be as you come in. You are going to start with the intricacies of the Agency itself before you are confronted with the complexities of the industry.

“But the good thing about this setting is that you have good hands, experienced hands, well informed hands, particularly in the incoming Director-General who has been here for a very long time.”

With the formal handover concluded at the Agency’s Board Room, the celebration went into a huge carnival-inspired send-off parade on the Agency’s premises. Many members of staff and management were at the procession to bid Dakuku and his team fond farewell.

Many view the air of solidarity that pervaded the handover ceremony as a unique element, the indication of a deep trust in the abilities of the new Director-General from which the regulatory Agency and the maritime industry would draw hope and motivation for a long time to come.

REDUCE YOUR RISK OF COVID-19 INFECTION



WASH YOUR HANDS

Wash your hands with soap and water or use hand sanitiser.



COVER YOUR COUGH OR SNEEZE

Cover your cough or sneeze with your sleeve or tissue. Dispose and wash hand afterward.



SOCIAL DISTANCING

Stay at least 2 metres away from other people. Take responsibility.



STAY AT HOME

Always stay home when there is no urgent or important need to stay out of the house.



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- MARITIME CAPACITY BUILDING
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Jamoh Comes with a Visionary Tripod

The Director-General has set a clear roadmap for his administration. **Alayaki Ganiyu** reports

F

or every vessel that sails without a compass, it can well be said that the vessel is directionless and eventually would cause commotion by sailing along the course of other vessels. This cannot be attributed to vessels alone, the phenomenon applies to every event in

life. So without a vision there is absolutely no direction.

When Dr. Bashir Jamoh was appointed by President Muhammadu Buhari to lead the Nigerian Maritime Administration and Safety Agency (NIMASA), there was a eureka moment among the staff and external stakeholders. The reason: the maritime industry has the potential to pull Nigeria away from an oil dependent economy. In any case, the sale of oil is largely dependent on maritime. But there was always the need to get someone who knew the industry, and many felt in Jamoh the President certainly got it right.

Jamoh rose through the ranks to the headship of the agency. In his first meeting with the staff, soon after he took over as Director-General, Jamoh unveiled his agenda, revealing that his administration would focus on three fundamental areas to grow the industry. He called this "Triple S" agenda, denoting Safety, Security, and Shipping.

Industry players would agree that anyone that gets these three things right would have taken the Nigerian maritime industry to an enviable height.

Shipping promotion is one of the critical mandates of NIMASA and Jamoh knows that for his administration to succeed, it must be fervent in promoting shipping. Expectedly, the external stakeholders have shown support for this.

During his address to staff, Jamoh stated that his administration would pay attention to getting more Nigerians to benefit from shipping. He echoed this in other meetings with stakeholders.

Maritime safety is often mistaken for maritime security, but Jamoh has made a clear distinction of the issues, and promised to give them due attention. In one of his meetings with stakeholders, Jamoh decried the indiscriminate establishment of scrapyards along the Nigerian waterways. He lamented the

grave navigational challenges that faced the country with these scrapyards, warning that such issues would be dealt with accordingly, in cooperation with the Nigerian navy and other sister maritime agencies.

He said the NIMASA Hydrography unit and the Nigerian Navy Hydrography unit would cooperate to chart the waterways and mark the wrecks likely to impede navigation with a view to removing them.

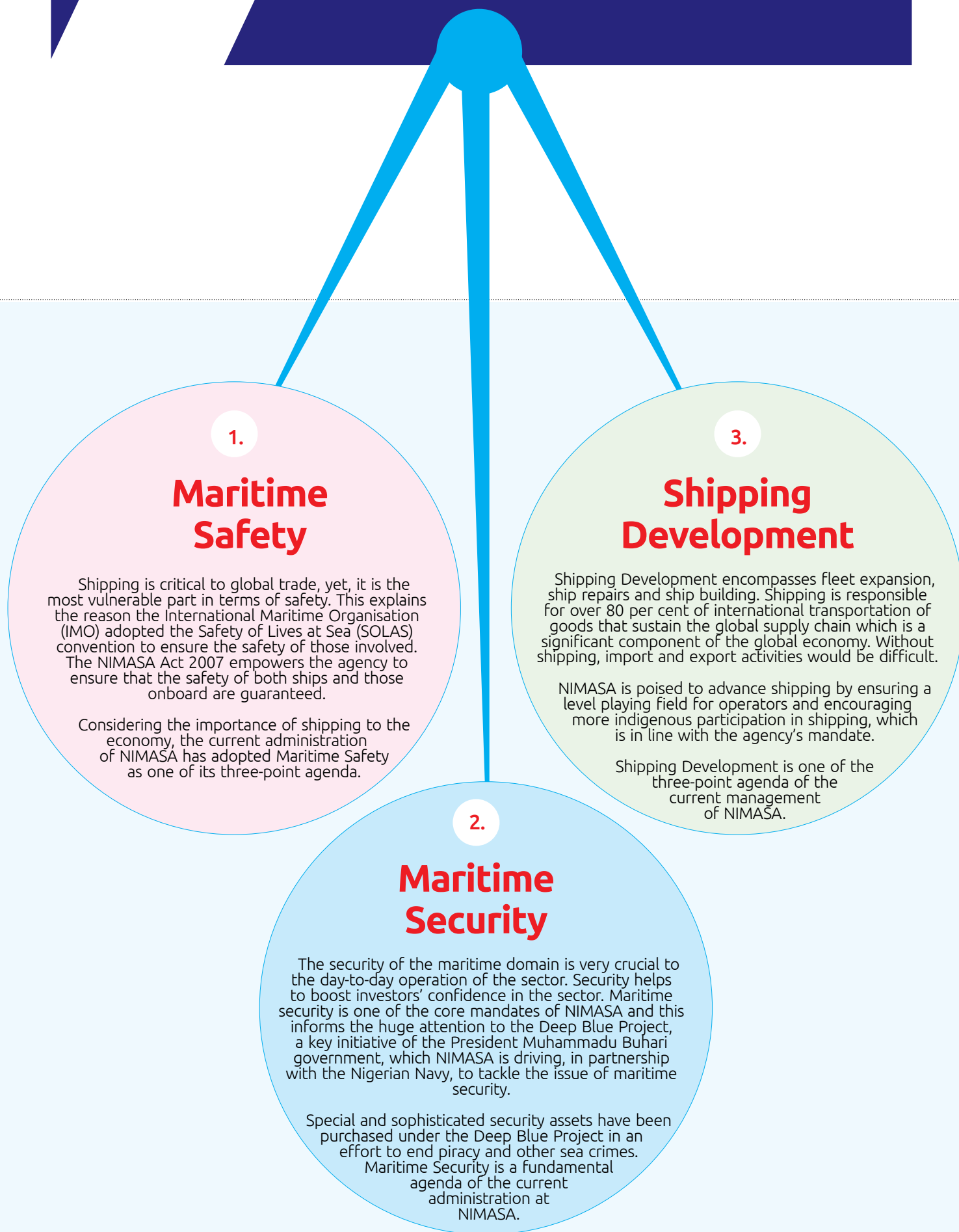
It is no longer news that insecurity in the Gulf of Guinea has affected global maritime business and Nigeria is in the forefront of efforts to tackle this menace. Contrary to the wont of some other public appointees, who choose to jettison their predecessors' projects, regardless of the effect on the system, Jamoh has said he would advance the Deep Blue Project to respond to the security challenges. He has also said he would strengthen the intelligence system by linking the Command, Control, Communication, Computer and Information (C4i) Centre of the Deep Blue Project with the Navy's Falcon eye to ensure that the agency's response to crime is proactive, and not reactive.

Proactive response to issues is definitely one of the key qualities that Jamoh is bringing on board. His young administration has been tested by the COVID-19 pandemic. But his response has been topnotch, with the International Maritime Organisation (IMO) commending the agency's approach.

Aside from coming up with regulations for entry of vessels into the country's ports, Jamoh took it as a priority to ensure that seafarers do not lose jobs during the pandemic, issuing another set of guidelines to achieve this. He also facilitated cooperation between the agency and the port health services to mitigate the spread of the virus among seafarers and other port workers.

Inspection of vessels and the agency's enforcement drive during the pandemic has been strategic and effective.

Jamoh has demonstrated capacity, armed with nearly 30 years of experience in the industry. He has set an optimistic tone for the future. Certainly, the maritime industry will be all the better for it.





Maritime Security: FG Set To Deploy Integrated Architecture – Amaechi

- *Explains why secure anchorage was stopped*
- *80% of Deep Blue Assets ready by June*

In an effort to comprehensively tackle insecurity on Nigeria's territorial waters and exclusive economic zone, the Federal Government says it is set to deploy its integrated maritime security infrastructure. The Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi, stated this in Lagos, February, while briefing the media ahead of the launch of the Integrated National Security and Waterways Protection Infrastructure, also called the Deep Blue Project.

Amaechi, who addressed a press conference alongside all the heads of agencies under the ministry, also explained the government's decision to end the Secure Anchorage Project, a private security initiative run outside the country's port system. He insisted that all ships coming into the country must anchor at



*Minister of Transportation,
Rt. Hon. Rotimi Amaechi*



L-R: Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi; Director, Maritime Safety, Federal Ministry of Transport, Mr. Paul Adalikwu; Managing Director, Nigerian Ports Authority (NPA), Ms. Hadiza Bala Usman; Director-General, NIMASA, Dr. Bashir Jamoh; and Rector, Maritime Academy of Nigeria (MAN), Oron, Comdr. Emmanuel Effedua, at a press conference on the progress of the Deep Blue Project held in Lagos

the national ports under the Nigerian Ports Authority (NPA).

NIMASA declared at the occasion that 80 per cent of the assets required for the take-off of the total spectrum maritime security architecture would be deployed by June.

The briefing followed a high-level security meeting between the Minister and maritime stakeholders, where he restated President Muhammadu Buhari government's determination to tackle maritime insecurity head-on. He assured that the Deep Blue Project, when fully operational, would drastically reduce piracy and other crimes within Nigeria's maritime domain and the Gulf of Guinea.

The Minister stated, "Recall that we secured an approval from the Federal Executive Council to introduce a maritime security architecture, which is coming to fruition. We engaged the Homeland Security International (HLSI), who are only to provide training

and equipment, while the Nigerian Navy would lead the Police, Nigerian Army and Department of State Services, among others that would run the equipment."

He stated that the security of the maritime sector needed a more holistic approach; hence the need to involve other arms of the country's security services to support the Nigerian Navy and NIMASA.

Expatiating on the assets being installed under the Deep Blue Project, NIMASA revealed that almost all the required communication gadgets and Personal Protective Gear (PPG) were in the country. The C4i centre is fully operational at Kirikiri, the Agency said.

The training aspect of the Deep Blue Project has since commenced in phases. The first set of training for C4i operators and intelligence officers has been concluded. Basic infantry training for soldiers who would fight on land around the littoral areas has also been concluded and the soldiers are awaiting deployment.

Nigeria Receives Special Mission Vessels for Deep Blue Project



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he Federal Government of Nigeria has received two Special Mission Vessels (SMVs) on February 25, in a milestone for the Deep Blue Project initiated to rid the country's waters of criminal activities. The Nigerian Navy and the Nigerian Maritime Administration and

Safety Agency (NIMASA) took delivery of the SMVs during a ceremony in Lagos. The vessels, DB Lagos and DB Abuja, which arrived the country, recently, are equipped with sophisticated intelligence gathering capability for timely detection and response to illegal activities in the Nigerian maritime domain.

The Chief of the Naval Staff, Vice Admiral Ibok Ete-Ibas, said at the occasion, "Piracy is an act inimical to the growth of the Nigerian maritime sector and we are prepared, more than ever before, to give it all it takes to end this nefarious act."

Ibas, who was represented by the Chief Staff Officer, Western Naval Command, Rear Admiral M. M. Bashir, stated that the officers who would operate the vessels would be given suitable training under the Deep Blue Project so that the special features of the vessels can be effectively utilised.

The immediate past Director-General of NIMASA, Dr. Dakuku Peterside, said pirates and other criminals in the country's maritime domain, up to the Gulf of Guinea, would soon meet their Waterloo, with the arrival and installation of the critical assets under the Deep Blue Project.

Dakuku, who was represented by the Agency's



L-R: Representative of the Chief of Naval Staff, Rear Admiral Murtala Bashir; immediate past Executive Director, Operations, NIMASA, Engr. Rotimi Fashakin; Commander, Maritime Guard Command, NIMASA, Commodore Aniedi Ibok; Head, Shipping Development, NIMASA, Mr. Anthony Ogadi; and the Operations Officer, Western Naval Command, Commodore Livingstone Izu, at a reception ceremony marking the arrival of the second Special Mission Vessel of the Deep Blue Project. The event was held at the Naval Dockyard, Lagos



Special Mission Vessel



Executive Director, Operations, Engr. Rotimi Fashakin, said aside from the two SMVs, 10 Fast Interceptor Boats had arrived the country and seven more were expected later in the year.

He said, "Today marks a new dawn for a more secure and stable maritime environment in Nigeria.

This milestone in asset delivery inches us closer to full operational take-off of the Deep Blue Project, hence it marks a huge victory for the Nigerian maritime sector in the fight against maritime insecurity."

The Director-General disclosed that DB Abuja and DB Lagos also served as mother vessels to Fast Intervention crafts meant for swift response to distress calls. Each of the interceptor boats has a combined engine capacity of 900HP and can do up to 55 knots, he stated, adding that each of the vessels would be commanded by a Navy Captain with full complement of naval personnel.

It would be recalled that the Federal Executive Council (FEC) granted approval for the holistic maritime security architecture, which is a multi-pronged approach towards fighting piracy. Apart from the sea assets, there are also land and air assets, under the Deep Blue Project, which are expected in the country before the end of the year.

NIMASA operates a Command, Control, Communication, Computer, and Intelligence Centre at the Regional Maritime Resource Coordination Centre (RMRCC), Lagos, under the Deep Blue Project.

Giving a breakdown of the assets being installed under the Deep Blue Project at a press conference in Lagos, recently, the Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi, revealed that a good number of the assets had arrived the country. Amaechi hinted that the first special mission aircraft would be in the country before the end of the year, while six armoured personnel carriers were already in the country, and the first unmanned aerial vehicle was expected soon.

Nigeria's Maritime Imperative

BY DR. BASHIR YUSUF JAMOH

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here is hardly a day that passes when I don't peer through the window of my office on the 9th floor at NIMASA HQ overlooking the Apapa seaport and quay area, the very epitome, indeed flagship, of Nigeria's maritime expanse. As busy as the scenery may look, very often my

gazing experience leaves me wondering at our wasted opportunities in the very depths of endless maritime possibilities for a nation with a population hovering around 200 million inhabitants. The indictment remains that we have yet to rise to the occasion of making the most of our maritime assets despite the fact that we are a Maritime Nation.

Nothing makes this peering exercise of mine feel more like a daily affliction than the narrative of the massive warehouse directly opposite our office which was once renowned as cocoa produce storage hub for export overseas, especially during the heydays of the Nigerian National Shipping Line (NNSL). To think that I was now beholding a car park extension for NIMASA staff as they daily arrived and departed work boggled my mind repeatedly, and even more bothersome was the fact that many more of such once illustrious facilities littering the entire Apapa vicinage now suffer the same fate. This is just one facet of the multitude of conundrums bedeviling our maritime domain. There are many more aspects and dimensions to our maritime challenges and potentialities that must now be addressed headlong to ensure a more economically viable path to our national wealth.

The numbers don't lie as the maritime sector itself is rich with data evidencing both its challenges and potentialities. A 2017 estimation of Nigeria's maritime assets from shipping activities to manpower engagement; from the environment to transportation and right up to the entire value chain of the blue economy, was put at N90 trillion. To put this in context, this amount represents close to a tenfold of the size of the nation's 2020 budget figure. Nigeria's maritime sector is humongous. It is capable of generating over N7 trillion annually (which is over 75 percent of the 2018 budget) and creating about 40 million jobs. According to NIMASA's 2018 Outlook, with a yearly freight cost estimated to be between \$5 billion and \$6 billion, the maritime component of Nigeria's oil and gas industry is worth an estimated \$8 billion.



To stimulate Economic Growth in the Maritime Sector by addressing the factors militating against the optimal contribution of indigenous shipping operators to the Gross Domestic Product (GDP) and Nigeria's competitiveness at the Global Maritime Arena, NIMASA seeks Government's special intervention. This is with the aim of building an indigenous shipping capacity within the context of Economic Recovery and Growth Plan (ERGP) of the Federal Government through State support and strengthening the maritime sector for optimal performance. This is in line with its statutorily mandated functions under the NIMASA Act, 2007.

The proposal to the Office of the Vice President and the Economic Management Team for a possible presidential directive that includes, but not limited to, monetary policies such as Single digit interest rates, dedicated intervention fund for vessel acquisition and ancillary transactions, and special foreign exchange window. These are some interventions the Agency proposes to breathe life into the Nigerian maritime sector.

Other proposals for which NIMASA is awaiting approval include the full implementation of a cargo support scheme on all government owned cargoes to be implemented via cooperation of various Agencies of Government; a review of Terms Of Trade from Free On Board to Cost Insurance and Freight for crude oil cargo affreightments; special import tariff regime on vessels/vessel parts importation for indigenous ship operators.

There can be no better time to reflect on the significance of the maritime sector to the country's overall economic prospects than now. In the face of the rampaging COVID-19, the maritime sector stood resilient and remained active on the frontlines of guaranteeing the global and local supply chains held fast to deliver the medical and other life-saving essentials from food to equipment to vital consumables to give the world a fighting chance against the pandemic while also keeping our economic life running



PHOTO CREDIT: WWW.JOC.COM

even when over 90% of the population hunkered down in lockdowns. With the expanse of our skies deserted and our terra firma abandoned, the sea-lanes across the globe held sway even as seafarers courageously braved the spread of the virus in their dauntless navigation to make port with our much needed merchandise. Global trade has been spared the shutdown treatment of COVID-19 because of maritime power.

Like it or not, maritime is Nigeria's next economic frontier that must be accepted by both default and compulsion, especially as COVID-19 pushes our hitherto dependable oil fortunes to the most unthinkable brinks of volatility and uncertainty. But why must we allow ourselves to be coerced when we could be better served to choose, rather by design, to orient policy-wise towards our seas. Experts have held that all the maritime sector requires is but a fraction of the aggressive policy attention paid to the agriculture sector by the current administration under President Muhammadu Buhari that has really galvanized the nation across the board into food security awakening and diverse food production endeavours. And were it not for such foresight on the part of the President, many agree that Nigeria would have fared terrible in terms of food security during the lockdowns occasioned by COVID-19 pandemic.

The Nigerian maritime industry is perhaps the singular non-oil sector of the economy that can, if well minded and harnessed, provide our country with the sturdy stability required for sustained economic growth, devoid of the financial shocks we have become too accustomed to from the vicissitudes of the oil business. Security as topmost priority must play a guaranteeing role if this is to be achieved.

The establishment of the Integrated National Security and Waterways Protection Infrastructure otherwise known as the Deep Blue Project by the Federal Government will play a major role in the Prevention of illegal activities in the Nigerian Exclusive Economic Zone (EEZ) while enhancing

maritime regulations and the safety of lives at sea. Key assets and infrastructures have been delivered. Two special mission vessels, twelve of the 17 fast interceptor boats, one unmanned air vehicle as well as ten armoured vehicles had been received among key assets of the Project.

It is worthy to highlight also that the nucleus of the Deep Blue architecture-the C4I Centre had been deployed and functional and produces the needed intelligence for the Nigerian maritime domain and the Gulf of Guinea on situational, daily, weekly and monthly basis. Additionally, the recent enactment of the Suppression of Piracy and Other Maritime Crimes, SOPOM Act otherwise known as the anti-piracy law has provided the legal framework for the prosecution of maritime offenders. With these national efforts as well as other regional and continental collaborations already established, the Agency is confidently on the right course for a comprehensive and sustainable solution to the menace of maritime insecurity in Nigeria's maritime domain and the Gulf of Guinea.

I hope the reader finds this piece as my humble attempt to once again corral attention towards, and in the process add to, the conversation about how blessed we are to be a maritime nation and how burdened we must now feel to, by way of responsibility, arise to this blessedness by rigorously committing to harnessing our maritime resources across all fronts – from platforms to policy; from legislation to landscape; from marine to manpower; from capacity to content; from education to environment and from sectors to stakeholders.

All hands must be on deck. Bon voyage.

• Dr. Bashir Yusuf Jamoh, author of *Harnessing Nigeria's Maritime Assets* is currently the Director-General and Chief Executive Officer of the Nigerian Maritime Administration and Safety Agency (NIMASA) and the President of the Chartered Institute of Transport Administration (CIoTA).

Follow him on twitter @Jamohbashir OR email: bashir@bashirjamoh.com



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

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

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

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

MN 03/20/SN01

COVID-19 MARINE NOTICE

TO ALL: SHIP OWNERS, SHIP OPERATORS, MASTERS OF SHIP, SHIP AGENTS, SHIPPING COMPANIES AND MARITIME STAKEHOLDERS

Pursuant to the current coronavirus (COVID-19) outbreak, the Agency has developed the following Guidance to support all types of ships that operate in the Nigerian maritime domain. The purpose is to help shipping companies and all maritime stakeholders to follow advice provided by United Nations agencies including the World Health Organization (WHO), the International Maritime Organization (IMO) and the International Labour Organization (ILO), as well as the Nigeria Center for Disease Control (NCDC). NOTICE is hereby given as follows:

- That all maritime stakeholders shall develop risk assessments and safety intervention guidelines for their personnel and operations on the areas of vulnerabilities of their maritime operations that can be affected by the COVID 19 pandemic including but not limited to offshore operations such as crew/personnel changes, visits from onshore and other locations for provision of supplies, maintenance and repairs etc.
- That all ongoing and/or other scheduled offshore operations requiring new crew or crew changes from affected countries shall ensure that pre-departure tests for COVID 19 are conducted on such persons, and self-isolation procedures for the prescribed period are instituted for such new crew/personnel before exposure to other personnel.
- That only international marine vessel which had planned and informed of their call into a Nigerian Port not later than 1st February, 2020 may be allowed to call on such port.
- That any international marine vessel or any member of its crew and/or passenger therein having a travel history of visiting any of the COVID-19 affected countries mentioned in the adjoining link (<https://www.who.int/emergencies/diseases/novel-coronavirus-2019/situation-reports>) since 1st Feb, 2020; shall not be permitted to enter any Nigerian port from 30th March, 2020 to 12th April, 2020. And any further dates as may be reviewed from time to time.
- That only international marine vessel having thermal screening facilities for passenger and crew may be allowed on the ports.
- That Shipping Agent/Master of Vessels shall submit all documents related to crew and passengers regarding their travel to/from the COVID-19 affected countries.
- That no sick passengers/crew shall be allowed to board any ship by the Shipping agent and/or Master of Vessel.
- That updated information on COVID-19 shall be provided to each international marine vessel and should be as per guidelines of The Federal Ministry of Health Nigeria and Nigeria Centre for Disease Control.
- That all passengers and crew members shall fill the Self Reporting Form as prescribed by Nigerian Port Health Authorities.
- That Port Health Officer (PHO) shall carry out thermal screening of all the passengers and crew members on board ship and until clearance is given by the PHO no passengers and or crew members shall be allowed ashore.
- That Port and or Local hospitals shall assist PHO by supplying additional doctors and medical staff and logistics etc.
- That if any passengers and or crew members show signs or symptoms of the disease, disembarking of such passengers/crew shall not be permitted.
- That such passenger shall be quarantined on the ship and samples of the patient shall be collected and sent to designated hospital/lab for testing. If sample is tested positive, the passenger shall be taken to the isolation facility attached to the Port and the ship shall be required to cast off. If sample is negative, the passengers and crew members may be allowed shore excursion. A declaration to follow this procedure shall be taken from all ships before they are allowed to enter the Port.
- That when seafarers certificates expires and the need to renew arose within the prevalent condition in relation to COVID-19 a flexibility on a case by case basis would apply.
- That strict compliance with Port Health and Nigerian Immigration Services laws should be adhered to in relation to the issuance of shore-pass to local and international seafarers.
- That where a seafarer is confirmed to have contacted the COVID-19, the Shipping Company, Agent or Crewing/Manning Company should report to the Agency in addition to submission of daily situational report on action taken.
- That all Marine vessels are required to take these special measures to prevent COVID 19 patients from boarding vessels which include but not limited to the following:
 - i. Any cruise guests who have traveled through China, Hong Kong, Iran, South Korea and Italy and other affected countries (as defined by WHO in their daily reports <https://www.who.int/emergencies/diseases/novel-coronavirus-2019/situation-reports>) in the past 14 days are automatically denied boarding by the marine vessel lines.
 - ii. Any person having contact with anyone within the last 14-days prior to travel who has travel history to mainland China, Hong Kong, Macau, Iran, South Korea, or Italy or any other affected countries is automatically denied boarding.
 - iii. Mandatory screenings shall be performed on persons with influenza like illnesses (ILIs) in boarding ports terminals.
 - iv. All guests onboard have to fill out self-declaration health forms.
 - v. At the check-in counter of the boarding ports, the guest's passports are verified for any stamps from COVID-19 affected countries.
 - vi. The passports are double checked by marine vessel personnel inside the terminal at boarding ports as double measure to ensure prevention of boarding such crew.
 - vii. All passports are also checked onboard by marine vessel staff alongside Nigerian Immigration Officers, wherever the Immigration Officers boarded in the previous foreign ports for enroute clearance.
 - viii. All ships shall be regularly sanitized.
 - ix. All cruises carry out daily examination of all passengers for symptoms for COVID-19.
 - x. All cruises shall have sufficiently oriented health staff with adequate logistics like masks, personal protection equipment etc. along with sufficient isolation beds where any crew/passenger suspects can be isolated in case of detection of any symptoms.

For further information, please contact:

Head Search and Rescue Clinic

3 Azare Crescent, Apapa, Lagos.

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E-mail: ansel_nwanze18@yahoo.com
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• **Dr. Anthony Umunna**
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SIGNED: **MANAGEMENT**

NIMASA Reforms Ship Registry

- **Begins online ship registration**
- **Unveils high-tech registration certificate**

In a bid to have a world-class Ship Registry and enhance the Ease of Doing Business in the maritime sector, the Nigerian Maritime Administration and Safety Agency (NIMASA) is to set up an automated ship registration process through online and electronic procedure. This was disclosed in Lagos, February, at an interactive session with ship-owners.

The forum discussed how to improve the quality of the Nigerian Ship Register, with stakeholders promising to support the initiative. They specifically pledged to fund the ship registration automation process.

Stakeholders were informed that the Agency had acquired software licence for the automation of the Nigerian Ship Registry, which is rated by the International Maritime Organisation (IMO) as the second largest in Africa, by tonnage, after Liberia, and 46th in the world. The automation was seen as the only way to boost the worth of the registry and quicken business processes.

NIMASA highlighted the need to have Nigerian-flagged vessels involved in international commercial trade as the reason the Agency was trying to build capacity and ensure that Nigerians acquired high capacity vessels that will not only be involved in the lifting of the country's hydrocarbons, but also carry Nigerian cargos to other parts of the world.

In 2018 and 2019, the Nigerian registry attracted two high index capacity vessels – Egina FPSO and MT Ultimate. NIMASA is confident that a lot more can be done to assist Nigerians in acquiring vessels, hence its intensified effort to ensure the disbursement of the Cabotage Vessel Financing Fund (CVFF). The Agency is in partnership with the Nigerian Content Development and Monitoring Board (NCDMB) to drive capacity in the maritime industry.

The Agency is considering, among other things, auditing the register of Nigerian vessels, redesigning and producing new ship registry certificates, and automation of the ship registry. Others are upgrade of the ship registry filing facility, review of ship registration guidelines, and



L-R: Chairman, Ship Owners Forum, Mrs. Margaret Orakwusi; former Director-General, NIMASA, Dr. Dakuku Peterside; and Director-General, NIMASA, Dr. Bashir Jamoh, in a display of samples of the new world class certificates to be issued by NIMASA, at an interactive session in Lagos

ISO 9001: 2015 Certification.

It is worthy of note that some of the biggest ship registries in the world, such as the UK Ship Register, maintain a second or international register to attract tonnage, while using the closed register to develop indigenous capacity.

NIMASA is considering establishing a second register to help grow Nigerian fleet and enhance the country's role in international commercial trade.

The highlight of the event was the unveiling of the new high-tech ship registration certificates, which come in various categories, namely, Certificate of Nigeria Registry; Certificate of Nigeria Registry (provisional); Nigeria Certificate of Registry (Fishing Vessel); and Nigeria Certificate of Registry (Fishing Vessel Provisional). Others are Nigeria Certificate of Registry (Bareboat Charter Vessel) and Certificate of Nigeria Ship Registry (Cabotage).



Antipiracy Law: Charting Direction for Courts of Admiralty

Determined to ensure effective enforcement of West and Central Africa's first standalone antipiracy legislation, justice sector actors meet to deliberate the way forward. **Vincent Obia** reports

T

he search for security on Nigeria's territorial waters and the Gulf of Guinea (GoG) maritime domain has sparked international controversy. While the International Maritime Bureau (IMB) portrays the area as notorious for piracy and other illegalities, fierce polemics from the continent have often countered

such reports, citing improper definition of the sea crimes. But determined to rest such disputes and establish an effective legal framework for maritime security, Nigeria enacted the Suppression of Piracy and Other Maritime Offences Act last year.

Signed into law by President Muhammadu Buhari on June 24, 2019, the Act provides a legal basis for the criminalisation and prosecution of piracy and other



R-L: Director-General, NIMASA, Dr. Bashir Jamoh; immediate past Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Gambo Ahmed; representative of Chief Naval Staff, Real Admiral Murtala Mormoni Bashir; then DG, NIMASA, Dr. Dakuku Peterside; and Director-General, Nigerian Institute of Advanced Legal Studies (NIALS), Prof. Muhammed Tawfiq Ladan, during the opening ceremony of the 9th Strategic Admiralty Law Seminar for Judges in Lagos

maritime crimes through the country's maritime security enforcement agencies: the Nigerian Navy and Nigerian Maritime Administration and Safety Agency (NIMASA). With the Act, Nigeria became the first country in West and Central Africa to have a distinct antipiracy law.

Now at its implementation phase, the Suppression of Piracy and Other Maritime Offences Act 2019 has ignited activities among key actors in the justice sector, centring around strategies for a smooth and effective implementation of the new law. This was the focus of the Ninth Strategic Admiralty Law Seminar for Judges organised by NIMASA in collaboration with the Nigerian Institute of Advanced Legal Studies (NIALS).

The three-day seminar held in Lagos, February 19 – 21, had the theme, "Suppression of Piracy and Other Maritime Offences (SPOMO) Act, 2019: Key to Accelerating and Achieving Safe and Secure Shipping in Nigeria." The organisers, NIMASA and NIALS, said the theme for the first Strategic Admiralty Law Seminar for Judges since the enactment of the antipiracy law had been selected to: facilitate better understanding of the Suppression of Piracy and Other Maritime Offences Act and the collaborative mechanisms between the judiciary and enforcement agencies in

the implementation of the Act; equip participants with knowledge of Nigeria's obligations under the Act; and foster interaction between the judiciary and enforcement agencies as well as provide a platform for exchange of ideas on possible challenges in the enforcement of the Act.

The immediate past Director-General of NIMASA, Dr. Dakuku Peterside, said the seminar was expected to engender "enhanced knowledge of participants in areas of the core mandate of NIMASA, heightened awareness on the provisions of the Suppression of Piracy and Other Maritime Offences Act and its enforceability, assessment of the standard operating procedures in tackling maritime crimes and the gaps and options for improvement and reform."

It was also meant as "a refresher for participating justices and judges on the rudiments of admiralty law for effective adjudication of maritime disputes," he stated.

Director-General of NIALS, Professor Muhammed Tawfiq Ladan, stated, "Through this seminar we hope to build greater understanding of the common challenges of maritime safety and security and how the SPOMO Act 2019 seeks to promote synergy among justice sector actors (judges, prosecutors, anticorruption agencies, security and law enforcement agencies)

to effectively respond to the multiple challenges” facing the GoG maritime domain, which has been tagged a piracy and sea robbery hotbed.

The GoG stretches from Senegal to Angola, covering a coastline of over 6,000 kilometres, and encompasses 20 coastal states, including Nigeria, islands and landlocked states across West and Central Africa. The sea basin is of great geo-political and geo-economics importance for the entire continent with regard to trade in goods and energy trade, especially with intensive oil extraction in the Niger Delta.

Most of the infractions in the GoG have been reported on the Nigerian side. In May 2019, IMB reported that the Nigerian coastline of about 853 kilometres accounted for 22 of 66 piracy and armed robbery incidents recorded worldwide in the first quarter of 2018, and eight of 11 vessels fired upon in the same period. IMB Piracy and Armed Robbery Against Ships, 2019 Annual Report, recorded Nigeria among five locations that contributed to 57 per cent of the total attacks reported in the period January – December 2019.

But Nigeria has made effort to change the notorious record. The country has had legislations responding to different aspects of armed robbery at sea and other maritime crimes, mainly under the Merchant Shipping Act 2007. It had sought to criminalise piracy using the Maritime Operations Coordinating Board Amendment law.

But the Suppression of Piracy and Other Maritime Offences Act represents the country’s first single comprehensive, fully packaged standalone instrument for the criminalisation and prosecution of piracy and other sea infractions.

The law fulfils the international requirement for a separate legislation against piracy set by the International Maritime Organisation (IMO) to aid global shipping. It gives effect to the provisions of the United Nations Convention on the Law of the Sea (UNCLOS), 1982, and the International Convention on the Suppression of Unlawful Acts against the Safety of Navigation (SUA), 1988, and its Protocols.

NIMASA, Nigeria’s maritime industry regulator, facilitated the drafting of the Suppression of Piracy and



Other Maritime Offences Bill in 2012, in collaboration with IMO.

The law has 23 sections divided into four parts. It provides a distinct definition of piracy and other maritime offences, in line with the meanings of piracy in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS). And it provides a clear and definite designation of armed robbery in accordance with the IMO in its 26th Assembly session – Resolution A.1025 (26).

Article 101 of UNCLOS defines piracy as illegal acts of violence against a ship or aircraft on the high seas outside the jurisdiction of any state. Under IMO’s Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships (Resolution A.1025 (26)), armed robbery is defined as an illegal act of violence committed against a ship within a country’s territorial waters.

The Suppression of Piracy and Other Maritime Offences Act also provides penalties upon conviction for maritime crimes, including restitution of violated maritime assets, and forfeiture of proceeds from maritime crime to the government. The law vests exclusive jurisdiction in the Federal High Court, and it empowers relevant authorities to seize pirate vessels or aircraft in Nigerian or international waters.

“But what is important is its comprehensiveness and its capacity to address effective prosecution and put our judges on their toes to understand why they need to trigger the clauses for application of the laws against those who embark upon piracy activities,”



Ladan stated.

How to use the novel legislation to achieve effective prosecution of maritime crimes was what NIMASA and NIALS set out to realise as they gathered judges and other justice sector actors from Nigeria and beyond for the three-day workshop. For the first time, the organisers expanded the scope of the seminar to include a broad range of actors, comprising prosecutors, law enforcement agencies, and anticorruption bodies.

Very remarkably, the workshop participants commended the antipiracy law for its exceptional transparency, as overtly captured in Section 16 (4). That section says, "The Agency shall make and send a report of the circumstances concerning each incident or offence, the action taken and measures taken in relation to the offender or alleged offender and the result of any extradition proceedings, other legal proceedings or prosecution of the offender or alleged offender without delay and in the required formats, to the Secretary-General of the International Maritime Organisation (IMO)."

The reporting clause with regard to the responsibilities of the Designated Authority (DA) for maritime administration and security, NIMASA, is seen as one of the unique features of the Suppression of Piracy and Other Maritime Offences Act, 2019.

Representative of the participating judges, Presiding Justice of the Court of Appeal, Gombe Division, Justice Hannatu Sankey, stated, "The forum arranged for the sensitisation of judges on contemporary maritime issues is quite invaluable for the purpose

of adjudication in the application and interpretation of existing laws, both local and international. This is particularly in view of the new legislation that has just been passed, which is the Suppression of Piracy and Other Maritime Offences Act, 2019.

"The objective for us as justices and judges is to unearth the challenges, if any, in the enforcement of the provisions of this very important Act."

The admiralty law seminar was instituted by NIMASA in 2009 for judges in pursuit of the Agency's broad mandate to promote the development of shipping and capacity building in the maritime sector. The initial target was judges of the Federal High Court, who have exclusive jurisdiction over admiralty matters under Section 25 (l) (g) of the Constitution of the Federal Republic of Nigeria 1999 (as amended). The scope was later expanded to include judges of the State High Court of the littoral states. It was further enlarged to include justices of the Court of Appeal, due to their strategic role in the dispensation of justice.

Aside the waters, Nigeria has in recent years made conscious effort to build capacity to patrol the land area adjoining the littoral states, where many of the maritime crimes are believed to emanate. The antipiracy law provides the country with the capacity to effectively prosecute people when arrested.

Participants at the seminar included the Nigerian Navy, Nigeria Police, Nigerian Ports Authority (NPA), Nigerian Shippers Council (NSC), National Inland Waterways Authority (NIWA), and Economic and Financial Crimes Commission (EFCC).

Dialogues like this serve to improve governance structures and processes in a world of imperfection. The Ninth Strategic Admiralty Law Seminar acknowledged exactly this. Like all human laws, it recognised the Suppression of Piracy and Other Maritime Offences Act as not perfect. "It is a work in progress," said Sankey, which would continue to be improved through effective practice.



MARGARET ORAKWUSI: COVID-19 Has Opened New Business Opportunities

Margaret Orakwusi, a foremost maritime lawyer and chairman, Nigerian Ship Owners Forum, speaks on the coronavirus pandemic and its effect on the shipping sector. Excerpts:

H

ow have you been coping with the COVID-19 directives?

It has not been easy getting used to wearing facial masks. Shutting down our operations and working from home have also been difficult, but we are grateful to God that we are alive.

What are the effects of the COVID-19 pandemic on the fishing industry in Nigeria?

Firstly, It has impacted negatively on our operations and I should state that I am restricted in terms of what to speak on industrial fishing, including commercial activities of trawlers, with about 90 per cent of the industry export bound. With what is happening, we are unable to export most of our product. Similarly, we are unable to process



“There have been obvious logistics challenges brought about by the restrictions in movement and closing of many businesses. However, NIMASA, NPA, Shippers Council and other agencies have managed to keep port operations going.”

PHOTO CREDIT: WWW.OBERLO.COM

goods due to the shutdown of most associated businesses. As you know, the pandemic has also affected other countries we export to, especially those in the European Union.

Secondly, we have many vessels unable to set sail, with the resulting threat posed by criminal elements who would seek to take advantage of the current climate to attack vessels and this is a major risk we are monitoring.

What is the most significant lesson of the coronavirus pandemic for Nigeria?

This is a time to look inwards. We should drive exports, and drive patronage of locally produced goods. People are taking advantage of new business opportunities thrown up by the pandemic. I would encourage Nigerians to get tested and follow government guidelines on social distancing, wearing facemasks and maintaining good personal hygiene. There must also be a drive to educate the populace on the importance of these measures.

Going forward, what do you think can be done to cushion the effect of COVID-19 on the shipping industry?

First of all, most operators are indebted to financial institutions due to the capital intensive nature of our business and when a situation like what currently obtains takes place, loan repayments are still due, regardless. So we need government to cushion the effect on operators; the Central Bank of Nigerian should step in to see how loan interest rates can be renegotiated and, probably, extend moratoriums on loan repayments.

Bearing in mind the effects of the pandemic, what are your projections for the rest of the year?

The answer is obvious since everyone has been affected negatively. There have been obvious logistics challenges brought about by the restrictions in movement and closing of many businesses. However, NIMASA, NPA, Shippers Council and other agencies have managed to keep port operations going.

PHOTO SPLASH CORPORATE DINNER/AWARDS



Cutting the cake... R-L: Temisan Omatseye, Ferdinand Agu, Dakuku Peterside, Boss Mustapha, George Ene, Muniru Jaffar, India Garba, Galadima



Governor Godwin Obaseki (left) and an awardee



Governor Babajide Sanwo-Olu (left) and an awardee



Donald Duke (left) and an awardee



L-R: Hadiza Bala Usman, a stakeholder, and Linda Ikpeazu



L-R: Chief (Mrs.) Nike Akande, Dr. Olorunnibe Mamora, and Bola Shagaya



Renowned political economist, Prof. Pat Utomi



L-R: Chibuike Amaechi, a stakeholder, entertainer Burna Boy, a stakeholder, and Mrs. Elima Dakuku



Long Service Award beneficiaries... L-R: Dikko, Rita Uruakpa, Aisha Jidda, Irene Mcfoy, and Heaky Dimowo



An awardee



Daniel Amokachi



Long Service Award beneficiaries, 25 years category



Oba Otudeko (right) and a stakeholder



R-L: Dr. Bashir Jamoh, Heaky Dimowo, and Zailani Attah



L-R: Mrs. Margaret Orakwusi, Princess Vicky Hastrup, Hajia Lami Tumaka, and Hajia Bala Muse



L-R: President, Women's International Shipping and Trading Association (WISTA) Nigeria, Mrs. Mary Hamman; Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi; President, African Women in Maritime (WIMAFRICA), Mrs. Jean Chiazor Anishere, at a maritime stakeholders meeting on the guidelines for disbursement of the Cabotage Vessel Financing Fund (CVFF) in Lagos

Transportation Minister Sets Up Committee to Disburse Vessel Financing Fund

• 'Only contributing ship-owners eligible'

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head of a planned commencement of the disbursement of the Cabotage Vessel Financing Fund (CVFF), the Federal Government set up a committee to develop guidelines for the distribution of the fund. Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi,

established the committee in January at a meeting in Lagos with maritime stakeholders. Amaechi said the panel, selected from among ship-owners, would review existing guidelines and come up with a workable document.

Then Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), was chosen as Chairman of the committee,

Amaechi stated, "We have looked at the old guidelines and we have seen that it will not be favourable to every party involved. Our commitment towards ensuring the disbursement of the CVFF remains unwavering, hence, the reason we are setting up this committee to look at the guidelines and come up with a workable one that will suit all parties involved."

The Minister said part of the economic benefits of the disbursement of the fund would be creation of employment for Nigerians and enhancement of indigenous capacity in the maritime industry.

NIMASA disclosed that the CVFF had grown to \$200

million (about N72 billion).

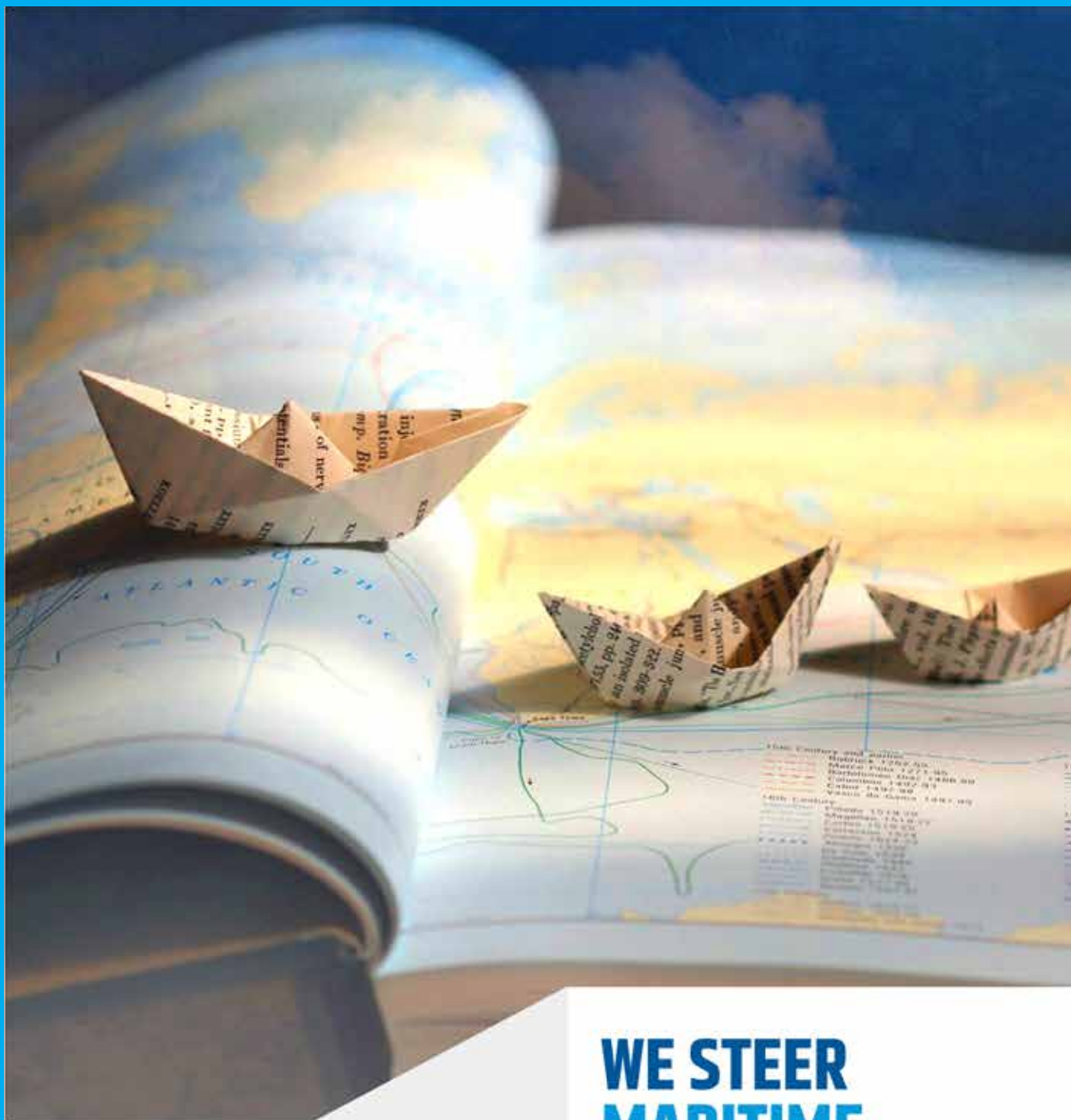
The Agency reiterated that the fund was meant to promote indigenous capacity in the shipping sector by assisting Nigerians in the procurement of maritime assets. This is in line with the Cabotage Act, which seeks to encourage indigenous participation in the maritime industry.

It should be noted that in addition to talks with the Central Bank of Nigeria (CBN) on how to make funds available to operators in the maritime industry, the Agency was working with the supervising Ministry to ensure that the CVFF was disbursed to qualified applicants, using a single-digit interest rate.

NIMASA was working with stakeholders to ensure that the Cabotage Act was fully actualised through a five-year Cabotage waiver cessation plan set for implementation from next year.

Members of the CVFF committee, besides the NIMASA DG, included Chairman, of Nigerian Ship Owners Forum, Mrs. Margaret Orakwusi; Vice Chairman, C&I Leasing, Emeka Ndu; Managing Director, Starz Marine, Engr. Greg Ogbeifun; and President, Nigerian Ship-owners Association (NISA), Aminu Umar.

The CVFF is meant to help Nigerians buy ships and other assets to grow their capacity, support economic growth, and compete favourably on the international scene.



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- Maritime Labour Regulation
- Maritime Safety Administration
- Maritime Capacity Development
- Training And Certification Of Seafarers
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REGULATORY | OPERATIONAL | PROMOTIONAL | CAPACITY BUILDING

MARITIME SECURITY:

National Assembly Backs Deep Blue Project

... Floating Dock will Boost Nigeria's Revenue - Ikpeazu

...Navy: With SMVs We Can Reach Pirates Anywhere On Our Waters

T

he Integrated Security and Waterways Protection Infrastructure, commonly called the Deep Blue Project, received glowing appraisals from members of the House of Representatives Committee on Maritime Safety, Education and Administration in March during an oversight visit to the Nigerian Maritime Administration and Safety Agency (NIMASA) and tour of some of its facilities under the project in Lagos.

The committee members, led by the Chairman, Honourable Lynda Ikpeazu, inspected the Special Mission Vessels (SMVs) under the Deep Blue Project – DB Abuja and DB Lagos – and the C4i Centre, and pledged their support for the project.

The Commander of DB Lagos, Captain Maksun Mohammed, said the vessels will be a game changer in the fight against piracy and other maritime crimes on the country's waters, as the criminals could be easily reached and stopped in their tracks.

The management of NIMASA lauded the National Assembly for its continued support for the Agency and the maritime sector, generally.

The maritime security assets are funded by NIMASA and run in conjunction with the Navy and other services of the Armed Forces, paramilitary organisations, and agencies under the Federal Ministry of Transportation.

Speaking at the event, Ikpeazu said the committee was impressed by the projects the Agency had facilitated in recent times, adding that the Floating Dock acquired by NIMASA remained a viable project that would generate lots of revenue for the country.

"We need to get a permanent berth for this huge platform because when it is fully operational it would amount to a very huge revenue earner for Nigeria because a lot of vessels would be able to dry-dock in-country," she said.

On the SMVs and the C4i Centre, which the committee visited, Ikpeazu said she was impressed with the level of coordination at the centre, especially the partnership between NIMASA and the Nigerian Navy. But she advised that aside

from NIMASA working with the Navy, the Agency should collaborate with other relevant agencies, saying this would help in the battle against illegalities in the maritime environment.

Speaking on the SMVs, which are fitted with fast interceptor boats, Mohammed stated, "We have had hijack cases on our waters and more often than not, the reason they are successful is because they are beyond reach. But with this craft, that is not going to be an issue anymore, because it is either we launch fast interceptor boats that are capable of attaining the speed of about 55 knots – no vessel can beat that vessel out at sea – or we put our special forces on the aircraft and send them out to the target and capture the ship.

"This vessel is going to be a game changer based on its capabilities. We are looking forward to going into operations soon."

He said there would be rigorous training for personnel, who will man the vessels, before going into full operation.

"The vessel is highly sophisticated and highly computerised. That is why there will be a rigorous training process before we launch into operation. The training will be overseen by experts with apt knowledge about the operations of the ship. There will be a lot of emphasis on training so that we can have sufficient competence to operate this craft the way we should," Mohammed stated.

He added that the vessels were equipped with state-of-the-art intelligence gathering gadgets that could receive information and respond in the quickest time possible.

The highlight of the visit was the inspection of the two SMVs, DB Lagos and DB Abuja, which were anchored at Navy Town, Lagos.

Other members of the committee on the tour included Hon. Kabiru Idris, Hon. Gambo Mubarak, Hon. Bamsili Oluwafemi Richard, Hon. Ajilesor Abimbola Taofeek, Hon. Samson Okwu, Hon. Magaji Amos Gwamna, and Hon. Victor Nwokolo. Others were Hon. Abubakar Abdullahi Ahmad, Hon. Muktar Aliyu Betara, Hon. Abdullahi Idris Garba, Hon. Wole Oke, Hon. Nasiru Sanni Zango Daura, Hon. Yusuf Ahmad Tijani, Hon. Olumide Osoba, and Hon. Bassey Ewa.



L-R: Hon. Mubarak Gambo; Hon. Femi Bamisile; Head, Maritime Safety and Seafarers Standards Department, NIMASA, Capt. Sunday Umoren; Hon. Olumide Osoba; Hon. Abubakar Amad, and others inspecting NIMASA's Dry-dock facility at Naval Dockyard, Lagos, during an oversight visit by the House of Representatives Committee on Maritime Safety, Education and Administration to NIMASA in Lagos



Chairman, House of Representatives Committee on Maritime Safety, Education and Administration, Hon. Linda Ikpeazu (left), and Mrs. Ronke Thomas



DG NIMASA, Dr. Bashir Jamoh (left), and Hon. Nasim Zangon Daura, during an oversight visit by the House of Representatives Committee on Maritime Safety, Education and Administration to NIMASA in Lagos



Members of the House Committee on Maritime Safety, Education and Administration during an inspection of the C4i centre in Lagos



NIMASA CORPORATE AWARDS: An Industry Fete in Appreciation of Merit

The agency celebrates meritorious service to encourage stakeholders and staff, reports **Oluwafemi Kumuyi**

Appreciation is a wonderful thing. It makes what is excellent in others belong to us as well. - Voltaire

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rançois-Marie Arouet, known by his penname, Voltaire, was a French enlightenment writer and philosopher who lived between 1694 and 1778. He was famous for his intelligent wit and advocacy for change. Not many

individuals or organisations today truly acknowledge the altruism highlighted in this quote by Voltaire. But Voltaire's disposition aptly explains the vision of the Nigerian Maritime Administration and Safety Agency (NIMASA), since the last three years, in deploying gratitude to spur excellence in the maritime industry and among Agency's own staff.

The NIMASA Merit Awards and Corporate Dinner is

an annual fete to celebrate organisations and staff of the Agency who have excelled in business and work within the preceding year. It is a new culture of gratitude that is taking hold in the Agency with great inspirational and motivational outcomes among staff.

The Nigerian maritime industry, like other sectors of the global economy, is often plagued with sundry operational challenges. But the agency believes there are various things to be thankful for and always reasons to appreciate stakeholders in the country's shipping sector.

The 2019 edition of the industry stakeholders' merit awards was held on January 18 in Lagos. The event featured the celebration of the agency's Employee of the Year, one of the initiatives introduced to boost the morale of the workforce. It was an inspiration



Chairman, Senate Committee on Marine Transport, Senator Danjuma Goje, flanked by 30 Years Long Service Awardees

and motivation to the members of staff to give their best as champions distinguishing themselves in the maritime industry.

GAC Shipping Company emerged the overall best shipping company in Nigeria, winning the top industry award. Other winners in the industry category included Total Exploration and Production Company, which emerged the Most Compliant ISPS Offshore Facility Company; AP Moller Terminal, which was honoured as the Most Compliant ISPS Onshore Facility; Tin Can Island Container Terminal (TICT) bagged Best Terminal/Jetty Operator; and the Maritime Academy of Nigeria (MAN), Oron, won the Best Maritime Training Institution.

West African Ventures was recognised as the Best Shipping Company (Marine Environment Management); Awaritise Nigeria Limited emerged Best Cabotage Operator of the Year; and Sea Navigation International Limited emerged the Company with the Largest Combined Tonnage.

The unique feature of the awards was the fact that the recipients were indigenous operators across various segments of the maritime sector. NIMASA showed it was more than just a regulator, but an organisation also interested in the growth and sustainability of indigenous businesses.

The event also saw 181 members of staff of NIMASA bagging long service awards in 15 years, 20 years, 25 years, and 30 years categories.

Mrs. Constance Omagbemi from the Legal Services Department was honoured as the Employee of the Year.

Speaking at the event, Secretary to the Government

of the Federation (SGF), Mr. Boss Mustapha, said the government was targeting for Nigeria a place among the top 70 nations in the World Bank's Ease of Doing Business Ranking by 2023. Mustapha encouraged NIMASA to build on its achievements in the maritime industry in order to make the government's ease of doing business vision for 2023 a reality. He commended the agency for extending the awards to industry stakeholders and not limiting the celebration to members of staff.

Mustapha, who was chairman of the occasion, also expressed delight in the fact that the country moved from 170 to 131 on the World Bank ranking after President Mohammadu Buhari established the Presidential Enabling Business Environment Council (PEBEC) in July 2016. He noted that the emergence of the PEBEC initiative, coupled with the significant development in ports and maritime sector, had helped the country make giant strides in ease of doing business.

According to him, "In the bid to improve efficiency and productivity in the maritime industry and the nation at large, the PEBEC was created to ensure an enabling environment for port efficiency. Government will continue to support the maritime sector because on it rests opportunities for wealth creation and economic growth."

It was Kristin Armstrong, a former US professional road bicycle racer and three-time Olympic gold medalist, who said, "When we focus on our gratitude, the tide of disappointment goes out and the tide of love rushes in."

NIMASA has established a strategic vision of how businesses and workers can be helped to succeed. It has created a spur for indigenous maritime operators to aspire to greater heights.

Corporate Awards

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he NIMASA Maritime Stakeholders' Merit Award is a platform to recognise the contributions of stakeholders in the pursuit of the agency's aims and objectives. It is a vision born out of the desire to encourage other organisations within the maritime sector to do their businesses and discharge their duties with a sense of responsibility and excellence.

In choosing the winners for the NIMASA 2019 Maritime Stakeholders' Merit Award, profound attention was paid to issues of loyalty and close working relationships with public and private players in the sector.

The selection process was supervised by a panel of credible and reputable judges, chaired by Chief Adebayo Sarumi.

Nominations were received from organisations and individuals across eight categories, namely:

1. Most Compliant ISPS Offshore Facility
2. Most Compliant ISPS Onshore Facility
3. Best Terminal/Jetty Operator
4. Best Maritime Training Institution
5. Best Shipping Company (Marine Environment Management)
6. Overall Shipping Company of the Year
7. Best Cabotage Operator of the Year
8. Company with Largest Combined Tonnages

THE WINNERS

Total E&P Nigeria Limited – MOST COMPLIANT ISPS OFFSHORE FACILITY

This award is for the organisation with the most professional performance in the marine offshore industry, providing the best commercial service with the most consistent operational performance. The selection criteria include: Compliance in the Implementation of Maritime Security Levels; Training and Awareness; Security/Safety System; Regular Drills and Exercises; Access Control; and Port Facility Security Assessment and Plans.

The award went to Total E&P Nigeria Limited, an affiliate of Total S. A, which has operated in the upstream sector of the Nigerian hydrocarbon industry for over 50 years and is Nigeria's fourth biggest producing company. Total has an extensive distribution network of over 500 service stations nationwide and a wide range of top quality energy products and services. It was incorporated as a private company on June 1, 1956 to market petroleum products in Nigeria.

APM Terminals Apapa – MOST COMPLIANT ISPS ONSHORE FACILITY

The award goes to the organisation with the most professional performance in the marine onshore industry, providing the best commercial service with the most consistent operational performance.

The selection criteria are as above.

APM Terminals Apapa won the award. It is Nigeria's largest container terminal investing about \$350 million in terminal equipment and infrastructure since privatisation

of the ports in 2006.

APM Terminals operate one of the world's most comprehensive port networks. They are uniquely positioned to help both shipping lines and landside customers grow their businesses and achieve better supply chain efficiency, flexibility and dependability.

Tin-Can Island Container Terminal Limited – BEST TERMINAL/JETTY OPERATOR

The award is for the port or terminal operator that has demonstrated all-round operational excellence, regardless of the type of cargo handled, and maintained the highest standards of operational cost efficiency, effective automation systems, and customer service deliveries.

The selection criteria for this category include: Compliance in the areas of NIMASA's Regulations; Regular Renewal of Operating License; Record of Compliance with Stevedoring Regulations; Record of Capacity Building for Dockworkers; Compliance with Health and Safety Standards; Excellent Terminal Management Practices; and Evidence of the yard responding to evolving market circumstances and regulatory changes.

Tin-Can Island Container Terminal, which won the award, has the largest container terminal in Tin-can Island and the second largest container terminal in Lagos, with a shore frontage of 770 meters, a container holding area of 240,000 square meters and three berths.

Tin-Can Island Container Terminal is one of the leading port operators in Nigeria. It owns and operates Terminal B of the Tin-Can Island Port, Lagos, which has three berths with operation capacity of 360,000 twenty-foot equivalent units (TEUs). It won the Federal Government's concession to develop and operate Terminal B of the Tin-Can Island Port in 2006.

Maritime Academy of Nigeria, Oron – BEST MARITIME TRAINING INSTITUTION

The award goes to the organisation that provides outstanding training services within the maritime sector. The benchmarks are: Evidence of Audit/Assessment Compliance; Curriculum that Meets International Standards; Continuous Improvement in Delivery Standards; Number of approved STCW (1978) courses; Compliance with National and International Regulations and Guidelines; and Possession of World-class Training Facilities/Simulators.

Maritime Academy of Nigeria, Oron, won the award. It is Nigeria's premier maritime institution with specialised centres, library/resource centre, and academic departments and three schools, namely, School of Marine Engineering, School of Maritime Studies, and the School of Nautical Studies.

The Maritime Academy of Nigeria, formerly known as the Nautical College of Nigeria, is an integrated institution for the education and training of shipboard officers, ratings, and shore-based management personnel. The academy has been graduating cadets since 1983. In 1988, the scope of the college was upgraded by the promulgation Decree No. 16 of 1988 with a statutory mandate to train all levels



Plateau State Governor Simon Lalong and an awardee

and categories of personnel required for the effective and efficient operation of all facets of the Nigerian maritime industry.

West African Ventures Limited – BEST SHIPPING COMPANY (MARINE ENVIRONMENT MANAGEMENT)

This award goes to the organisation with the most developed environmentally responsive maritime and shipping strategies. The selection criteria include: Examples of a major initiative developed or delivered in 2019; Possession of all MARPOL Certificates onboard their Vessels; Compliance with MARPOL Manuals and Plans; Maintenance of Regular Drills on their Vessels; Zero Record of Marine Pollution/ Incidents; and Commitment to the industry's sustainability through environmentally focused strategies, planning and implementation.

West African Ventures Limited, which won this award, is a wholly owned Nigerian company with competence in offshore engineering, procurement, fabrication, installation, accommodation and marine charter services to the oil and gas industry worldwide. WAV Limited has been providing ancillary services in chartering of small inland oil field vessels to major International Oil Companies within the Niger Delta since 1977.

GAC Shipping Nigeria Limited – OVERALL SHIPPING COMPANY OF THE YEAR

This award goes to the organisation that has undertaken a major transformation or has had a significant effect on the Nigerian maritime sector. The standards are: Number of Ships handled during the year; Invoice to Receipt Ratio; Prompt Submission of Cargo Documents; Compliance with final three per cent Bill Regime; Evidence of High Safety Standards; and Outstanding Customer Service.

GAC Shipping Nigeria Limited won the award. GAC is a leading provider of shipping, logistics and marine services at

the country's ports, emphasising world-class performance, innovation, ethics, and a strong human touch. It also supplies qualified Nigerian crew to the maritime industry through GAC Manning Services (Nigeria) Ltd.

Awaritse Nigeria Limited – BEST CABOTAGE OPERATOR OF THE YEAR








This award goes to the organisation that is dedicated to best practices in enhancing and developing cross border commerce, evidenced through enhanced supply chain management and efficient multiple logistics. The selection criteria for this category include: Number of wholly owned Nigerian Vessels; Number of Nigerian Built Vessels; Number of Nigerian Seafarers Onboard Vessels; and Number of Cadets on Training Onboard Cabotage Vessels.

Awaritse Nigeria Limited is an indigenously owned and AA Rated Marine Transportation Company, servicing the Multinational Oil Companies with all vessels in its fleet in conformity with the requirement laid down by IMO. Awaritse Nigeria Limited is a member of the International Marine Contractors Association (IMCA), and is fully compliant with the safe code of practices.

SEA Navigation International Limited – COMPANY WITH LARGEST COMBINED TONNAGES

This award goes to the organisation that consistently invests and contributes to the development and implementation of best practices in the area of vessel acquisition and management. The selection standards are: New Investment in Vessel Acquisition; Class Certification; Compliance with Statutory Certifications; and Details of Vessels owned by the firm.

SEA Navigation International Limited is an indigenous company under the umbrella of Sea Transport Services and owner of 17 vessels, which are wholly registered under the Nigerian Flag and are classed by the International Association.

 TOTAL Total Exploration and Production Company	 APM TERMINALS AP Moller Terminal	 LAGOS Tin Can Island Container Terminal (TICT)	 MAN, Oron Maritime Academy of Nigeria MAN, Oron
 WAV West African Ventures Limited West African Ventures	 GAC Delivering your strategy GAC Shipping Company	 AWARITSE NIGERIA LIMITED Awaritse Nigeria Limited	SEA NAVIGATION INTERNATIONAL LIMITED Sea Navigation International Limited

Stakeholders Toast to Jamoh

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takeholders in Nigeria's maritime industry recently organised a dinner party in honour of the new Director-General of NIMASA, Dr. Bashir Jamoh. The event held at Eko Hotels and Suites, Lagos, before the social distancing directives in the wake of the coronavirus outbreak, was an occasion to raise a glass to the successful tenure of one of their own, and good fortune of the maritime industry.

The reception was an opportunity for stakeholders and friends of maritime to express their enormous joy on the appointment of Jamoh and counsel him as he began his tenure at the apex of the country's maritime industry.

It was also a time for the new Director-General to salute the stakeholders, thank them for all their love and support, and seek more cooperation from them.

Former ministers, two former directors-general of NIMASA, ship-owners, terminal operators, labour union leaders, and others present poured out their hearts to the new maritime sector helmsman. They delivered their words of gratitude, advice, and hope in witty, powerful, and touching speeches.

The speeches conveyed one simple message: Jamoh is an insider. He knows the problems in the maritime industry, and how to channel effort to where the shoe pinches. He should bring his wealth of knowledge and experience to bear on the maritime industry to ensure its rapid growth.

The stakeholders assured Jamoh of their support.

A former Minister of Interior, Captain Emmanuel Iheanacho, said the coming of Jamoh was like an "answered prayer" for the maritime industry. "We have been praying for a long time," Iheanacho said, "Any time there is a change of baton at NIMASA, we would ask, who is there? They would say such and such a person, then we would shake our heads and say, this person is not an insider, when will they give us an insider?"

"Mr. President, in his wisdom, has absolutely heard our prayer. We are absolutely committed to making sure that your tenure is very successful."

Chairperson, Seaport Terminal Operators Association of Nigeria, Princess Vicky Haastrup, spoke in a similar vein.

"I stand here on behalf of my colleagues, the Seaport Terminal Operators Association," Haastrup stated. "We have your back. You are our very own. You know the problems that exist within the sector you are going to operate, and we believe that God will help you. He will grant you the strength and wisdom to make all wrongs right."

Founding Chairman, Indigenous Ship-owners Association of Nigeria (ISAN), Isaac Jolapamo, said Jamoh's appointment signified the dawn of a new era for the maritime industry, a time to "look inward for the solution to piracy in our waters."

Chairperson, Nigeria Ship-owners Forum, Mrs. Margaret Orakwusi, emphasised the need for greater attention to safety of the country's maritime domain.

"We've talked about empowering the indigenous operators, we've talked about sea piracy, may I also

throw in safety, because when people come new to the industry, they forget that aspect," Orakwusi stated. "But you, being the son of the soil, I'm sure you would not forget. The issue of safety is very, very important," she added, underscoring the new NIMASA director-general's huge industry experience.

Former Director-General of NIMASA, Dr. Ade Dosumu, saw brighter days ahead for the maritime industry with the latest change of baton.

Dosumu, "Today is a very happy day for us. It is one day we have been waiting and expecting would happen. That at least one of those we have worked with will take over the mantle of running that agency. I know that today Bashir is the DG, there is nothing that gladdens our hearts more than that."

Another ex-Director-General of NIMASA, Mr. Temisan Omatseye, urged the new helmsman to ensure better welfare for the agency's staff.

Omatseye said there was, "Only one thing I will plead with him, which I'm sure he would agree, take care of our



Director, Western Zone, NIMASA, Mr. Olayemi Abass (right), Mr. Bolaji Akinola (second left), and other stakeholders

staff, NIMASA staff." He said Jamoh was the listening ear to many in the industry. "Don't let that stop," he implored the new director-general.

Responding, Jamoh sought cooperation from the stakeholders, saying they are the building block of his administration.

He told them, "There is need for realignment, need for repositioning of our own way of doing things to match the thinking and aspiration of the stakeholders. Everybody looks at the Director-General and the Executive Management; they don't look at themselves. I, my Executive Management, top management, Governing Board, we need your assistance and support to reposition this organisation to be able to get the marks it is supposed to get in terms of your own marking scheme."

"So your support, understanding, and guidance are always going to be our watchword."



L-R: Chudi Offodile, Victor Ochei, Ade Dosunmu, Bashir Jamoh, Temisan Omatseye and Shehu Ahmed



Vicky Hastrup (right) and Andy Isichei



R-L: Barr. Obiageli Obi and Mrs Chinwe Ezenwa



Captain Emmanuel Iheanacho



Mrs. Margaret Orakwusi



Dr. Tunji Olugbogi



Bashir Jamoh flanked by Mrs. Rita Uruakpa (right), and Emmanuel Maiguwa



R-L: Captain Sunday Umoren, Nnamdi Eronini, and a stakeholder



Confronting the Threat of Marine Debris



NIMASA moves to tackle the menace of marine litter and plastic debris in Nigeria through its Maritime Action Plan for Marine Litter and Plastic (MAP-ML+P) Management

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igeria's coastline of about 853 kilometres is prevalent with indentations that create easy settlement for marine litter and plastic debris. The accumulation of this floating litter, largely from upland, interferes with luminosity of marine habitat, depleting oxygen supply

and causing ecosystem imbalance. Marine birds and mammals also eat up plastic particles, resulting in biodiversity loss and contamination of the food chain. This endangers and affects human health. Marine litter constitutes significant threat to marine environment. It affects navigation, aquatic life, and eco-tourism.

The global call for action on marine litter and plastic debris has spurred Nigeria to constitute a National Task Force (NTF) that will work together to promote and initiate measures and actions at local, national and regional levels to prevent and reduce marine litter. The national taskforce will also drive the implementation of the Maritime Action Plan for Marine Litter and Plastic (MAP-ML+P) Management in Nigeria and be responsible for coordinating marine litter prevention and control activities. These plans are based on the findings of the initial United Nations Environment Programme Global Programme of Action (UNEP- GPA) and NIMASA study on main items, materials, quantity and sources

of marine litter.

The MAP-ML+P has a five-year roadmap, after which it will be reviewed in line with emerging trends and may be amended as the need arises. Its major aim is to sustainably reduce marine litter in the Nigerian maritime domain to ensure cleaner and healthy oceans and seas.

The MAP-ML+P will also create awareness, promote education and research to engender behavioural change on the effect of marine litter as well as strengthen engagement and partnership with stakeholders on reducing marine litter.

Within the next five years, waste prevention and sustainable waste management, developing Nigeria's blue economy for sustainable growth, establishment of policies and legislative framework to prevent marine litter are some of the achievements to serve as confirmation of effective implementation of the Maritime Action Plan for Marine Litter and Plastic (MAP-ML+P) Management in Nigeria.

The roadmap comprises actions, activities, timelines, and expected outcomes. They include: combating land-based sources of marine litter in Nigeria, combating sea-based sources of marine litter, taking actions for legislation, policies and enforcement, and monitoring and research programmes. Others are actions for



L-R: Immediate past Director-General, NIMASA, Dr. Dakuku Peterside; Executive Director, Marine and Operations, Nigerian Ports Authority (NPA), Dr. Sokonte Davies; Chairman, House of Representatives Committee on Environment and Habitat, Hon. Johnson Oghuma; Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Lynda Ikpeazu; Minister of State for Environment, Barrister Sharon Ikeazor; representative of Minister of Transportation, and Director, Maritime Safety, Federal Ministry of Transport, Mr. Paul Adaliku; member, Senate Committee on Marine Transport, Senator Tolulope Odebiyi; and NIMASA DG, Dr. Bashir Jamoh, at the official launch of the Maritime Action Plan for Marine Litter and Plastic Management held in Lagos

education and advocacy on the issues of marine litter and encouraging Extended Producer Responsibility (EPR) and green purchasing.

Eighty per cent of marine litter is said to originate upland. Tackling the problem of marine litter from upland is, therefore, considered a reasonable preventive action (UNEP, 2009). Combating Land-based sources of marine litter will be a major focus of the action plan within its first two years.

Sea-based sources, which account for about twenty per cent of marine litter, emanate from activities such as shipping, fishing, and recreation. In order to effectively tackle the sea-based sources of marine litter, actions are required to implement and enforce the Regulation for the Prevention of Pollution by Garbage from Ships (MARPOL ANNEX V) and the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Dumping Convention and Protocol). This will be achieved by providing adequate port and offshore waste reception facilities as well as integrated waste management system.

NIMASA, Nigerian Ports Authority (NPA), National Inland Waterways Authority (NIWA) will ensure strict implementation of MARPOL Annex, V which is the regulation for the prevention of pollution by garbage from ships. Under the action plan, all three agencies of government will deploy integrated waste management system for port, costal and offshore activities. The adequacy of existing facilities will also be well audited.

Management of pleasure boats and small crafts, establishment of a system to monitor the collection and recycling of bottles, containers and cans (glass, plastics and aluminum) on passenger ships and related harbours are also in mainframe for the action plan.

Actions addressing waste related to fishing and aquaculture include, but not limited to, developing fishing gear and fishing technology management policy, implementing the London Protocol for fish waste management, conducting sensitivity index mapping of the marine environment and designate dumpsites for fish waste.

Legislative frameworks and policies that will spur action to prevent and reduce marine litter as well as address marine litter management in Nigeria and accelerate the implementation of the Marine Litter and Plastics Action Plan (MAP-MLP) are contained in the plan for Nigeria. They include evaluation of existing legislations and regulations, establishment of government sponsored marine litter patrols and campaign, evaluation of national emergency management plans, technical cooperation and international partnerships, and sanctions and penalties to improve compliance, attitudinal change and deterrent to offenders.

Marine Litter is primarily a result of poor solid waste management. Existing national solid waste management strategies do not include specific requirements for EPR and Green Purchasing. It is critical to integrate EPR policy/principles within existing and/or proposed national solid waste management strategies and environmental laws. An effort to coordinate waste management strategies, resources and industry would yield economic and environmental benefits.

After all said and done, it's quite clear that the Maritime Action Plan for Marine Litter and Plastics Management in Nigeria (MAP- ML+P) is a comprehensive multi-stakeholder involvement to encourage environmental protection solutions, reduce marine litter, and strengthen Nigeria's commitment to the Sustainable Development Goals.

Combating Land-based Sources of Marine Litter

80% of Marine Litter is said to originate upland. To tackle the problem of Marine Litter from upland is therefore considered a reasonable preventive action (UNEP, 2009).

SN	ACTIONS	ACTIVITIES	TIMELINE	NTF-ACTION PARTIES	EXPECTED OUTCOME
1.	General Improved Waste Prevention and Management	i) Development of National Waste Prevention and Management Plan with inclusion of Marine Litter issue.	1-2 years	FMEEnv, SMEEnv & NIMASA	National Waste Management Plan in place.
		ii) Provision of adequate infrastructure by relevant authorities for the efficient collection / management of waste in coastal and urban communities	3-5 years	FMEEnv, SMEEnv, NIMASA & LGA.	Adequate waste management infrastructure in designated places.
		iii. Partnership with the relevant agencies to assess designated landfills / dumpsites, to mitigate risk to the marine environment due to factors such as coastal erosion and vicinity to rivers.	1-2 years	FMEEnv, SMEEnv, EFO & NIMASA	Enter into Memorandum of Understanding with relevant stakeholders on monitoring of the designated dumpsite/ landfill.
2.	Storm Water Management	i) Encourage Federal/States and LGAs to put infrastructure in place for Storm Water Management in order to prevent litter (including micro litter) from entering the Marine Environment.	2-5 years	FMEEnv, SMEEnv, LGAs, NIMASA, FMW, NGOs, CBOs, NIMET & FM Agric	Infrastructure in place for storm water management to avoid large solid wastes from entering into rivers & oceans.
		ii Identification of upland point and non-point sources of litter;	1 year	FMEEnv, SMEEnv & LGAs	Established land based sources of marine Litter.
		iii Installation of barricades & litter separators.	1-2 years	FMWH, NGOs, FMEEnv, SMEEnv & LGAs	Identified land sources of marine litter barricade & separators
		iv Development of administrative controls with regards to Storm Water Management.	1-2 years	FMEEnv, SMEEnv, NGOs & LGAs	Monitoring procedures put in

Battling Sea-based Sources of Marine Litter

Sea-based sources which accounts for about 20% of marine litter, emanate from activities such as shipping, fishing and recreation. In order to effectively tackle the sea-based sources of marine litter, actions are required to implement and enforce the Regulation for the Prevention of Pollution by Garbage from Ships (MARPOL ANNEX V) and the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Dumping Convention and Protocol). This can be achieved by providing adequate port and offshore waste reception facilities as well as Integrated waste management system.

SN	ACTIONS	ACTIVITIES	TIMELINE	NTF-ACTION PARTIES	EXPECTED OUTCOME
1.	Actions Addressing generated wastes from ships/vessels/marine platforms.	i. Ensure strict implementation of MARPOL Annex V (Regulations for the Prevention of Pollution by Garbage from Ships).	1-5years	NIMASA, NPA & NIWA	Compliance with extant Regulations & effective monitoring
		ii. Deployment of Integrated Waste Management Systems for Ports, Coastal & Offshore activities:	1-3years	NIMASA NPA & NIWA	Effective Waste Management System in place.
		Audit the adequacy of existing; Port/Offshore/ Non-Convention Vessels Waste Reception Facilities Develop Guidelines and Requirements for the end of life		FMOT, NIMASA & NIWA	To ensure compliance to the provision of reception facilities in line with extant regulations.
		Management of pleasure boats and small crafts		NIMASA & NIWA.	Adequate Port Reception Facilities at Ports & Terminals in line with MARPOL requirements
2.	Actions Addressing Waste Related to Fishing and Aquaculture	Establish a system to monitor the collection and recycling of bottles, containers and cans (glass, plastics and aluminum), on passenger ships and related harbors		NIMASA,NPA & NIWA	Developed guidelines for end line management of small crafts Framework for the collection and recycling of plastic debris on ships
		i. Develop fishing gear and fishing technology management policy	1-3 years	FMARD NIMASA, NIOMR NIWA & SMEnv	Regulated fishing and aquaculture business.
		ii. Implement London Protocol for fish waste management	1-3 years	NIMASA, FDF& PPP with (Trawler Association),	Generate data on compliance on disposal of fish waste
3.	Removal/ Remediation action of shing aquaculture related waste	iii. Conduct Sensitivity Index mapping of the marine environment and designate dumpsites for fish waste	1-2 years	NIMASA	Regulated dumping of fishing waste in compliance with London Protocol
		i. research & coordination to identify environmentally sound removal and remediation action	Annually for 5 years.	NIMASA & FDF Trawler Association Coastal Communities	Reduction in entanglement of Marine Mammals
		ii. Develop guidance and toolkits & support their implementation	1-5 years	NIMASA, NGOs & CBDs Terminal & Jetty owners FMGC producers	Reduction in biodiversity loss especially for endangered species Cleaner oceans and seas

Federal Government Plans Bill to Ban Plastics

***...To Eliminate Land-based Marine Litter Sources in 5 years
...As NIMASA Launches Action Plan on Marine Litter,
Plastics Management***

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he National Assembly and the Federal Ministry of Environment are putting the finishing touches to a bill meant to prohibit the production of plastics, which pollute the environment. A member of the Senate Committee on Marine Transport, Senator Tolulope Odebiyi, disclosed this in

February at the launch of the Maritime Action Plan for Marine Litter and Plastics Management in Nigeria, in Lagos. Odebiyi, the drafter of the proposed bill, who represented the chairman of the committee, Senator Danjuma Goje, said the bill would be harmonised with input from the Federal Ministry of Environment to make a holistic law that would impose tough sanctions on the production of organic polymers.

Odebiyi stressed that the National Assembly was solidly behind the Nigerian Maritime Administration and Safety Agency (NIMASA) in the presentation and implementation of the action plan, which envisions the elimination of land-based sources of marine litter within five years.

Chairman, House of Representatives Committee on Environment, Hon Johnson Oghuma, also stressed the lower chamber's commitment to a cleaner environment. Oghuma said the House was always prepared to assist the executive in the implementation of government policies.

Nigeria is among 20 countries generating more than 80 per cent of the land-based plastic wastes that end up in the oceans. This underscores the need to raise public awareness about the deleterious effects

of marine pollution and chart a national roadmap on solution to the menace.

Odebiyi stated, "I am happy NIMASA has taken the lead in ensuring that our waterways and all our water bodies are clean, safe, and a vital source of economic activity for us in this country.

"I drafted a bill with regard to plastic pollution and proliferation of plastics in the country. The issue is getting to an alarming state.

"NIMASA has taken the lead. But this is the backend of it. We also have to look at the frontend. We are spending billions of naira tidying up the environment; we also have people making billions of naira contributing to this menace. That is where the bill is aiming. You cannot continue to generate pollution, clog our waterways, cause erosion, flooding and all kinds of things, and some people are making money, knowing full well that their product is contributing to the pollution."

The senator also said, "The Senate is very much interested in this issue. We see the environment as a vital economic resource for us in this country. We will be working with NIMASA, Federal Ministry of Environment, and all the other agencies."

The House Committee on Environment chairman spoke in a similar vein. "We are ready, and by the grace of God, I represent the Speaker in the Committee on Environment. Every legislation on the environment is jealously guarded by the committee. I urge everybody, wherever you are, behave like NIMASA, help us to save our environment," Oghuma stated.



PHOTO CREDIT: WWW.NORWAY.NO

The marine litter action plan is aimed at setting a national roadmap for tackling pollutions, especially from shipping related activities; identifying specific actions that need to be taken by different parties to eliminate marine litter and plastics; strengthening stakeholder collaborations in tackling marine litter and plastics pollution; and establishing a template for monitoring progress in the fight against marine litter and plastics pollution.

Other objectives of the action plan are to operationalise and complement the IMO Action Plan on Marine Litter from Ships; and enhance the enforcement of existing laws, conventions and regulations, including MARPOL-Annex V, London Convention and its Protocol, and the Nigerian Merchant Shipping Act 2007.

Actions already taken by NIMASA, which has the responsibility of ensuring clean seas and oceans in Nigeria, include engagement of Marine Litter Marshals across coastal communities and littoral areas as a pilot scheme to clean up identified Marine Litter Hotspots. Marine litter sensitisation campaigns have also been carried out in several littoral communities.

In her own remarks, the Minister of State for Environment, Mrs. Sharon Ikeazor, sued for synergy

among relevant government agencies and the private sector in the fight against environmental pollution. Ikeazor said the ministry would establish more recycling plants for the collection of plastics and other litters that would be cleared from the oceans.

"You have started right with sensitisation of our people on what to do with plastics. The Ministry of Environment will definitely support NIMASA. We will take this further and put it together to be a national action plan," she stated.

The highpoint of the event was the unveiling of the Maritime Action Plan for Marine Litter and Plastics Management in Nigeria by the representative of the Minister of State for Transportation, Senator Gbemi Saraki, Dr. Paul Adalikwu.

Other dignitaries at the launch included the chairman, House Committee on Maritime Safety, Education and Administration, Hon. Lynda Ikpeazu; Sokoto State Commissioner for Environment, Attahiru Bafarawa; Yobe State Commissioner for Environment, Hon. Sidi Yakubu; and representatives of private sector organisations, including VSF, an environment company, and Food and Beverage Recycling Alliance (FBRA).



Dr. Bashir Jamoh delivering his inaugural speech



L-R: Chudi Offodile, Rotimi Fashakin, Shehu Ahmed, Osita Okorie, Dr. Dakuku Peterside, Dr. Bashir Jamoh, Gambo Ahmed, and Victor Ochei



Mrs. Rita Uruakpa and Mr. Victor Onuzuruike



L-R: Mrs. Felicia Mogo, Hajia Lami Tumaka, Kabir Murnai, and Mrs. Bolaji Kehinde



Nneka Obianyor



Captain Sunday Umoren



Aisha Jidda

HAND OVER PHOTO SPLASH



Mrs. Irene Mcfoy (left) and Mrs. Mary Hamman



L-R: Mr. Olayemi Abass, Hajia Aisha Jummai Musa, and Mr. Jibril Ibrahim



L-R: Mr. Victor Egejuru, Mr. Anthony Ogadi and Mrs. Morenike Thomas



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.**

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

Telephone: +234 – 7034172913, +234 – 9096417095,
+234 – 8030555975

SIGNED: MANAGEMENT



Dr. Bashir Yusuf Jamoh

Director-General, NIMASA

The Director-General of NIMASA, Dr. Bashir Yusuf Jamoh, holds a PhD from the University of Port Harcourt, Nigeria, specialising in Logistics and Transport Management. He also has a Master's degree in Management from Korea Maritime and Ocean University, South Korea; Post Graduate Diploma in Management Sciences from Bayero University, Kano, Nigeria; and Diploma in Accounting from Ahmadu Bello University, Zaria, Nigeria.

He has attended management courses at the Said Business School, University of Oxford, United Kingdom; and Institute for Public-Private Partnerships, Washington DC, USA.

Jamoh is the current President of the Chartered Institute of Transport Administration of Nigeria (CIOTA), and member, Institute of Maritime Economists (Canada).

He worked with the Kaduna State government before transferring his services to the then National Maritime Authority (NMA) in 1994. NMA later merged with Joint Maritime Labour Industrial Council

New NIMASA Executive Management



Shehu Ahmed

Executive Director, Operations

The Executive Director, Operations, Shehu Ahmed, is a former Deputy Director, Nigeria Deposit Insurance Corporation (NDIC). He joined the corporation in 1993 as Senior Manager, after transferring his services from the New Nigeria Development Company (NNDC), Kaduna, where he worked from 1985 to 1993.

Ahmed began his working career in 1973 with the North-East/Borno Government as Statistical Assistant. While in NNDC, he represented the company as Director in the Boards of Gaskiya Corporation Limited, Zaria; Northern Nigeria Publishing Company Limited, Zaria; Cotton and Agricultural Processors Limited Zaria; Northern Fibre Products Limited (NASCO Group), Jos; and Alternate Director Nortex (Nig.) Limited, Kaduna.

Ahmed holds a Bachelor's degree in Business Administration (1981), Master's in Accounting from the South-Eastern University, Washington D.C, U.S.A. (1982), and Post Graduate Diploma in Management Control and Management Information System from the Netherlands International Institute for Management.

• Continued on page 51 →

New NIMASA Executive Management



Victor Ochei

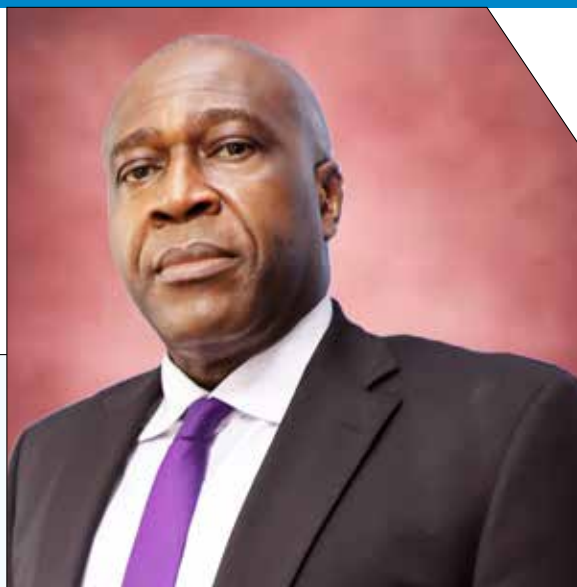
Executive Director, Maritime Labour and Cabotage Services

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he Executive Director, Maritime Labour and Cabotage Services, Victor Ochei, is an engineer and lawyer by training. He is also a politician and an All Progressives Congress (APC) governorship aspirant in Delta State 2019.

Ochei was elected into the Delta State House of Assembly in 2003 and was Speaker of the fifth Assembly from 2011 to 2015.

He has a Bachelor of Laws (BL) from the Nigerian Law School (2017); and LLB from the Delta State University (2011). Ochei also holds a Master's degree in Corporate Governance from Leeds Metropolitan University, United Kingdom, and Master of Business Administration from the University of Benin. He has a Bachelor of Engineering (B. Eng) in Chemical Engineering from the University of Benin (1993).



Chudi Offodile

Executive Director, Finance and Administration

T

he Executive Director, Finance and Administration, Hon. Chudi Offodile, is a lawyer, author, and politician. Offodile was educated at the University of Nigeria, Nsukka (UNN), where he obtained the LLB (Hons) in 1987, and Nigerian Law School, where he graduated

with the Bachelor of Laws (BL) in 1988. He got a Post Graduate Diploma in Business Administration from UNN in 1994.

Offodile was first elected into the House of Representatives in 1999 to represent Awka North/South Federal Constituency of Anambra State and was re-elected in 2003. Between 2001 and 2003, he chaired the Special Investigative Committee on Joint Venture Oil Operations in Nigeria and sponsored a draft bill on Nigerian Content Development in the oil and gas industry (2002), which formed part of the committee's report. The bill, consolidated with similar bills, led to significant improvement in the participation of indigenous companies in the oil and gas sector and the establishment of the Nigerian Content Development and Monitoring Board.

2020 SPORTS CALENDAR: COVID-19 Throws a Spanner in the Works

BY ALAYAKI GANIYU

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ot even the best planners and pundits in the world could have envisioned what the world is witnessing as a result of the COVID-19 pandemic. In December 2019, when news about the virus broke, it seemed like a localised problem that was not going to affect the entire world.

Now we know better. The devastating effect of this virus has spread across the globe, killing millions of people, destroying livelihoods, and shattering life routines. Sports fans and players are among the worst hit – a large percentage of the world population engage in sports in one way or the other.

In terms of economic worth, in 2018, the global value of the sports industry was estimated to be \$471 billion. This was billed to continue to increase, until humanity came upon the deadly virus.

What the world has lost to the pandemic can only be imagined. Sports ticketing, hospitality, sports tourism, and even the mental help sports creates for many depressed people are now gone with the wind.

No one could have predicted that Tokyo Olympics would not be held in 2020. In fact, it is depressing to think about the postponement of such major event to 2021. A competition that brings the world to a standstill every four years has been held up by what cannot be seen with the naked eyes, something that started like

a small epidemic in a little province in Wuhan China.

Africa has always struggled with the calendar of the African Cup of Nations (AFCON). What has become of the competition because of the coronavirus can only be imagined.

Cameroun had really prepared to host Africa and sports fans had waxed lyrical about the country that would lift the AFCON. Bookmakers and betting companies had come up with their predictions, hoping to make some form of revenue or profit. This will no longer happen this year, as a future date in 2021 is being looked at.

The almighty Formula 1 has been postponed with several races cancelled on its calendar due to the pandemic. Races in Australia, Bahrain, Monaco, Vietnam, and China have been called off, with the Dutch and Spanish Grand Prix postponed. Car race fans now have to look elsewhere to get their fun. They may have to turn to video games this period to find some fun.

Football, which is the most popular sport, has been





PHOTO CREDIT: WWW.PITCHCARE.COM

badly hit. The Premier League is the most-watched sports league in the world. It is broadcast in 212 territories to about 643 million homes and a TV audience of about 4.7 billion people. These are the numbers deprived viewership, no thanks to COVID-19.

In Nigeria, for instance, most sports fans schedule their weekend outings in consideration of the Premier League. They now have to stay at home without watching what is usually used to ease the whole week's pressure. What a mental torture!

Even some football leagues have either terminated their leagues by declaring the table as it stands or voided the entire season. The financial implication is alarming. Some clubs have started finding it difficult to pay wages for both playing and non-playing staff.

The 2020 sports calendar has been adversely affected by the coronavirus pandemic and this will potentially affect the years to come.

• *Continued from page 48*

PROFILE – DR. BASHIR Y. JAMOH

(JOMALIC) to form NIMASA on August 1, 2006. Jamoh was until his appointment as Director-General of NIMASA in March the Agency's Executive Director, Finance and Administration.

He is the author of the highly informative treatise on maritime, *Harnessing Nigeria's Maritime Assets: Past, Present and Future*, which is a testament to his deep knowledge of the maritime industry and over 32 years of both professional and technical experience in the sector.

The new Director-General boasts an exceptionally close working relationship with stakeholders in the maritime industry.



L-R: Head, Maritime Safety and Seafarers Standards Department, NIMASA, Capt. Sunday Umoren; member, House of Representatives; Chairman, House of Representatives Committee on Maritime Safety, Education and Administration, Hon. Lynda Ikpeazu; Hon. Olumide Osoba; member, House of Representatives; Hon. Femi Bamisile; and member, House of Representatives



Hon. Lynda Ikpeazu flanked by former Executive Director, Operations, Engr. Rotimi Fashakin (right), and member, House of Representatives



Hon. Lynda Ikpeazu (middle) flanked by Commander, Maritime Guard Command, NIMASA, Commodore Aniedi Ibok (left); some National Assembly members and staff of NIMASA





Floating Dock



Hon. Lynda Ikpeazu (right), and stakeholders



Mr. Anthony Ogadi (fourth left), Capt. Sunday Umoren (fourth right); and other stakeholders

NIMASA Employee of the Year



L-R: Chibuike Amaechi, NIMASA Employee of the Year 2019, Omagbemi Costance, and Boss Mustapha

Outstanding staff of NIMASA are honoured for exceptional performance with an Employee of the Year picked from the 11 winners of the Employee of the Month awards from January to November of the year under consideration.

The NIMASA dinner and awards night was conceptualised by the Executive Management of the Agency to reward and recognise industry players and staff who have put in quality years of service and to encourage hard work among staff of the Agency.

Previous winners of the NIMASA Employee of the Year Award are Mr. Titus Ajayi of the Finance Department in 2017 and Mr. Abraham Iseghohi of the Western Zone Office in 2018.

Mrs. Constance Omagbemi won the coveted award for 2019.

The event also provides opportunities to expose both local and international stakeholders to opportunities that abound in the nation's maritime industry.

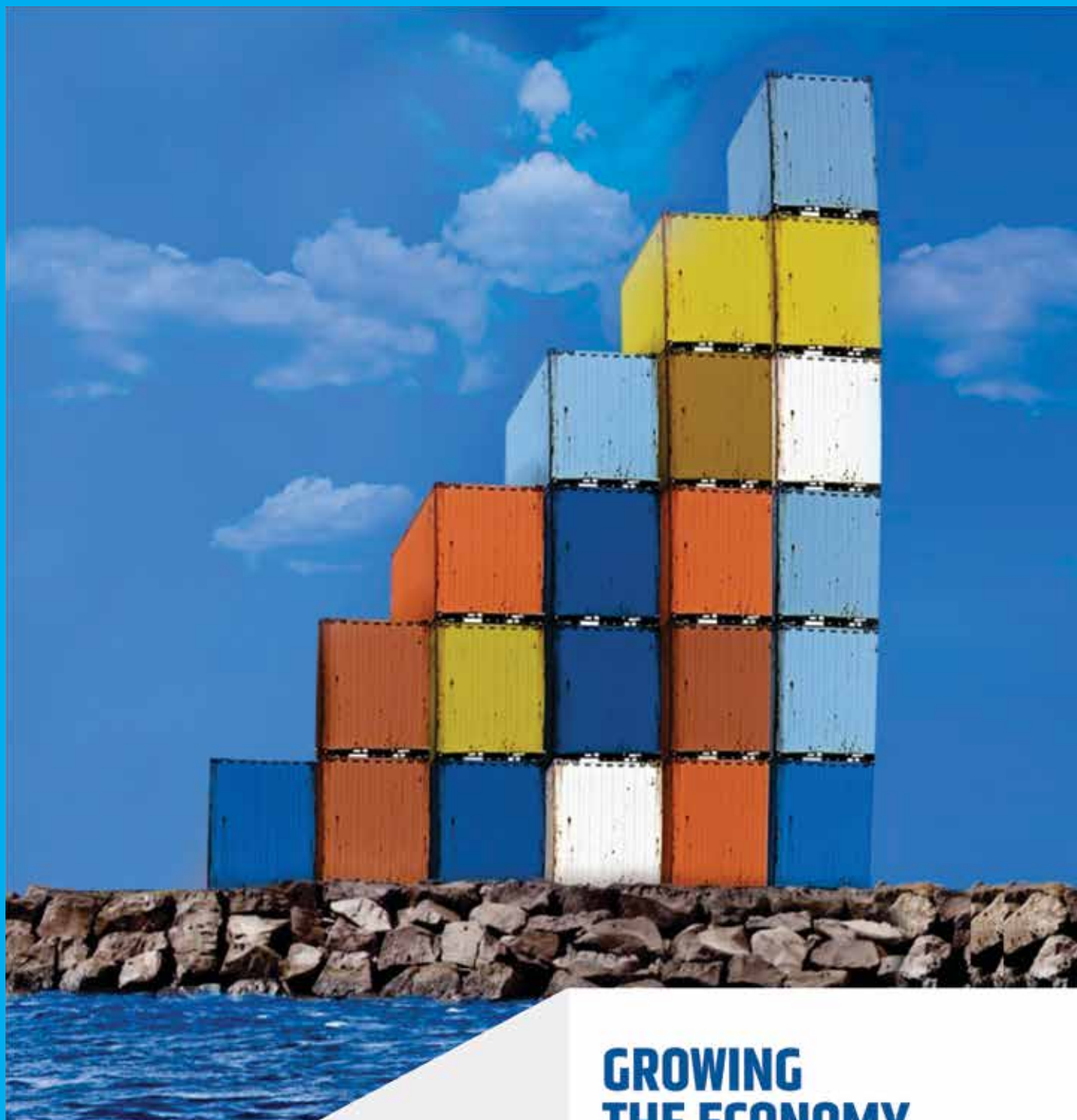
NIMASA Employee of the Month



MARK MAILUMO
LEGAL DEPARTMENT
JANUARY 2020



ODOJE AUDU PAUL
WESTERN ZONAL OFFICE
FEBRUARY 2020



HEAD OFFICE
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