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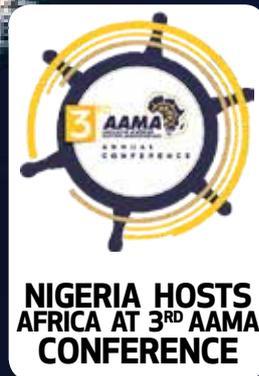
# WOYAGE



VOL.5 NO.1 JANUARY - MARCH 2017

## DEVELOPING THE BLUE SEA ECONOMY IN AFRICA:

**THE NIGERIAN STORY**



# SEA the world

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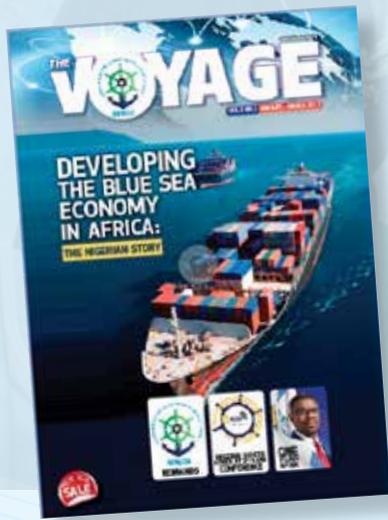


**NIMASA**

**NIGERIAN MARITIME ADMINISTRATION  
AND SAFETY AGENCY**

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ISSN: 2006-5124

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# SAILING ON AN EVEN KEEL

*"The bad news is time flies. The good news is you're the pilot." – Michael Altshuler*

**J**ust last month, we marked our first anniversary in the management of NIMASA. In comparative terms, one year is a relatively short time in the life of a man much less that of an Organization of the size and importance of NIMASA. In this case however, we found that our task was already cut and dried before our assumption of office. It therefore commends itself to this occasion of the publication of another Edition of our international magazine that one should at least reflect on the year that has just gone past.

To say we took office in the eye of a storm would be a gross understatement. National dailies and respected periodicals were inundated with tales of official banditry of an unimaginable scale in NIMASA. Staff, both senior and junior, were either being arraigned in Court or attending the Economic and Financial Crime Commission (EFCC) under suspicion of complicity in economic crimes. Such was the atmosphere under which we received news of our appointment to NIMASA.

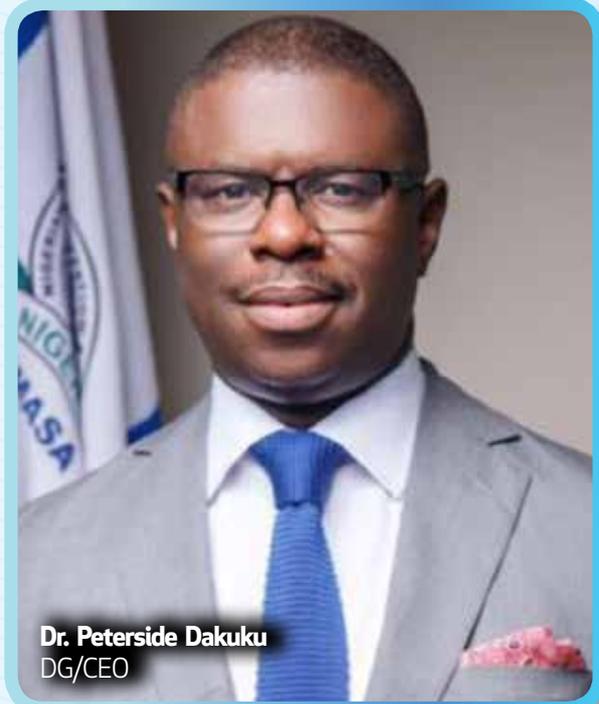
When the call to duty comes, every patriot must answer. Without hesitation therefore, we resumed duty in NIMASA determined to do our best under the circumstances and with full faith in the providence of God and His magnanimity. Our first few weeks were spent consulting widely with staff and stakeholders on how to move the Agency out of the morass of negativity and self-defeatism.

The feedback was not encouraging. Our initial impression was that of a deeply divided Organization with poorly and often ill-motivated staff harbouring no scruples about faking steps that were detrimental to the common good. A greater percentage of the staff were frustrated and disenfranchised after years of career stagnation. Fortunately, we knew enough to soldier on in the belief that it is often inside the most unattractive oyster that you find the largest pearls.

So we set to find the right bearing and alignment to sail this great Agency on an even keel. Meetings followed meetings and more meetings while consultations were far flung and endless. The more impatient amongst our stakeholders wondered why we took so long but we knew that to exorcise demons so deeply ingrained would require surgical precision.

I am happy to say that we are finally on our way to the promised land. With strict observance of due process, we have been able to promote some stagnated members of staff to remove the cloud of doom hanging over the Agency. We have changed the former way of conducting government business by prioritizing pre-determined goals and rewarding success in meeting the set goals. We have placed square pegs in square holes and ditto for pegs of a rounded disposition.

More importantly, we have launched a holistic plan for re-orienting the Agency towards its statutory goals and mandates through a re-branding exercise professionally designed to get the



**Dr. Peterside Dakuku**  
DG/CEO

**“We have launched a holistic plan for re-orienting the Agency towards its statutory goals and mandates through a re-branding exercise professionally designed to get the Agency functioning optimally while correcting its long lasting image deficit”**

Agency functioning optimally while correcting its long lasting image deficit.

After one year in office, we can proudly tell the nay-sayers that there were indeed a great number of pearls within the ugly façade of the old NIMASA and that the new NIMASA will be beautiful inside as well as on the outside.

I welcome you all to the new NIMASA of our dreams.

## WORDS ON MARBLE

***“The Nigerian maritime industry holds the key to unlocking the opportunities of the sector in the whole of Africa because of our strategic location, population and volume of trade. Therefore if anyone wants to do business in Africa, Nigeria is the place of choice”. – Dr. Dakuku Peterside***

# CHARTING A NEW COURSE...

**A**t times like this, you are faced with the role of being the pilot to break new grounds and make history in changing times. It doesn't come easy, but it takes the heart of a lion and the strength of an elephant to take on challenges of pioneering a positive redirection in this period; that's exactly what is needed to make changes, particularly at the Nigerian Maritime Administration and Safety Agency (NIMASA), and that's exactly what the Director General, Dr. Dakuku Adol Peterside led management has been doing within NIMASA to help bring about the needed change and development of the Agency, nay the maritime sector, to support the President Muhammadu Buhari led Federal Government Administration to re-engineer the economy.

With trade being a major factor for economic growth, and maritime the biggest source of movement of goods and resources amongst nations in international trade, Dr. Peterside since arriving NIMASA and with the support of the new Board of Directors has awakened the consciousness of every stakeholder on the pertinent role the sector has to play in reviving the nation's economy. The Agency is responsible as regulator for the maritime sector, and is charged to lead the revival processes to return Nigeria back to a vibrant sail after so many years.

The current management of NIMASA has been resolute on this in the last one year and his huge efforts to return NIMASA to its core maritime functions while supporting government's drive to redirect the economy, is a major area of focus in this edition.

Africa has great potentials in its huge natural resources and hitherto untapped Oceans and Seas. The growing trend globally is to seek sustainable approach to the use of natural resources.

How Nigeria is able to tap into this and redirect its adventure of looking beyond oil and gas to bring about novel ways of unwrapping the nations' vast opportunities to realign the economy is one of our major concerns in this edition.

In this direction, we take you on a journey to see the economic activities associated with the oceans and seas; the ports, harbours and coastal zones. This will also include the fresh areas of biomedicines, aquaculture, boats and shipbuilding, ocean science and observation, robotics and submarine, shoreline development, tourism and telecommunications, weather and climate monitoring amongst others.

For NIMASA to take on the new challenge there is need for a rebirth of the Agency through its re-branding campaign to unveil a 'New NIMASA'. This journey has started with building a team of competent and committed individuals who are focused on the development of shipping and regulatory matters. The message is for us to take a lead in the continental maritime stakes in advancing Nigeria's global maritime goals.

With this, Nigeria is hosting the 3rd Conference of Association of African Maritime Administrations (AAMA)



Isichei Osangbi



**We take you on a journey to see the economic activities associated with the oceans and seas; the ports, harbours and coastal zones. This will also include the fresh areas of biomedicines, aquaculture, boats and shipbuilding, ocean science and observation, robotics and submarine, shoreline development, tourism and telecommunications**



in Abuja, from 19th -21st of April, 2017 in a bid to continue to improve on its role as a global player in the comity of maritime nations.

The conference being organised in conjunction with International Maritime Organization (IMO) will bring together all the major Maritime Administrators and leading stakeholders in Africa and around the world to discuss various issues and ways of improving the maritime sector in the continent.

Thirty three African countries are expected to participate at the continental conference along with Nigeria and a number of maritime organisations around the world led by a delegation of IMO Secretary General Mr. Kitack Lim will be there, making it the biggest gathering of maritime experts on African soil in recent years. With hope, Nigeria's place in its campaign for a Category C placing at the IMO Council looks good.

All these and more are part of the interesting menu served on this Voyage; please do enjoy the cruise.

*Don Voyage.*

## 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 oceans and enhanced maritime capacity in line with the best global practices towards Nigeria's economic development.**

# CIVIL LIABILITY FOR OIL POLLUTION CAUSED BY UNLAWFUL ACTS

BY PREYE PREGHAFF

**O**il resources are unevenly distributed on the earth and most oil is transported by tankers through the sea. As the vessels navigate and crisscross the oceans, they are exposed to the perils of the sea, incidents of navigation and piratical attacks with the resultant civil liability of the shipowner for the oil pollution damage caused.

The international regime for the compensation of pollution damage caused by oil spill from tankers is based on three treaties adopted under the auspices of IMO, viz: Civil Liability Convention for Oil Pollution Damage (CLC) 1992; International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (Fund Convention) 1992 and the International Oil Pollution Compensation Supplementary Fund (Supplementary Fund) 2003.

Other similar conventions are the International Conventions on Civil Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HSN Convention) by Sea, 1996 and International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention) 2001.

Until the adoption of these conventions, a person who suffered damage arising from the discharge or escape of oil from a ship had difficulty in obtaining compensation from

the owner of the vessel because of jurisdictional problems, locus standing, the burden of proof and the uphill task of seeking redress in admiralty law.

In all the aforementioned Conventions, the liability for pollution damage of the registered Ship owner is strict. This means that he is liable even in the absence of fault on his part. In Article III of CLC 1992, the shipowner will be exempted from liability for pollution damage if he proves that:

- (i) the damage resulted from an act of war, hostilities, civil war, insurrection or natural phenomenon of an exceptional, inevitable and irresistible character.
- (ii) the damage was wholly caused by an act or omission done with the intent to cause damage by a third party;
- (iii) the damage was wholly caused by the negligence or other wrongful act of any Government or other authority responsible for the maintenance of lights or other navigational aids in the exercise of that function.

It is instructive to note that the shipowner's P & I Club would be held responsible or could be sued directly by the victims of the oil pollution damage. The 1992 Fund pays compensation when:

- (i) the damage exceeds the limits of the shipowner's liability under CLC 1992;
- (ii) the shipowner is exempted from liability under CLC 1992; and



persons or property on board such ship or aircraft;

(ii) Against a ship, aircraft, persons or property in a place outside the jurisdiction of any state;

(b) Any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

(c) Any act of inciting or of intentionally facilitating any act described in subparagraph (a) or (b).

Armed robbery against ships as defined in IMO Resolution A. 1025(26) annex, paragraph 2.2 means any of the following acts:

(a) Any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a state's internal waters, archipelagic waters and territorial sea;

(b) Any act of inciting or of intentionally facilitating an act described above.

Therefore, piracy occurs beyond the territorial sea, which is to say beyond 12 nautical miles from the baseline of the coast while armed robbery at sea occurs within the internal waters or the territorial sea of a state.

According to Rantorp and Wilkinson, terrorism is defined as "...the systematic use of coercive intimidation usually, though not exclusively, to serve political ends. It is used to create and exploit a climate of fear among a wider group than the immediate victims of the violence, often to publicize a cause, as well as to coerce a target into terrorist aims".

It is important to note that there is no internationally agreed definition of maritime terrorism. However, the consensus amongst Maritime Security Law scholars is that the definition contained in the Convention on the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA) 1988 and 2005 Protocol is all embracing and capable of encapsulating the three dastardly acts of armed robbery, piracy and maritime terrorism.

From the foregoing, the difference between piracy and maritime terrorism is one of motive or intention. Piracy is for private ends and maritime terrorism is to pursue some political, religious and ideological ends. The dilemma of deciphering the motive or intention of acts of human beings was lucidly captured by Morison J. when he stated that "the thought of man shall not be tried; for the devil himself knoweth not the thought of man".

It is common knowledge that the Gulf of Guinea is one of the hotbeds of piratical activities in the world. Sometimes the activities of the Niger

Delta militants in this zone cuts across armed robbery, piracy and maritime terrorism which cause conceptual difficulties for scholars of International Maritime Security law.

In the CLC (1992), one of the circumstances where the ship owner is exempted from liability for oil pollution damage is when the pollution is caused by sabotage or the intentional act of a third party. A keen follower of the trends and modus operandi of pirates in the Gulf of Guinea would come to the conclusion that it is very possible for pirates to initiate acts that can lead to pollution of the marine environment. In this era of International Ship and Port Facility Security (ISPS) code implementation, heavy burden is placed on the ship owner that the oil pollution damaged was caused wholly and intentionally by pirates.

Furthermore, the CLC (1992) in Article VII (1) obligated the shipowner carrying oil in bulk (2,000 tonnes) as cargo to compulsorily maintain an insurance policy. It is trite that piracy is a known marine peril and therefore covered by the Protection and Indemnity (P&I) clubs. Also, the payment of ransom to secure the release of captured vessel and cargo has gotten judicial imprimatur as in the Somalia piracy cases.

It is pertinent also, to note that the standard P&I War Risk Exclusion clearly excludes terrorism from its coverage. The implication is that the shipowner needs to take out a different insurance policy called "war risk" to cover terrorist acts. Generally, the problem with terrorist act in the case of pollution damage is that the 1992 Fund would not be held liable to pay compensations.

Nevertheless, the International Oil Pollution Compensation (IOPC) Fund is under the illusion that piratical activities are excluded from the CLC (1992) by virtue of Article III (2) (b). The truth is that pirates can initiate an act that culminates in massive oil pollution damage of the marine environment and thereby seriously prejudicing the Fund. Also, owing to the blurred difference between piracy and terrorism, it is not impossible that terrorist acts could pass for piracy and therefore securing the requisite compensation by the Fund.

Therefore, in all cases of oil pollution damages, the ships insurers or the Fund is liable to pay compensations for the cost of reasonable clean up.

The ship owner is also entitled to limit its liabilities in accordance with the gross tonnage of the ship and CLC and the Fund Convention.

• *Culled from Anthony Preye Preghafi, Civil Liability Regime for Unlawful Acts Caused Oil Pollution, Lambert Academic Publishing, Germany, 2016.*

- (iii) the shipowner is financially incapable of meeting his obligations in full under CLC 1992 and the insurance is insufficient to pay compensation claims.

The learned authors, Max Mejia and P.K Mukherjee, conceptualized an "unlawful act" as a spectrum ranging from what they called "subsistence piracy" to kidnapping for ransom and terrorism. Therefore an "unlawful act" here connotes sea robbery, piracy and terrorism.

The internationally accepted definition of piracy is contained in Article 101 of the United Nations Convention on Law of the Sea (UNCLOS) III 1982 which provides thus:

(a) Any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) On the high seas, against another ship or aircraft, or against

# NIMASA AND ISPS CODE IMPLEMENTATION MANDATE: GROWING INTO THE SHOES OF A GIANT

BY PETER AGBAMINOJA

**I**n the evening of the 25th of June 2014, a nervous young lady crossed the popular Creek Road in Apapa, easily avoiding the usual choked traffic towards the gate of Folawiyo Energy Limited Oil and Gas Depot. There she was accosted by the Facility Guard Force Security, who denied her access because she was considered to be an unauthorized intruder, who could not coherently articulate her mission to the depot.

The young lady waited, bided her time until night came stilling the vibrant sounds of commerce and human endeavor in Apapa. At almost exactly 9:30 pm, she slipped into the terminal hiding behind a tanker truck in whose favour the huge steel gates had been opened. Without delay, she slipped under the truck and detonated the explosive belt tied around her waist instantly obliterating her slender frame and most of the steel lined underside of the truck.

Simultaneously as the young lady became history, a vehicle packed with explosives ignited at the other side of the road, directly opposite the depot. Such was the impact of the blast that the vehicle was reduced to rubble and a line of Commercial banks within 50 meters of the concentric circle of the shattered vehicle had their front glass

panels shattered.

The print and electronic media had a field day sensationalizing the attack for the next few days. Rumours of planned Boko Haram attacks in Lagos, mass relocation of terrorist fighters from their Sambisa forest enclave to Lagos and promises of more attacks on the line of tank farms from Apapa to Ijora representing the soft underbelly of the port town of Apapa were speculated.

However, what the news media failed to report was that the avoidance of huge loss of lives and vital economic assets in the Folawiyo depot attack was a validation of hard work and persistence on the part of NIMASA, in its position as the new Designated Authority (DA) for ISPS Code implementation in Nigeria. It was also the first test of the DA's mettle, which it passed in flying colours.

A few months before the attack, NIMASA ISPS Code officers had visited the Folawiyo terminal and were alarmed at the poor access control, they had issued an ultimatum to the facility to implement ISPS standard access control measures or face sanctions. The Depot's act of compliance with this directive had ultimately prevented the young lady from getting close to the storage tanks and saved thousands of lives and billions of dollars worth of assets.

How NIMASA became DA for ISPS Code implementation. It all started with the bombing of the twin towers of the World Trade Centre in New York, in

the United States of America. The death of 2996 people and economic losses estimated at USD 3.3 trillion severely impacted the American economy and stung its pride as the dominant military power in the world.

Accordingly, the US Coast Guard as the lead Agency of the US delegation to the IMO advocated strongly for the introduction of the ISPS Code as a comprehensive set of measures designed to uphold the security of ships and port facilities. Moving at unprecedented speeds through the IMO systems, the code was passed in December 2002 and came into force in July 2004.

Once the law was passed, the United States Government through diplomatic channels made it clear to its business partners that implementing the Code was a precursor for partnership between them. As a major supplier of petroleum products to the USA, the Nigerian Government found itself in a quandry having to assent to and almost immediately commence implementation of the ISPS Code, which imposed novel standards of maritime security and created a new category of security professionals that were a must-have on the port facilities.

So Nigeria went into scramble mode. Former President Olusegun Obasanjo inaugurated the Presidential Implementation Committee on Maritime Security (PICOMMS), comprising mainly of military officers, who were charged



“  
**The newly created ISPS Unit was carrying out a channel audit and consulting with maritime stakeholders while re-certifying its staff and rushing an implementation Regulation through the nation's administrative and legislative system**  
 ”

with the implantation of the Code. PICOMMS held forth for almost 10 years during which it laid the foundations of the ISPS Code process in Nigeria but gradually became irrelevant as the Government support for the Committee waned and the cost of implementation escalated.

Then out of the blues in 2013, the United States Government sent a diplomatic note to Nigeria announcing the imposition of measures against ships coming from Nigeria or having passed through a Nigerian Facility with the United States as a future port of call. Having allowed the implementation of the Code to go into remission for close to two years with the dissolution of PICOMMS, the Federal Government again had to go into scramble mode

and this time around NIMASA was appointed as DA with the primary task of re-establishing ISPS Code structures sufficient enough to stave off the impending US sanctions within a three-month period and thereafter putting in place lasting processes for the implementation of the Code.

To say that the task was daunting would be an understatement. Not only had PICOMMS being allowed to run into terminal decline, all the key military officers had been returned back to their primary departments and the most basic information about the status of existing ISPS applicable port facilities was not available to the new DA. Because life dignifies every dark cloud with a silver lining however, NIMASA had the singular fortune of

having sent a team of young officers to an ISPS Code Officers Training in the United Kingdom in 2010. These officers were recalled from their various departments to form the spine of the enforcement team that would commence the process.

It was an interesting time, the newly created ISPS Unit was carrying out a channel audit and consulting with maritime stakeholders while re-certifying its staff and rushing an implementation Regulation through the nation's administrative and legislative system. At the same time, NIMASA had to establish a system for regulating the qualification and regulation of the extremely important Port Facility Security Officers, Guard Force and Recognized Security Organizations respectively.

Things went extremely well. In the opinion of this writer, the singular most important decision NIMASA took was to adopt a policy of continuous consultation and engagement with relevant Government Agencies and stakeholders on the ISPS Code processes. In this regard, the Federal Ministry of Transportation has provided the supervisory support while the Nigeria Ports Authority (NPA) has put aside the usual sibling rivalry that vitiates inter-Agency collaboration to assist the new DA down this strange path that the NPA had long mastered with almost a century of experience.



# DEVELOPING THE BLUE SEA ECONOMY IN AFRICA: THE NIGERIAN STORY

BY OSAGIE EDWARD & EMEGHEBO CHIGOZIE

**B**

lue economy has been defined as sustainable approach to the use of natural resources, alternately called a green economy, a green economy in a blue or marine world, or a blue economy. The Maritime Alliance defines the term “blue economy” as ‘the sum of all economic activities associated with the oceans, seas, harbours, ports,

and coastal zones’. It also includes, but not limited to Aquaculture, Biomedicine, Boats and Shipbuilding, Cables and pipelines, Coastal Zone Management, Defense and Security, Desalination and Water Treatment, Marine Recreation, Ocean Energy and Minerals, Ocean Science and Observation, Port Operations, Robotics and Submarines, Shoreline Development, Telecommunications, Tourism, Very large Floating Platforms, Weather and Climate”. In other words, the application or exploitation of these elements in a sustainable manner for economic development and wealth creation defines the concept of blue economy.

## BLUE ECONOMY SECTORS IN NIGERIA

Just recently, at the signing of an African Charter on Maritime Security, Safety and Development in Lome, Togo, Nigeria's Vice President, Prof. Yemi Osinbajo representing President Muhammadu Buhari aptly noted that "The Blue Sea Economy is one of the areas of focus of the Charter" He also added that without security, the Blue Economy is jeopardized. One cannot but agree with this assertion considering the potentials for greatness inherent in the maritime sector.

Nigeria as a nation vastly endowed in maritime resources but is yet to maximize them for economic development and wealth creation is not left out of the continent's strivings for a blue economy. The call for economic diversification in Nigeria has never been louder than it is right now, more so with the uncertainties in the commodity market, and the crash in oil prices around the world. A deliberate diversification into the blue economy for economic revival, growth and sustainability in Nigeria is inevitable. The blue economy encompasses all economic activities associated with the oceans, seas, harbours, ports, and coastal zones.

With a coastline of 853 km, Inland waterways of 8,575 km, a continental shelf of 200 meters to the depth of exploitation, and an Exclusive Economic Zone (EEZ) of 200 nautical miles, it is evident that Nigeria's maritime resources are enormous. In effect, the ocean in Nigeria offers great potential in terms of marine living resources including marine derived genetic resources.

The abundance of mangrove forests, sea grasses and tidal marsh ecosystems in Africa, and particularly in Nigeria, makes "Blue Carbon" important. "Blue Carbon" credit trade can thus potentially provide large scale economic benefits for Nigeria as she is endowed with large mangroves, marshes and sea grasses. However, despite scientific evidence, there is still a lack of institutional support to protect the value of coastal and marine ecosystems for sequestration carbon and mitigating climate change, and Blue Carbon benefits have not yet been fully integrated into policy discussions within the financial mechanisms for climate mitigation.

Most African countries are embedded in water and are blessed with its wonderful gifts. Unfortunately they have not been able to exploit their hydrographic potentials to the full for economic

RESOURCES	RESERVE	RESOURCES IN ENERGY UNITS (BILLION TONNES)	% TOTAL CONVENTIONAL ENERGY
Crude oil	23 billion barrels	3.128	21.0
Natural Gas	4293 billion m <sup>3</sup>	3.679	24.8
Coal and Lignite	2.7 billion tonnes	1.882	12.7
Tar sands	31 billion barrels of Oil equivalent	4.216	28.4
Hydropower	10,000MW	1.954 (100 yrs)	13.3
<b>Total</b>	<b>Conventional/Commercial energy source</b>	<b>14.859</b>	<b>100%</b>

Table 1. Nigeria's conventional energy resources. Source: Enete, C.I and Alabi, M.O. (201)

RESOURCES	RESERVE	RESOURCES (BILLION TONNES)
Fuel wood	43.3 million tonnes	1.6645 (over 100 years)
Animal wastes and crop residue	144 million tonnes	3.024 (over 100 years)
Small scale hydropower	734.2 MW	0.143 (over 100 years)
Solar radiation	1.0k Wm <sup>-2</sup> Land area (peak)	
Wind	2.0-4.0 ms <sup>-1</sup>	

Table 2. Nigeria's non conventional energy resources. Source: Enete, C.I and Alabi, M.O (2011)

development. This is due essentially to lack of awareness and the dearth of relevant technological know-how with which hydrographic data and its potentials are harnessed; one of which is the development of the Blue Economy which can potentially eradicate poverty.

## THE STRATEGIC POSITION OF NIGERIA IN GULF OF GUINEA

The position of Nigeria in Africa and along the gulf of Guinea is a vantage one that supports shipping to and from North and South America, USA, Europe, Asia as well as other neighboring African Countries, taking advantage of the Atlantic Ocean, Pacific Ocean and Indian Ocean. Nigeria's location on the Gulf of Guinea is strategic and could be utilized as a transshipment hub to other countries that are not as well endowed. With appropriate rail networks and Trans-Saharan highway connectivity to land locked central and North African countries, Nigerian ports can feed these Countries thereby increasing the shipping capacity of the Country as well as improve a balance of payment position.

## VITAL MARITIME PROFILE

Nigeria is a littoral State with a Coastline of about 853km and about 8600km of Inland Waterways of which 3000km are navigable, 12 Nautical Miles of Territorial Waters, 200 Nautical Miles of Exclusive Economic Zone (EEZ)

Nigeria has Seven (7) functional

By recent statistics, Nigeria imports over 150million metric tons of non-oil cargo and approximate 1,500,000 units of containers a year. These figures are for the formal trade alone and will certainly be bigger if we consider the informal trade aspects of cargo movements.

Over 5000 ships call on the Nigerian ports every year.

Total cargo throughput in 2015 stood at 195,969,200 metric tons showing a marginal increase of 0.8 per cent over the 2014 figure of 194,484,142 metric tonnes. (NPA Annual Report 2015).

The current aggregate exceeds \$15,000,000,000 a year through formal import orders. It is therefore settled that the Maritime Sector can contribute majorly to the nation's Economy when fully exploited.

The Nigerian maritime potential is certainly bigger when we consider the capacity of cargo traffic to Nigeria's land locked neighboring countries. In real terms, over 85% by value of all the goods and services that enters the country comes through the sea ports.

seaports and other inland ports, river ports as well as 275 identified terminals, jetties and wharves in 8 coastal states. Nigeria is a very promising maritime nation.

### **MARITIME PORTS INFRASTRUCTURE:**

Ports are critical infrastructure assets that serve as catalysts of economic growth and development. In addition to playing a key role in international trade, they create jobs, generate wealth and value, contribute to national GDP and promote the expansion of related and near-by industries and cities. Maritime transport handles over 80 per cent of the volume of global trade and accounts for over 70 per cent of its value. The expansion of maritime trade over the past decade is accompanied by opportunities for some countries and a constraint for others. The technological developments required for the efficient management of port services and infrastructures have also encouraged the construction of increasingly larger ships. Larger ships also require larger handling ports and port handling equipments.

Nigeria has Seven (7) functional seaports as well as 275 identified terminals, jetties and wharfs in 8 coastal states which include: Tin Can Island Port, Port of Onne, Port of Warri, Koko Port, Port of Calabar, Port of Lagos (Apapa), Bonny offshore terminal, Escravos Oil Terminal, Brass Oil Terminal, Forcados Oil Terminal etc. Notable among these are the Port of Lagos and Port of Onne which are frequently in use.

Over 5000 vessels call at these Nigerian ports annually coupled with the fact that the country's ports serves as transshipment ports to its landlocked neighbors. An investment in the maritime sector will generate attractive returns. Before now, the draft of the Nigerian ports and channels does not support super tankers and larger vessels to berth at them. This placed certain level of limitation in the industry.

Expectedly, there are efforts by both private and public sectors in developing deep seaports (in Lekki and Badagry and Akwa Ibom areas) to significantly unleash the blue economy potentials of the Nigerian maritime domain. At completion of these seaports, very large and ultra large vessels will call at the Nigerian ports which hitherto were not obtainable. This will translate to increased tonnage and increased economic activities around the ports with attendant domino effect on the Nigerian economy.

The size of the economy is a reflection of the potentials for shipping as about 90% of world cargo trade is sea borne. Nigeria also gets over 60% of all shipment to West Africa. Ports are therefore critical infrastructural assets that serve as catalysts of economic growth and development in Nigeria and elsewhere. Trade to Nigeria nearly exclusively takes place via maritime transportation, hence, improving ports efficiency is crucial to stimulating the blue economy.

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**Over 5000 ships call on the Nigerian ports every year. Total cargo throughput in 2015 stood at 195,969,200 metric tons showing a marginal increase of 0.8 per cent over the 2014 figure of 194,484,142 metric tonnes. (NPA Annual Report 2015). The current aggregate exceeds \$15,000,000,000 a year through formal import orders. It is therefore settled that the Maritime Sector can contribute majorly to the nation's Economy when fully exploited.**

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### **AQUACULTURE:**

Aquaculture as a component of the blue economy is of great importance to Nigeria for livelihood and employment, food security and improved diet. It offers great opportunities for foreign exchange earnings. Aquaculture development holds great potential for economic growth and stability. The volume and value of fish importation in Nigeria is alarming. As at August 2016, statistic available showed that Nigeria spends averagely \$700 million annually on fish importation and loses 100,000 jobs to same annually, despite having a coastline of over 853 km.

This is aside of the fact that the growth of fish farming has moved from 25 000 tons in the early 2000 to more than 250 000 tons in 2011 and it is still growing not forgetting the population of Nigeria and the recent campaign of healthy eating. Many people have realized that eating fish is better than red meat especially when one is growing older. So fish farming is now a thriving business in Nigeria. The government understands the importance of fish farming leading to several incentive schemes to encourage it in small and medium scale.

Considering the wide gap between fish demand and supply in Nigeria, a 'blue economy' fishery sector is one that is economically ecologically sustainable. Any investment in this sector with the support of

the Government policies being implemented by the Nigerian Maritime Administration and Safety Agency will certainly be of immense benefits not only to the investors, but to both the people and Government of Nigeria. When fully maximized, fish farming will eliminate demand for foreign exchange for fish importation. It will increase employment as well as help food security. Sustainable coastal aquaculture can reduce pressure on aquatic resources including the depletion of wild fish stocks.

In Nigeria, the ocean offers great potential in terms of marine living resources including marine-derived genetic resources. The abundance of mangrove forests, sea grasses and tidal marsh ecosystems in Africa, and particularly in Nigeria, makes "Blue Carbon" important. "Blue Carbon" credit trade can thus potentially provide large-scale economic benefits for Nigeria as she is endowed with large mangroves, marshes and sea grasses

Development of the aquaculture sector demands roles from both the public and the private sectors particularly in creating markets for aquatic life. Institutions of higher learning are expected to galvanize efforts in aquaculture research for optimum derivative from the subsector. There is also a need for national institutions to develop appropriate aquaculture policy and legal framework for its development; a need to build capacity and train fish farmers in contemporary issues in



Tin can Island Apapa Lagos Nigeria

fish farming. This is necessary as the vital contributions from aquaculture to food security and economic growth is constrained by inactions.

The sea and the coasts are drivers of the economy in Nigeria and offer a lot of developmental potentials. The concept of the blue economy is still going through development. There is need to continue to create more awareness of the importance of the 'blue economy' to African countries especially Nigeria, considering that hydrography has a low profile in the country. It is of great interest to note that if hydrography becomes a major sector in Nigeria, it will bring an economic boom and provide employment to many.

In general terms, there are great growth opportunities in Nigeria's blue economy. What is required is the will and capacity to tap these potentials for wealth creation and economic development. All the components of the blue economy—the nature's provision, the human capital, the ship and cargo provide uncommon opportunities for Nigeria. The nation is well blessed in coastal and inland waters, large population to guarantee human capital, huge oil and gas reserve as well as solid minerals and agricultural produce for cargo availability and great potentials for ship building and repairs. The prospects of a thriving blue economy in Nigeria is no longer in doubt. Opportunities also abound in auxiliary maritime services. Ship brokering and chartering services, insurance/

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underwriting, ship building/naval architecture, fleet management, marine risk management, shipping analysis, accounting services, maritime law and arbitration, lecturing/maritime career guidance, freight forwarding, cargo handling, haulage services, chandelling and bunkering services and many more portend massive opportunities for Nigeria's blue economy to thrive.

Challenges exist for Nigeria across the different strata of the blue economy as do opportunities. Innovations in the blue economy is held back by limited information about the sea, the seabed and the life it supports. Increased exploitation of our seas and the entire maritime domain will promote growth in the blue economy through better knowledge of the resources it contains and first class understanding of how these can be harnessed in tandem with our environmental objectives.

### **THE ROLE OF NIMASA IN UNLEASHING THE BLUE ECONOMY IN NIGERIA**

The Nigerian Maritime Administration and Safety Agency is playing critical roles in the optimization of Nigeria's blue economy. The Agency's promotional and regulatory roles in this regard cannot be ignored. Enabling environment, institutional and legal frameworks are being strengthened to pave way for the blue economy to thrive. The human capital needed to unleash the potentials of the industry are being assembled and developed. Issues of safety and security which are focal in exploiting the blue economy are the preoccupation of the Agency. Protection of the marine environment against degradation and acts of pollution is a major concern of the NIMASA Team. Emergency services are



being prioritized to ensure responsiveness. Our maritime domain awareness platform via integrated satellite systems enables us to monitor and control activities in our vast maritime space.

The present leadership of NIMASA, in-line with the change agenda of President Muhamadu Buhari GCFR, is repositioning the entire maritime sector for economic recovery, development and growth. The team is overhauling the entire maritime value chain from infrastructure to human capital development and indigenous shipping capacity building. Consequently, Sanity is returning to Nigerian waters as a result of the resilience of the administration in tackling agitations, piracy and sea robbery. Obviously, maritime incidences—piracy, robbery and accidents are rapidly decreasing and efforts are being put together for safe and conducive marine environment. Maritime institutions are being strengthened and academic curriculum being updated to meet the present and future needs of the Nigerian maritime industry. All these efforts are being galvanized to put the Nigeria's maritime sector and the blue economy on the path of sustainable development.

It is evident from recent happenings that NIMASA is poised to continue discharging its mandate within its enabling laws and will proceed in achieving its mission of safe, secure shipping, cleaner oceans and enhanced maritime capacity in line with global best practices towards Nigeria's economic development.

At the continental front, there is need for regional and sub-regional synergies and alignments for a broad based approach to the development of the blue economy. More importantly, continental and regional maritime development instruments such as the African Integrated Maritime Strategy (AIMS 2050) document and the Revised African Maritime Transport Charter document should be proactively implemented and sustained.

While the Agency is doing its best to promote and regulate the Nigerian

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**Nigeria is a viable market for shipping and auxiliary shipping services. The blue economy is inevitable for Africa's socio-economic development. The potentials of the blue economy beckons.**  
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maritime industry for effectiveness and efficiency and to foster the development of the blue economy, there is need for research development to identify better ways to maximizing the potentials of the blue economy without impacting negatively on the marine ecosystem. Above all, there is need for industrial harmony among all stakeholders for sustainability of maritime development.

Nigeria is a viable market for shipping and auxiliary shipping services. The blue economy is inevitable for Africa's socio-economic development. The potentials of the blue economy beckons.

Africa is greatly endowed with vast maritime resources and opportunities. Continents that are less bestowed but have good knowledge of their maritime domain as well as technological abilities have developed significantly from their understanding and proper utilization of their resources. Africa is yet to unleash and maximize its maritime potentials for economic development and wealth creation. The continent in recent time is putting together some instruments that will enable her harness her rich maritime resources for economic development. The engagement of all aspects of the maritime potentials and resources for economic development and growth is referred to as 'the Blue Economy'.

The inevitability of the Blue Economy for Africa's development can no longer be ignored. There is hardly any other sector that can lift the continent to a greater economic development and growth than the maritime industry. In

realization of this fact, leaders of the continent are galvanizing efforts towards strategic maritime development and these efforts reflect in several policy frameworks among which are the African Integrated Maritime Strategy document (AIMS 2050) and the Revised African Maritime Transport Charter document. One major principle of the African Maritime Transport Charter is 'the need to make maritime and port activities and services more efficient in order to promote economic and social development' while a major objective is 'to define and implement harmonized shipping policies capable of promoting harmonious and sustained development of the African fleet and to foster on a pragmatic basis close co-operation between the States of the same region or sub-region and between the regions or sub-regions of Africa'. A very key document strategically put in place is the African Integrated Maritime Strategy (AIMS 2050).

The strategic end state of this policy document is 'increased wealth creation from AMD that positively contributes to environmental and socio-economic development, as well as increased national, regional and continental stability, through concerted, coordinated and trust-building multilayered efforts to build blocks of maritime sector activities in concert with improving elements of maritime governance'. The document encompasses all activities needed to unleash Africa's blue economy towards continental development.



Minister of Transportation, Rt. Hon. Rotimi Amaechi



Managing Director, Nigerian Port Authority (NPA), Ms. Hadiza Bala Usman



Executive Secretary, Nigerian Shippers' Council, Barr. Hassan Bello

# INSTITUTIONALIZING COLLABORATION AMONG GOVERNMENT AGENCIES: THE NIMASA INITIATIVE

BY KUMUYI OLUWAFEMI

**C**ompetition rather than team building and partnership is one of the features obtainable in the work place today in most third world countries. As much as it is good to compete, it must be done in a healthy form. At the end little or nothing is achieved compared to when forces and resources are jointly harnessed to actualise greater results.

Advanced countries of the world, rather pool ideas and resources together to achieve more.

In today's world, collaboration in the workplace is becoming increasingly important as we become more connected. Faster internet has given rise to tools enabling employees to collaborate effectively and produce a more educated workforce.

A collaborative workplace naturally cultivates a sense of community. This compels them to go beyond expectations absorbing sound business decisions.

Dr. Dakuku Peterside led administration of the Nigerian Maritime Administration and Safety Agency (NIMASA) has exemplified since assumption office.

Research shows that developed nations have learnt to attract more investments by getting its critical Agencies to collaborate

rather than compete in matters of national interest.

The moves by the Director General of NIMASA and his Management team to reform, reposition and restructure the Agency for a more effective and vibrant maritime sector through collaborative efforts and initiative is a welcome development for the growth and development of the sector and by extension Nigeria.

On assumption of office last year, Dr. Dakuku Peterside embarked on so many collaborative visits both locally and internationally assuring stakeholders and industry players that NIMASA is on a mission of self recovery and that it will return to the drawing board and go back to its core mandates which includes shipping development, shipping promotion, maritime safety amongst other regulatory and promotional functions.

At a forum themed: 'Repositioning the Maritime Sector for Greater Impact' held in Lagos he assured stakeholders of the commitment of the Agency to move the sector forward through a Medium Term Maritime Growth Strategy to cover the next three years, and noted that it will be a stakeholder driven initiative.

Reiterating the readiness of NIMASA to develop the sector, he stated that; the focus of the Agency's performance will

no longer be measured by how much revenue it derives, but on how well it can stimulate the necessary growth of the sector for the benefit of indigenous operators and other Nigerians.

"Our performance will be service based and not metric based, the focal point of which will be to create the enabling environment to gainfully engage as many stakeholders as possible with a view to creating wealth and generating employment for the overall good of the maritime industry and the national economy", he assured.

Also, in his quest to ensure local content development for the growth of the sector, Dr. Dakuku Peterside inaugurated an inter-agency committee comprising NIMASA and the Nigerian Content Development and Monitoring Board (NCDMB). According to the NIMASA DG, the vision of the local content policy is to transform the maritime and oil and gas industry by developing in-country capacity which would lead to indigenous capabilities of high international standards resulting significant employment and wealth creation.

It is noteworthy that with the passage of the Nigerian Oil and Gas Industry Content Development (NOGICD) Act, 2010; NIMASA and NCDMB are joined by the Section 105 of the Act to enforce compliance as two Government Agencies



charged with the responsibility of building capacity and regulating Local capacity utilisation in two critical interlinked segments of the Nigerian economy.

In the words of the NIMASA helmsman: "The significance of the Oil and Gas Industry to the Nigerian economy cannot be over-emphasized. The need for more collaboration is to forge a common front with a view to enforcing the Local Content obligations. The bedrock of our collaboration with NCDMB is therefore to close all gaps and loopholes that may be exploited to weaken the efforts of Government by Operators.

We believe that with the inter-agency collaboration we will put the local capacity in place to achieve the desired level of value retention especially in the wake of anticipated investment opportunities".

On his part, the Executive Secretary of the NCDMB, Engr. Simbi Wabote stated that the partnership is a welcome development and expressed optimism that it would yield the desired results.

"NCDMB was established to promote the participation of Nigerian interests, businesses, services and manpower in all activities in the Nigerian oil and gas industry. These are aspirations and goals I believe we share with NIMASA", he said.

In furtherance to its quest to ensure safety of lives at sea, the Dr. Dakuku Peterside led Administration of NIMASA entered into partnership with the Nigerian Meteorological Agency (NIMET) on meteorological data.

While expressing the commitment of the Agency to safety issues on the nation's territorial waters, the DG observed that the Agency is interested in studying meteorological data for ships by way of giving them information, analyzing data for ships, dissemination of information and in any other way that meteorological data can aid navigation for safety of lives and vessels that ply the Nigerian waterways.

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**Our performance will be service based and not metric based, the focal point of which will be to create the enabling environment to gainfully engage as many stakeholders as possible with a view to creating wealth and generating employment for the overall good of the maritime industry and the national economy**  
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The DG who stated this when he received the former Director General of NIMET, Dr. Anthony Anuforom and his Management team who were on a working visit to NIMASA, noted that, "as an Agency concerned with the safety of the people, we cannot ignore that, because of the evolution around climate change, it makes it imperative and compelling that we consummate this relationship which we initiated earlier. NIMASA is totally committed to the relationship and I can say to you that whatever we need to do to ensure that we sign the dotted lines

by way of an MoU, at most by end of first quarter of next year will be done.

"We are not signing MoU for signing sake; there is a mutually beneficial relationship for NIMET, for NIMASA and for those who need our services, especially the mariners. They need this meteorological data and weather information to assure them that their safety is guaranteed, that they are on course and that they are doing the right thing".

Partnership in the area of human capacity development is not left out as the NIMASA boss and his Management team met with the Executive Secretary of the Tertiary Education Trust Fund (TETFUND) and the Vice Chancellors of some Nigerian Universities where NIMASA sponsored Institutes of Maritime Studies are domiciled.

Dr. Peterside who chaired the meeting restated the Agency's commitment towards growing capacity in the maritime sector and urged universities in the country to include maritime related courses in their curriculum, in order to expand the job potentials of Nigerian youths to help grow the economy, as maritime is a global business with vast opportunities.

He also called on public and private organisations to partner the Agency in ensuring adequate funding of these institutes, stating that it would not be out of place for TETFUND to partner with NIMASA or intervene where necessary in funding them as NIMASA cannot do it all alone.

According to him, "more than ever, we are open to partnership in order to ensure that our maritime sector continues to thrive and impact positively on the Nigerian economy on the long run"

In another development, the NIMASA boss has sought collaboration with the Association of Marine Engineers and Surveyors (AMES) and averred that professionalism plays a key role in the development and growth of the Nigerian Maritime Industry.



Dr. Peterside stated this when he played host to the Association of Marine Engineers and Surveyors (AMES) described the role of the body to the sector as indispensable and called on them to bring to the fore their expertise in helping the Agency actualise its core mandate of regulating the industry.

"We are building a maritime administration that will keep pace with modern maritime thinking and to do that we need everybody onboard, especially the highly skilled professionals like your Association.

In the industry, it is good to have assets. You can have ships, have other assets, but the greatest asset we can have in the industry is manpower. So we need manpower to drive the industry and that is where the Marine Engineers and the Surveyors come in", the DG said.

The President of the Association of Marine Engineers and Surveyors (AMES), Engr. Charles Uwadia in his remarks commended Dr. Dakuku Peterside led Administration on its strides in getting the maritime sector on the right path and assured the Agency of the Association's unflinching support to its developmental initiatives.

More recently, during a visit by the DG of NIMASA to the Comptroller General, of the Nigeria Customs Service (NCS) Col. Hameed Ali (Rtd.) in Abuja, Dr. Peterside stated that; "In NIMASA there is a new wave of change in the same direction with the Customs. We are focused on delivering on our mandate to promote the participation of indigenous people in shipping in our country, give every Nigerian an opportunity as well as ensure that our waterways are safer for business to thrive. In the course of doing our work, we have realised that it is inevitable that we must work with the Customs.

In his response, the Customs Comptroller General, Col. Hammed Ali (Rtd) stated that "Gone are the days that we feel we should do it alone, today the dynamics have changed, technology has given us a platform whereby we can achieve a lot, share information and also distribution of responsibility, I therefore feel NIMASA is one of the organisations we need to partner with, so your visit is to strengthen the already existing relationship."

While assuring NIMASA of the readiness of the NCS to partner NIMASA for the repositioning of the maritime sector, the CG noted that "no single Government Agency can work alone;

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we all need to work together for the good of this country".

The proposed areas of partnership are; Nigerian Integrated Customs Information System (NICIS), the National Single Window Project and Maritime Security; all geared towards enhancing productivity in the sector, transparency, plugging revenue leakages and ensuring maritime security among others.

Other collaborative initiatives are in the areas of maritime safety and security with the DG calling on security agencies like the Nigerian Army, Nigerian Navy and the Nigerian Air Force and the Office of the National Security Adviser (NSA) to synchronize with the Agency, noting that security issues remains a national obligation, which cannot be done in an isolated manner.

Dr. Dakuku Peterside, right from assumption of office, called on relevant government agencies especially 'security-oriented ones' to work together in order to enable them unlock synergistic benefits of joint efforts for the security of the nation's maritime sector and by extension, the Gulf of Guinea.

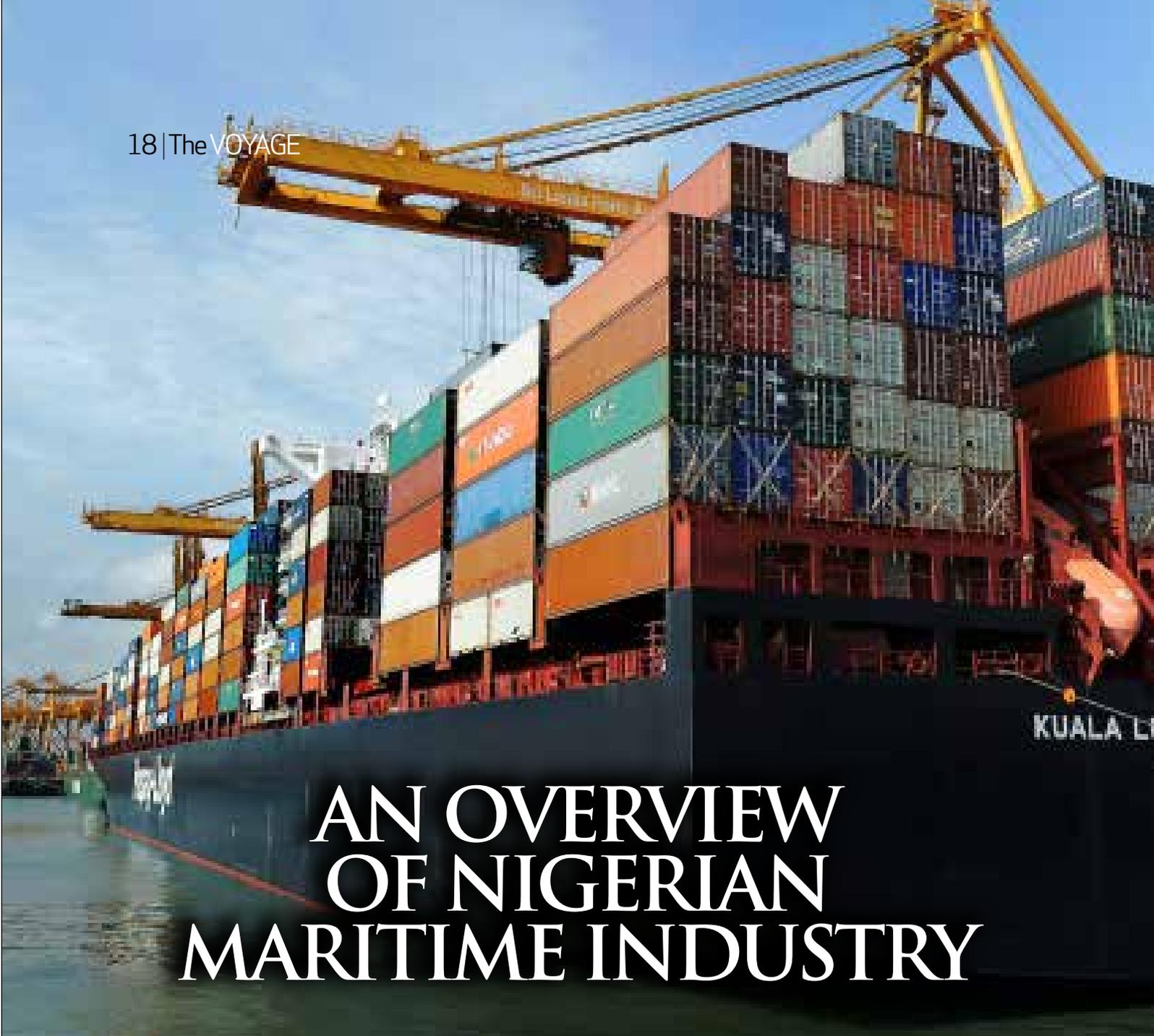
"Security is not the responsibility of any one government agency, hence the need for synergy and collaboration between relevant government bodies. The interest of the country must be placed above individual interest as such we must be willing to share ideas and information in this partnership", Dr. Peterside said.

He described the Nigeria Armed Forces as economic gate keepers that are working towards ensuring safety and security in their designated statutory duties; and expressed the readiness of NIMASA to work closely with other Agencies to actualize its mandate.

The Nigerian Maritime Administration and Safety Agency (NIMASA), Nigerian Ports Authority (NPA), Nigerian Shippers' Council (NSC), Nigeria Customs Service (NCS) among others are not just sister agencies as they are commonly called, but they all perform one regulatory functions or another towards the growth of the maritime sector and Nigeria as a whole. In order to fully harness the opportunities in the maritime sector, all these agencies have to collaborate to ensure that there are no lapses in carrying out their day to day functions.

The sector has a lot of opportunities and a lot to offer Nigeria and the entire African continent. These can only be achieved through a healthy competition in a collaborative form. It will also assist the Federal Government generate more revenues and create more jobs and make Nigeria rank high amongst the comity of maritime nations.

From the forgoing, it can be said that no man is an island as it is commonly said; hence the need for collaboration among Government Agencies cannot be overstated as it will allow for exchange of ideas, thereby enhancing innovative growth and development in all aspects of the economy.



# AN OVERVIEW OF NIGERIAN MARITIME INDUSTRY

**O**ne natural endowment that defines and influences the Nigerian state economically, politically and socially is her maritime space.

The maritime industry in Nigeria holds a strong nexus with the country's main revenue earner, oil. Its importance cannot be overemphasised as the country's oil and gas sectors depend on maritime activities for trade and movement of imports and exports.

Historically, maritime activities in the geographical expression today called Nigeria date back to the pre-colonial era. This follows the beginning of seaborne trade and other economic transactions in the 19th century.

These efforts at building capacity were dictated by the needs of the moment. Shipping activities in this sub-sector then were dominated by the movement of agricultural produce comprising of cocoa and palm produce mainly being

moved around the South East, South West and the Niger Delta in today's South-South Nigeria through river transport.

It was even this beehive of economic activities that attracted the early Portuguese traders to the country and which resulted in the emergence of colonialism.

Prior to this time, European missionaries and businessmen had opened marine contacts with the West and Central African region primarily to boost their economic activities and the quest for industrial revolution.

This desire made the development of a seaport facility along the coastal stretch from Calabar to Lagos imperative.

Maritime development however took a definite shape in 1906 with the opening up of the Lagos Lagoon, which was followed with the construction of the first length of the East Mole in 1913, after which the development of the

Apapa Port commenced.

This led to the construction of the first four deep-water berths of 548.64-metre long and in 1948, 12 years before independence, additional 762 metres of berths were constructed as continuation downstream of the first four berths and about 41 hectares of reclamation was done behind the wharves to serve as transit sheds, warehouses and marshalling yards.

The development of seaports in the eastern part of the country, especially the Port Harcourt Port was mainly gingered by the discovery of coal in Enugu and so Port Harcourt was opened to shipping in 1913 and in 1916, a railway line linking Enugu and Port Harcourt Port was completed to facilitate coal export.

To this effect, one berth dedicated to colliers was constructed for the loading. Economically speaking, the maritime industry whether in Nigeria or any



other part of the world is recognised as a critical factor to the development of the national economy.

This is underscored by the fact that the sub-sector of the transport sector provides the infrastructure, which serves as a catalyst for the development of any economy including that of Nigeria.

Fortunately, Nigeria is richly endowed with huge maritime resources that could enable her compete with the traditional world powers. For instance, Nigeria is blessed with a vast coastline of about 850 kilometers and an exclusive zone of well over 300,000 square kilometres.

She also has navigable inland waterways of 3000 kilometres, eight major seaports, 11 oil terminals, over 170 private jetties and five major Inland Container Depots (ICDs). Out of the eight seaports, four of them are located in Lagos, one in Sapele, Koko and Warri, while the rest are located in Calabar, Port Harcourt

and Onne, respectively.

Similarly, in terms of coastal and inland shipping, the River Niger is the third longest river in Africa with over 1,271 kilometres of navigable waterways. Nigeria's inland waterways also stretch over 3,000 kilometres of watercourse, thus making it one of the largest in the world.

With a population in excess of 170 million people, she accounts for over 75 per cent of goods consumed in the entire West African sub-region.

It was probably in the light of the foregoing as well as the need to develop these huge potential into national economic strength that successive governments in Nigeria had introduced one policy or the other to achieve the goals of economic growth and development.

Nigeria is the world's sixth largest producer/exporter of oil and a member of Organisation Petroleum Exporting Countries (OPEC). She therefore needs the maritime industry to export this liquid gold, which is the mainstay of her economy.

She also needs the seaports to import refined petroleum products to fuel her economy since the existing refineries cannot function. This is probably why the Nigerian Ports Authority (NPA), which controls the various seaports, is often described as 'gateway to the nation's economy'.

According to statistics published in the NPA Hand Book, 'apart from the petroleum sector, the seaports have since 1984 accounted for approximately 99.2 per cent by volume and 95 per cent by value of the total imports and exports of the country.

Without its activities, over 90 per cent of the country's trade volume would have been lost. As an oil producing and exporting country with a population of over 170 million, Nigeria remains the largest single market in Africa.

There exists a robust presence of some government departments in the maritime sector all with clearly defined responsibilities interfacing with a vibrant and improving private sector with prospects for increased productivity.

Some government agencies under the Federal Ministry of Transportation operating in the maritime sector include:

- Nigerian Ports Authority (NPA)
- Nigeria Maritime Administration and Safety Agency
- Nigerian Ports Authority (NPA)
- Nigerian Shippers Council (NSC)
- Maritime Academy of Nigeria (MAN) Oron and
- Nigerian Railway Corporation (NRC)

The country's territorial waters stretching over 200 nautical miles including her exclusive economic zone, accommodates government owned ports that are on lease under a concession regime and some privately

developed and managed ports facilities.

The legacy ports are divided into 5 complexes namely, Lagos Ports Complex, Tin Can Island Ports Complex, Rivers Ports Complex, Onne Ports Complex and Delta Ports Complex.

It also accommodates successful business ventures driven by indigenous and foreign private investors with one of the most vibrant oil and gas free zones in the world.

There are deliberate and sustained moves to tap into the country's many unexplored opportunities for investments and employments in the maritime industry.

While the government through NIMASA pursues an aggressive anti piracy campaign to ensure safety of vessels, cargoes and crews, it is also making efforts to evolve the country's status as Africa's leading supplier of qualified seafarers.

The country, through Nigeria Maritime Administration and Safety Agency (NIMASA) have enlisted support of about 8 other countries in the fight against piracy and sea robberies in the coast West and Central Africa.

Over 2500 youths have been sponsored to various maritime training institutions across the globe with a first batch of 400 being prepared for the mandatory sea time experience aimed at guaranteeing job placements and improved competence of trained persons.

The country is one of Africa's leading destination for investments in shipping activities attracting general, liquid, bulk and containerised cargoes.

Investment opportunities are open in areas of ship building and repairs; ship breaking and recycling; maritime transportation; and maritime related leisure for tourism.

Major shipping companies and ports operators in the world have found an investment home in Nigeria where prospects exist for more venture investors in emerging deep sea ports and river ports infrastructures.

As a way of keeping to international best practices, the country, who is also a member of the International Maritime Organisation (IMO) promotes, domesticates and implements conventions by the world maritime body.

Some of these conventions includes the Nairobi Wreck Removal Convention and the Convention for the Prevention of Pollution from Ships (MARPOL).

The President Muhammadu Buhari led government recently activated the 'ease of doing business in Nigeria' initiative being coordinated by Vice President Yemi Osinbajo.

This is in line with the government policy thrust to facilitate legitimate trade without compromising national security and safety of investment and investors in the country.

# DEVELOPING NIGERIAN BLUE ECONOMY THROUGH EFFECTIVE MARITIME GOVERNANCE AND MARINE ENVIRONMENTAL PROTECTION

BY NJOKU JUDE

**O**n the 25th of July 2016, Nigeria joined the rest of African to celebrate the African Day of the Seas and Oceans, a day set aside by the African union every year to create awareness among African States on the importance of the seas and Oceans to the African economy and the need for African countries to pay more attention and be more involved in the global policy formulation and governance of the world oceans and seas.

The period 2015 to 2025 has been declared as the African decade of the sea, by the AU, to popularize the concept of the blue economy.

For many years Africans believed that their wealth and destiny lay in their arable lands alone. They paid little attention to the exploration of the seas and oceans and accepted every decision made at the international level with little or no contribution.

Till the last decade or so, most African Countries did not even know their maritime boundaries let alone bother about how to govern them effectively.

For them, the seas and oceans are the play ground for the west. The only economic consideration of the seas for them was just for subsistence fishing. For so long, Africans failed to understand the correlation between the seas and the wealth of nations. This has been one of the best kept secrets from Africa.

In the last decade however, Africa seems to have discovered the secret of the seas, with clear empirical evidences and data showing that countries that have maximized the use of the seas and the oceans are some of the richest in the world. Even in Africa today, available data shows that the ten richest countries by GDP have large maritime domain, while six out of the ten poorest nations in the continent are all landlocked countries. This is no coincidence.

The sudden realization of the economic importance of the seas and the oceans cannot be unconnected with the huge oil and gas reserves that are daily being discovered in deep seas and oceans all over the world. However, the greatest advantage of the seas and the oceans to nations is not just the resources that lie beneath the ocean and sea beds or the fishes to be exploited

or the leisure it provides but the trade advantage it confers on nations that have them.

We all know that the preferred transport mode of international trade is shipping. It is the ocean that connects all nations to the international trade transport chain. Any country that is not connected to this chain is highly disadvantaged in international trade business. With virtually all commodities having common FOB prices in the international market, any Country that has to travel thousands of kilometers to meet the seaport cannot compete in the export market.

In Nigeria, it seems the present government has realized this fact, and is linking the hinterlands to available seaports. The Federal Ministry of Transportation has embarked on massive railway infrastructural development and upgrading. According to the Honorable Minister of Transportation in his key note address on the celebration of the African Day of the Seas and Oceans on July 25th 2016 in Lagos, "The target of the Government is to bridge the gap between hinterlands and the oceans, to link all the states of the federation to



the international trade logistics chain through the seaports, it's only through this way that prosperity through trade can reach all parts of Nigeria<sup>9</sup>.

Building a sustainable blue economy is about knowing how to care for our seas and oceans, it is about knowing how we can effectively govern our maritime domain, not only to maximize its economic potential but also to make it cleaner and safer for all.

When we hear governance, the general tendency is for us to think it's all about government. Ocean governance is multi dimensional, while there are states, regional and international actors, there are also groups and private actors. Issues of interest range from environmental, fishing, mining to security and transportation. Without clear cut boundary demarcations like land borders, sovereignty can be contested, jurisdictions overlap and responsibilities clash. While it is the responsibility of government to come up with policy directions, it is the duty of citizens and all stakeholders to do their bit to achieve the desired sustainable blue economy.

The question we should be asking ourselves in our quest to develop

our blue economy are; how do we make our oceans cleaner? What can we collectively do to eliminate sea piracy and armed robbery within our maritime domain and make it safer for business and investment? How do we stop the dumping of domestic and toxic wastes in our waters, how do we stop illegal fishing by foreigners within our waters, while we spend billions of dollars importing the same fish for our people. Why are our seaports almost becoming one way trade traffic for imported goods without a commensurate export traffic?

The effort by Government to tackle piracy, robbery and illegal fishing within our maritime domain through the establishment of the Maritime Guard Command with the combined efforts of NIMASA, the Nigerian Navy, Air force, police and NSDC is commendable. The anti-piracy bill presently before the National Assembly, when passed into law, will ensure adequate sanctions against offenders and act as a deterrent to others. Government effort towards linking more states to the seaports to encourage export trade through the massive rehabilitation of the railway infrastructure is a step in the right

direction in developing our blue economy.

Oil pollution is a major challenge in developing a sustainable blue economy in Nigeria. The Federal Government should do everything within its powers to stop the frequent vandalization of oil pipelines which is a major source of sea pollution and also hold the oil companies strictly responsible for any negligence in the course of exploration of oil which results in the pollution of the seas. The recent kickoff of the cleanup of Ogoni land by President Mohammad Buhari is another welcome development by the federal government towards keeping our environment and seas cleaner and safer, thereby building a sustainable blue economy.

Nigeria through NIMASA and other relevant Agencies is now committed more than ever before to participating effectively in the shaping of international ocean governance. This could be seen in recent bilateral and other multilateral engagements with its coastal neighboring countries to achieve an improved and sustainable enforced framework. The recent code of conduct entered into by Heads of Government of Economic Community of West African States (ECOWAS) with the Economic Community of Central African States (ECCAS) and the Gulf of Guinea Commission for the fight against piracy, sea robbery and other Maritime crimes is an effort in this direction.

Nigeria should align itself fully with the African union strategy on blue economy and maritime governance as a tool for sustainable development.

The task of developing a sustainable blue economy cannot be left to government alone, it can only be achieved through united efforts and shared responsibility between government, private organizations and citizens. We must create the awareness of the importance of the seas and oceans to our lives and the economy. We must let everyone know that the seas provide the fishes we eat, the oil and gas that sustain our economy, the means of transport for over 95% of our international trade. It contributes immensely to our power generation, agricultural irrigations and most importantly the moderation of our climate and weather.

We should all know that we depend immensely on this gift of nature, Therefore let us always treat this important gift from God with care and respect, only this way can we develop a sustainable blue economy that would be beneficial to generations in Nigeria.

# FG to Construct More Rail Lines in 2017



**T**he Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi has said that the Federal Government has targeted for construction in the 2017 Budget, the Segment 2 (Lagos – Ibadan) and Segment 3 (Kano – Kaduna) Rail Projects as well as the 1st phase of the Coastal Railway line (Lagos-Calabar) with extension to Onne Deep Sea Port.

The Minister stated that some vital projects for the year 2016 considered ongoing which include the completion of the Mainline and Ancillary Facilities with Electric Power Supply, Freight Yards in Idu and Regasa, Locomotive Workshop, Rolling Stock Depot and Provision of Operational facilities for Abuja – Kaduna Rail line, Remobilization and Resuscitation of the Central Rail line Project (Itakpe – Ajaokuta – Warri) has also been captured in the 2017 budget for construction this year.

Rotimi Amaechi said that President Muhammadu Buhari insisted that all Rail projects in the Country that has been awarded by previous Administrations must be resuscitated and completed on or before the December 2019 due to the economic importance of these projects and the benefits to be derived by the generality of Nigerians. “Our plan is to complete the Rail Projects in 2019. Once our borrowing plan of 6.1 billion dollars from the Chinese EXIM Bank is approved by the National Assembly, we will be able to access the loan from the Chinese

Government and work will commence in earnest on these projects”, he said.

The Minister disclosed that the Ministry will ensure that efforts are directed towards achieving a roadmap with the implementation and development of some key projects, such as Infrastructural Development through Airport Concession, Establishment of National Carrier, Establishment of Maintenance Repair and Overhaul (MRO) Facilities, Development of Agro-Allied Cargo Infrastructure and Establishments of Leasing Company, Establishment of Aerospace University with the support of International Civil

Aviation Organization (ICAO) among others through Public Private Partnership (PPP).

He reiterated that the essential focus of the Ministry’s 2017 Budget is to provide effective and efficient means of Transportation for the Nation, thereby contributing to National development noting that the consequent effect of the implementation of this Budget is to guarantee mass employment opportunities for Nigerians and to ensure wealth creation, more revenue generation and less pressure on the Nigerian roads.





# NIMASA Calls For Urgent Removal Of Abandoned Ships and Wrecks

*... Warns, erring owners risk sanctions*

**I**n a bid to ensure safe and secure shipping on the Nigerian territorial waters, the Nigerian Maritime Administration and Safety Agency (NIMASA) has warned all owners of abandoned Ships/Vessels to urgently remove same from the Nigerian territorial waters or risk sanctions ranging from forfeiture or removal by the Agency at the owners expense.

The Director General of the Agency, Dr. Dakuku Peterside who stated this recently in Lagos noted that it is instructive to ensure that our waters remain safe for navigation in order to advance our maritime interests.

He therefore warned that all abandoned ships would be declared as wrecks and the Agency would ensure that nothing impedes safe navigation in our waters by removing them.

In his words “in line with our mandate on the protection of the marine environment and safety of navigation within Nigerian waters and our powers as the Receiver of wrecks; owners of all abandoned ships, vessels and derelicts are sternly warned to seek removal plan permits from the Agency and ensure the removal of these wrecks and derelicts from our waters failure of which would attract appropriate sanction”.

The NIMASA DG also reeled out the sanctions to include removal of such wrecks at the owners’ expense as well as forfeiture of the vessels stating that the Agency is empowered to do so in line with the powers vested in it by the Merchant Shipping Act 2007 and other enabling Acts and International Maritime Organisation (IMO) instruments.

It should be noted that Nigeria is party to the Nairobi International Convention on the Removal of Wrecks (Nairobi Convention 2007). The Convention is a treaty of the IMO with the purpose of prompt and effective removal of Shipwrecks located in the Parties’ territorial waters including its Exclusive Economic Zone (EEZ) that may be hazardous to navigation or environment. The convention gives States’ Authority to remove wrecks and in Nigeria’s case NIMASA is the Receiver of wrecks.

All abandoned Vessels littering the waterways and the shoreline of the country are affected by this directive.

The management of NIMASA has constantly expressed the Agency’s commitment to ensuring a safer waterway for Nigerian maritime stakeholders to conduct their business.

# AAMA CONFERENCE IN NIGERIA SETTING AN AGENDA FOR AFRICA

BY ANTHONY ANDEM

## INTRODUCTION:

**A**frica is one continent where most of its component countries are seen as emerging economies. From the rain forest to the savannah regions of the continent, are diverse opportunities that grant both the green and blue sea economies lots of potentials and impetus to be the world's leading continent in terms of growth, development and wealth. To this end, various alignments and treaties have been entered into by African countries, with various strategies and associations formed in a bid to ensure environmental preservation and sustainability. One of such strategies is the Association of African Maritime Administration (AAMA), which brings all African signatory countries together.

## ORIGIN OF AAMA:

The Association of African Maritime Administrations was officially formed following the signing of the African Transport and Maritime Charter in 2012 in Addis Ababa, Ethiopia. This would be the third AAMA Conference as the inaugural and the second conferences were held in Mombasa, Kenya in 2012 and South-Africa in 2013 respectively. At the establishment of AAMA three countries: Liberia, Mozambique, and South Africa were elected to act as interim secretariat for two years to ensure the proper establishment of the association's functions.

Though the main aim of the Association is to ensure the establishment of maritime authorities in each country on the continent, it is further meant to ensure the synchronization of maritime related policies and regulations in Africa to ensure equitable growth of the sector on the continent; with the aim of enabling continental integration through trade. Thus, AAMA seeks to promote the Blue Sea Environment and its resources, Safety, Security and Industry Development. AAMA is the amalgamation of the following five African Maritime stakeholders' group:

- Association of African Maritime Administrations
- African Ship Registrars' Forum
- African Ship Owners' Associations



- African Shippers' Council and all cargo interest
- Seafarers' Forum

The theme of this year's conference is: "Sustainable use of Africa's Oceans and Seas". The theme is to ensure the attainment of the AU declaration of the year 2015-2025 as the Decade of African Seas and Oceans. Diversification of African economies is the way forward as most nations in Africa that were hitherto mono-product economies are currently challenged with recession owing to the dwindling oil price globally. Tapping into the enormous resources of the Blue Sea economy is imperative to guarantee economic prosperity for Africa and Africans, especially at this period of the continent's history where nations are challenged with economic downturn.

July 25 is therefore declared as Africa's Day of the Seas and Oceans being the date of the official launch of the 2050 Africa Integrated Maritime Strategy (2050 AIM Strategy). The first celebration of Africa's Day of the Seas and Oceans, took place at the African Union Commission Headquarters in Addis Ababa, Ethiopia on 25th July 2015 and was simultaneously observed by several Maritime Administrations in Africa".

In this year of AAMA celebration, thirty three African countries and Nigeria, with a number of maritime stakeholder organisations around the

world are expected to converge in Abuja, Nigeria, the host nation, with the IMO delegation of five, led by Mr. Kitack Lim, the Secretary-General of the IMO—a United Nations specialized agency that regulates shipping globally are also being expected.

Hosting of this conference will boost the economic diversification agenda of the President Muhammadu Buhari-led administration, and the re-positioning agenda of the present Management of NIMASA. It is projected that the conference will position Nigeria as a leading Maritime destination within its global

competitive platform as attention is now being shifted from the green economy to the Blue Sea economy given the huge economic potentials therein and inherent benefits.

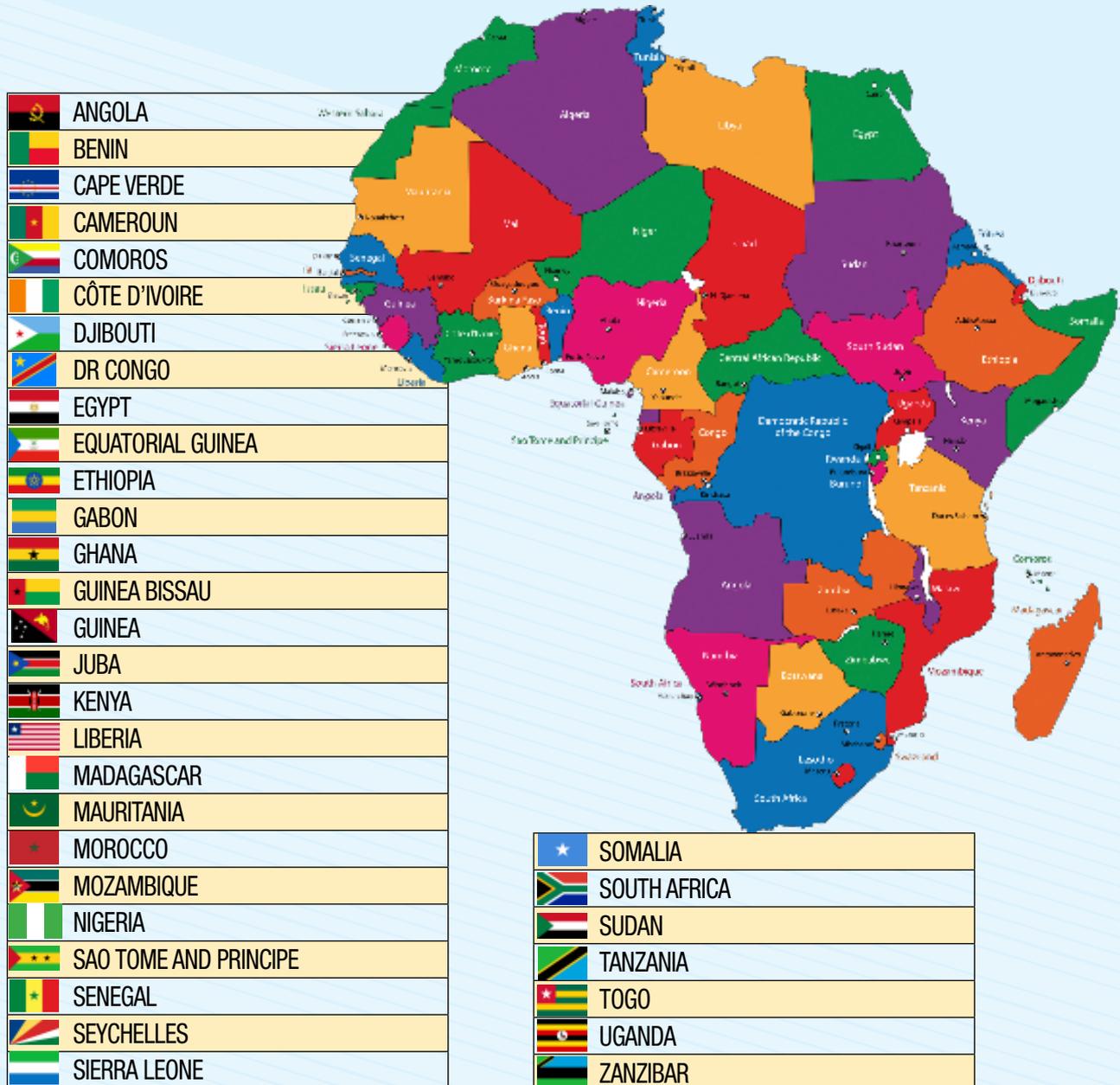
At the Conference in Nigeria, the following resolutions will be reached and agreed upon by all member states:

- Adoption of resolutions on the institutionalization of July 25th of every year as Africa's Day of the Seas and Oceans
- Finalization and adoption of AAMA Constitution
- Resolution on member State to ratify, domesticate and implement relevant international maritime treaties
- Commitment on best practices on Port State and Flag State responsibilities
- Resolution on collaborative efforts in the training of Cadets
- Determine the role of Regulatory Agencies and Facilitation of Maritime Trade
- Election of substantive chair of AAMA
- Frequency on the holding of conferences
- Host for the next conference

"It is expected that all Maritime Administrations in Africa will attend this crucial 3rd conference, which is intended to set the agenda for African's maritime activities for the next biennium".



**AAMA MEMBER NATIONS**



# AS AFRICAN CONTINENT CONVERGES IN NIGERIA FOR THIRD AAMA CONFERENCE

**A**

ll maritime activities on the African continent would for three consecutive days be literally moved to Abuja, Nigeria's capital city, as the country hosts

the third edition of Association of African Maritime Administrations AAMA conference slated for April 19-21, 2017 at the prestigious Nicon Hilton Hotel Abuja.

The theme of the conference being hosted by the Nigerian Maritime Administration and Safety Agency (NIMASA) in conjunction with the International Maritime Organisation IMO, the global maritime regulatory body and an agency of the United Nations is 'Sustainable Use of Africa's Oceans and Seas', and it seeks to draw a roadmap for the future sustainable work plan for member nations of the association. The choice of this theme arises from the declaration of year 2015-2025 as the Decade of African Seas and Oceans by the African Union.

Similarly, the decision of the IMO to collaborate NIMISA is in tandem with the global maritime regulatory body's policy of assisting and enhancing the capacity of maritime administrations in Africa in terms of adhering and implementing its instruments for the benefit of the entire continent, especially in terms of imbuing a healthy shipping practice.

On the other hand, the current management of NIMASA chose to host this conference at the time in line with its drive towards repositioning the nation's maritime industry with a view to making Nigeria once again, a force to reckon with globally.

This is also given that Nigeria as the designated host of the third AAMA Conference in 2014, could not take up this responsibility at that time at the time. Recall that one of the key resolutions and decision of the second Heads of African Maritime Administration Conference hosted by South Africa in October 2013 in



Sandton City, , was the ceding of the hosting right of the third AAMA conference scheduled for 2014 to Nigeria.

The first Maritime Administrations and Ship Register's' Conference was held in Mombasa, Kenya between October 3-5, 2012 in which 16 African countries and representatives from African Maritime Policy Advisory Centre AMPAC, were in attendant.

The AAMA; is geared towards the emergence of a solid regional maritime bloc, is strategic to the growth and development of shipping on the continent. The formation of the association, which is the coordinating body for Maritime Administrations in Africa, was pursuant to Article five of the African Maritime Transport Charter AMTC. These Maritime Administrations are made up of five African stakeholders' group namely: the Association of African Maritime Administrations, Africa Ship Registrars' Forum, African Ship Owners' Associations, Africa Shippers' Council and all Cargo Interest and Seafarers' Forum.

The formation of the association was therefore part of measures to reverse the challenge of Africa's insignificant share of global investments in the maritime industry irrespective of her huge contributions to global maritime traffic.

It is also in line with the continent's renewed zeal and aspiration for a strategic take-off as noted in the African Maritime Transport Charter, which made it necessary to facilitate a forum to bring together like minded agencies and associations to discuss Africa's maritime governance among other related issues and challenges.

It was in the light of these that the African Union at an extraordinary session of the Assembly of African Heads of State and Government held in Lomé, Togo, on October 15 2016, adopted a Charter on Maritime Security, Safety and Developments on the continent.

Thus, the hosting of the AAMA conference in Nigeria at this time is not only strategic to the country's maritime development, but also that of the continent. This is evidenced by the fact that a total of 32 African countries would be in attendance at this all-important three-day event, which is the highest level of attendance since the conference started in 2012. The reason for this is not far-fetched, especially given the strategic position Nigeria occupies in Africa.

More so, the conference is coming at a time the current management of the Nigerian Maritime Administration and Safety Agency, like many of its counterparts in Africa is making frantic efforts at repositioning the industry for efficient service delivery and increased revenue in line with Federal Government's economic diversification programme, given the dwindling fortunes of the petroleum industry in the country.

This will to a very high extent bring about adequate tapping and utilising the vast maritime potential in Africa, which would on the long run increase the continent's share of the investments in the global maritime industry.

It was in line with the high premium placed on this conference by the Federal Government that President Muhammadu Buhari has accepted to attend the event. The President,



who would also unveil the new NIMASA brand, would to hold talks with select African maritime leaders on the sideline of the conference.

The Director General of NIMASA, Dr. Dakuku Peterside while commenting on the decision of the new management to reactivate the hosting right was informed by the realisation that the AAMA Conference, would among other benefits enhance Nigeria's aspiration of emerging a port of destination for countries in the West and Central African sub-region.

According to him, the hosting of the conference, which is also in line with the policy of rebranding the agency, is an initiative of the new management, is designed to inject a breath of fresh air into the NIMASA brand.

"The desire of the current management is to transform the agency into the foremost maritime administration in Africa, which was also informed by the need to rebrand it to align with other foremost maritime administrations in the world".

"The theme is against the backdrop of the African Union's declaration of year 2015-2025 as the Decade of African Seas and Oceans. We view hosting AAMA as part of our drive to reposition the Nigerian maritime industry, thereby making Nigeria a force to be reckoned with again, globally", the DG also said.

The conference is coming at a time the Federal Government is making efforts to enhance the ease of doing business in the country. Many government agencies in the maritime industry including NIMASA, the Nigerian Shippers Council, the Nigeria Customs Service and the Nigerian Ports Authority, among

others are embarking on reforms that are designed to make the nation's seaports efficient, customer-friendly and competitive.

For instance, recently the Vice President Professor Yemi Osinbajo launched the Standards Operating Procedures SOP, an initiative of Shippers Council, designed to enhance efficient service delivery in the maritime industry.

Only recently, the new management of NIMASA commenced a process of reforming the nation's ship registry in conjunction with the Lloyd Register of London with a view to attracting more ships to flag Nigeria's flag.

The conference promises to be an assemblage of who is who in the global maritime industry. Notable among them is Secretary General of the IMO, Mr. Kitack Lim, who would be the guest of honour and other global maritime leaders including the European Maritime Association, even as the Chief Executive Officer of Maersk Group worldwide, Mr. Soren Skou and the Chief Executive Officer/Commissioner of Liberia Maritime Authority, Dr. James Kodlie, would speak at the occasion.

It will also attract other participants from over 32 African countries; notable among them is Chief Executive Officer of South African Maritime and Safety Agency SAMSA, Sobaitu Tilayi and interim chairman of AAMA as well as representatives from Malaysian Maritime Authority.

The conference would among other others provide a platform to find lasting solutions to some of the challenges faced in the continent including insecurity.

It was in the light of this that maritime stakeholders in the country have thrown their weight behind NIMASA towards a successful hosting

of the event.

Chairman of the Ports Consultative Council PCC, the apex port advisory body in the country, Otunba Kunle Folarin, one of the stakeholders, who reacted to the hosting of the conference in Nigeria, described it as a welcome development.

According to him, it is significant that Nigeria is hosting the conference at this time, having failed to take up the hosting right in 2013, which was not good enough for the image of the country as a maritime nation.

"Hosting the conference now is significant and commendable because it shows that Nigeria is once again taking her pride of place among comity of maritime nations and so this is a right step in the right direction", he said.

Folarin, who doubles as chairman of Nigeria's Seafarers Board, also argued that Nigeria cannot afford to remain at the periphery of maritime activities not only on the African continent but also across the globe, arguing that the hosting of the conference would provide a springboard the country needs to re-launch her into relevance among maritime nations of the world.

On Nigeria's bid to seek re-election into the category 'C' of the Council of the IMO, the PCC-boss noted that the conference provides an ample opportunity for the country to seek the support and cooperation of other African nations to facilitate Nigeria's re-election, arguing that the same African maritime leaders, who will participate in the conference are the same people that would vote at the IMO election.

Overall, Africa would count the gains of the hosting of the third AAMA Conference in Nigeria in years to come.





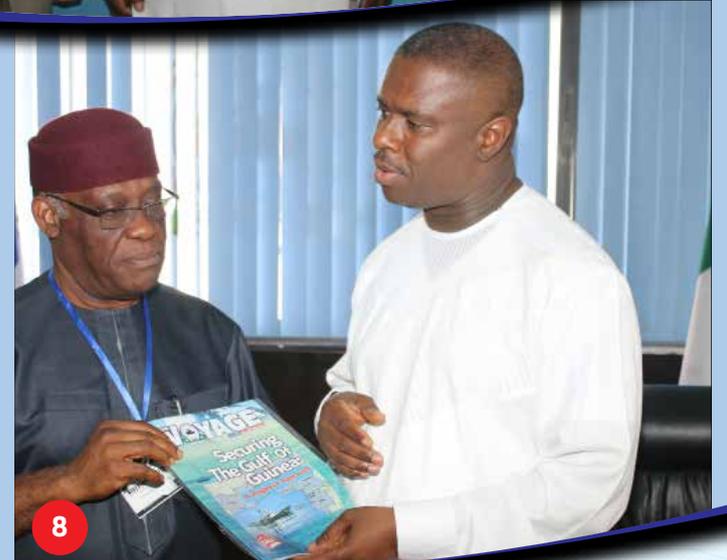
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- (1) DG NIMASA, Dr. Dakuku Peterside, Hon. Minister of Transportation, Rt. Hon. Rotimi Chibuike Amaechi, Secretary General of the International Maritime Organisation (IMO), Mr. Ki-tack Lim and Nigeria's Alternate Permanent Representative to the IMO, Mr. Dikko Bala during the Minister's visit to the IMO Office in London.
- (2) Managing Director of NPA, Ms Hadiza Bala Usman and the DG NIMASA, Dr. Dakuku Peterside at the 2016 World Maritime Day held in Lagos.
- (3) Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Mohammed Umaru Mohammed Bago and DG NIMASA, Dr. Dakuku Peterside during an oversight visit by members of the Committee to NIMASA.
- (4) DG NIMASA, Dr. Dakuku Peterside flanked by the leader of the delegation of the United States Coast Guard (USCG) Mr. Edward Munoz (right) and a member of the team Mr. Jacob Hopper during a pre-assessment visit of the team on port and terminal facilities in Nigeria.
- (5) The Chairman, Lagos Chapter of the Nigerian Union of Journalists (NUJ), Mr. Deji Elumoye (2nd left) presenting a plaque of recognition to the DG NIMASA, Dr. Dakuku Peterside (2nd right) during a courtesy visit by members of the NUJ Council to the Head Quarters of the Agency in Lagos. With them are the Executive Director, Operations of NIMASA, Mr. Rotimi Fashakin (right) and the Secretary of the Lagos NUJ, Mr. Odifa Alfred.
- (6) The Hon. Minister of Transportation, Rt. Hon. Rotimi Chibuike Amaechi in a handshake with the Secretary General of the International Maritime Organisation (IMO) Mr. Ki-tack Lim during the Minister's visit to the IMO office in London.
- (7) The DG NIMASA, Dr. Dakuku Peterside (left) in a chat with a Former Managing Director of the Nigerian Ports Authority (NPA), Chief Adebayo Sarumi at the 2016 World Maritime Day held in Lagos.
- (8) DG NIMASA, Dr. Dakuku Peterside presenting a copy of the Voyage Magazine to the immediate past DG of the Nigerian Meteorological Agency (NIMET) Dr. Anthony Anuforom when the later and his Management team paid a working visit to the Head Quarters of NIMASA in Lagos.
- (9) Group photograph of Nigerian Seafarers' Development Programme cadets in Philippines.



# NIMASA, ISPS CODE IMPLEMENTATION: THE JOURNEY SO FAR

BY KUMUYI OLUWAFEMI

**T**he International Ships and Ports Facility Security (ISPS) Code is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade.

The International Maritime Organization (IMO) states that "The International Ships and Ports Facility Security Code (ISPS Code) is a comprehensive set of measures to enhance the security of ships and port facilities, developed in response to the perceived threats to ships and port facilities in the wake of the World Trade Center, bombing on September 11, 2001, and the bombing of the French oil tanker Limburger in October 2002.

The U.S. Coast Guard, as the lead Agency in the United States delegation to the IMO, advocated for the measure. The Code was agreed at a meeting of the 108 Signatories to the SOLAS Convention in London in December

2002. The measures agreed under the Code were brought into force on July 1, 2004.

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

The essence of the ISPS Code is to establish an international framework for maritime security by clear delineation of roles and responsibilities of the contracting government, ship owners, port facility owners/operators and other relevant Stakeholders. In addition to this, the owners of port facilities and ships must ensure their facilities comply with the requirements of the Code under the watch of a Designated Authority.

The provisions of the Code apply to vessels above 500 gross tonnages that engage in international voyage as well as the port facilities that service them.

In 2006, Nigeria ratified the Code and appointed the now defunct Presidential Implementation Committee on Maritime Safety and Security (PICOMSS) to serve as the Designated Authority (DA) for its implementation.

The United States Coast Guard (USCG), being the lead Agency in the United States delegation to the IMO in the year 2013, found Nigeria to be zero-compliant with the ISPS Code and as a result issued a 90-day ultimatum to the Nigerian Government in May 2013 to ensure that all its port facilities comply to the Code or risk trade isolation by the United States and its allies. This prompted the Federal Government to assign the Nigerian Maritime Administration and Safety Agency (NIMASA) to take over the responsibility of ensuring full implementation and compliance with the Code in all ports, terminals and jetties in Nigeria.

Since its assumption as the DA for the implementation of the Code, NIMASA has held various Stakeholders' Conferences and Seminars to sensitize the public on its importance.

Furthermore, the Agency in ensuring full understanding of the implementation of the Code identified the lack of understanding of the ISPS Code, its relevance and application by various Stakeholders. To address this, policies and measures were put in places to ensure better effective training and capacity building for all personnel in the maritime sector. In addition, companies that provide security services to operators in the



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**In implementing its core mandate, the present Management of NIMASA has gone beyond focusing on the port facilities listed in the USCG report, but also on the entire port facilities in the nation’s maritime domain**  
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maritime domain are now required to provide mandatory ISPS training for their personnel and also observe drill sessions that will be monitored by the DA.

In implementing its core mandate, the present Management of NIMASA led by Dr. Dakuku Peterside has gone beyond focusing on the port facilities listed in the USCG report, but also on the entire port facilities in the nation’s maritime domain.

As part of the collaborative efforts of the present Management of NIMASA with other sister Agencies and relevant government bodies, the Agency also inaugurated the ISPS Code Implementation Committee (ICIC) with its membership drawn from; Nigerian Maritime Administration and Safety Agency (NIMASA), Federal Ministry of Transportation (FMOT), Nigerian Ports Authority (NPA), Nigerian Navy (NN)

Nigerian Inland Waterways Authority (NIWA), Nigerian National Petroleum Corporation (NNPC), Department of Petroleum Resources (DPR), Nigerian Police Force (NPF), Nigeria Customs Service (NCS), Nigerian Immigration Service (NIS) and Department of State Security (DSS).

The ICIC which are expected to meet on a quarterly basis and is Chaired by the Designated Authority, NIMASA and saddled with the overall

mandate of reviewing, evaluating and improving the performance of the DA amongst others and to address challenges where necessary.

The Chairman of the Committee who is also the Executive Director, Operations of NIMASA, Engr. Rotimi Fashakin at the inaugural meeting of the Committee held in Lagos sought for co-operation amongst stakeholders in the industry in order to actualise its mandate of keeping the ports safe and secured for businesses to thrive.

NIMASA which assumed the position of the DA in 2013 has attained about 80 per cent implementation of the code and has received commendations from both local and international Stakeholders.

A team from the United States Coast Guard (USCG), led by Commander Thomas Foster came on an assessment visit of ports, terminals and jetties across the country and they expressed satisfaction with the level of infrastructural development by the terminals visited as regards the implementation of the Code in Nigeria. They also acknowledged the presence of NIMASA at the terminals and the role played as the DA to ensure compliance with the ISPS Code implementation.

The Director General of NIMASA, Dr. Dakuku Peterside assured the team that Nigerian ports are getting safer

and that the Agency as the Designated Authority is leaving no stone unturned in achieving a remarkable level of compliance in consonance with global best practices. This he said will guarantee the safety of the vessels calling or leaving Nigeria’s ports.

He also assured the team of the resolve of NIMASA to get it right and appealed for continuous support from the USCG in actualising its mandate of ensuring security of lives and property on Nigeria’s waterways.

It can be said that the present Management of NIMASA is working hard to make Nigeria rank high amongst other maritime nations, which is very applaudable.

Dr. Dakuku Peterside has and is still engaging local and international Stakeholders and also relevant government Agencies for partnerships and where necessary have signed Memorandum of Understanding (MoU) all geared towards enhancing the growth and development of the sector.

It is noteworthy that with the presence of NIMASA at ports, terminals and jetties hawking and even touting within the ports’ vicinity have been eliminated and even stories of “wharf rats” have been completely eliminated.

Conclusively, the efforts of NIMASA to ensure that Nigeria’s ports system is safe and secure for the benefit of Nigerians as well as foreign investors in the maritime industry is commendable and one can only hope that the Dr. Dakuku Peterside led Administration will improve on the Agency’s efforts at ensuring that stakeholders, particularly the port facilities owners/operators remain ISPS Code compliant.





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# AFRICAN DAY OF SEAS AND OCEANS



- (1) R-L: Barr. (Mrs) Margaret Orakwusi, DG NIMASA, Dr. Dakuku Peterside, Senator Solomon Adeola and a Stakeholder
- (2) Dir, RC&SM, NIMASA, Alhaji Ibrahim Jibril and Director, MEM, Mrs. Susan Asagwara
- (3) Senator Olorunnibe Mamora (left) and a former Governor of Ekiti State, Otunba Niyi Adebayo
- (4) Sec. Gen., Abuja MoU, Barr. (Mrs) Mfon Usoro and Executive Secretary, Nigerian Shippers' Council, Barr. Hassan Bello
- (5) Dr. Dakuku Peterside and a member of NIMASA Board, Rear Admiral O.O. Oshinowo
- (6) President Sea Ports & Terminal Operators Association of Nigeria (STOAN), Princess Vicky

- Haastrop flanked by other Stakeholders at the event
- (7) Capt. Kunle Olayiwola (left) and Mr. Otonye Obom both of NIMASA
- (8) Director, Maritime Labour Services, NIMASA (left), Mrs. Juliana Gunwa, Deputy Director MEM, Dr. (Mrs) Felicia Mogo and a Stakeholder at the event
- (9) Head, Maritime Safety, NIMASA, Capt. Sunday Umoren (left) and AD Certification, Captain Mohammed Nazif
- (10) R-L: Director, Planning, Research and Data Mgt. Services, (PRDMS) NIMASA, Mrs. A.J. Musa, President, Nigerian Chambers of Shipping, Barr. (Mrs) Ify Akerele and Deputy Director, PRDMS, NIMASA, Mrs. Morenike Thomas



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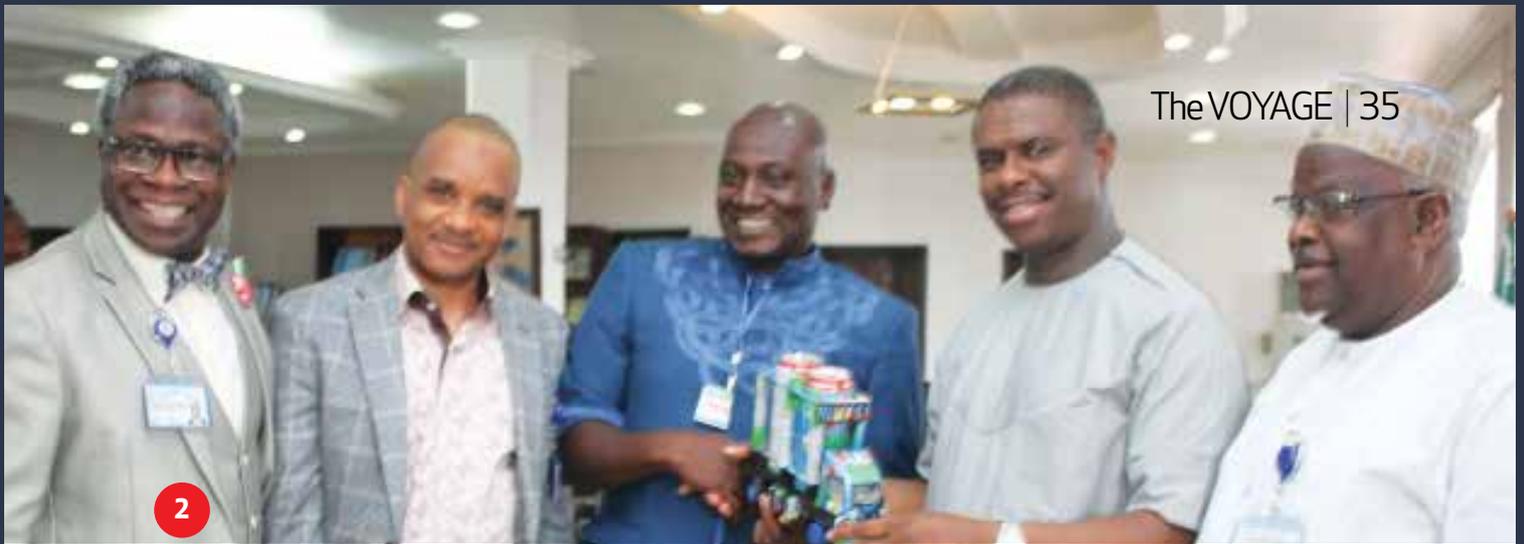
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- (1) R-L: Head ISPS NIMASA, Capt. Green, ED Operations, Engr. Rotimi Fashakin, DG NIMASA, Dr. Dakuku Peterside, IMO Lead Consultant, Bryan Krammer and Lead RSO, Terry Ajomona
- (2) ED, ML & CS NIMASA, Gambo Ahmed, Dr. Dakuku Peterside, General Manager Bond FM, Engr. Emmanuel Dada, ED, Finance and Admin. Bashir Yusuf Jamoh and ED, Operations, Engr. Rotimi Fashakin, when Bond FM team paid a courtesy visit to NIMASA
- (3) Dr. Dakuku Peterside flanked by Director, Special Duties (External Relations & Technical Cooperation), Hajia Lami Tumaka (left) and Director, Maritime Labour Services, Mrs. Juliana Gunwa.
- (4) President, Fishing Trawlers Owners Association of Nigeria, Barr. (Mrs) Margaret Orakwusi and a Stakeholder at an event in Lagos
- (5) Deputy Director, Human Resources, NIMASA, Mrs. Rita Egbuche (left) and Deputy Director, Marine Environment Management, NIMASA, Dr. (Mrs.) Felicia Mogo at a Stakeholder event
- (6) President, Seaport Terminal Operators' Association of Nigeria (STOAN), Princess Vicky Haastrup (left) and a stakeholder during the National Joint Industrial Council (NJIC) meeting held in Lagos
- (7) Cross section of participants at a Stakeholder event in Lagos
- (8) Executive Director Operations and Chairman, ISPS Code Implementation Committee (ICIC), Engr. Rotimi Fashakin (3rd right) in a photograph with other members of the committee made up of Nigeria Police Force, Nigerian Immigration Service and other sister agencies during the maiden meeting of the committee in Lagos
- (9) Chairman, Ports Consultative Council, Otunba Kunle Folarin and a Stakeholder at an event in Lagos

# MAKING TERMINAL CHARGES COMPETITIVE TO OPTIMIZE PATRONAGE OF NIGERIAN PORTS

Being text of a paper presented by **Dr. Dakuku Peterside**, The Director General of NIMASA, at a Town Hall meeting organized by Business and Maritime West Africa

**C**urrently, Nigeria is a consumer nation with about 85% per cent of all her consumables imported. Her rudimentary non-oil export which are basically agricultural raw materials and semi processed goods are exposed to the vagaries of the twin issues of poor processing and poor pricing which were indirectly accentuated by unfavourable cargo handling processes and port charges.

Thus with the staggering high cost of imported goods coupled with the accruable lean export earnings from the non oil exports the nation's Gross Domestic Product (GDP) remains perpetually low. Hence, it would be pertinent at this stage of our Nation's reengineering and repositioning to interrogate our minds with some agitating soul searching questions.

Why are the neighbouring Ports becoming preferred destinations for Nigeria bound cargoes?

What then makes a Port competitive?

In a bid to provide answers to these pertinent questions, the federal government embarked on a port reform programme aimed at concessioning port operations to Private operators through the Bureau of Public Enterprises (BPE).

The concession agreement clearly states the role of government

establishments at the ports and the new Terminal operators since the private sector is believed to have the discipline and dexterity to bring about efficiency and effectiveness in port management.

In summary therefore, the following were identified as the cardinal objectives of the concession exercise:

1. Increase operational efficiency and create a stable operational environment devoid of rancor and bureaucratic bottlenecks. Nigerian seaports should be made efficient in operation. The process to do this will cleanse the Augean stable made up of corrupt labour unionism, wharf rats menace and lazy, lethargic bureaucracy. Therefore effective services to calling ships at reasonable competitive prices must be delivered.
2. The Federal Government should be freed from the costs it incurred developing or managing port operations since these can be commercialized as in other developed maritime nations of the world. Instead royalties should now accrue. Also by this token, the role of bringing port development to keep pace with global maritime infrastructure and best practices will be private sector-driven.
3. Private sector participation was

targeted by the Federal Government as one way to inject new blood into the maritime sector and even take its fortunes to higher levels without committing the lean resources of the public sector which should be channeled to providing basic amenities to the citizenry.

4. The cost of port services to port users should decrease. This was projected to be achieved by introducing the element of competition among different private port operators managing the various port berths.

In a nutshell, the Nigerian government initiated the move to make our ports effective, efficient and competitive. Relating this to the reason for this gathering, the question I want to ask is; what then makes a port competitive?

Invariably, an efficient port is a competitive port. An efficient port must ensure quality service to its client base, measured by adequate and effective cargo handling processes and procedures, efficient shipping and management of and design of ports.

An efficient port should be able to predict what the future of the port would be in terms of:

- Ship Turnaround Time
- Efficient and transparency of Custom Agents at the port



to make Cai Mep Port better known in the world as is now among the world's 19 Ports that can accommodate TRIPPLE -E Class Container Ship of more than 18,000 TEUs (Economy of Scale, Energy Efficient, Environmentally Improved Ship)

The South Vietnamese Transport Official eulogized the arrival of M/V Margrethe Maersk as a mile stone in the country's shipping history as they aim to develop Cai Mep Port into a transit port for cargo shipping between Asia and Northern Europe. Meanwhile the biggest ship that has called Nigeria ports is MSC Shaula that is 275.04 meter long with a carrying capacity of 4,651 TEUs .

"Thus as the Team Leader of the Maritime Regulatory Agency (NIMASA) we are committed to the enthronement of global best practices in the provision of Maritime Safety and Security for safe and secured Shipping in a cleaner marine environment". We must ensure competitive tariffs and charges by eliminating in totality additional Security cost and high Insurance premiums being borne by ship owners in the event of their vessels calling at our ports. We will work with other stakeholders in the industry to help us accomplish our vision.

- We must build a veritable maritime data base that would assist elucidate our maritime capabilities to enhance stakeholders confidence
- We must ensure that our emergency response capabilities meets international standards
- We must ensure and maintain the various MOUs we have entered with the security Agencies for effective policing of our water ways
- Our port and flag state Regulations must be at the optimum to entrench ship owners confidence to do business in the Nigerian ports
- Our port and reception facilities must maintain the minimum acceptable security level
- Our Long Term pursuit in empowering our teaming youths who engage in maritime crime and criminality is yielding the desired results as our Human Capacity development programme of the NSDP is on the right course.

We make bold to say that the 2500 Cadets that are being sponsored in various maritime institution all over the world are at their various stages of graduation. Our indigenous Capacity Development Programme on assisting Nigerian participation in shipping through the provision of Loans (CVFF) is about to be given new momentum.

Remember that our ports are the gateway to our national economy which dictates our standing in the comity of nations.

- The state of berths in the port
- Custom Agents of the Port
- The number of berths in the port
- The types and magnitude of Ships that berths and the cumulative ship traffic at the port

Effectiveness of the Stevedoring processes with respect to

- Mechanisation of port Equipment
  - Trained and versatile Maritime Labour
  - Simultaneous Load and Discharge concept
  - Cargo packaging
- Management and Coordination of multiple employers of port workers
  - Dedicated Rail Corridor
  - Rail Storage Buffer
  - Intermodal interface Center of Access Roads and light Rail
  - Inland Ports.

All these efficiency indices directly and indirectly impact on the ultimate deliverables in cargo handling and port charges which forms the bedrock of any competitive port. An overview of some competitive ports in the world using two broad spectrum of vessel traffic and container throughput of major ports in the Far East, Middle East, Europe, UK, USA and Africa would give an insight into the concept of a competitive port.

Port of Shanghai records about 164,000 calls of vessels with a corresponding 31.7 million TEUs annually. Port of Singapore handles about 130,000 calls of vessels and corresponding 29.9 million TEUs annually

Jebel Ali Port (UAE) handles about 125,000 vessels cal and corresponding 13.6 million TEUs annually.

Port of Rotterdam handles about 27,902 calls with a corresponding 11.8 million TEUs annually.

Port of Felixsowe handles about 3,000 vessels calls with a corresponding 4 million TEUs annually.

Port of New York handles about 5,000 vessels call with a corresponding 5.3 million TEUs annually.

Port of Durban (SA) handles about 3,875 vessels call with a corresponding 2.770 million TEUs annually.

Apapa Port, Tin Can Island Port, Onne Port, PHC Calabar Port and Delta port from the quarter four 2016 report recorded 19,833 vessels that called between 2013 – 2016 at an average of 4,958 calls per annum with a corresponding 364,961 TEUs for the four year period.

Also one could use the ability of a port to receive the world's biggest ships as a yardstick of measuring the competitiveness of a port. On the 8th of January 2015, the port of Felixsowe received CSCL Globe with 400 meters long and a 19,000 TEUs carrying capacity which marked a water shade in the maritime history of the Port.

M/V Margrethe Maersk berthed at CAI Mep Port in South Vietnam Port on the 21st February 2017. M/V Margrethe Maersk has a DWT of 194,000,399 meters Length over all with a 18,300 TEUs Carrying Capacity.

This milestone arrival has helped

# Association of Africa Maritime Administrations Meet in Abuja

**I**n a bid to continue to improve on its role as a global player in the comity of maritime nations, Nigeria would be hosting the 3rd Conference of the Association of Heads of African Maritime Administrations (AAMA Conference) in Abuja, at the Transcorp Hilton Hotel, from 19th -21st of April, 2017.

The meeting which will be hosted by the Nigerian Maritime Administration and Safety Agency (NIMASA) in conjunction with International Maritime Organization (IMO) according to the Director General NIMASA, Dr. Dakuku Peterside, will bring together all the major Maritime Administrations and leading stakeholders in Africa to discuss various issues and ways of improving the maritime sector in the continent.

Thirty two countries from all parts of Africa are expected to participate at the continental conference and a number of maritime stakeholder organizations around the world. The IMO delegation of five will be led by Mr. Kitack Lim the Secretary General of IMO which is a United Nations specialized Agency that regulates shipping globally.

The Association of African Maritime Administrations (AAMA) was formed following the signing of the African Transport and Maritime Charter in 2012 in Addis Ababa, Ethiopia and the



aim of the Association is to promote the Development of Africa's maritime regulatory and maritime environment.

Dr. Peterside disclosed that "the hosting of this conference in Nigeria is in line with the economic diversification agenda of the President Muhammadu Buhari led Administration, and the repositioning agenda of the present Management to make the Nigerian maritime industry a leading light in Africa and the global maritime sector". He noted that it will open a new vista of opportunities to the teeming unemployed youths, as well as unlock the potentials inherent in the maritime sector. This is

just as the conference would serve as a platform towards Nigeria's re-election into the IMO Council seat later in November this year.

AAMA, which brings together all players in the African maritime sector, is also an umbrella body of five African Maritime Stakeholders' groups namely: Association of Maritime Administrations of Africa, Africa's Ship Registry Forum, African Ship Owners Association as well as Africa Shippers' Council and Seafarers' Forum.

The NIMASA Director General stated further that "the benefits of hosting the Conference cannot be over emphasized, it will equally avail stakeholders in the Nigerian maritime industry an opportunity to rub minds with their counterparts across Africa and the globe, and further chart a way forward for the African maritime sector. It will effectively signal the arrival of the country in the global maritime arena as a respectable global voice".

This would be the 3rd AAMA Conference as the inaugural and the second conferences were held in Mombasa, Kenya in 2012 and South-Africa in 2013 respectively. It should be noted that the 3rd edition which Nigeria is to host was earlier scheduled to hold in the country in 2014 but was called off.

## 'Capacity Devt Panacea To Unemployment'

**T**he Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has averred that human capacity development initiative is a panacea to the growing unemployment rate in the economy.

The DG who said this at the 1st Annual Lecture of Swaaya Limited, Publishers of Freedom Online news with the theme: "Unemployment: How do we tame this monster?" which held at Sheraton Hotel, Ikeja, Lagos disclosed that to stem this tide, the Agency through its Nigerian Seafarers Development Programme (NSDP) has trained over 2,500 Nigerian students in various maritime related courses in reputable maritime institutions outside the country.

Speaking further, Dr. Peterside disclosed that the capacity development initiatives embarked upon by the Agency are geared towards taming the foreseen lacuna in the seafaring profession in

the nearest future which is a global challenge.

Represented by the Agency's Executive Director, Maritime Labour and Cabotage Services, Mr. Gambo Ahmed, he also hinted that the NSDP scheme, which has already started producing graduates will soon take a new look where Nigeria will also be a large exporter of seafarers like India and the Philippines who generate millions of dollars from the pool of its seafarers in the global market.

While assuring Nigerians of the unflinching commitment of the current Management of NIMASA to ensure a virile maritime sector, through its capacity building initiatives, he called on them to support the President Muhammadu Buhari's led Administration's zero tolerance for corruption, to enable government and its Agencies to achieve their set objectives particularly in the area of curbing unemployment.

"Let me use this opportunity to call on all Nigerians, regardless of race, religion or political interest or affiliations

to support the Federal Government in its quest to defeat corruption, which has eaten deep into the fortunes of the economy, so that we can together make our country great again. And I assure you all, that very soon; unemployment issues will soon be a thing of the past", Dr. Peterside said.

It may be recalled that the Director General, recently gave the assurance that the Agency has made adequate provision in its 2017 budget for sea time training for the beneficiaries of the NSDP scheme, which will in turn qualify them to practice their trade anywhere in the world.

Present at the event were the Deputy Governor of Lagos State, Dr. Idiat Aderanti Adebule, Deputy Governor of Abia State, Sir Ude Oko Chukwu Former Governor of Ogun State, Otunba Gbenga Daniel, Leader of the People's Democratic Party in the South West, Chief Olabode George and Factional Leader of the Oodua People's Congress (OPC) Otunba Gani Adams amongst other dignitaries.



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- (1) DG NIMASA, Dr. Dakuku Peterside (Middle) and the Leader of the United States Coast Guard (USCG) delegation to Nigeria, Commander Thomas Foster (5th from right) in a photograph with some Management Staff of the Agency and the USCG team during a courtesy visit to the DG after a three day assessment visit to some port facilities in Lagos
- (2) R-L: Leader of the United States Coast Guard (USCG) delegation to Nigeria, Commander Thomas Foster, Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside and other members of the USCG team when they paid a courtesy visit to the DG after a three day assessment visit to some port facilities in Lagos
- (3) Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside presenting a plaque to the Leader of the United States Coast Guard (USCG) delegation to Nigeria, Commander Thomas Foster during a courtesy visit on the DG after a three day assessment visit to some port facilities in Lagos by the USCG team
- (4) R-L: Alternate Permanent Representative of Nigeria to IMO, Mr. Dikko

- (5) Bala, Member, International Maritime Organisation Member State Audit Scheme (IMSAS) Hakon Stohaug, Director General, NIMASA, Dr. Dakuku Peterside, Head, IMSAS team to Nigeria Captain Yalscin and another member, Wei Song during the submission of the preliminary audit report at the Head Office the Agency in Lagos
- (6) Chairman, Senate Committee on Marine Transport, Senator Sani Yerima (3rd from right), DG NIMASA, Dr. Dakuku Peterside (middle), some members of the National Assembly, and officials of Damen and NIRDA during an inspection visit to assess extent of work on the construction of the NIMASA modular floating dock in Netherlands.

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# NIGERIA AND PIRACY: ADVOCACY FOR IMAGE ENHANCEMENT

BY OBINNA EUGENE OBI

**D**uring a seminar in the UK attended by the author, a paper on Nigeria and piracy was presented by a DPhil researcher who had never been to Nigeria but who spoke so passionately (to a mainly European audience) about Nigeria's incapacity to transform itself. Although the presentation was brilliant, it was marred by a few inaccurate and somewhat exaggerated assertions and statistics; not surprising considering that the presenter carried out a three year long research exercise on Nigeria based mainly on secondary data.

The presentation suggested that piracy in West Africa, said to be more violent than elsewhere, has been caused by factors

such as military incursion into politics, permissive political environment, endemic corruption especially amongst the leadership cadre, weak legal jurisdiction and weak command and control structure in the Navy. However, these factors appear to be more of the symptoms than the root causes of the problem.

Lists such as this hardly ever focus on the obviously contentious root cause namely: the socially irresponsible behavior of multinational oil companies whose activities originally extensively degraded the marine environment and ecosystem. It has been widely acknowledged that this degradation ostensibly led to the impoverishment and social exclusion of the local fishing and agrarian communities in the Niger Delta thus leaving the communities with very few options in the survival and social

equality matrix.

While it is true that local factors have contributed to the exacerbation of piracy and sea robbery in our sub-region, it is also very true that external influences helped to fuel the problem thus reinforcing the largely negative image of Nigeria before the international arena. Part of the problem however, appears to be that we are yet to find an effective method of projecting our positive values, achievements and history in such a way that it would balance the negativity in our narrative as recounted by others.

In the UK for example, the general assumption appears to be that piracy and armed robbery at sea are more concentrated in the West African sub-region than elsewhere. This assumption is obviously misleading considering the 2014

causative factors. However, they usually fail to mention that a large part of the illicit funds in question end up in foreign (mainly European) financial institutions with the backing of their respective governments.

Further, they fail to mention that the last overt military experiment with politics in Nigeria took place almost two decades ago and not recently. Above all, they draw grossly insufficient attention, if any, to the praise worthy efforts of sub-regional organisations such as the Maritime Organisation of West and Central Africa (MOWCA) and national agencies such as the Nigerian Maritime Administration and Safety Agency (NIMASA) to develop and implement effective anti-piracy initiatives especially in the areas of inter-agency collaboration, information sharing, deployment of technology, human and infrastructural capacity building and funding.

Although it may be argued that the original problem has continued to expand largely as a result of deviant behavior and criminal acts on the part of the locals on the one hand, corruption and complicity by civil and military authorities on the other, complicity also exists from corrupt external influences that provide additional incentives for piracy and armed robbery at sea to flourish in our region namely: the international or black market where stolen crude products are sold and probably refined as well as corrupt foreign government officials and financial institutions who receive and recycle illicit funds.

Having said this, it should be noted that the major challenge to engender change is our domestic and collective responsibility. This leads me to three questions namely: how has the government (at the Federal and State levels) engaged with international oil companies to ensure moderation of the destructive elements of their activities; is there any percentage of oil company profits required to be statutorily set aside for solid and long term corporate social responsibility (CSR) projects including green shipping in and around oil producing communities? If so, whose responsibility is it to monitor them and what is the impact of this monitoring on the coastal communities where the seeds of piracy and sea robbery are probably sown? The answers to these questions and many others may suggest that finding creative solutions to the problem is a collective responsibility.

Meanwhile the prospects of increased deep sea trade and national GDP as a result of the proposed national carrier brings to mind the possibility of increased piracy and sea robbery attacks and the challenge of devising a 'comprehensive approach' to secure the maritime domain. Perhaps a combination of land-based and off-shore solutions may be more effective in curtailing the menace than the military option alone which appears to treat the symptoms of the problem

rather than the root cause. The challenge is to collectively devise lasting socio-economic and infrastructural solutions to the dislocations that have continued to provide fuel for the problem especially in the Niger Delta and Gulf of Guinea region.

In his acclaimed publication entitled *Maritime Piracy: Return of the World's Second-Oldest Security Problem*, Chris Bellamy notes that piracy is as old as history. It dates back to Graeco-Roman times and probably even before then. Cicero (106-63 BC) called them *hostis humani generis*, 'enemy of all humankind'. Bellamy observes that the meaning of this Latin term was later expanded in Admiralty Law. When they became a threat to Rome's grain supply a few years before pirates captured Julius Caesar in 75 BC, the Roman Senate appointed an accomplished military commander, Gnaeus Pompeius Magnus (Pompey) in 67 BC and devoted half of its annual budget to tackle the problem.

Pompey's strategy was a 'comprehensive approach' that combined both military and economic solutions. He realised after catching them, that for every crucified pirate, ten others would appear. He proceeded to turn the pirates into farmers, moved them away from the sea and provided them with land to cultivate. This did not totally prevent the resurgence of piracy in Europe but it made a huge difference at the time.

The inequalities of globalization analysed by Joseph Eugene Stiglitz in his seminal works, *Globalization and its Discontents* and *Making Globalization Work*, the expansion of vital sea lines of communication and the lure of financial gain from increased sea-borne and oil trade amongst other factors have unwittingly provided a fillip for the proliferation of piracy in modern times. This has made the factors fuelling its existence today more complex than those that existed in the early Graeco-Roman period. It is important for everyone in both academic and non-academic circles to understand this and to understand that it should not be described as the evolution of a complex Nigerian problem.

As earlier noted, this label inadvertently takes the shine away from the many gains of the laudable anti-piracy initiatives implemented by such organizations as NIMASA and the Nigerian Navy despite their challenges. Having been around for ages, the problem of piracy should best be described as a global occurrence with somewhat different and peculiar manifestations at different times and places. This is why we must individually and collectively tell our own story in such a way that it enhances our merits and possibilities.

• *This article was previously published in the Vanguard and Leadership Newspapers of November 4th and 7th 2016 respectively.*

and 2015 global piracy reports released by the International Maritime Bureau (IMB). The reports show that 245 and 246 actual and attempted incidents of piracy occurred globally in both years respectively and the Asia-Pacific region accounted for over 70 per cent of this figure in the two years. Curiously, both the International and local media neither amplified nor serialized this fact.

In an attempt to trace the evolution of piracy off the Nigerian coast, several presentations made by foreigners have compared piracy in the greater Gulf of Aden with piracy in the Gulf of Guinea and ended up dwelling extensively on the themes of endemic corruption especially amongst the civil and military leadership cadre of the Nigerian society and weak public institutions as two of the major

PHOTO: [www.seanews.com.tr](http://www.seanews.com.tr)

# A.B.C. OF SHIPPING

In this write-up, **Tony Ogadi** attempts to give the layman an insight into the world of shipping and the terminologies often associated with it...

## DEFINITION OF SHIPPING

**S**hipping could still be referred to as Maritime Transportation which is an act of carriage of goods and services in a Vessel/Ship/Boat on water in size, magnitude and distance.

## CONCEPT OF MARITIME TRANSPORTATION

Shipping is generally predicated on the principles of Demand and Supply and creates time, place and possession utilities. "Utility" is an economic term which refers to the total satisfaction received from consuming a good or service. Shipping creates "Time Utility" because shipment is meant to get to a given destination on time; "Place Utility" because it is meant for a given destination; and "Possession Utility" because Shipment must be transferred to the owner(s).

## THE MAJOR DETERMINANTS OF SHIPPING ARE

- Man / Human Being
- Ship / Vessel / Boat
- Cargo / Goods / Services

- Water / River / Sea / Ocean / Voyage

The interplay of these major determinants have over time created sophisticated infrastructure, superstructure and institutions that drive the current global economy with direct implication on the dynamics of the world trade.

## COMMON ACRONYMS

- Shipper/Cargo Supplier
- Receiver/Cargo owner/Consignee
- Cargo Agent
- Stevedore
- Cargo Superintendent
- Ship Owner
- Ship Broker
- Ship Agent
- Protecting Agent
- Crew on-board Vessel
- Insurance underwriter (Marine and Hull)
- Maritime Administrators/Government Regulatory Agencies
- International Maritime Organizations

## TYPES OF SHIP/VESSEL/BOAT

- Container Ships
- General Cargo Ships

- Product Tankers
- LNG Carriers
- Roro Cargo Ships
- Bulk Carriers
- Reefer Vessels
- Crude Oil Tankers (VLCC, ULCC)
- Passenger Ships
- Service Boats
- Tug Boats
- Barges (Towed and Self Propelled)
- Barge Carrying Vessels (BCVs)

## SHIP CONFIGURATION / STYLE

- Hull and Machinery
- Ship Holds
- Ship Hatches
- Ship Anchor
- Ship Winch
- Ship Stern
- Ship Bow
- Ship Deck
- Ship Saloon
- Ship Bridge
- Ship Cabins
- Gang way

## SHIP STYLE OR SHIP PARTICULARS

- Name of Vessel



- Flag
- Length Over All
- Breadth
- Draft
- Load Line
- IMO No.
- MMSI No. (Maritime Mobile Service Identity)
- AIS (Automatic Identification System)
- Call sign
- GRT (Gross Registered Tonnage)
- NRT (Net Registered Tonnage)
- Dead Weight
- Mast

**CARGO/GOODS/SERVICES  
COMMON ACRONYMS**

- Import
- Export
- Dry Cargo
- Wet Cargo Gas
- Break Bulk Cargoes
- Reefer Cargoes
- Containerized Cargoes - 20' 40' 10'
- TEUS, FEUS
- Cargo Manifest
- Cargo Holds
- Bill of Lading
- Hazardous and Non-Hazardous Cargoes
- Dry Weight
- Palletized Cargoes
- Cargo Agent/Clearing and Forwarding Agent

- Overtime Cargo

**WATER/RIVER/SEA/  
OCEAN/VOYAGES**

- Liner Voyages
- Tramp Voyages
- Route and Conferences
- Liner Conferences
- ETA and ETD
- Ballasting
- Charter Party Agreement (Time, Bare Boat Voyage)
- Freight Rates (Prepaid, Lump Sum, Dead Freight, collect Freight, Back Freight, Pro-rates Freight)
- Weather Permitting
- Ship Entry Notice
- Ship Arrival Notice
- Notice of Readiness

**WATER/RIVER/SEA/  
OCEAN/VOYAGES**

- Liner Voyages
- Tramp Voyages
- Route and Conferences
- Liner Conferences
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- Charter Party Agreement (Time, Bare Boat Voyage)
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- Weather Permitting

- Ship Entry Notice
- Ship Arrival Notice
- Notice of Readiness
- Statement of Facts
- Vessel Dispatch
- Rummaging of Vessel
- Cargo Seal
- Loading Port
- Discharge Port
- Transshipment Port
- Pilotage in and out
- Vessel Nomination
- Breakwaters and Channel
- Classification society : (Lloyd's Register, Bureau Veritas, American Bureau of Shipping, DNV GL, Nippon Kaiji Kyokai, Phoenix Register of Shipping and International Survey Bureau etc.
- Voyage Account
- Voyage Estimate
- Agency Fee
- Ship Dues
- Stevedoring Charges
- Safe Berth
- Safe Port
- Ship Bunkers
- Fresh Water
- Mate Receipt
- Gross Cargo Manifest
- Cargo Manifest
- Stowage Plan
- Groupage Container
- STS
- Free Port
- Free In and Out
- Free on - Board
- Star Bond
- Port side

**CRITICAL MARITIME  
INFRASTRUCTURE**

- Port/Jetties/Terminals/Harbours
- Navigational Equipments (Bouys)
- Signal Station
- Quay Apron
- Warehouses
- Bounded Warehouses
- Stacking Areas
- Shore Handling Cargo Equipments
- Ship Building and Ship Repair Yard (Dry docking)

**COMMON SHIPPING  
TERMS**

- AFFREIGHTMENT
- CONSIGNOR
- CONSIGNEE
- DEMURRAGE
- AIS: Automatic Identification System
- GMDSS: Global Maritime Distress and Safety System
- FPSO: Floating Production Storage and Offloading
- BUNKERING
- BUNKER BERGE
- SHIP CHANDLER
- DRY DOCKING
- PILOT
- LOAD LINE
- BERTH
- ROB: Remain On Board



# IMPLEMENTATION OF THE COASTAL AND INLAND SHIPPING (CABOTAGE) ACT 2003

BY VICTOR EGEJURU

**T**

his is an Act to restrict the use of foreign vessels in domestic coastal trade, to promote the development of indigenous tonnage and to establish a Cabotage Vessel Financing Fund (CVFF) and for related matters.

## FEATURES OF THE ACT:

The Act requires that vessels intended for use for coastal trade must be:-

- 1) Owned by Nigerians;
- 2) Manned by Nigerians;
- 3) Built in Nigeria;
- 4) Registered in Nigeria.

However, the Act provides a window for foreign participation by granting of Ministerial waivers under Sections (9, 10, 11) where indigenous capacity is not available.

The Nigerian Cabotage regime also provides for joint venture partnership between Nigerians and foreigners on 60% Nigerians and 40% foreigners.

The Cabotage Act covers trading within a country's coasts or from Port to Port within a nation to be reserved exclusively for and carried on by its national flagged ships and nationals.

Many countries especially in Europe, North and South America including the US, Canada and South East Asia have one Cabotage regime or the other in order to attract the benefits derivable from the trade.

Countries like Greece and the United States of America have strict Cabotage laws, whereas Nigeria, India, the Philippines, Malaysia, Australia and Brazil among other countries have liberalized Cabotage laws.

## LEGAL FRAMEWORK

- The Coastal and Inland Shipping (Cabotage) Act 2003;
- Guidelines on Implementation of Coastal and Inland Shipping (Cabotage) Act 2003 revised (2007);
- Guidelines on Implementation of the Cabotage Vessel Financing Fund (CVFF) 2006;
- Coastal and Inland Shipping Cabotage (Bareboat Registration)

Regulations, 2006;

- Coastal and Inland Shipping Cabotage (Detention) of Ships) Regulations, 2006.

The Nigerian Oil and Gas Industry Content Development (NOGIC) Act, 2010 is designed to enhance the level of participation of Nigerians and Nigerian companies in the country's Oil and Gas Industry. The Act is regulated by the Nigerian Content Monitoring and Development Board (NCDMB) which is responsible for pre-qualifying companies bidding for contracts in the industry. It empowers the NCDMB in conjunction with the Nigerian Maritime Administration and Safety Agency (NIMASA) to enforce compliance with the Cabotage Act in relation to matters pertaining to Nigerian Content Development.

## VESSELS ELIGIBLE FOR REGISTRATION UNDER THE ACT

- Passenger Vessels;
- Crew Boats;
- Bunkering vessels;
- Fishing trawlers;
- Barges,
- Offshore Service Vessels;
- Tugs;
- Anchor handling tug and supply vessels;
- Floating Petroleum Storage;
- Dredgers;
- Tankers;
- Carriers and
- Any other craft or vessel used for carriage on, through or underwater of persons, property or any substance whatsoever.

## BENEFITS OF THE CABOTAGE ACT

- Development of indigenous shipping capacity.
- Wealth creation.
- Human capacity development.
- Conservation of foreign exchange.
- Growth in GDP.

- Infrastructural development.
- Liberal protection of indigenous operators against unfair competition with foreigners.
- National interest and lowering security cost.
- Reduction in expatriate personnel which will lead to reduction in cost of doing business.
- Protection of long term commercial interest of Nigeria in terms of invisible balance of trade.
- Lower cost on locally procured goods and services.

**OPPORTUNITIES IN THE CABOTAGE REGIME**

These include but are not limited to:

- Vessel ownership;
- Ship building and ship repairs;
- Manning/crewing services;
- Training and capacity building (Seafarers/Dockworkers);
- Offshore support services;
- Tug Operations;
- Jetty Operations;
- Passenger Ferry Services;
- Marine Insurance;
- Stevedoring;
- Ship chandelling;
- Maritime consulting services;
- Ship brokerage;

**ACHIEVEMENTS RECORDED:**

**1) Nigerian Seafarers Development Programme (NSDP)**

To enhance human capacity development in the Maritime Sector, the Federal Government through the Nigerian Maritime Administration and Safety Agency established NSDP to train Nigerians in various maritime studies in institutions abroad.

Number of students that have graduated under the NSDP as at March 2017 are as follows:

S/N	MARITIME INSTITUTION	NUMBER OF GRADUATES	STATUS
01	Arab Academy, Egypt	226	Ready for employment
02	South Tyneside College, UK	76	15 ready for employment, 11 completed COC & awaiting TO-Up, 33 COC in progress and 30 awaiting sea time/COC.
03	Lyceum of the Philippines	325	Awaiting seatime/COC.
04	University of CEBU, Philippines	318	Awaiting seatime/COC.
05	Perpetual Help University, Philippines	100	Awaiting seatime/COC.
	<b>TOTAL</b>	<b>1,045</b>	

Nigerians studying in different institutions as at March 2017

S/N	MARITIME INSTITUTION	NUMBER OF STUDENTS	CADRE / REMARKS
01	Amet University, India/ South Tyneside, UK/Liverpool Johnmoores, UK	385	Cadets
02	Arab Academy, Egypt	75	Cadets
03	Constanta Maritime University, Romania	295	Cadets /53 slots yet to be used.
04	University of Cebu, Philippines	31	Cadets
05	Perpetual Help University, Philippines	53	Cadets
	<b>TOTAL</b>	<b>859</b>	

The Agency has entered into partnership with three marine institutions to provide sea time training for the NSPD Cadets. The institutions are:

- 1) Arab Academy, Alexandria Egypt.
- 2) Marine School, South Tyneside College, UK
- 3) Piri Reis Maritime University, Tuzla, Istanbul, Turkey

**2) Ship Registration**

The Agency has the responsibility of registering ships into a central ship Registry as provided by S.16(1) of the Nigerian Merchant Shipping Act (MSA) 2007 and the Special Register for vessels and ship owning companies engaged in Cabotage pursuant to S.22 of the Coastal and Inland Shipping (Cabotage) Act, 2003.

Since the commencement of the Cabotage regime in Nigeria the tonnage for Nigerian owned vessels has been on the increase. From the records of the Agency's ship registration office the number of Cabotage (wholly Nigerian owned) vessels registered from 2014 to 13th December 2016 stood at 186 with a total gross tonnage of 207,838.00 GRT.

S/N	YEAR	NUMBER OF VESSELS	TOTAL GROSS TONNAGE
01	2014	4	1,893.20
02	2015	24	4,765.23
03	2016	158	201,179.57
	<b>TOTAL</b>	<b>186</b>	<b>207,838</b>

This shows increase of 2%, 13% and 85% respectively.

**3) Maritime Labour**

S/N	ACTIVITY	2010	2011	2012	2013	2014	2015	2016
01	Number of foreign Seafarers recommended for replacement on board Cabo-tage vessels.	344	400	895	875	1220	2010	1508
02	Number of Nigerian Cadets placed on board Cabotage vessels for seatime.			105	180	85	139	153
03	Nigerian Seafarers trained locally.		500		780			1,181

**4) Grant of Waivers to Vessels**

Sections 9 -11 of the Cabotage Act provides that the Honourable Minister of Transport may upon receipt of an application grant a waiver to a duly registered vessel on the requirement for a Cabotage vessel to be wholly owned by Nigerian citizens, wholly manned by Nigerian citizens and for a vessel to be built in Nigeria, where he is satisfied that:

- 1) There is no wholly Nigerian owned vessel that is suitable and available to provide the services or perform the activity described in the application;
- 2) There is no qualified Nigerian officer or crew for the position specified in the application;
- 3) There is no Nigerian ship building company that

has the capacity to construct the particular type and size of vessel specified in the application.

The order for granting of waivers as provided in Section 5.3.3 of the Guidelines on Implementation of the Act is as follows:-

- i) Wholly Nigerian owned vessels;
- ii) Bareboat chartered vessel by Nigerians;
- iii) Joint Venture owned vessels belonging to Nigerians and foreigners in the ratio of 60 – 40% in favour of Nigerians;
- iv) Foreign vessel that has complied with the provisions of the Cabotage Act.

A waiver granted under the Act shall not in any circumstance exceed one (1) year.

All applicants wishing to renew their waivers on vessels for Cabotage trade, must produce evidence of their improved level of compliance with requirements of the Cabotage Act on manning, ownership and shipbuilding requirements as follows:-

- i) Evidence of contribution to training of Nigerian Cadets on board the vessel during year of waiver;
- ii) Evidence of sponsorship of training for Nigerian Seafarers and Cadets;
- iii) Evidence of dry docking and ship repairs in Nigeria.

In administering the waiver regime NIMASA ensures that all the foregoing requirements are strictly adhered to. This has led to increase in human, vessel and maritime infrastructural capacity development.

Total number of application for waiver processed by NIMASA (Jan 2004 – Nov 2016).

YEAR	NIGERIA	JOINT VENTURE	BARE-BOAT	FOREIGN	YEARLY TOTAL
2004	27	1	46	29	103
2005	283	108	19	188	598
2006	154	174	108	107	543
2007	49	69	222	77	417
2008	87	109	17	72	285
2009	146	196	9	125	476
2010	76	148	17	116	357
2011	158	348	5	168	679
2012	185	153	29	304	671
2013	206	427	13	137	783
2014	171	79	67	163	480
2015	223	114	74	164	575
2016	242	101	61	116	520
<b>Total</b>	<b>2,007</b>	<b>2,027</b>	<b>687</b>	<b>1,766</b>	<b>6,487</b>

## CHALLENGES

1. Dearth of indigenous ownership of vessels.
2. Inadequate joint venture between indigenous operators and their foreign counterparts.
3. Lack of ship building and ship repair yards in Nigeria.
4. Dearth of seafarers especially of the officer cadre to take over from foreigners.

5. Inadequate platforms for seetime training for Nigerian cadets.
6. Pending amendment of the Cabotage Act to take care of contentious areas which include redefinition of vessels to capture all Cabotage vessels and empower NIMASA to enforce administratively all fines provided as penalties in the Act, etc.
7. Issuance of immigration work permits to foreign seafarers by the Nigerian Immigration Service (NIS) without recourse to NIMASA on the availability and competence of Nigerian Seafarers.
8. Lack of platforms/Vessels for enforcement.
9. Issuance of Temporary importation licence to vessels brought in by foreigners by Nigerian Customs Service (NCS) without recourse to NIMASA which negatively impacts on the implementation of the Cabotage Act.
10. Lack of incentives to indigenous operators especially on vessels and their parts which are imported into Nigeria.
11. Unwillingness of some banks to finance ship acquisition which they consider as long term facilities and capital intensive.
12. Un-cooperative attitude of some International Oil Companies (IOC's) in awarding marine contracts to indigenous operators.

## WAY FORWARD

To ensure that the objectives of the Local Content/Cabotage policies are realized, consideration should be given to:

- Adequate cooperation between all relevant Nigerian government Agencies and stakeholders to ensure the realization of the objectives of the Cabotage Act. Section 3.3 of the Cabotage Implementation Guidelines, 2007 requires NIMASA to establish close collaboration with the Oil and Gas Sector specifically Nigerian National Petroleum Corporation (NNPC), Department of Petroleum Resources (DPR), National Petroleum Investment Management Services (NAPIMS), Nigerian Liquefied Natural Gas Company Ltd (NLNG), Petroleum Pipeline Marketing Company (PPMC), Nigerian Investment Promotion Council (NIPC), Nigerian Immigration Service (NIS), Nigerian Customs Services (NCS), Nigerian Ports Authority (NPA), Nigerian Navy. Section 105 of the Nigerian Oil & Gas Industry Content Development (NOGIC) Act, 2010 requires collaboration between NIMASA and Nigerian Content Development Management Board (NCDMB). NIMASA has maintained collaborative strategies with these stakeholders to ensure the success of the Cabotage regime. There is a standing inter-agency NCDMB/NIMASA Joint Committee on enforcement of the Cabotage Act to ensure compliance by operators.
- Review of the Cabotage Act to reflect actual situation on ground and to address contentious areas.
- Provision of platforms by both foreign and indigenous operators for compulsory sea time training for Nigerians qualifying as seafarers.
- Need for joint venture partnerships between Indigenous and foreign operators.
- Need for all International Oil Companies (IOC's) to ensure that Cabotage vessels employed or owned by them are compliant and to award marine contracts to indigenous operators.
- Provision of funding to indigenous operators by Nigerian banks for vessel acquisition.



Hon Minister of Transportation with some National Assembly members and members of the Board of the Nigerian Maritime Administration and Safety Agency (NIMASA) after the inauguration of the Board in Abuja

# DESPITE THE HEADWIND, NIMASA IS MAKING ENORMOUS PROGRESS

## ...NIMASA Board Tour Zones

**T**he Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has restated that the present Management is on course in its bid to reform, reposition, restructure and reorganise the Agency.

Dr. Peterside made this assertion while briefing the Chairman of the NIMASA Governing Board, Gen. Jonathan India Garba (Rtd.) and other members of the Board in Port Harcourt during the familiarisation tour of the Governing Board of the Agency to the operational zones of NIMASA which commenced at the Eastern Zonal office of the Agency.

The DG stated that in spite of the minor challenges that come along with every change agenda, management of the Agency with the support of the Governing board are committed to ensuring that NIMASA is repositioned to revitalise the economic enhancing activities of the maritime sector.

According to him, "NIMASA is the Agency of government charged with the responsibility of advancing the maritime

sector by regulating shipping, promoting indigenous participation in shipping and ensuring that the ocean is clean and safe for shipping activities. The implications of these mandates are that we have responsibilities for maritime safety and security; seafarers' standards; marine environment management; search and rescue, ship registration and an added responsibility for the Cabotage act that was passed in 2003"

The DG who noted that to effectively carry out the mandates of the agency, the present management looked into challenges that were facing it after establishing that the NIMASA workforce was not a problem but needed motivation.

He also said that NIMASA after establishment was still working under the defunct structures of JOMALIC and the NMA that were merged to form the Agency in 2007 which was due for a change and this led the present management to adopt a Medium Term Strategic Plan which has aided steps of repositioning the Agency for better service delivery.

In his words, "our principal mandate is to restructure, reposition, reorganise

and reform NIMASA and make it a foremost Maritime Administration in Africa because we have no reason not to be number one in Africa. Of every 100 cargo heading to Africa 65 would come to Nigeria and in this regard we must ensure that our maritime sector remains vibrant"

Dr. Dakuku highlighted that bold steps had been taken to automate the processes of NIMASA and make the zones semi-autonomous by devolving powers to them in order for stakeholders to conclude every transaction at the zonal level. The zones have also been upgraded as Directors now head the zones.

In his response, Gen. Garba assured the Executive Management of the Governing Board's support stating that the Board will use its will to ensure that NIMASA becomes a major maritime voice in global shipping.

It would be recalled that in line with the restructuring and repositioning Agenda of the Agency, the Board recently approved the promotion of over 300 staff members to the next grade level to motivate them and boost productivity.

*President Muhammadu Buhari approves new management Board for NIMASA...*



**MAJOR GEN. J.I. GARBA (RTD)**  
- **BOARD CHAIRMAN**



**BASHIR YUSUF JAMOH**  
- **EXECUTIVE DIRECTOR, FINANCE AND ADMINISTRATION**



**ENGR. JOSEPH OLUWAROIMI FASHAKIN**  
- **EXECUTIVE DIRECTOR, OPERATIONS**



**DR. DAKUKU PETERSIDE**  
- **DIRECTOR GENERAL / CEO**



**GAMBO AHMED**  
- **EXECUTIVE DIRECTOR, MARITIME LABOUR AND CABOTAGE SERVICES**



**MOHAMMED GIDADO MUAZU**  
- **MEMBER**



**REAR. ADMIRAL NIYI OSINOWO**  
- **MEMBER (REP NN)**



**HON. BARR.  
EBELE OBI**  
– MEMBER



**PRINCESS  
NENE BETTY  
DIKE**  
– MEMBER  
(REP FMOL)



**ENGR.  
KENNETH  
OTOAKHIA  
ASEKOMHE,** –  
MEMBER



**UMAR SANI  
GALADANCHI**  
– MEMBER (REP  
FMOT)



**ABDULSALAM  
SULEIMAN**  
– BOARD  
SECRETARY



**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](mailto:info@nimasa.gov.ng) Website: [www.nimasa.gov.ng](http://www.nimasa.gov.ng)

**MN/2/17/SN01**

**MARINE NOTICE**

**TO: ALL PORT FACILITY OWNERS  
AND MANAGERS, TERMINALS AND  
JETTY OPERATORS, IOCS, MARITIME  
STAKEHOLDERS, MARINERS, AND THE  
GENERAL PUBLIC**

**REGULARISATION OF THE  
INTERNATIONAL SHIP AND PORT  
FACILITY SECURITY (ISPS) CODE  
LEVEL AT THE EASTERN ZONE FROM  
SECURITY LEVEL 2 TO SECURITY 1**

Pursuant to the Agency's regulatory mandate as the Designated Authority (DA) for the implementation of the International Ship and Port Facility Security (ISPS) Code in Nigeria, and specifically in line with Part IV of the ISPS Code Implementation Regulations, NOTICE is hereby given as follows:

- That the Security Level for the areas known as the Eastern Maritime Zone comprising of Rivers and Delta States has been downgraded from Security Level 2 to Security Level 1 ;
- That this change is not an indicator of an improvement in the Security of the affected areas, rather it is an official confirmation that as a result of the stagnation of the Security level of the Eastern Maritime Zone at Level 2 (heightened risk of a security incident) for several years, the Designated Authority in accordance with global best practice is constrained to assume that this "heightened state" is the normal security state of the affected areas ;
- That notwithstanding the declaration of Security Level 1, all port facilities within the affected areas are required to maintain physical and operational security measures at the heightened level in light of the security peculiarities of the operating environment.
- That this change shall take effect from 1st March 2017 and all port facilities are required to ensure compliance with this notice before the appointed date.
- That all, Port Facility Owners and Managers, Terminal and Jetty Operators, IOCS, Mariners and the general public are hereby advised and should be guided accordingly.

For further information or clarification, please contact:  
Head ISPS Unit  
Email: [isps.icic@nimasa.gov.ng](mailto:isps.icic@nimasa.gov.ng)  
Telephone: **08037057755**

**SIGNED: MANAGEMENT**



# NIMASA, Customs Partnership Will Help Nigeria's Economic Progress – Dr. Dakuku

*...As NIMASA seeks synergy with NCS*

**T**he Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside, has stated that NIMASA and the Nigerian Customs Service (NCS) are partners in progress in bringing the desired growth and development to the Nigerian maritime industry and by extension the Nigerian economy.

The DG who made this statement when he led NIMASA top Management on a courtesy visit to the Comptroller General of the Nigerian Customs Service (NCS) Col. Hameed Ali (Rtd.) at the Customs Headquarters in Abuja described both leadership of the two Agencies as sticklers for transparency while doing things that will serve the best interest of the country.

In his words, "The Nigerian Customs and NIMASA are both working to accomplish one purpose, which is to facilitate trade to our country, enhance the revenue of government and ensure that those who do business with us respect the laws of our land and that ultimately they don't take advantage of our people. As we are all working towards a common purpose, this even becomes more glaring with the new leadership of our both Agencies".

He also seized the opportunity to inform the Customs Service boss that NIMASA has started a process of restructuring and repositioning for the good of the sector in order to make it more business friendly, thereby attracting more investors to the country.

"In NIMASA there is a new wave of change in the same direction with the Customs. We are focused on delivering on our mandate to promote the participation of indigenous people in shipping in our country, give every Nigerian an opportunity as well as ensure that our waterways are safer for business to thrive.

In the course of doing our work, we have realized that it is inevitable that we must work with the Customs, that is the major reason for the visit", the DG said.

The proposed areas of partnership are; Nigerian Integrated Customs Information System (NICIS), the National Single Window Project and Maritime Security all geared towards enhancing



DG NIMASA, Dr. Dakuku Peterside (left) presenting a plaque to the Comptroller General, Nigerian Customs Service, Col. Hameed Ali (Rtd)

productivity in the sector, transparency, plugging revenue leakages and ensuring maritime security among others.

In his response, the CG of the Nigerian Customs Service, Col. Hameed Ali (Rtd.) expressed optimism that the renewed partnership between both Agencies will bring about the growth of the sector and the economy as a whole.

"Gone are the days that we feel we should do it alone, today the dynamics have changed, technology has given us a platform whereby we can achieve a lot, share information and also distribution of responsibility, I therefore feel NIMASA is one of the organisations we need to partner with, so your coming is to strengthen the already existing

relationship," the CG said.

He assured NIMASA of the readiness of the NCS to partner with NIMASA in the aforementioned areas, noting that "no single government agency can work alone; we all need to work together for the good of this country.

It would be recalled that since inception of the Dr. Dakuku Peterside's administration, the Agency has engaged several Stakeholders and relevant government bodies both locally and internationally to bring transformation to the maritime industry. The present Management of NIMASA is working towards making Nigeria safer for business and a hub for maritime activities in Africa.



A group of 130 Nigerian graduands from the Nigerian Maritime Administration and Safety Agency (NIMASA) Nigerian Seafarers Development Programme from the Arab Academy for Science, Technology and Maritime Transport in Alexandria, Egypt in a photograph with Mr. Danjuma Mika'il Dauda, Director, Maritime Safety and Security Federal Ministry of Transportation (3rd from right), Prof. Alsosy Balbaa, Coordinator of the African and Asian affairs of the Arab Academy in Egypt, the Executive Director, Maritime Labour and Cabotage Services of NIMASA, Mr. Gambo Ahmed (in white), with the Coordinator of NSDP scheme, Barr. Victor Egejuru and Mrs. Aisha Idris Yakubu of the NSDP Team in NIMASA, during the graduation ceremony in Egypt.

## NIMASA MARITIME CAPACITY PROGRAMME: 130 NIGERIAN YOUTHS GRADUATE IN EGYPT

**T**he Nigerian Seafarers Development Programme (NSDP), an initiative of the Nigerian Maritime Administration and Safety Agency (NIMASA), has once again graduated 130 cadets from the Arab Academy for Science, Technology and Maritime Transport in Alexandria, Egypt. This feat has further increased the pool of Seafarers in the sector as it brings to a total number of 1,045 graduates from the NSDP project, representing 42 percent graduates of the over 2500 NIMASA sponsored beneficiaries.

Disclosing this at the graduation ceremony in Egypt, The Director General of NIMASA, Dr. Dakuku Peterside noted that NIMASA sponsored over 2500 aspiring cadets to the best maritime institutions around the world including Egypt, Romania, The Philippines, United Kingdom as well as India. Giving a breakdown, he said 226 graduated from the Arab Academy in Egypt, 76 from South Tyneside, Newcastle in England while 743 graduated from various partner Universities in The Philippines.

The Director General who was represented at the event by the Executive Director, Maritime Labour and Cabotage Services of the Agency, Mr. Gambo Ahmed congratulated the graduands who had their degrees in various maritime related disciplines ranging from marine transport and logistics, nautical engineering and enjoined them to bring to bear the knowledge acquired to improve on the fortunes of the Nigerian maritime industry.

**“NIMASA sponsored over 2500 aspiring cadets to the best maritime institutions around the world including Egypt, Romania, The Philippines, United Kingdom as well as India. Giving a breakdown, he said 226 graduated from the Arab Academy in Egypt, 76 from South Tyneside, Newcastle in England while 743 graduated from various partner Universities in The Philippines.”**

The DG added that NIMASA is also exploring other avenues to enrich the NSDP programme and reiterated that the impact of the programme would be felt world over, as Nigeria would soon start exporting Seafarers like the Philippines and other reputable maritime nations. This he said will reduce unemployment in the country and attract the much needed foreign exchange.

The graduands were full of appreciation for the opportunity granted them to excel by NIMASA and pledged to use the knowledge acquired to enhance the Nigerian maritime sector. Speaking with the Coordinator of NSDP scheme, Barr. Victor Egejuru, Deputy Director,

Maritime Labour in NIMASA, the youths thanked the government of President Muhammadu Buhari and Management of NIMASA for the opportunity given them to progress in their chosen career and in growing capacity in the maritime sector.

It would be recalled that the NSDP initiative was floated by NIMASA in 2008 to curb the dearth of trained and certified seafarers in the country which was identified as an impediment to Nigeria's robust participation in the global shipping business. It is expected that the programme would bridge the knowledge gap and enhance the economic benefit of the sector as well as place the country in the league of advanced maritime nations.



The Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside and some Management staff of NIMASA in a photograph with beneficiaries of the Nigerian Seafarers Development Programme (NSDP) during a visit to the South Shield Marine School at the South Tyneside College, South Shield, Newcastle in the United Kingdom

# NIMASA, UK SCHOOL TARGET SEA TIME FOR 400 NIGERIANS

● *Cadets Thank President Buhari, Pray for Him* ● *Peterside Applaud Nigerians performance in South Shields Marine School*

**T**he Nigerian Maritime Administration and Safety Agency (NIMASA) has again struck a new partnership with the South Shield Marine School at the South Tyneside College, South Shield, Newcastle in the United Kingdom, to provide sea time opportunities for about 400 cadets of the agency's sponsored Nigerian Seafarers Development Program (NSDP).

The institution which has so far about 502 Nigerian students being trained in various fields in marine Engineering and Nautical Science amongst others, have about 326 students due for sea time, a mandatory requirement to go on board a ship for a period of one year or more on ocean going vessels, before they are qualified for the award of a maritime degree. About 2500 Nigerian youths are beneficiaries of the NIMASA NSDP scheme.

While briefing the Director General of NIMASA, Dr. Dakuku Peterside, the Principal / Head of the school, Gary Hindmarch observed that the school is in partnership with reputable shipping agencies and organizations who are major global players to place cadets on board vessels across the globe, a scheme they have been using to provide sea time opportunities for their students over many decades of the existence of the institution.

The sea time model is similar to that already being provided by the Arab Academy for Science, Technology and Maritime Transport in Alexandria, Egypt, wherein the sea time is imbedded in the

programme. Dr. Peterside while welcoming the opportunity noted that "the new arrangement will not only provide the Nigerian youths the chance of completing their training as seafarers but it will equally provide additional window for other NSDP cadets from other institutions, which will greatly reduce the number of the backlog of cadets needing sea time, a challenge currently facing the management of the Agency".

Briefing the NIMASA management team further, Hindmarch noted "that the sea time will provide the Nigerian youths the required opportunity to complete that aspect of their studies and leading to the completion of their final course works to enable them graduate fully and qualify to be seafarers".

The school Head stated further that the Nigerian students are brilliant students and that the "performance recorded each year show that the Nigerian students are the highest ethnic group with success at 84 to 95 percent over the past five years and always above the college average, with a high number of female students at 16 percent", when compared to other foreign nationals.

"The Nigerians are good students who are very committed to their studies, with great performance, which they have maintained for over five years since they have been at this institution. If there was to be a league table for the academic performance here, the Nigerian students would be top of the table for five years

above other nationals studying in the Maritime School".

Addressing the DG and NIMASA Delegation which also included Mr. Dikko Bala, Nigeria's Alternate Permanent Representative to the International Maritime Organisation (IMO) and Barrister Victor Egejuru, Coordinator of the NSDP, a representative of the students Nnabugwu Akobundu said, "through these stages of the programme, NIMASA took full responsibility for our tuition and welfare. We are grateful to you and may we also request you to extend our appreciation and well wishes to the President of the Federal Republic of Nigeria, President Muhammadu Buhari. We join our compatriots to pray for him".

Also on his part, Adeleye Femi, one of the students who spoke applauded the Government and NIMASA management for their efforts and said, "the programme aims to equip us with the knowledge of the maritime industry, to bridge the gap of the dearth of maritime workers, we are also putting in our best to go in line with the aim of the agency. We hope the Agency will not relent in its efforts to fulfill the desired goal of the program".

While applauding the students for their good performance, the Director General further urged them to continue to be of good behavior, adding that management is determined to help the students complete their studies in earnest, and that the sea time partnership with the institution will help achieve that.



L-R: The Executive Director, Maritime Labour & Cabotage Services, Nigerian Maritime Administration and Safety Agency (NIMASA) and the Chairman, National Joint Industrial Council (NJIC) Mr. Gambo Ahmed presenting a brand new Toyota Hiace bus to the former President-General of the Maritime Workers' Union of Nigeria (MWUN) Comrade Anthony Nted, while the Chairman of the Seaport Terminal Operators of Nigeria (STOAN) Princess Vicky Haastrup looks on.

# ECONOMY: LABOUR STABILITY WILL ENHANCE MARITIME GROWTH - NIMASA

## ● Sign NJIC agreement with Labour, Operators

**T**he Nigerian Maritime Administration and Safety Agency (NIMASA) has assured stakeholders in the industry of its commitment in ensuring that a friendly working environment is created in and around the port environment, that will facilitate maritime trade and investment to grow the nation's economy.

This commitment was made by the Executive Director, Maritime Labour and Cabotage Services of the Agency, Mr. Gambo Ahmed during the signing of the National Joint Industrial Council (NJIC) agreement for Dockworkers between the Terminal Operators and Maritime Workers Union of Nigeria (MWUN) at the NIMASA Headquarters in Lagos.

Speaking during the signing of the Agreement, Mr. Ahmed who is also the Chairman of the NJIC said that "there is the need for understanding between the workers and employers in the industry, most especially during this period of economic recession where everyone needs to be accommodating".

Also speaking at the event, the

Chairperson of Seaport Terminals Operators Association of Nigeria (STOAN), Princess Vicky Haastrup commended NIMASA for midwifing the processes that ensured that peace and harmony exists amongst stakeholders in the ports.

In her words, "Nigeria has never had it so good, the atmosphere in and around the ports has made it so conducive for everyone to carry out his or her business and this is because NIMASA has always brought the issues of welfare of dockworkers to the front burner".

In the same vein, The President-General of the Maritime Workers Union of Nigeria (MWUN) Comrade Anthony Nted said that NIMASA should be commended for the new harmonious working relationship between terminal operators and workers in the ports, stating that MWUN is willing to abide by the signed agreement.

The event was concluded with the presentation of a brand new Toyota Hiace bus to MWUN by NIMASA to

enhance inspections of Terminals by the Union. While handing over the bus to the Union, Mr. Ahmed urged the leadership to impress on its members to be law abiding and assured them of the unflinching support of the Government to ensure fairness in the industry.

The newly signed agreement which is for a period of two years is intended to ensure industrial peace in the industry as it encompasses fair treatment of Dockworkers, by ensuring that every employee gets an employment letter and a package as terminal benefits when their contract expires which has not been the case in recent past with some operators.

It may be recalled that as part of the Agency's commitment to the welfare of maritime workers in Nigeria and in line with global best practice, the Director General of NIMASA, Dr. Dakuku Peterside recently asserted that a labourer is worthy of his rewards, hence no Dockworker in all the Seaports in the country will be short changed.

# Nigerian Ports Getting Safer

## ...Dakuku Tells US Coast Guard

**I**n furtherance to its commitment to ensure safety and security on the nation's territorial waterways, and in line with global best practices, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dakuku Peterside has disclosed that the Agency is determined to ensure total compliance with the International Ships and Ports Facility (ISPS) Code in all ports, terminals and jetties in Nigeria.

The DG who made this disclosure in Lagos when a delegation of the United States Coast Guard (USCG) led by Commander Thomas Foster came on an assessment visit of Nigerian ports and terminals across the country, described the USCG as the most valued partner in ensuring that our ports are safe for business.

He also reiterated that Nigeria places high premium on issues that border on security and as such, NIMASA as the Designated Authority (DA) for the ISPS Code implementation is leaving no stone unturned to achieve 100 per cent implementation of the ISPS Code in Nigeria. This he said will guarantee the safety of the vessels calling or leaving our ports.

"There is absolutely no doubt that we are determined to get it right; we only need support, assistance and all the encouragement we can get. We are determined to work with the United States Coast Guard to get it right in order to ensure our ports are safe.

Let me also reiterate that as a country, we appreciate the importance of getting security right at our ports, jetties and terminals and that we are committed to it", the DG said.

He also used the opportunity to appeal to the USCG to continue to render necessary assistance to NIMASA, noting that the Agency is open to support and partnership from them.

In his remarks, the leader of the delegation of the United States Coast Guard, Commander Thomas Foster commended NIMASA for its strides in ensuring safety at the ports and expressed satisfaction with the infrastructural development as regarding ISPS Code implementation in the ports visited in Lagos.

In his words, "it appears that the energy that NIMASA has at the ports is very tremendous, as seen in all the ports visited in Lagos. The level of compliance has tremendously improved compared to our last visit. I therefore

assure NIMASA that we will continue to work closely to achieve a safer ports, jetties and terminals in Nigeria".

The International Ship and Port Facility Security (ISPS) Code is an amendment to the Safety of Life and Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade.

It may be recalled that NIMASA was appointed the Designated Authority for the implementation of the ISPS Code in Nigeria in May, 2013 and has since been unrelenting in raising the banner of the country high amongst the comity of maritime nations, especially in the area of safety and security.

It must also be stated that the Dr. Dakuku Peterside led Management has embarked on so many developmental initiatives through various Stakeholders engagement and collaborative efforts towards making Nigeria a hub of maritime activities in Africa.



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## MINISTRY OF TRANSPORTATION AND ITS AGENCIES CELEBRATE IMO WORLD MARITIME DAY

- (1) Minister, Federal Ministry of Transportation (FMOT), Rt. Hon. Rotimi Amaechi making a comment at the event
- (2) R-L: Rt. Hon. Rotimi Amaechi, Former Executive Secretary of Nigerian Shippers' Council (NSC), Capt. Adamu Biu, a former NPA MD, Chief Adebayo Sarumi, NPA MD, Ms. Hadiza Bala Usman and DG NIMASA, Dr. Dakuku Peterside
- (3) Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Gambo Ahmed (left) and a Maritime Stakeholder, Mr. Okey Hajero
- (4) Ms. Hadiza Bala Usman and a Stakeholder
- (5) Participants at the event
- (6) L-R: Ms. Hadiza Bala Usman, DG NIMASA, Dr. Dakuku Peterside, Chief Adebayo Sarumi and Capt. Adamu Biu
- (7) DG NIMASA, Dr. Dakuku Peterside in a chat with a Maritime Stakeholder
- (8) MD/CEO, Marine Platform, Taofik Adegbite (left) and Director, Maritime Services Federal Ministry of Transportation, Umar Sani Galadanchi
- (9) R-L: Chairman, Ship Owners Association of Nigeria (SOAN), Greg Ogbeifun, Director, Maritime Safety, FMOT, Alhaji D.M. Dauda and Umar Sani Galadanchi
- (10) R-L: Rt. Hon. Rotimi Amaechi, Perm Sec. FMOT, Mr. Sabiu Zakari, Dr. Dakuku Peterside and Executive Secretary NSC, Barr. Hassan Bello
- (11) Participants at the event
- (12) L-R: Director, Special Duties, ER & TC, Hajia Lami Tumaka, Director, MLS, Mrs Juliana Gunwa, Director, Admin & Human Resources, Mr. Akin Akinyosoye, Director, PRDMS, Hajia Jumai Musa, Director, RC&SM, Alhaji Ibrahim Jibril and Director Legal Services, Barr. AbdulSalam Suleman

Celebrate

WORLD MARITIME DAY 201



# A POSITIVE OUTLOOK: GOOD FOR YOUR HEALTH

*"Look on the sunny side of life."*

*"Turn your face toward the sun, and the shadows will fall behind you."*

*"Every day may not be good, but there is something good in every day."*

*"See the glass as half-full, not half-empty."*

**R**esearchers are finding that thoughts like these, the hallmarks of people sometimes called "cockeyed optimists," can do far more than raise one's spirits. They may actually improve health and extend life.

There is no doubt that what happens in the brain influences what happens in the body. When facing health crisis, actively cultivating positive emotions can boost the immune system and counter depression. Studies have

shown an indisputable link between having a positive outlook and health benefits for instance low blood pressure, less heart disease, better weight control and healthier blood sugar levels.

Even when faced with an incurable illness, positive feelings and thoughts can greatly improve one's quality of life. Dr. Wendy Schlessel Harpham, a Dallas-based author of several books for people facing cancer, including "Happiness in a Storm," was a practicing internist when she learned she had non-Hodgkin's lymphoma, a cancer of the immune system, 27 years ago. During the next 15 years of treatments for eight relapses of her cancer, she set the stage for happiness and hope, she says, by such measures as surrounding herself with people who lift her spirits, keeping a daily gratitude journal, doing something good for someone else, and watching funny, uplifting movies. Her cancer has been in remission now for 12 years.

"Fostering positive emotions

helped make my life the best it could be," Dr. Harpham said. "They made the tough times easier, even though they didn't make any difference in my cancer cells."

While Dr. Harpham may have a natural disposition to see the hopeful side of life even when the outlook is bleak, new research is demonstrating that people can learn skills that help them experience more positive emotions when faced with the severe stress of a life-threatening illness.

Judith T. Moskowitz, a professor of medical social sciences at Northwestern University Feinberg School of Medicine in Chicago, developed a set of eight skills to help foster positive emotions. In earlier research at the University of California, San Francisco, she and colleagues found that people with new diagnoses of H.I.V. infection who practiced these skills carried a lower load of the virus, were more likely to take their medication correctly, and were less likely to need antidepressants to help them cope with their illness.

The researchers studied 159 people who had recently learned they had H.I.V. and randomly assigned them to either a five-session positive emotions training course or five sessions of general support. Fifteen months past their H.I.V. diagnosis, those trained in the eight skills maintained higher levels of positive feelings and fewer negative thoughts related to their infection.

An important goal of the training is to help people feel happy, calm and satisfied in the midst of a health crisis. Improvements in their health and longevity are a bonus. Each participant is encouraged to learn at least three of the eight skills and practice one or more each day. The eight skills are:

- **Recognize a positive event each day.**



“  
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 ”

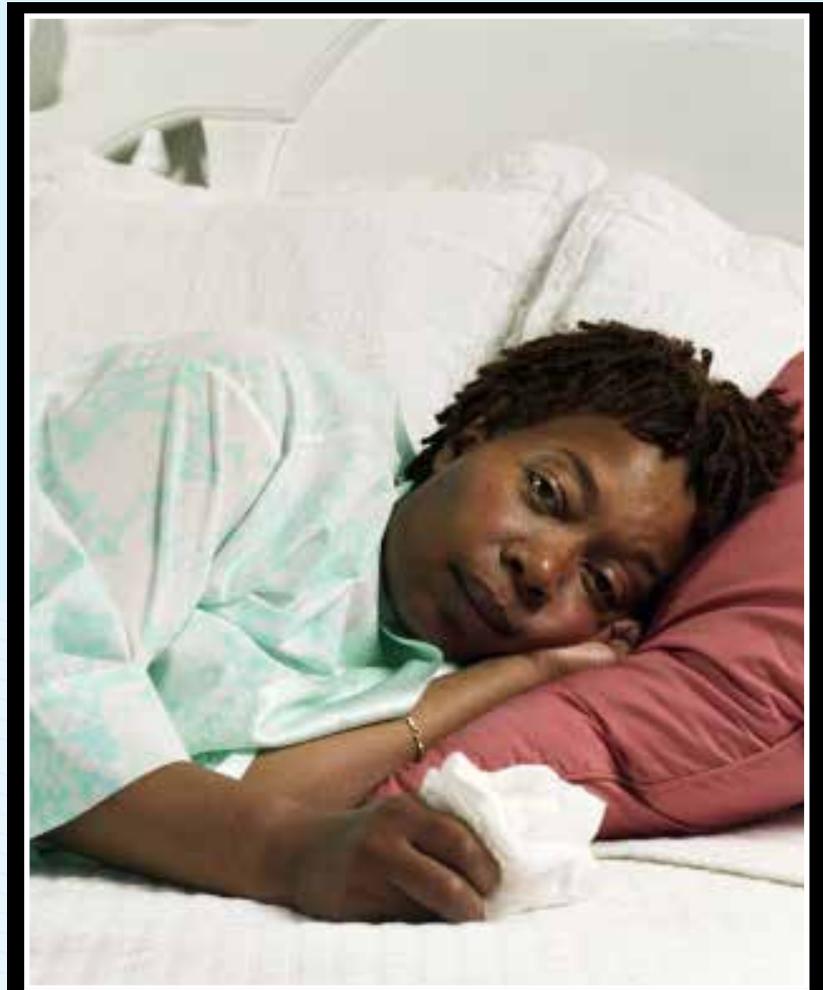
- Savor that event and log it in a journal or tell someone about it.
- Start a daily gratitude journal.
- List a personal strength and note how you used it.
- Set an attainable goal and note your progress.
- Report a relatively minor stress and list ways to reappraise the event positively.
- Recognize and practice small acts of kindness daily.
- Practice mindfulness, focusing on the here and now rather than the past or future.

Dr. Moskowitz said she was inspired by observations that people with AIDS, Type 2 diabetes and other chronic illnesses lived longer if they demonstrated positive emotions. She explained, “The next step was to see if teaching people skills that foster positive emotions can have an impact on how well they cope with stress and their physical health down the line.”

She listed as the goals improving patients’ quality of life, enhancing adherence to medication, fostering healthy behaviors, and building personal resources that result in increased social support and broader attention to the good things in life.

Gregg De Meza, a 56-year-old architect in San Francisco who learned he was infected with H.I.V. four years ago, told me that learning “positivity” skills turned his life around. He said he felt “stupid and careless” about becoming infected and had initially kept his diagnosis a secret.

“When I entered the study, I felt like my entire world was completely unraveling,” he said. “The training reminded me to rely on my social



Sick woman in bed

[www.livewellmagazine.org](http://www.livewellmagazine.org)

network, and I decided to be honest with my friends. I realized that to show your real strength is to show your weakness. No pun intended, it made me more positive, more compassionate, and I’m now healthier than I’ve ever been.”

In another study among 49 patients with Type 2 diabetes, an online version of the positive emotions skills training course was effective in enhancing positivity and reducing negative emotions and feelings of stress. Prior studies showed that, for people with diabetes, positive feelings were associated with better control of blood sugar, an increase in physical activity and healthy eating, less use of tobacco and a lower risk of dying.

In a pilot study of 39 women with advanced breast cancer, Dr. Moskowitz said an online version of the skills training decreased depression among them. The same was true with caregivers of dementia patients.

“None of this is rocket science,”

Dr. Moskowitz said. “I’m just putting these skills together and testing them in a scientific fashion.”

In a related study of more than 4,000 people 50 and older published last year in the *Journal of Gerontology*, Becca Levy and Avni Bavishi at the Yale School of Public Health demonstrated that having a positive view of aging can have a beneficial influence on health outcomes and longevity. Dr. Levy said two possible mechanisms account for the findings. Psychologically, a positive view can enhance belief in one’s abilities, decrease perceived stress and foster healthful behaviors. Physiologically, people with positive views of aging had lower levels of C-reactive protein, a marker of stress-related inflammation associated with heart disease and other illnesses, even after accounting for possible influences like age, health status, sex, race and education than those with a negative outlook. They also lived significantly longer.

- Culled from the Internet

# 'Let's Partner For Progress'

*...Dakuku Peterside Seeks Global Maritime Leadership for the Nation*

**T**he Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has urged Nigerians to partner with the Agency to ensure a virile maritime industry as the activities of the Agency impact on the lives of all Nigerians. This is given the fact that virtually every product used by Nigerians comes through the Sea and NIMASA is the government Agency saddled with the responsibility of ensuring seamless and secured sea transportation, without negative impact on the environment.

The DG made this call during a breakfast meeting with media stakeholders held in Lagos. He said that the essence of the Agency's continuous interaction with the media was in recognition of the role they play in information dissemination and in educating the public. He charged them on professionalism to generate sufficient and

accurate information on issues to advance credible and reliable reportage to elicit trust and hope in the public.

He further urged them to use their platform to educate the public on the activities of NIMASA stating that it will create awareness on the Agency's strides to advance the maritime industry for the growth of the Nigerian economy.

According to the DG "A lot of Nigerians have various misconceptions about NIMASA and its activities, hence the need for synergy with the media. We are regulating the maritime sector on behalf of Nigerians with the backing of the Federal Government to ensure that we advance our maritime sector. NIMASA is charged with the responsibility of regulating shipping activities and the promotion of indigenous shipping in Nigeria. 90% of world trade is by sea and 65% of vessels heading to Africa visit Nigeria. By this we have the responsibility of ensuring safe and secure transportation of goods and services to Nigeria" he said.

Dr. Peterside said that the present management of the Agency which was given the mandate of restructuring, repositioning and reforming the maritime sector by President Muhammadu Buhari through the Honourable Minister of Transportation, Rt. Hon. Rotimi Chibuike Amaechi has taken strategic steps to ensure that the mandate is achieved in line with the Administration's change Agenda.

In his words "to ensure that our mandate is achieved, we developed a medium term strategic plan with five pillars viz; Survey, inspection and certification transformation; environment, security, search and rescue transformation initiative; Digital transformation strategy; capacity building initiative and cultural and structural reform".

The Director General noted that the steps

taken are yielding results and this is evident in the reduction of piracy and other sea related crimes in the Nigerian territorial waters.

Dr. Dakuku Peterside also stated that the Agency is in the process of rebranding and that the New NIMASA brand would be unveiled by President Muhammadu Buhari on the 20th of April, 2017. This would coincide with the meeting of the Association of African Heads of Maritime Administrations to be hosted by the Agency in conjunction with the International Maritime Organisation (IMO) in Abuja from 19th -21st of April 2017. The DG said with the hosting of the event, Nigeria is set to become a leading voice in the comity of Maritime Nations especially as the Country seeks election into the category C of the IMO Council seat in November, 2017.

In response, to the DG's comments, the Chairman of the Association of Radio News Managers, Mr. Charles Kalu commended Dr. Peterside for his achievements within a short time of assumption of duty; he said that as a pressure group, meetings of this nature would help them during their reportage. He also appealed to the DG to look for avenues on the various media platforms to reach out to the public.

**“ NIMASA is charged with the responsibility of regulating shipping activities and the promotion of indigenous shipping in Nigeria. 90% of world trade is by sea and 65% of vessels heading to Africa visit Nigeria. By this we have the responsibility of ensuring safe and secure transportation of goods and services to Nigeria ”**





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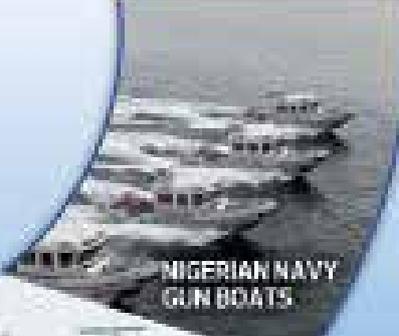
CONTROL ROOM



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